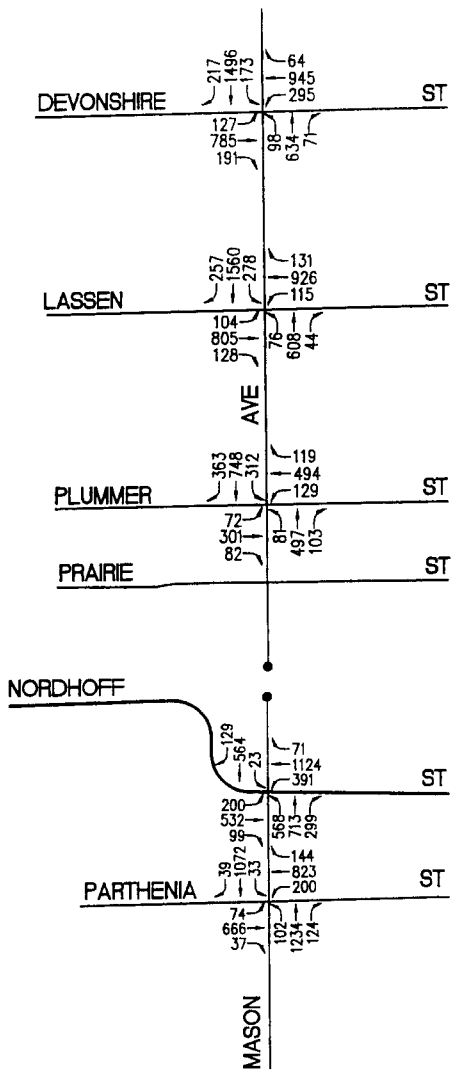


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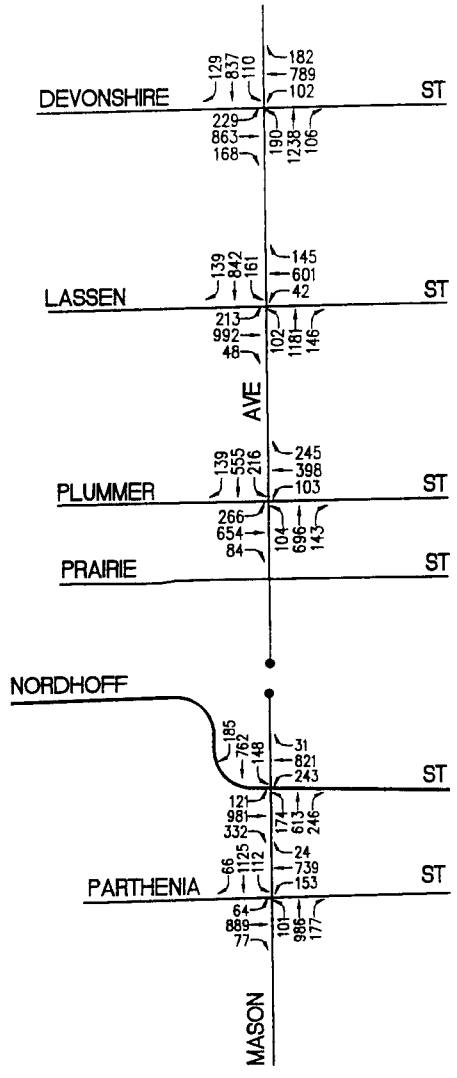
APPENDIX F-1

**Mason Avenue Intersections
Full Build-Out Alternative A Project
CMA Data Worksheets - AM and PM Peak Hours**

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AM PEAK HOUR



PM PEAK HOUR

**LINSCOTT
LAW &
GREENSPAN**



ENGINEERS NOT TO SCALE

APPENDIX F-1
FULL BUILD-OUT ALTERNATIVE A
WITH PROJECT TRAFFIC VOLUMES
KRAUSZ PROPERTY PROJECT

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

N-S St: Mason Avenue
 E-W St: Devonshire Street
 Project: Krausz Companies Northridge / 1-023166-1
 File Name: CMA40
 Counts by: Accutek

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

Date: 08/01/2003
 Date of Count: 2003
 Projection Year: 2005

Movement	2003 EXIST. TRAFFIC			2005 W/ AMBIENT GROWTH			2005 W/ OTHER PROJECTS			2005 W/ PROPOSED PROJECT			2005 W/ MITIGATION		
	No. of Lanes	Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Added Volume	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Added Volume	Total Volume	Lane Volume
NB Left	66	1	66	3	69	1	29	98	1	98	0	1	98	0	98
Comb. L-T	0	-	-	0	-	0	0	0	0	0	0	0	0	0	0
NB Thru	312	1	183	12	324	1	310	634	1	352	0	1	352	0	352
Comb. T-R	1	183	183	1	190	1	352	634	1	352	0	1	352	0	352
NB Right	53	0	-	2	55	0	16	71	0	71	0	0	71	0	71
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SB Left	164	1	164	7	171	1	3	173	1	173	0	1	173	0	173
Comb. L-T	0	-	-	0	-	0	0	0	0	0	0	0	0	0	0
SB Thru	1059	2	530	42	1101	2	395	1496	2	1496	0	2	1496	0	1496
Comb. T-R	0	-	-	0	-	0	0	0	0	0	0	0	0	0	0
SB Right [1]	186	1	186	7	193	1	24	217	1	217	0	1	217	0	217
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EB Left	117	1	117	5	122	1	5	127	1	127	0	1	127	0	127
Comb. L-T	0	-	-	0	-	0	0	0	0	0	0	0	0	0	0
EB Thru	692	2	346	28	720	2	71	790	2	790	-5	2	785	0	785
Comb. T-R	0	-	-	0	-	0	0	0	0	0	0	0	0	0	0
EB Right	158	1	158	6	164	1	27	191	1	191	0	1	191	0	191
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WB Left	265	1	265	11	276	1	19	295	1	295	0	1	295	0	295
Comb. L-T	0	-	-	0	-	0	0	0	0	0	0	0	0	0	0
WB Thru	920	2	460	37	957	2	-13	944	2	945	1	2	945	0	945
Comb. T-R	0	-	-	0	-	0	0	0	0	0	0	0	0	0	0
WB Right	57	1	57	2	59	1	5	64	1	64	0	1	64	0	64
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Crit. Volumes:	N-S: 596	E-W: 611	SUM: 1207	N-S: 619	E-W: 635	SUM: 1255	N-S: 846	E-W: 690	SUM: 1536	N-S: 846	E-W: 688	SUM: 1533	N-S: 846	E-W: 688	SUM: 1533
No. of Phases:	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Volume / Capacity:	0.804	0.837	0.837	0.837	0.837	0.837	1.024	1.024	1.024	1.022	1.022	1.022	1.022	1.022	1.022
Level of Service:	D	D	D	D	D	D	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] Functional right-turn only lane.

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CRITICAL MOVEMENT ANALYSIS

N-S St: Mason Avenue
 E-W St: Devonshire Street
 Project: Krausz Companies Northridge / 1-023166-1
 File Name: CMA40
 Counts by: Accutek

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

Date: 08/01/2003
 Date of Count: 2003
 Projection Year: 2005

Movement	2003 EXIST. TRAFFIC			2005 W/ AMBIENT GROWTH			2005 W/ OTHER PROJECTS			2005 W/ PROPOSED PROJECT			2005 W/ MITIGATION		
	Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Added Volume	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Added Volume	Total Volume	Lane Volume
NB Left	155	1	155	6	161	1	161	29	190	1	190	1	190	0	190
Comb. L-T	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NB Thru	829	1	462	33	862	1	480	376	1238	1	672	1	672	0	1238
Comb. T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NB Right	95	0	0	4	99	0	0	7	106	0	0	0	0	0	106
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SB Left	98	1	98	4	102	1	102	9	110	1	110	1	110	0	110
Comb. L-T	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SB Thru	463	2	232	19	482	2	241	355	837	2	418	2	418	0	837
Comb. T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SB Right [1]	107	1	107	4	111	1	111	18	129	1	129	1	129	0	129
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EB Left	195	1	195	8	203	1	203	26	229	1	229	1	229	0	229
Comb. L-T	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EB Thru	817	2	409	33	850	2	425	0	850	2	425	2	431	13	863
Comb. T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EB Right	131	1	131	5	136	1	136	32	168	1	168	1	168	0	168
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WB Left	83	1	83	3	86	1	86	16	102	1	102	1	102	0	102
Comb. L-T	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WB Thru	709	2	355	28	737	2	369	45	782	2	391	2	395	7	789
Comb. T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WB Right	167	1	167	7	174	1	174	8	182	1	182	1	182	0	182
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Crit. Volumes:	N-S: 560		560		582	N-S: 582		582		N-S: 782		782		782	N-S: 782
	E-W: 550		550		571	E-W: 571		571		E-W: 620		620		620	E-W: 620
	SUM: 1110		1110		1154	SUM: 1154		1154		SUM: 1403		1403		1406	SUM: 1406
No. of Phases:	2		2		2	2		2		2		2		2	2
Volume / Capacity:	0.740		0.769		0.935	0.937		0.937		0.937		0.937		0.937	0.937
Level of Service:	C		C		C	E		E		E		E		E	E

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

For dual turn lanes, 55% of volume is assigned to heavier lane.
 For one excl. and one opt. turn lane, 70% of volume is assigned to exclusive lane.
 Right turns on red from excl. lanes = 50% of overlapping left turn.

Notes [1] Functional right-turn only lane.

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CRITICAL MOVEMENT ANALYSIS

N-S St: Mason Avenue
 E-W St: Lassen Street
 Project: Krausz Companies Northridge / I-023166-1
 File Name: CMA41
 Courts by: Accutek

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

Date: 04/11/2003
 Date of Count: 2003
 Projection Year: 2005

Movement	2003 EXIST. TRAFFIC			2005 W/ AMBIENT GROWTH			2005 W/ OTHER PROJECTS			2005 W/ PROPOSED PROJECT			2005 W/ MITIGATION [2]						
	No. of Lanes	Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Volume	Lane Volume	
NB Left	73	1	73	3	76	1	76	1	76	0	76	1	76	0	76	1	76	1	76
Comb. L-T	0	-	0	-	0	0	-	0	-	0	-	0	-	0	-	0	-	0	-
NB Thru	189	2	95	8	197	2	98	2	304	411	608	2	304	0	608	2	304	2	304
Comb. T-R	0	-	0	-	0	0	-	0	-	0	0	0	-	0	0	0	-	0	-
NB Right [1]	42	1	42	2	44	1	44	1	44	0	44	1	44	0	44	1	44	1	44
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	260	1	260	10	270	1	270	1	278	8	278	1	278	0	278	1	278	1	278
Comb. L-T	0	-	0	-	0	0	-	0	-	0	-	0	-	0	-	0	-	0	-
SB Thru	1038	2	519	42	1080	2	540	2	780	480	1560	2	780	0	1560	2	780	2	780
Comb. T-R	0	-	0	-	0	0	-	0	-	0	0	0	-	0	0	0	-	0	-
SB Right [1]	242	1	242	10	252	1	252	1	257	5	257	1	257	0	257	1	257	1	257
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	100	1	100	4	104	1	104	1	104	0	104	1	104	0	104	1	104	1	104
Comb. L-T	0	-	0	-	0	0	-	0	-	0	-	0	-	0	-	0	-	0	-
EB Thru	778	1	451	31	809	1	469	1	810	1	810	1	469	-5	805	1	467	1	467
Comb. T-R	1	451	451	5	128	0	128	0	128	0	128	0	128	0	128	0	128	0	128
EB Right	123	0	123	5	128	0	128	0	128	0	128	0	128	0	128	0	128	0	128
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	111	1	111	4	115	1	115	1	115	0	115	1	115	0	115	1	115	1	115
Comb. L-T	0	-	0	-	0	0	-	0	-	0	-	0	-	0	-	0	-	0	-
WB Thru	888	2	444	36	924	2	462	2	925	1	926	2	463	1	926	2	463	2	463
Comb. T-R	0	-	0	-	0	0	-	0	-	0	-	0	-	0	-	0	-	0	-
WB Right [1]	124	1	124	5	129	1	129	1	131	3	131	1	131	0	131	1	131	1	131
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: 592	E-W: 562	SUM: 1154	N-S: 616	E-W: 584	SUM: 1200	N-S: 585	E-W: 585	SUM: 1170	N-S: 856	E-W: 582	SUM: 1438	N-S: 856	E-W: 582	SUM: 1438	N-S: 856	E-W: 582	SUM: 1438	
No. of Phases:	2			2			2			2			2			2			
Volume / Capacity:	0.769			0.800			0.960			0.959			0.959			0.959			
Level of Service:	C			D			E			E			E			E			

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

For dual turn lanes, 55% of volume is assigned to heavier lane.
 For one excl. and one opt. turn lane, 70% of volume is assigned to exclusive lane.
 Right turns on red from excl. lanes = 50% of overlapping left turn.

Notes: [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: Mason Avenue
 E-W St: Lassen Street
 Project: Krausz Companies Northridge / 1-023166-1
 File Name: CMA41
 Counts by: Accuthek

CRITICAL MOVEMENT ANALYSIS

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

Date: 04/11/2003
 Date of Count: 2003
 Projection Year: 2005

Movement	2003 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	1	98	1	102	0	102	1	102	0	102	1	102	0	102	1	102	0	102	1	102
Comb. L-T	0	-	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NB Thru	2	355	2	369	28	738	2	369	443	1181	2	369	0	1181	2	590	0	1181	2	590
Comb. T-R	0	-	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NB Right [1]	1	140	1	146	6	146	1	146	0	146	1	146	0	146	1	146	0	146	1	146
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	150	1	156	6	156	1	156	5	161	1	161	0	161	1	161	0	161	1	161
Comb. L-T	0	-	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SB Thru	2	190	2	197	15	394	2	197	448	842	2	421	0	842	2	421	0	842	2	421
Comb. T-R	0	-	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SB Right [1]	1	131	1	136	5	136	1	136	3	139	1	139	0	139	1	139	0	139	1	139
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	195	1	203	8	203	1	203	10	213	1	213	0	213	1	213	0	213	1	213
Comb. L-T	0	-	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EB Thru	1	494	1	513	38	979	1	513	0	979	1	513	13	992	1	520	0	992	1	520
Comb. T-R	0	-	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EB Right	1	46	1	48	2	48	0	48	0	48	0	48	0	48	0	48	0	48	0	48
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	40	1	42	2	42	1	42	0	42	1	42	0	42	1	42	0	42	1	42
Comb. L-T	0	-	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WB Thru	2	286	2	297	23	594	2	297	0	594	2	297	7	601	2	300	0	601	2	300
Comb. T-R	0	-	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WB Right [1]	1	132	1	137	5	137	1	137	8	145	1	145	0	145	1	145	0	145	1	145
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:	505	N-S:	525	N-S:	751	N-S:	751	N-S:	751	N-S:	751	N-S:	751	N-S:	751	N-S:	751	N-S:	751
	E-W:	534	E-W:	555	E-W:	555	E-W:	555	E-W:	555	E-W:	555	E-W:	555	E-W:	555	E-W:	555	E-W:	555
	SUM:	1039	SUM:	1080	SUM:	1306	SUM:	1306	SUM:	1306	SUM:	1306	SUM:	1306	SUM:	1313	SUM:	1313	SUM:	1313
No. of Phases:	2		2		2		2		2		2		2		2		2		2	
Volume / Capacity:	0.692		0.720		0.871		0.871		0.871		0.871		0.871		0.871		0.871		0.871	
Level of Service:	B		C		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] Functional right-turn only lane.
 [2] Traffic volumes shown in the added volume column reflect redistribution of traffic due to Mason Avenue crossing.

Notes:

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CRITICAL MOVEMENT ANALYSIS

N-S St: Mason Avenue
 E-W St: Plummer Street
 Project: Krausz Companies Northridge / 1-023166-1
 File Name: CMA42
 Counts by: Accutek

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

Date: 04/11/2003
 Date of Count: 2002
 Projection Year: 2005

Movement	2002 EXIST. TRAFFIC				2005 W/ AMBIENT GROWTH				2005 W/ OTHER PROJECTS				2005 W/ PROPOSED PROJECT				2005 W/ MITIGATION [1]					
	Volume	Lanes	No. of Lanes	Total Volume	Added Volume	Lane Volume	Total Volume	Added Volume	Lane Volume	Total Volume	Added Volume	Lane Volume	Total Volume	Added Volume	Lane Volume	Total Volume	Added Volume	Lane Volume	Total Volume			
NB Left	15	1	15	16	1	16	65	81	1	81	0	81	0	81	0	81	0	81	1	81		
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	28	1	16	30	1	16	468	497	1	300	0	497	0	497	0	497	0	497	1	300		
Comb. T-R	1	1	16	16	1	16	300	300	1	300	0	300	0	300	0	300	0	300	1	300		
NB Right	3	0	0	3	0	0	100	103	0	0	0	103	0	103	0	103	0	103	0	0		
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
SB Left	271	1	271	16	287	1	287	25	312	1	312	0	312	0	312	0	312	0	312	1	312	
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	255	1	255	15	270	1	270	478	748	1	555	0	748	0	748	0	748	0	748	1	555	
Comb. T-R	1	1	319	338	1	338	555	555	1	555	0	555	0	555	0	555	0	555	1	555		
SB Right	319	0	0	19	338	0	0	25	363	0	0	0	363	0	363	0	363	0	363	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	68	1	68	4	72	1	72	0	72	1	72	0	72	0	72	0	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		
EB Thru	289	1	153	17	306	1	162	0	306	1	194	-5	301	0	301	0	301	0	301	1	192	
Comb. T-R	1	1	153	162	1	162	194	194	1	194	0	194	0	194	0	194	0	194	1	192		
EB Right	16	0	0	1	17	0	0	65	82	0	0	0	82	0	82	0	82	0	82	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	27	1	27	2	29	1	29	100	129	1	129	0	129	0	129	0	129	0	129	1	129	
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	464	1	287	28	492	1	304	1	493	1	306	1	494	0	494	0	494	0	494	1	307	
Comb. T-R	1	1	287	304	1	304	306	306	1	306	0	306	0	306	0	306	0	306	1	307		
WB Right	109	0	0	7	116	0	0	4	119	0	0	0	119	0	119	0	119	0	119	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: 334	E-W: 355	SUM: 689	N-S: 354	E-W: 376	SUM: 730	N-S: 636	E-W: 378	SUM: 1015	N-S: 636	E-W: 379	SUM: 1015	N-S: 636	E-W: 379	SUM: 1015	N-S: 636	E-W: 379	SUM: 1015	N-S: 636	E-W: 379	SUM: 1015	
No. of Phases:	2		2		2		2		2		2		2		2		2		2		2	
Volume / Capacity:	0.459		0.487		0.676		0.676		0.676		0.677		0.677		0.677		0.677		0.677		0.677	
Level of Service:	A		A		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: Mason Avenue
 E-W St: Plummer Street
 Project: Krausz Companies Northridge / 1-023166-1
 File Name: CMA42
 Counts by: Accuthek

CRITICAL MOVEMENT ANALYSIS

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

Date: 04/11/2003
 Date of Count: 2002
 Projection Year: 2005

Movement	2002 EXIST. TRAFFIC			2005 W/ AMBIENT GROWTH			2005 W/ OTHER PROJECTS			2005 W/ PROPOSED PROJECT			2005 W/ MITIGATION [1]					
	No. of Lanes	Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Volume	Lane Volume
NB Left	37	1	37	2	39	1	39	1	65	104	1	104	1	104	0	104	1	104
Comb. L-T	0	-	-	0	-	0	-	0	-	-	0	-	0	-	-	0	0	-
NB Thru	206	1	124	12	218	1	131	1	478	696	1	420	1	420	0	696	1	420
Comb. T-R	1	124	124	1	131	1	131	1	420	420	1	420	1	420	0	420	1	420
NB Right	41	0	-	2	43	0	-	0	100	143	0	-	0	143	0	143	0	-
Comb. L-T-R	0	0	-	0	0	0	-	0	0	0	0	0	0	0	0	0	0	0
SB Left	190	1	190	11	201	1	201	1	15	216	1	216	1	216	0	216	1	216
Comb. L-T	0	-	-	0	-	0	-	0	-	-	0	-	0	-	-	0	0	-
SB Thru	78	1	78	5	83	1	83	1	473	555	1	347	1	347	0	555	1	347
Comb. T-R	1	122	122	1	129	1	129	1	347	347	1	347	1	347	0	347	1	347
SB Right	122	0	-	7	129	0	-	10	139	139	0	-	0	139	0	139	0	-
Comb. L-T-R	0	0	-	0	0	0	-	0	0	0	0	0	0	0	0	0	0	0
EB Left	246	1	246	15	261	1	261	1	5	266	1	266	1	266	0	266	1	266
Comb. L-T	0	-	-	0	-	0	-	0	-	-	0	-	0	-	-	0	0	-
EB Thru	605	1	312	36	641	1	330	1	0	641	1	363	1	369	0	654	1	369
Comb. T-R	1	312	312	1	330	1	330	1	363	363	1	363	1	369	0	369	1	369
EB Right	18	0	-	1	19	0	-	65	84	84	0	-	0	84	0	84	0	-
Comb. L-T-R	0	0	-	0	0	0	-	0	0	0	0	0	0	0	0	0	0	0
WB Left	3	1	3	0	3	1	3	100	103	103	1	103	1	103	0	103	1	103
Comb. L-T	0	-	-	0	-	0	-	0	-	-	0	-	0	-	-	0	0	-
WB Thru	368	1	296	22	390	1	314	1	1	391	1	318	1	398	0	398	1	322
Comb. T-R	1	296	296	1	314	1	314	1	318	318	1	318	1	322	0	322	1	322
WB Right	224	0	-	13	237	0	-	8	245	245	0	-	0	245	0	245	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: 314	E-W: 542	SUM: 856	N-S: 332	E-W: 575	SUM: 907	N-S: 636	E-W: 584	SUM: 1220	N-S: 636	E-W: 587	SUM: 1223	N-S: 636	E-W: 587	SUM: 1223			
No. of Phases:	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2			
Volume / Capacity:	0.570	0.605	0.813	0.816	0.816	0.816	0.816	0.816	0.816	0.816	0.816	0.816	0.816	0.816	0.816			
Level of Service:	A	B	D	D	D	D	D	D	D	D	D	D	D	D	D			

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

For dual turn lanes, 55% of volume is assigned to heavier lane.
 For one excl. and one opt. turn lane, 70% of volume is assigned to exclusive lane.
 Right turns on red from excl. lanes = 50% of overlapping left turn.

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

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CRITICAL MOVEMENT ANALYSIS

N-S St: Mason Avenue
 E-W St: Northhoff Street
 Project: Krausz Companies Northridge / 1-023166-1
 File Name: CMA43
 Counts by: Accutek

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

Date: 04/11/2003
 Date of Count: 2002
 Projection Year: 2005

Movement	2002 EXIST. TRAFFIC			2005 W/ AMBIENT GROWTH			2005 W/ OTHER PROJECTS			2005 W/ PROPOSED PROJECT			2005 W/ MITIGATION [2]			
	No. of Lanes	Lane Volume	Total Volume	No. of Lanes	Lane Volume	Total Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume
NB Left	1	526	32	558	1	558	10	568	1	568	0	568	1	568	0	568
Comb. L-T	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-
NB Thru	1	163	10	173	1	173	540	713	1	506	0	713	1	506	0	713
Comb. T-R	1	273	16	289	1	289	10	299	0	506	0	299	1	506	0	299
NB Right	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-
Comb. L-T-R	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-
SB Left	22	1	22	23	1	23	0	23	1	23	0	23	1	23	0	23
Comb. L-T	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-
SB Thru	23	1	22	23	1	24	540	564	1	347	0	564	1	347	0	564
Comb. T-R	1	22	1	23	1	23	108	129	0	347	0	129	1	347	0	129
SB Right	20	0	1	21	0	0	0	0	0	0	0	0	0	0	0	0
Comb. L-T-R	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-
EB Left	35	1	35	37	1	37	163	200	1	200	0	200	1	200	0	200
Comb. L-T	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-
EB Thru	489	2	245	29	518	2	259	26	544	2	272	-12	532	2	266	0
Comb. T-R	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-
EB Right [1]	84	1	84	89	1	89	10	99	1	99	0	99	1	99	0	99
Comb. L-T-R	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-
WB Left	359	1	359	381	1	381	10	391	1	391	0	391	1	391	0	391
Comb. L-T	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-
WB Thru	1038	2	519	62	1100	2	550	21	1121	2	560	3	1124	2	562	0
Comb. T-R	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-
WB Right [1]	67	1	67	71	1	71	0	71	1	71	0	71	1	71	0	71
Comb. L-T-R	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-
Crit. Volumes:	N-S:	548	N-S:	580	N-S:	914	N-S:	914	N-S:	914	N-S:	914	N-S:	914	N-S:	914
	E-W:	604	E-W:	640	E-W:	760	E-W:	760	E-W:	760	E-W:	760	E-W:	762	E-W:	762
	SUM:	1151	SUM:	1220	SUM:	1675	SUM:	1675	SUM:	1675	SUM:	1675	SUM:	1676	SUM:	1676
No. of Phases:	2		2		2		2		2		2		2		2	
Volume / Capacity:	0.767		0.813		1.117		1.117		1.118		1.118		1.118		1.118	
Level of Service:	C		D		F		F		F		F		F		F	

Assumptions: Maximum Sum of Critical Volumes (Intersection Capacity): 2 Phase=1500, 3 Phases=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

N-S St: Mason Avenue
 E-W St: Nordhoff Street
 Project: Krausz Companies Northridge / 1-023166-1
 File Name: CMA43
 Counts by: Accutek

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

Date: 04/11/2003
 Date of Count: 2002
 Projection Year: 2005

Movement	2002 EXIST. TRAFFIC			2005 W/ AMBIENT GROWTH			2005 W/ OTHER PROJECTS			2005 W/ PROPOSED PROJECT			2005 W/ MITIGATION [2]					
	No. of Lanes	Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Volume	Lane Volume
NB Left	155	1	155	9	164	1	164	1	174	0	174	1	174	0	174	1	174	174
Comb. L-T	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NB Thru	69	1	69	4	73	1	73	1	430	0	430	1	430	0	430	1	430	430
Comb. T-R	1	223	223	1	236	1	236	1	430	0	430	1	430	0	430	1	430	430
NB Right	223	0	223	13	236	0	236	0	0	0	246	0	246	0	246	0	246	246
Comb. L-T-R-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SB Left	140	1	140	8	148	1	148	1	148	0	148	1	148	0	148	1	148	148
Comb. L-T	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SB Thru	209	1	209	13	222	1	222	1	473	0	473	1	473	0	473	1	473	473
Comb. T-R	1	123	123	1	130	1	130	1	473	0	473	1	473	0	473	1	473	473
SB Right	36	0	36	2	38	0	38	0	185	0	185	0	185	0	185	0	185	185
Comb. L-T-R-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EB Left	16	1	16	1	17	1	17	1	121	0	121	1	121	0	121	1	121	121
Comb. L-T	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EB Thru	887	2	887	53	940	2	940	2	427	33	460	2	460	0	460	2	460	460
Comb. T-R	1	397	397	1	421	1	421	1	427	0	427	1	427	0	427	1	427	427
EB Right	304	0	304	18	322	0	322	0	0	0	332	0	332	0	332	0	332	332
Comb. L-T-R-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WB Left	220	1	220	13	233	1	233	1	243	0	243	1	243	0	243	1	243	243
Comb. L-T	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WB Thru	750	2	750	45	795	2	795	2	278	17	295	2	295	0	295	2	295	295
Comb. T-R	1	260	260	1	275	1	275	1	278	0	278	1	278	0	278	1	278	278
WB Right	29	0	29	2	31	0	31	0	0	0	31	0	31	0	31	0	31	31
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: 363	E-W: 617	SUM: 980	N-S: 385	E-W: 654	SUM: 1039	N-S: 648	E-W: 670	SUM: 1318	N-S: 648	E-W: 661	SUM: 1329	N-S: 648	E-W: 661	SUM: 1329	N-S: 648	E-W: 661	SUM: 1329
No. of Phases:	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Volume / Capacity:	0.653	0.693	0.879	0.886	0.886	0.886	0.886	0.886	0.886	0.886	0.886	0.886	0.886	0.886	0.886	0.886	0.886	0.886
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: [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

N-S St: Mason Avenue
 E-W St: Parthenia Street
 Project: Krausz Companies Northridge / 1-023166-1
 File Name: CMA44
 Counts by: Accutek

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

Date: 04/11/2003
 Date of Count: 2003
 Projection Year: 2005

Movement	2003 EXIST. TRAFFIC			2005 W/ AMBIENT GROWTH			2005 W/ OTHER PROJECTS			2005 W/ PROPOSED PROJECT			2005 W/ MITIGATION [1]			
	No. of Lanes	Lane Volume	Total Volume	No. of Lanes	Lane Volume	Total Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Total Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Total Volume
NB Left	1	98	4	1	102	0	102	1	102	0	102	0	102	1	102	102
Comb. L-T	0	-	0	0	-	0	0	0	0	0	0	0	0	0	0	0
NB Thru	1	425	29	1	441	475	1234	1	679	0	1234	0	1234	1	679	679
Comb. T-R	1	425	1	1	441	1	679	1	679	1	1234	1	1234	1	679	679
NB Right	0	-	5	0	-	0	124	0	0	0	124	0	124	0	0	0
Comb. L-T-R	0	0	0	0	0	0	124	0	0	0	124	0	124	0	0	0
SB Left	32	32	1	33	33	0	33	1	33	0	33	0	33	1	33	33
Comb. L-T	0	-	0	0	-	0	0	0	0	0	0	0	0	0	0	0
SB Thru	1	296	23	1	308	475	1072	1	555	0	1072	0	1072	1	555	555
Comb. T-R	1	296	1	1	308	1	555	1	555	1	1072	1	1072	1	555	555
SB Right	18	0	1	19	0	20	39	0	0	0	39	0	39	0	0	0
Comb. L-T-R	0	0	0	0	0	0	39	0	0	0	39	0	39	0	0	0
EB Left	52	52	2	54	54	20	74	1	74	0	74	0	74	1	74	74
Comb. L-T	0	-	0	0	-	0	0	0	0	0	0	0	0	0	0	0
EB Thru	1	341	26	1	354	0	671	1	354	-5	666	0	666	1	352	352
Comb. T-R	1	341	1	1	354	1	671	1	354	1	666	1	666	1	352	352
EB Right	36	0	1	37	0	0	37	0	0	0	37	0	37	0	0	0
Comb. L-T-R	0	0	0	0	0	0	37	0	0	0	37	0	37	0	0	0
WB Left	192	192	8	200	200	0	200	1	200	0	200	0	200	1	200	200
Comb. L-T	0	-	0	0	-	0	0	0	0	0	0	0	0	0	0	0
WB Thru	1	463	32	1	482	2	822	1	483	1	823	0	823	1	483	483
Comb. T-R	1	463	1	1	482	1	822	1	483	1	823	1	823	1	483	483
WB Right	138	0	6	144	0	0	144	0	0	0	144	0	144	0	0	0
Comb. L-T-R	0	0	0	0	0	0	144	0	0	0	144	0	144	0	0	0
Crit. Volumes:	N-S: 457	E-W: 533	SUM: 989	N-S: 475	E-W: 554	SUM: 1029	N-S: 712	E-W: 557	SUM: 1269	N-S: 712	E-W: 557	SUM: 1269	N-S: 712	E-W: 557	SUM: 1269	
No. of Phases:	2			2			2			2			2			
Volume / Capacity:	0.659			0.686			0.846			0.846			0.846			
Level of Service:	B			B			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: Mason Avenue
 E-W St: Parthenia Street
 Project: Krausz Companies Northridge / 1-023166-1
 File Name: CMA44
 Counts by: Accuthek

CRITICAL MOVEMENT ANALYSIS

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

Date: 04/11/2003
 Date of Count: 2003
 Projection Year: 2005

Movement	2003 EXIST. TRAFFIC			2005 W/ AMBIENT GROWTH			2005 W/ OTHER PROJECTS			2005 W/ PROPOSED PROJECT			2005 W/ MITIGATION [1]				
	No. of Lanes	Lane Volume	Total Volume	Added Volume	Total Volume	No. of Lanes	Added Volume	Total Volume	No. of Lanes	Added Volume	Total Volume	No. of Lanes	Added Volume	Total Volume	No. of Lanes	Added Volume	Total Volume
NB Left	97	1	97	4	101	1	101	0	101	1	101	1	101	0	101	1	101
Comb. L-T	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NB Thru	491	1	331	20	511	1	344	475	986	1	581	1	581	0	986	1	581
Comb. T-R	1	331	331	1	344	1	344	1	581	1	581	1	581	1	581	1	581
NB Right	170	0	170	7	177	0	177	0	177	0	177	0	177	0	177	0	177
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SB Left	108	1	108	4	112	1	112	0	112	1	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
SB Thru	625	1	335	25	650	1	348	475	1125	1	595	1	595	0	1125	1	595
Comb. T-R	1	335	335	1	348	1	348	1	595	1	595	1	595	1	595	1	595
SB Right	44	0	44	2	46	0	46	20	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
EB Left	42	1	42	2	44	1	44	20	64	1	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
EB Thru	833	1	454	33	866	1	472	9	876	1	476	13	889	0	889	1	483
Comb. T-R	1	454	454	1	472	1	472	1	476	1	476	1	483	1	483	1	483
EB Right	74	0	74	3	77	0	77	0	77	0	77	0	77	0	77	0	77
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WB Left	147	1	147	6	153	1	153	0	153	1	153	1	153	0	153	1	153
Comb. L-T	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WB Thru	696	1	360	28	724	1	374	9	732	1	378	7	739	0	739	1	382
Comb. T-R	1	360	360	1	374	1	374	1	732	1	378	1	739	1	739	1	382
WB Right	23	0	23	1	24	0	24	0	24	0	24	0	24	0	24	0	24
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: 439	E-W: 601	SUM: 1039	N-S: 456	E-W: 625	SUM: 1081	N-S: 696	E-W: 629	SUM: 1325	N-S: 696	E-W: 636	SUM: 1332	N-S: 696	E-W: 636	SUM: 1332		
No. of Phases:	2			2			2			2			2				
Volume / Capacity:	0.693			0.720			0.884			0.888			0.888				
Level of Service:	B			C			D			D			D				

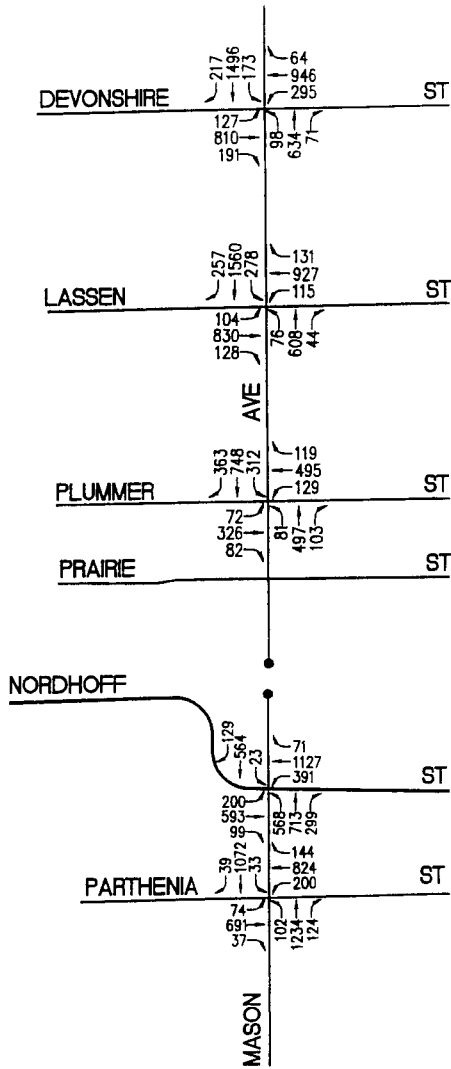
Assumptions: Maximum Sum of Critical Volumes (Intersection Capacity): 2 Phase=1500, 3 Phase=1425, 4+ Phase=1375, Unsignalized=1200
 For dual turn lanes, 55% of volume is assigned to heavier lane.
 For one excl. and one opt. turn lane, 70% of volume is assigned to exclusive lane.
 Right turns on red from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

Linscott, Law & Greenspan, Engineers

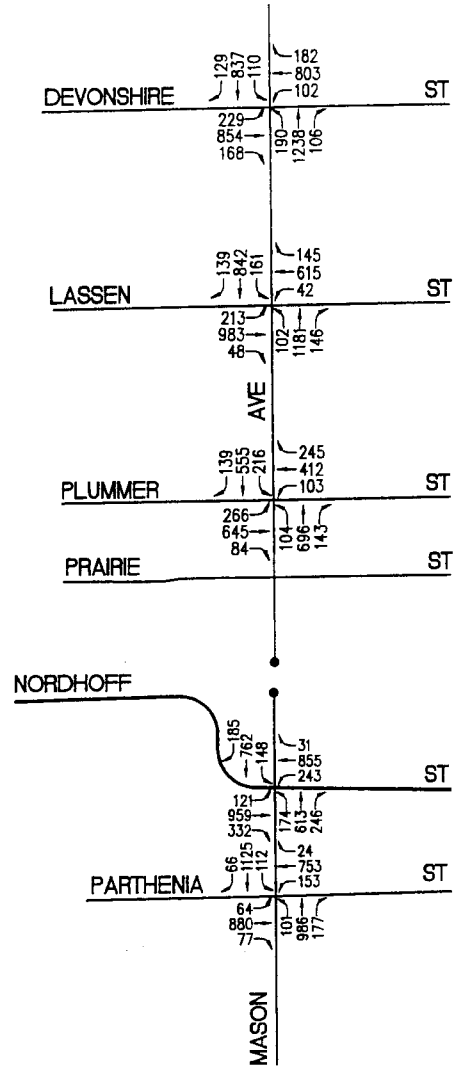
APPENDIX F-2

**Mason Avenue Intersections
Full Build-Out Alternative B Project
CMA Data Worksheets - AM and PM Peak Hours**

o:\job_files\3166\dwg\append-f2.dwg LDP 11:50:42 05/28/2003 rodriguez



AM PEAK HOUR



PM PEAK HOUR

**LINSCOTT
LAW &
GREENSPAN**

ENGINEERS



NOT TO SCALE

**APPENDIX F-2
FULL BUILD-OUT ALTERNATIVE B
WITH PROJECT TRAFFIC VOLUMES**

KRAUSZ PROPERTY PROJECT

LINSCOTT, LAW & GREENSPAN, ENGINEERS
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 626.796.2322 Fax 626.792.0941

CRITICAL MOVEMENT ANALYSIS

N-S St: Mason Avenue
 E-W St: Devonshire Street
 Project: Krausz Companies Northridge / 1-023166-1
 File Name: CMA40
 Counts by: Acoutek

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

Date: 08/01/2003
 Date of Count: 2003
 Projection Year: 2005

Movement	2003 EXIST. TRAFFIC			2005 W/ AMBIENT GROWTH			2005 W/ OTHER PROJECTS			2005 W/ PROPOSED PROJECT			2005 W/ MITIGATION					
	No. of Lanes	Volume	Lane	Added Volume	Total Volume	No. of Lanes	Added Volume	Total Volume	Lane	Added Volume	Total Volume	No. of Lanes	Added Volume	Total Volume	No. of Lanes	Added Volume	Total Volume	
NB Left	66	1	66	3	69	1	69	29	98	1	98	1	98	0	98	1	98	
Comb. L-T	0	-	-	-	-	0	-	-	-	0	-	0	-	-	-	0	-	
NB Thru	312	1	183	12	324	1	190	310	634	1	352	1	352	0	634	1	352	
Comb. T-R	1	183	183	-	183	1	180	-	180	1	352	1	352	0	352	1	352	
NB Right	53	0	-	2	55	0	-	16	71	0	-	0	71	0	71	0	-	
Comb. L-T-R	0	-	-	-	-	0	-	-	-	0	-	0	-	-	-	0	-	
SB Left	164	1	164	7	171	1	171	3	173	1	173	1	173	0	173	1	173	
Comb. L-T	0	-	-	-	-	0	-	-	-	0	-	0	-	-	-	0	-	
SB Thru	1059	2	530	42	1101	2	551	395	1496	2	748	2	748	0	1496	2	748	
Comb. T-R	0	-	-	-	-	0	-	-	-	0	-	0	-	-	-	0	-	
SB Right [1]	186	1	186	7	193	1	193	24	217	1	217	1	217	0	217	1	217	
Comb. L-T-R	0	-	-	-	-	0	-	-	-	0	-	0	-	-	-	0	-	
EB Left	117	1	117	5	122	1	122	5	127	1	127	1	127	0	127	1	127	
Comb. L-T	0	-	-	-	-	0	-	-	-	0	-	0	-	-	-	0	-	
EB Thru	692	2	346	28	720	2	360	71	790	2	395	2	405	20	810	2	405	
Comb. T-R	0	-	-	-	-	0	-	-	-	0	-	0	-	-	-	0	-	
EB Right	158	1	158	6	164	1	164	27	191	1	191	1	191	0	191	1	191	
Comb. L-T-R	0	-	-	-	-	0	-	-	-	0	-	0	-	-	-	0	-	
WB Left	265	1	265	11	276	1	276	19	295	1	295	1	295	0	295	1	295	
Comb. L-T	0	-	-	-	-	0	-	-	-	0	-	0	-	-	-	0	-	
WB Thru	920	2	460	37	957	2	478	-13	944	2	472	2	946	2	946	2	473	
Comb. T-R	0	-	-	-	-	0	-	-	-	0	-	0	-	-	-	0	-	
WB Right	57	1	57	2	59	1	59	5	64	1	64	1	64	0	64	1	64	
Comb. L-T-R	0	-	-	-	-	0	-	-	-	0	-	0	-	-	-	0	-	
Crit. Volumes:	N-S:	596	N-S:	619	N-S:	619	N-S:	846	N-S:	846	N-S:	846	N-S:	846	N-S:	846	N-S:	846
	E-W:	611	E-W:	635	E-W:	635	E-W:	690	E-W:	700	E-W:	700	E-W:	700	E-W:	700	E-W:	700
	SUM:	1207	SUM:	1255	SUM:	1255	SUM:	1536	SUM:	1546	SUM:	1546	SUM:	1546	SUM:	1546	SUM:	1546
No. of Phases:	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	
Volume / Capacity:	0.804	0.837	0.837	1.024	1.031	1.031	1.031	1.031	1.031	1.031	1.031	1.031	1.031	1.031	1.031	1.031	1.031	
Level of Service:	D	D	D	F	F	F	F	F	F	F	F	F	F	F	F	F	F	

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

For dual turn lanes, 55% of volume is assigned to heavier lane.
 For one excl. and one opt. turn lane, 70% of volume is assigned to exclusive lane.
 Right turns on red from excl. lanes = 50% of overlapping left turn.

Notes [1] Functional right-turn only lane.

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CRITICAL MOVEMENT ANALYSIS

N-S St: Mason Avenue
 E-W St: Devonshire Street
 Project: Krausz Companies Northridge / 1-023166-1
 File Name: CMAA40
 Counts by: Accufek

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

Date: 08/01/2003
 Date of Count: 2003
 Projection Year: 2005

Movement	2003 EXIST. TRAFFIC				2005 W/ AMBIENT GROWTH				2005 W/ OTHER PROJECTS				2005 W/ PROPOSED PROJECT				2005 W/ MITIGATION						
	Volume	Lane	Total	No. of	Volume	Lane	Total	No. of	Volume	Lane	Total	No. of	Volume	Lane	Total	No. of	Volume	Lane	Total	No. of	Volume	Lane	
NB Left	155	1	155	1	161	1	161	1	190	1	190	1	190	1	190	1	190	1	190	1	190	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	
NB Thru	829	1	462	1	480	1	480	1	1238	1	672	1	672	1	1238	1	672	1	1238	1	672	1	
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	
NB Right	95	0	4	0	99	0	7	0	106	0	0	0	106	0	0	0	106	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	
SB Left	98	1	98	1	102	1	102	1	110	1	110	1	110	1	110	1	110	1	110	1	110	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	
SB Thru	463	2	232	19	482	2	241	355	837	2	418	2	837	2	418	2	837	2	837	2	418	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	
SB Right [1]	107	1	107	1	111	1	111	18	129	1	129	1	129	1	129	1	129	1	129	1	129	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	
EB Left	195	1	195	1	203	1	203	26	229	1	229	1	229	1	229	1	229	1	229	1	229	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	
EB Thru	817	2	409	33	850	2	425	0	850	2	425	4	854	2	427	0	854	2	854	2	427	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	
EB Right	131	1	131	1	136	1	136	32	168	1	168	1	168	1	168	1	168	1	168	1	168	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	
WB Left	83	1	83	3	86	1	86	16	102	1	102	1	102	1	102	1	102	1	102	1	102	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	
WB Thru	709	2	355	28	737	2	369	45	782	2	391	21	803	2	402	0	803	2	803	2	402	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	
WB Right	167	1	167	7	174	1	174	8	182	1	182	1	182	1	182	1	182	1	182	1	182	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	
Crit. Volumes:	N-S:	560	N-S:	582	N-S:	582	N-S:	782	N-S:	782	N-S:	782	N-S:	782	N-S:	782	N-S:	782	N-S:	782	N-S:	782	N-S:
	E-W:	550	E-W:	571	E-W:	571	E-W:	620	E-W:	620	E-W:	620	E-W:	631	E-W:	631	E-W:	631	E-W:	631	E-W:	631	E-W:
	SUM:	1110	SUM:	1154	SUM:	1154	SUM:	1403	SUM:	1403	SUM:	1403	SUM:	1413	SUM:	1413	SUM:	1413	SUM:	1413	SUM:	1413	SUM:
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	
Volume / Capacity:	0.740	0.769	0.769	0.935	0.935	0.935	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:	C	C	C	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	

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

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CRITICAL MOVEMENT ANALYSIS

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

N-S St: Mason Avenue
 E-W St: Lassen Street
 Project: Krausz Companies Northridge / 1-023166-1
 File Name: CMA41
 Counts by: Accuthek

Date: 04/11/2003
 Date of Count: 2003
 Projection Year: 2005

Movement	2003 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		
NB Left	73	1	73	3	76	1	76	1	76	0	76	1	76	0	76	1	76	1	76	
Comb. L-T	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
NB Thru	189	2	95	8	197	2	98	2	304	0	608	2	304	0	608	2	304	2	304	
Comb. T-R	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
NB Right [1]	42	1	42	2	44	1	44	1	44	0	44	1	44	0	44	1	44	1	44	
Comb. L-T-R	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
SB Left	260	1	260	10	270	1	270	1	278	0	278	1	278	0	278	1	278	1	278	
Comb. L-T	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
SB Thru	1038	2	519	42	1080	2	540	2	780	0	1560	2	780	0	1560	2	780	2	780	
Comb. T-R	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
SB Right [1]	242	1	242	10	252	1	252	1	257	0	257	1	257	0	257	1	257	1	257	
Comb. L-T-R	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
EB Left	100	1	100	4	104	1	104	1	104	0	104	1	104	0	104	1	104	1	104	
Comb. L-T	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
EB Thru	778	1	451	31	809	1	469	1	810	20	830	1	479	0	830	1	479	1	477	
Comb. T-R	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
EB Right	123	0	0	5	128	0	0	0	128	0	128	0	0	0	128	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	111	1	111	4	115	1	115	1	115	0	115	1	115	0	115	1	115	1	115	
Comb. L-T	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
WB Thru	888	2	444	36	924	2	462	2	925	2	927	2	463	0	927	2	463	2	463	
Comb. T-R	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
WB Right [1]	124	1	124	5	129	1	129	3	131	0	131	1	131	0	131	1	131	1	131	
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:	592	N-S:	616	N-S:	856	N-S:	856	N-S:	856	N-S:	856	N-S:	856	N-S:	856	N-S:	856	N-S:	856
	E-W:	562	E-W:	584	E-W:	585	E-W:	585	E-W:	585	E-W:	585	E-W:	585	E-W:	585	E-W:	585	E-W:	585
	SUM:	1154	SUM:	1200	SUM:	1440	SUM:	1440	SUM:	1440	SUM:	1450	SUM:	1450	SUM:	1450	SUM:	1450	SUM:	1448
No. of Phases:		2		2		2		2		2		2		2		2		2		2
Volume / Capacity:		0.769		0.800		0.960		0.967		0.967		0.967		0.967		0.967		0.967		0.965
Level of Service:		C		D		E		E		E		E		E		E		E		E

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

For dual turn lanes, 55% of volume is assigned to heavier lane.

For one excl. and one opt. turn lane, 70% of volume is assigned to exclusive lane.

Right turns on red from excl. lanes = 50% of overlapping left turn.

[1] Functional right-turn only lane.

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

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CRITICAL MOVEMENT ANALYSIS

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

Date: 04/11/2003
 Date of Count: 2003
 Projection Year: 2005

N-S St: Mason Avenue
 E-W St: Lassen Street
 Project: Krausz Companies Northridge / 1-023166-1
 File Name: CMA41
 Counts by: Accutek

Movement	2003 EXIST. TRAFFIC			2005 W/ AMBIENT GROWTH			2005 W/ OTHER PROJECTS			2005 W/ PROPOSED PROJECT			2005 W/ MITIGATION [2]			2005 W/ TDM 15%									
	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	1	98	1	102	0	102	1	102	0	102	1	102	1	102	0	102	1	102	0	102	1	102	1	102	
Comb. L-T	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	0	-	0	
NB Thru	2	355	2	369	443	1181	2	590	0	1181	2	590	2	590	0	1181	2	590	0	1181	2	590	2	590	
Comb. T-R	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	0	-	0	
NB Right [1]	1	140	1	146	0	146	1	146	0	146	1	146	1	146	0	146	1	146	0	146	1	146	1	146	
Comb. L-T-R	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	0	-	0	
SB Left	1	150	1	156	5	161	1	161	0	161	1	161	1	161	0	161	1	161	0	161	1	161	1	161	
Comb. L-T	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	0	-	0	
SB Thru	2	190	2	197	448	842	2	421	0	842	2	421	2	421	0	842	2	421	0	842	2	421	2	421	
Comb. T-R	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	0	-	0	
SB Right [1]	1	131	1	136	3	139	1	139	0	139	1	139	1	139	0	139	1	139	0	139	1	139	1	139	
Comb. L-T-R	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	0	-	0	
EB Left	1	195	1	203	10	213	1	213	0	213	1	213	1	213	0	213	1	213	0	213	1	213	1	213	
Comb. L-T	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	0	-	0	
EB Thru	1	494	1	513	0	979	1	513	4	983	1	513	1	513	0	983	1	513	0	983	1	513	1	513	
Comb. T-R	1	494	1	513	0	979	1	513	4	983	1	513	1	513	0	983	1	513	0	983	1	513	1	513	
EB Right	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	0	-	0	
Comb. L-T-R	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	0	-	0	
WB Left	1	40	1	42	0	42	1	42	0	42	1	42	1	42	0	42	1	42	0	42	1	42	1	42	
Comb. L-T	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	0	-	0	
WB Thru	2	286	2	297	0	594	2	297	21	615	2	307	2	307	0	615	2	307	0	615	2	307	2	307	
Comb. T-R	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	0	-	0	
WB Right [1]	1	132	1	137	8	145	1	145	0	145	1	145	1	145	0	145	1	145	0	145	1	145	1	145	
Comb. L-T-R	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	0	-	0	
Crit. Volumes:	N-S:	505	N-S:	525	N-S:	751	N-S:	751	N-S:	751	N-S:	751	N-S:	751	N-S:	751	N-S:	751	N-S:	751	N-S:	751	N-S:	751	N-S:
	E-W:	534	E-W:	555	E-W:	555	E-W:	557	E-W:	557	E-W:	557	E-W:	557	E-W:	557	E-W:	557	E-W:	557	E-W:	557	E-W:	557	E-W:
	SUM:	1039	SUM:	1080	SUM:	1306	SUM:	1306	SUM:	1306	SUM:	1308	SUM:	1308	SUM:	1308	SUM:	1308	SUM:	1308	SUM:	1308	SUM:	1308	SUM:
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:	0.692	0.720	0.720	0.720	0.720	0.720	0.720	0.720	0.720	0.720	0.720	0.720	0.720	0.720	0.720	0.720	0.720	0.720	0.720	0.720	0.720	0.720	0.720	0.720	
Level of Service:	B	C	C	C	C	C	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.

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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N-S St: Mason Avenue
 E-W St: Plummer Street
 Project: Krausz Companies Northridge / 1-023166-1
 File Name: CMA42
 Counts by: Accutek

CRITICAL MOVEMENT ANALYSIS

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

Date: 04/11/2003
 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	Lane No. of Lanes	Total Volume	Volume	Added Volume	Lane No. of Lanes	Total Volume	Volume	Added Volume	Lane No. of Lanes	Total Volume	Volume	Added Volume	Lane No. of Lanes	Total Volume	Volume	Added Volume	Lane No. of Lanes	Total Volume	Volume	Added Volume	Lane No. of Lanes	Total Volume	
NB Left	15	1	15	1	16	1	16	1	81	0	81	1	81	0	81	1	81	0	81	1	81	0	81	1	81	
Comb. L-T	0	-	0	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	
NB Thru	28	1	16	2	30	1	16	1	300	0	497	1	300	0	497	1	300	0	497	1	300	0	497	1	300	
Comb. T-R	1	16	16	1	16	1	16	1	300	0	300	1	300	0	300	1	300	0	300	1	300	0	300	1	300	
NB Right	3	0	0	3	0	3	0	0	103	0	103	0	103	0	103	0	103	0	103	0	103	0	103	0	103	
Comb. L-T-R	0	-	0	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	
SB Left	271	1	271	16	287	1	287	1	312	25	312	1	312	0	312	1	312	0	312	1	312	0	312	1	312	
Comb. L-T	0	-	0	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	
SB Thru	255	1	255	15	270	1	270	1	748	478	748	1	555	0	748	1	555	0	748	1	555	0	748	1	555	
Comb. T-R	1	319	319	1	319	1	319	1	555	555	555	1	555	0	555	1	555	0	555	1	555	0	555	1	555	
SB Right	319	0	0	19	338	0	338	0	363	25	363	0	363	0	363	0	363	0	363	0	363	0	363	0	363	
Comb. L-T-R	0	-	0	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	
EB Left	68	1	68	4	72	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	-	
EB Thru	289	1	153	17	306	1	162	0	306	0	306	1	194	20	326	1	204	0	326	1	204	-4	322	1	202	
Comb. T-R	1	153	153	1	153	1	153	1	194	194	194	1	204	0	204	1	204	0	204	1	204	0	204	1	202	
EB Right	16	0	0	1	17	0	17	0	82	65	82	0	82	0	82	0	82	0	82	0	82	0	82	0	82	
Comb. L-T-R	0	-	0	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	
WB Left	27	1	27	2	29	1	29	1	129	100	129	1	129	0	129	1	129	0	129	1	129	0	129	1	129	
Comb. L-T	0	-	0	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	
WB Thru	464	1	287	28	492	1	304	1	493	1	493	1	306	2	495	1	307	0	495	1	307	-1	494	1	307	
Comb. T-R	1	287	287	1	287	1	287	1	306	306	306	1	306	0	306	1	307	0	306	1	307	0	307	1	307	
WB Right	109	0	0	7	116	0	116	0	119	4	119	0	119	0	119	0	119	0	119	0	119	0	119	0	119	
Comb. L-T-R	0	-	0	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	
Crit. Volumes:	N-S:	334	N-S:	354	N-S:	354	N-S:	636	N-S:	636	N-S:	636	N-S:	636	N-S:	636	N-S:	636	N-S:	636	N-S:	636	N-S:	636	N-S:	636
	E-W:	355	E-W:	376	E-W:	376	E-W:	378	E-W:	378	E-W:	378	E-W:	379	E-W:	379	E-W:	379	E-W:	379	E-W:	379	E-W:	379	E-W:	379
	SUM:	689	SUM:	730	SUM:	730	SUM:	1015	SUM:	1015	SUM:	1016	SUM:	1016	SUM:	1016	SUM:	1016	SUM:	1016	SUM:	1016	SUM:	1016	SUM:	1015
No. of Phases:	2		2		2		2		2		2		2		2		2		2		2		2		2	
Volume / Capacity:	0.459		0.487		0.487		0.676		0.676		0.677		0.677		0.677		0.677		0.677		0.677		0.677		0.677	
Level of Service:	A		A		A		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.
 [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: Mason Avenue
 E-W St: Plummer Street
 Project: Krausz Companies Northridge / 1-023166-1
 File Name: CMA42
 Counts by: Accutek

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

Date: 04/11/2003
 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	Added Volume	Total Volume	Added Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	Added Volume	No. of Lanes
NB Left	37	1	37	1	39	104	65	104	1	104	0	104	1	104	0	104	0	104
Comb. L-T	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NB Thru	206	1	124	1	131	696	478	696	1	420	0	696	1	420	0	696	0	420
Comb. T-R	1	124	131	1	131	420	1	420	1	420	0	420	1	420	0	420	0	420
NB Right	41	0	43	0	43	143	100	143	0	0	0	143	0	0	0	143	0	0
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SB Left	190	1	190	1	201	216	15	216	1	216	0	216	1	216	0	216	0	216
Comb. L-T	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SB Thru	78	1	78	1	83	555	473	555	1	347	0	555	1	347	0	555	0	347
Comb. T-R	1	122	129	1	129	347	1	347	1	347	0	347	1	347	0	347	0	347
SB Right	122	0	122	0	129	139	10	139	0	0	0	139	0	0	0	139	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	246	1	246	1	261	266	5	266	1	266	0	266	1	266	0	266	0	266
Comb. L-T	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EB Thru	605	1	312	1	330	641	0	641	1	363	4	645	1	365	-1	644	0	364
Comb. T-R	1	312	312	1	330	363	1	363	1	363	0	365	1	365	0	364	0	364
EB Right	18	0	19	0	19	84	65	84	0	0	0	84	0	0	0	84	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	3	1	3	1	3	103	100	103	1	103	0	103	1	103	0	103	0	103
Comb. L-T	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WB Thru	368	1	286	1	314	391	1	391	1	318	21	412	1	329	-5	408	0	326
Comb. T-R	1	286	286	1	314	318	8	326	1	318	0	329	1	329	0	326	0	326
WB Right	224	0	224	0	237	245	13	245	0	0	0	245	0	0	0	245	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: 314	E-W: 542	SUM: 856	N-S: 332	E-W: 575	SUM: 907	N-S: 636	E-W: 584	SUM: 1220	N-S: 636	E-W: 594	SUM: 1230	N-S: 636	E-W: 594	SUM: 1230	N-S: 636	E-W: 594	SUM: 1228
No. of Phases:	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Volume / Capacity:	0.570	0.570	0.570	0.605	0.605	0.605	0.813	0.813	0.813	0.820	0.820	0.820	0.820	0.820	0.820	0.820	0.820	0.819
Level of Service:	A	A	A	B	B	B	D	D	D	D	D	D	D	D	D	D	D	D

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

For one excl. and one opt. turn lane, 70% of volume is assigned to exclusive lane.
 Right turns on red from excl. lanes = 50% of overlapping left turn.

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

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N-S St: Mason Avenue
 E-W St: Northhoff Street
 Project: Krausz Companies Northridge / 1-023166-1
 File Name: CMA43
 Counts by: Accutek

CRITICAL MOVEMENT ANALYSIS

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

Date: 04/11/2003
 Date of Count: 2002
 Projection Year: 2005

Movement	2002 EXIST. TRAFFIC				2005 W/ AMBIENT GROWTH				2005 W/ OTHER PROJECTS				2005 W/ PROPOSED PROJECT				2005 W/ MITIGATION [2]																				
	Volume	Lanes	No. of Lanes	Total Volume	Volume	Lanes	No. of Lanes	Total Volume	Added Volume	Total Volume	Lanes	No. of Lanes	Volume	Lanes	No. of Lanes	Total Volume	Added Volume	Total Volume	Lanes	No. of Lanes	Volume	Lanes	No. of Lanes	Total Volume	Added Volume	Total Volume	Lanes	No. of Lanes	Volume	Lanes	No. of Lanes	Total Volume	Added Volume	Total Volume	Lanes	No. of Lanes	
NB Left	526	1	526	32	558	1	558	10	568	1	568	0	568	0	568	1	568	0	568	1	568	0	568	0	568	0	568	1	568	0	568	1	568	0	568	1	568
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	0	0	0	0	0	0	0	0
NB Thru	163	1	163	10	173	1	173	540	713	1	506	0	713	0	713	1	506	0	713	1	506	0	713	0	713	0	713	1	506	0	713	1	506	0	713	1	506
Comb. T-R	273	1	273	16	289	0	289	10	299	0	299	0	299	0	299	1	506	0	299	1	506	0	299	0	299	0	299	1	506	0	299	1	506	0	299	1	506
NB Right	273	0	273	16	289	0	289	10	299	0	299	0	299	0	299	1	506	0	299	1	506	0	299	0	299	0	299	1	506	0	299	1	506	0	299	1	506
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	0	0	0	0	0	0	0	0	0	
SB Left	22	1	22	1	23	1	23	0	23	1	23	0	23	0	23	1	23	0	23	1	23	0	23	0	23	0	23	1	23	0	23	1	23	0	23	1	23
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	0	0	0	0	0	0	0	
SB Thru	23	1	23	1	24	1	24	540	564	1	347	0	564	0	564	1	347	0	564	1	347	0	564	0	564	0	564	1	347	0	564	1	347	0	564	1	347
Comb. T-R	20	0	20	1	21	0	21	108	129	0	347	0	129	0	129	1	347	0	129	1	347	0	129	0	129	0	129	1	347	0	129	1	347	0	129	1	347
SB Right	20	0	20	1	21	0	21	108	129	0	347	0	129	0	129	1	347	0	129	1	347	0	129	0	129	0	129	1	347	0	129	1	347	0	129	1	347
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	0	0	0	0	0	0	0	0	0	
EB Left	35	1	35	2	37	1	37	163	200	1	200	0	200	0	200	1	200	0	200	1	200	0	200	0	200	0	200	1	200	0	200	1	200	0	200	1	200
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	0	0	0	0	0	0	0	
EB Thru	489	2	489	29	518	2	518	26	544	2	272	49	593	0	593	2	296	0	593	2	296	0	593	0	593	0	593	2	296	0	593	2	296	0	593	2	296
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	0	0	0	0	0	0	0	
EB Right [1]	84	1	84	5	89	1	89	10	99	1	99	0	99	0	99	1	99	0	99	1	99	0	99	0	99	0	99	1	99	0	99	1	99	0	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	0	0	0	0	0	0	0	0	0	
WB Left	359	1	359	22	381	1	381	10	391	1	391	0	391	0	391	1	391	0	391	1	391	0	391	0	391	0	391	1	391	0	391	1	391	0	391	1	391
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	0	0	0	0	0	0	0	
WB Thru	1038	2	1038	62	1100	2	1100	21	1121	2	560	6	1127	0	1127	2	563	0	1127	2	563	0	1127	0	1127	0	1127	2	563	0	1127	2	563	0	1127	2	563
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	0	0	0	0	0	0	0	
WB Right [1]	67	1	67	4	71	1	71	0	71	1	71	0	71	0	71	1	71	0	71	1	71	0	71	0	71	0	71	1	71	0	71	1	71	0	71	1	71
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	0	0	0	0	0	0	0	0	0	
Crit. Volumes:	N-S: 548	E-W: 604	SUM: 1151	N-S: 580	E-W: 640	SUM: 1220	N-S: 580	E-W: 640	SUM: 1220	N-S: 914	E-W: 760	SUM: 1675	N-S: 914	E-W: 760	SUM: 1675	N-S: 914	E-W: 763	SUM: 1678	N-S: 914	E-W: 763	SUM: 1678	N-S: 914	E-W: 763	SUM: 1678	N-S: 914	E-W: 763	SUM: 1678	N-S: 914	E-W: 763	SUM: 1678	N-S: 914	E-W: 763	SUM: 1678	N-S: 914	E-W: 763	SUM: 1678	
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	2	2	2	2	2	2	2	
Volume / Capacity:	0.767	0.813	0.813	0.813	0.813	0.813	0.813	0.813	0.813	0.813	0.813	0.813	0.813	0.813	0.813	0.813	0.813	0.813	0.813	0.813	0.813	0.813	0.813	0.813	0.813	0.813	0.813	0.813	0.813	0.813	0.813	0.813	0.813	0.813	0.813		
Level of Service:	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	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] Eastbound, and westbound curb lanes function as right-turn only lanes, due to parking availability on the departure leg.
 [2] Traffic volumes shown in the added volume column reflect redistribution of traffic due to Mason Avenue crossing.

LINSCOTT, LAW & GREENSPAN, ENGINEERS
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 626.796.2322 Fax 626.792.0941

CRITICAL MOVEMENT ANALYSIS

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

Date: 04/11/2003
 Date of Count: 2002
 Projection Year: 2005

N-S St: Mason Avenue
 E-W St: Nordhoff Street
 Project: Krausz Companies Northridge / 1-023166-1
 File Name: CMA43
 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 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	155	1	155	9	164	1	164	10	174	1	174	0	174	1	174	0	174	1	174					
Comb. L-T	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
NB Thru	69	1	69	4	73	1	73	540	613	1	430	0	613	1	430	0	613	1	430					
Comb. T-R	1	223	223	0	223	0	223	0	223	0	223	0	223	0	223	0	223	0	223					
NB Right	223	0	223	13	236	0	236	10	246	0	246	0	246	0	246	0	246	0	246					
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	140	1	140	8	148	1	148	0	148	1	148	0	148	1	148	0	148	1	148					
Comb. L-T	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
SB Thru	209	1	123	13	222	1	130	540	762	1	473	0	762	1	473	0	762	1	473					
Comb. T-R	1	123	123	0	123	0	123	0	123	0	123	0	123	0	123	0	123	0	123					
SB Right	36	0	36	2	38	0	38	147	185	0	185	0	185	0	185	0	185	0	185					
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	16	1	16	1	17	1	17	104	121	1	121	0	121	1	121	0	121	1	121					
Comb. L-T	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
EB Thru	887	2	397	53	940	2	421	8	948	2	427	11	959	2	431	0	958	2	430					
Comb. T-R	1	397	397	0	397	0	397	0	397	0	397	0	397	0	397	0	397	0	397					
EB Right	304	0	304	18	322	0	322	10	332	0	332	0	332	0	332	0	332	0	332					
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	220	1	220	13	233	1	233	10	243	1	243	0	243	1	243	0	243	1	243					
Comb. L-T	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
WB Thru	750	2	260	45	795	2	275	9	804	2	278	51	855	2	295	0	848	2	293					
Comb. T-R	1	260	260	0	260	0	260	0	260	0	260	0	260	0	260	0	260	0	260					
WB Right	29	0	29	2	31	0	31	0	31	0	31	0	31	0	31	0	31	0	31					
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
Crit. Volumes:	N-S:	363	E-W:	617	SUM:	980	N-S:	385	E-W:	654	SUM:	1039	N-S:	648	E-W:	674	SUM:	1321	N-S:	648	E-W:	673	SUM:	1321
No. of Phases:	2		2		2		2		2		2		2		2		2		2		2		2	
Volume / Capacity:	0.653		0.693		0.879		0.881		0.881		0.881		0.881		0.881		0.881		0.881		0.881		0.881	
Level of Service:	B		B		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

N-S St: Mason Avenue
 E-W St: Parthenia Street
 Project: Krausz Companies Northridge / 1-023166-1
 File Name: CMA44
 Counts by: Accutiek

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

Date: 04/11/2003
 Date of Count: 2003
 Projection Year: 2005

Movement	2003 EXIST. TRAFFIC				2005 W/ AMBIENT GROWTH				2005 W/ OTHER PROJECTS				2005 W/ PROPOSED PROJECT				2005 W/ MITIGATION [1]									
	No. of Lanes	Volume	Total Volume	No. of Lanes	Added Volume	Lane Volume	Total Volume	No. of Lanes	Added Volume	Lane Volume	Total Volume	No. of Lanes	Added Volume	Lane Volume	Total Volume	No. of Lanes	Added Volume	Lane Volume	Total Volume	No. of Lanes	Added Volume	Lane Volume	Total Volume	No. of Lanes		
NB Left	98	1	98	4	102	1	102	1	102	0	102	1	102	0	102	1	102	0	102	1	102	0	102	1	102	
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	730	1	425	29	759	1	441	1	679	1	1234	1	679	1	1234	1	679	1	1234	1	679	0	1234	1	679	
Comb. T-R	1	425	425	1	441	1	679	1	1234	1	679	1	679	1	1234	1	679	1	1234	1	679	1	1234	1	679	
NB Right	119	0	119	5	124	0	124	0	124	0	124	0	124	0	124	0	124	0	124	0	124	0	124	0	124	
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	32	1	32	1	33	1	33	1	33	0	33	1	33	0	33	1	33	0	33	1	33	0	33	1	33	
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	574	1	296	23	597	1	308	1	555	1	1072	1	555	1	1072	1	555	1	1072	1	555	0	1072	1	555	
Comb. T-R	1	296	296	1	308	1	555	1	1072	1	555	1	555	1	1072	1	555	1	1072	1	555	0	1072	1	555	
SB 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	
EB Left	52	1	52	2	54	1	54	1	74	1	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	0	0	0	0	0	0	0	0	0	
EB Thru	645	1	341	26	671	1	354	1	691	1	1072	1	354	20	691	1	364	0	691	1	364	-4	686	1	362	
Comb. T-R	1	341	341	1	354	1	691	1	1072	1	354	1	354	1	691	1	364	1	1072	1	364	0	686	1	362	
EB Right	36	0	36	1	37	0	37	0	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	0	0	0	0	0	
WB Left	192	1	192	8	200	1	200	1	200	0	200	1	200	0	200	1	200	0	200	1	200	0	200	1	200	
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	788	1	463	32	820	1	482	1	824	2	824	1	483	2	824	1	484	0	824	1	484	-1	823	1	483	
Comb. T-R	1	463	463	1	482	1	820	1	824	1	824	1	483	1	824	1	484	1	824	1	484	0	823	1	483	
WB Right	138	0	138	6	144	0	144	0	144	0	144	0	144	0	144	0	144	0	144	0	144	0	144	0	144	
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:	457	N-S:	475	N-S:	712	N-S:	712	N-S:	712	N-S:	712	N-S:	712	N-S:	712	N-S:	712	N-S:	712	N-S:	712	N-S:	712	N-S:	712
	E-W:	533	E-W:	554	E-W:	557	E-W:	557	E-W:	557	E-W:	557	E-W:	557	E-W:	557	E-W:	557	E-W:	557	E-W:	557	E-W:	557	E-W:	557
	SUM:	989	SUM:	1029	SUM:	1269	SUM:	1269	SUM:	1269	SUM:	1269	SUM:	1269	SUM:	1276	SUM:	1276	SUM:	1276	SUM:	1276	SUM:	1276	SUM:	1274
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:	0.659	0.686	0.686	0.846	0.846	0.846	0.846	0.846	0.846	0.846	0.846	0.846	0.846	0.846	0.846	0.846	0.846	0.846	0.846	0.846	0.846	0.846	0.846	0.846	0.849	
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	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: Mason Avenue
 E-W St: Parthenia Street
 Project: Krausz Companies Northridge / 1-023166-1
 File Name: CMA44
 Counts by: Accufek

CRITICAL MOVEMENT ANALYSIS

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

Date: 04/11/2003
 Date of Count: 2003
 Projection Year: 2005

Movement	2003 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	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	97	1	97	4	101	1	101	0	101	1	101	0	101	0	101	1	101	0	101
Comb. L-T	0	-	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-
NB Thru	491	1	331	20	511	1	344	475	986	1	581	0	986	0	986	1	581	0	986
Comb. T-R	1	331	331	1	344	1	344	1	581	1	581	1	986	1	986	1	581	1	986
NB Right	170	0	-	7	177	0	-	0	177	0	-	0	177	0	177	0	-	0	177
Comb. L-T-R	0	-	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-
SB Left	108	1	108	4	112	1	112	0	112	1	112	0	112	0	112	1	112	0	112
Comb. L-T	0	-	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-
SB Thru	625	1	335	25	650	1	348	475	1125	1	595	0	1125	0	1125	1	595	0	1125
Comb. T-R	1	335	335	1	348	1	348	1	595	1	595	1	1125	1	1125	1	595	1	1125
SB Right	44	0	-	2	46	0	-	20	66	0	-	0	66	0	66	0	-	0	66
Comb. L-T-R	0	-	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-
EB Left	42	1	42	2	44	1	44	20	64	1	64	0	64	0	64	1	64	0	64
Comb. L-T	0	-	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-
EB Thru	833	1	454	33	866	1	472	9	876	1	476	4	880	4	880	1	478	-1	879
Comb. T-R	1	454	454	1	472	1	472	1	876	1	476	1	880	1	880	1	478	1	879
EB Right	74	0	-	3	77	0	-	0	77	0	-	0	77	0	77	0	-	0	77
Comb. L-T-R	0	-	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-
WB Left	147	1	147	6	153	1	153	0	153	1	153	0	153	0	153	1	153	0	153
Comb. L-T	0	-	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-
WB Thru	696	1	360	28	724	1	374	9	732	1	378	21	753	0	753	1	389	-5	749
Comb. T-R	1	360	360	1	374	1	374	1	732	1	378	1	753	1	753	1	389	1	749
WB Right	23	0	-	1	24	0	-	0	24	0	-	0	24	0	24	0	-	0	24
Comb. L-T-R	0	-	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-
Crit. Volumes:	N-S:	439	456	N-S:	456	N-S:	456	N-S:	696	N-S:	696	N-S:	696	N-S:	696	N-S:	696	N-S:	696
	E-W:	601	625	E-W:	625	E-W:	625	E-W:	629	E-W:	629	E-W:	631	E-W:	631	E-W:	631	E-W:	631
	SUM:	1039	1081	SUM:	1081	SUM:	1081	SUM:	1325	SUM:	1325	SUM:	1327	SUM:	1327	SUM:	1327	SUM:	1327
No. of Phases:	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Volume / Capacity:	0.693	0.720	0.720	0.684	0.684	0.684	0.684	0.684	0.684	0.684	0.684	0.684	0.684	0.684	0.684	0.684	0.684	0.684	0.684
Level of Service:	B	C	C	D	D	D	D	D	D	D	D	D	D	D	D	D	D	D	D

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

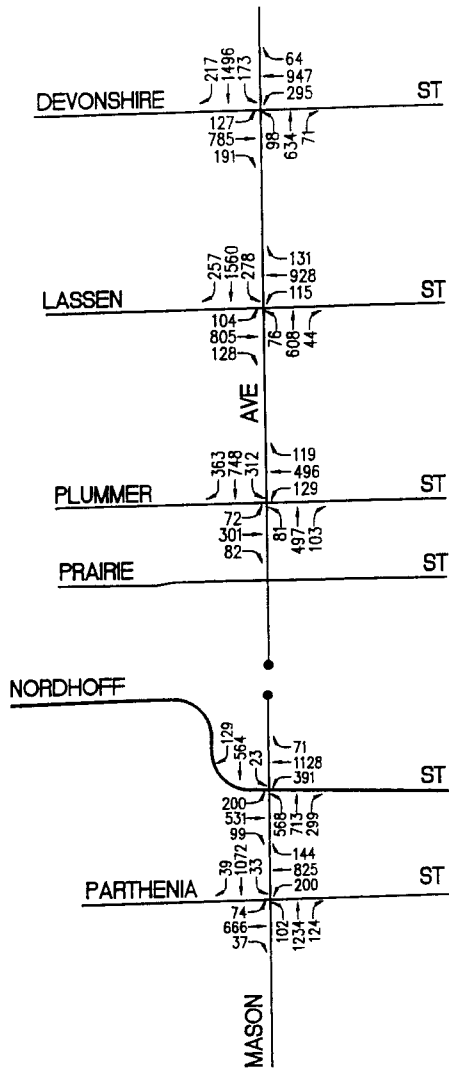
Notes: [1] Traffic volumes shown in the added volume column reflect redistribution of traffic due to Mason Avenue crossing.

Linscott, Law & Greenspan, Engineers

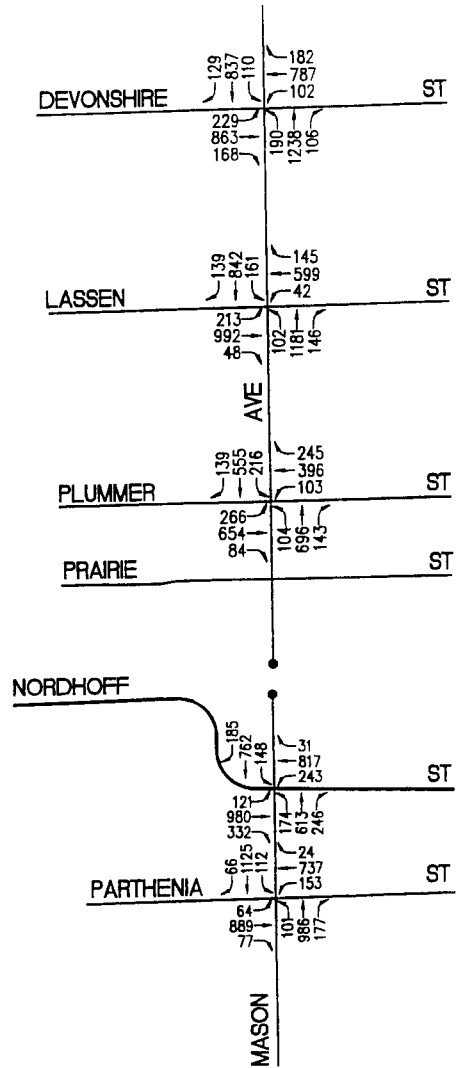
APPENDIX F-3

**Mason Avenue Intersections
Full Build-Out Alternative C Project
CMA Data Worksheets - AM and PM Peak Hours**

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AM PEAK HOUR



PM PEAK HOUR

**LINSCOTT
LAW &
GREENSPAN**



ENGINEERS NOT TO SCALE

**APPENDIX F-3
FULL BUILD-OUT ALTERNATIVE C
WITH PROJECT TRAFFIC VOLUMES**

KRAUSZ PROPERTY PROJECT

LINSCOTT, LAW & GREENSPAN, ENGINEERS
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N-S St: Mason Avenue
 E-W St: Devonshire Street
 Project: Krausz Companies Northridge / 1-023166-1
 File Name: CMA40
 Counts by: Accutek

CRITICAL MOVEMENT ANALYSIS

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

Date: 08/01/2003
 Date of Count: 2003
 Projection Year: 2005

Movement	2003 EXIST. TRAFFIC			2005 W/ AMBIENT GROWTH			2005 W/ OTHER PROJECTS			2005 W/ PROPOSED PROJECT			2005 W/ MITIGATION				
	No. of Lanes	Volume	Total Volume	No. of Lanes	Volume	Total Volume	Added Volume	No. of Lanes	Volume	Added Volume	No. of Lanes	Volume	Added Volume	Total Volume	No. of Lanes	Volume	Lane Volume
NB Left	66	1	66	1	69	29	98	1	98	0	98	0	98	1	98	98	
Comb. L-T	0	-	-	0	-	-	-	0	-	0	-	0	-	0	-	-	
NB Thru	312	1	183	1	190	310	634	1	352	0	634	0	634	1	352	352	
Comb. T-R	1	183	183	1	190	1	352	1	352	1	352	1	352	1	352	352	
NB Right	53	0	53	0	-	16	71	0	-	0	71	0	71	0	71	71	
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
SB Left	164	1	164	1	171	3	173	1	173	0	173	0	173	1	173	173	
Comb. L-T	0	-	-	0	-	-	-	0	-	0	-	0	-	0	-	-	
SB Thru	1059	2	530	2	551	395	1496	2	748	0	1496	0	1496	2	748	748	
Comb. T-R	0	-	-	0	-	-	-	0	-	0	-	0	-	0	-	-	
SB Right [1]	186	1	186	1	193	24	217	1	217	0	217	0	217	1	217	217	
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
EB Left	117	1	117	1	122	5	127	1	127	0	127	0	127	1	127	127	
Comb. L-T	0	-	-	0	-	-	-	0	-	0	-	0	-	0	-	-	
EB Thru	692	2	346	2	360	71	790	2	395	-5	785	0	785	2	393	393	
Comb. T-R	0	-	-	0	-	-	-	0	-	0	-	0	-	0	-	-	
EB Right	158	1	158	1	164	27	191	1	191	0	191	0	191	1	191	191	
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
WB Left	265	1	265	1	276	19	295	1	295	0	295	0	295	1	295	295	
Comb. L-T	0	-	-	0	-	-	-	0	-	0	-	0	-	0	-	-	
WB Thru	920	2	460	2	478	-13	944	2	472	3	947	0	947	2	474	474	
Comb. T-R	0	-	-	0	-	-	-	0	-	0	-	0	-	0	-	-	
WB Right	57	1	57	1	59	5	64	1	64	0	64	0	64	1	64	64	
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Crit. Volumes:	N-S:	596	N-S:	619	N-S:	846	N-S:	846	N-S:	846	N-S:	846	N-S:	846	N-S:	846	846
	E-W:	611	E-W:	635	E-W:	690	E-W:	690	E-W:	688	E-W:	688	E-W:	688	E-W:	688	688
	SUM:	1207	SUM:	1255	SUM:	1536	SUM:	1536	SUM:	1533	SUM:	1533	SUM:	1533	SUM:	1533	1533
No. of Phases:	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Volume / Capacity:	0.804	0.837	1.024	1.022	1.022	1.022	1.022	1.022	1.022	1.022	1.022	1.022	1.022	1.022	1.022	1.022	1.022
Level of Service:	D	D	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] Functional right-turn only lane.

Notes

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CRITICAL MOVEMENT ANALYSIS

N-S St: Mason Avenue
 E-W St: Devonshire Street
 Project: Krausz Companies Northridge / 1-023166-1
 File Name: CMA40
 Counts by: Accutek

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

Date: 08/01/2003
 Date of Count: 2003
 Projection Year: 2005

Movement	2003 EXIST. TRAFFIC			2005 W/ AMBIENT GROWTH			2005 W/ OTHER PROJECTS			2005 W/ PROPOSED PROJECT			2005 W/ MITIGATION					
	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	1	155	6	161	1	161	1	190	1	190	0	190	1	190	1	190		
Comb. L-T	0	-	33	862	1	480	1	672	1	672	0	1238	1	672	1	672		
NB Thru	1	462	4	99	0	-	0	0	0	0	0	106	0	0	0	106		
Comb. T-R	0	-	7	106	0	-	0	0	0	0	0	106	0	0	0	106		
NB Right	0	-	4	99	0	-	0	0	0	0	0	106	0	0	0	106		
Comb. L-T-R	0	-	7	106	0	-	0	0	0	0	0	106	0	0	0	106		
SB Left	1	98	4	102	1	102	1	110	1	110	0	110	1	110	1	110		
Comb. L-T	0	-	19	482	2	241	2	418	2	418	0	837	2	418	2	418		
SB Thru	2	232	4	111	0	-	0	0	0	0	0	129	0	0	0	129		
Comb. T-R	0	-	4	111	0	-	0	0	0	0	0	129	0	0	0	129		
SB Right [1]	1	107	4	111	0	-	0	0	0	0	0	129	0	0	0	129		
Comb. L-T-R	0	-	4	111	0	-	0	0	0	0	0	129	0	0	0	129		
EB Left	1	195	8	203	1	203	1	229	1	229	0	229	1	229	1	229		
Comb. L-T	0	-	33	850	2	425	2	863	2	863	13	863	2	863	2	863		
EB Thru	2	409	5	136	0	-	0	0	0	0	0	168	0	0	0	168		
Comb. T-R	0	-	5	136	0	-	0	0	0	0	0	168	0	0	0	168		
EB Right	1	131	5	136	0	-	0	0	0	0	0	168	0	0	0	168		
Comb. L-T-R	0	-	5	136	0	-	0	0	0	0	0	168	0	0	0	168		
WB Left	1	83	3	86	1	86	1	102	1	102	0	102	1	102	1	102		
Comb. L-T	0	-	28	737	2	369	2	782	2	782	5	787	2	787	2	787		
WB Thru	2	355	7	174	0	-	0	0	0	0	0	182	0	0	0	182		
Comb. T-R	0	-	7	174	0	-	0	0	0	0	0	182	0	0	0	182		
WB Right	1	167	7	174	0	-	0	0	0	0	0	182	0	0	0	182		
Comb. L-T-R	0	-	7	174	0	-	0	0	0	0	0	182	0	0	0	182		
Crit. Volumes:	N-S:	560	E-W:	571	SUM:	1154	N-S:	582	E-W:	620	SUM:	1403	N-S:	782	E-W:	623	SUM:	1405
No. of Phases:	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	
Volume / Capacity:	0.740	0.769	0.935	0.937	0.937	0.937	0.937	0.937	0.937	0.937	0.937	0.937	0.937	0.937	0.937	0.937	0.937	
Level of Service:	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] Functional right-turn only lane.

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CRITICAL MOVEMENT ANALYSIS

N-S St: Mason Avenue
 E-W St: Lassen Street
 Project: Krausz Companies Northridge / I-023166-1
 File Name: CMA41
 Counts by: Acctek

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

Date: 04/11/2003
 Date of Count: 2003
 Projection Year: 2005

Movement	2003 EXIST. TRAFFIC			2005 W/ AMBIENT GROWTH			2005 W/ OTHER PROJECTS			2005 W/ PROPOSED PROJECT			2005 W/ MITIGATION [2]		
	No. of Lanes	Volume	Total Volume	Added Volume	No. of Lanes	Total Volume	Added Volume	No. of Lanes	Total Volume	Added Volume	No. of Lanes	Total Volume	Added Volume	No. of Lanes	Total Volume
NB Left	73	1	73	3	1	76	0	1	76	0	1	76	0	1	76
Comb. L-T	0	-	-	0	0	-	0	0	-	0	0	-	0	0	-
NB Thru	189	2	95	8	2	197	411	2	608	0	2	304	0	2	304
Comb. T-R	0	-	-	0	0	-	0	0	-	0	0	-	0	0	-
NB Right [1]	42	1	42	2	1	44	0	1	44	0	1	44	0	1	44
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SB Left	260	1	260	10	1	270	8	1	278	0	1	278	0	1	278
Comb. L-T	0	-	-	0	0	-	0	0	-	0	0	-	0	0	-
SB Thru	1038	2	519	42	2	1080	480	2	1560	0	2	780	0	2	780
Comb. T-R	0	-	-	0	0	-	0	0	-	0	0	-	0	0	-
SB Right [1]	242	1	242	10	1	252	5	1	257	0	1	257	0	1	257
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EB Left	100	1	100	4	1	104	0	1	104	0	1	104	0	1	104
Comb. L-T	0	-	-	0	0	-	0	0	-	0	0	-	0	0	-
EB Thru	778	1	451	31	1	809	1	1	810	-5	1	467	0	1	467
Comb. T-R	0	-	-	0	0	-	0	0	-	0	0	-	0	0	-
EB Right	123	0	123	5	0	128	0	0	128	0	0	128	0	0	128
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WB Left	111	1	111	4	1	115	0	1	115	0	1	115	0	1	115
Comb. L-T	0	-	-	0	0	-	0	0	-	0	0	-	0	0	-
WB Thru	888	2	444	36	2	924	1	2	925	3	2	464	0	2	464
Comb. T-R	0	-	-	0	0	-	0	0	-	0	0	-	0	0	-
WB Right [1]	124	1	124	5	1	129	3	1	131	0	1	131	0	1	131
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Crit. Volumes:	N-S: 592	N-S: 616	N-S: 856	N-S: 616	N-S: 856	N-S: 856	N-S: 856	N-S: 856	N-S: 856	N-S: 856	N-S: 856	N-S: 856	N-S: 856	N-S: 856	N-S: 856
	E-W: 562	E-W: 584	E-W: 585	E-W: 584	E-W: 585	E-W: 585	E-W: 585	E-W: 585	E-W: 585	E-W: 585	E-W: 585	E-W: 585	E-W: 585	E-W: 585	E-W: 585
	SUM: 1154	SUM: 1200	SUM: 1440	SUM: 1200	SUM: 1440	SUM: 1440	SUM: 1440	SUM: 1440	SUM: 1440	SUM: 1440	SUM: 1438	SUM: 1438	SUM: 1438	SUM: 1438	SUM: 1438
No. of Phases:	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Volume / Capacity:	0.769	0.800	0.960	0.800	0.960	0.960	0.960	0.960	0.960	0.960	0.959	0.959	0.959	0.959	0.959
Level of Service:	C	D	E	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.
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 [1] Functional right-turn only lane.
 [2] Traffic volumes shown in the added volume column reflect redistribution of traffic due to Mason Avenue crossing.

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CRITICAL MOVEMENT ANALYSIS

N-S St: Mason Avenue
 E-W St: Lassen Street
 Project: Krausz Companies Northridge / 1-023166-1
 File Name: CMA41
 Counts by: Accutek

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

Date: 04/11/2003
 Date of Count: 2003
 Projection Year: 2005

Movement	2003 EXIST. TRAFFIC			2005 W/ AMBIENT GROWTH			2005 W/ OTHER PROJECTS			2005 W/ PROPOSED PROJECT			2005 W/ MITIGATION [2]				
	No. of Lanes	Lane Volume	Total Volume	No. of Lanes	Lane Volume	Total Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	
NB Left	98	1	98	1	102	0	102	1	102	0	102	1	102	0	102	1	102
Comb. L-T	0	-	0	0	-	0	0	0	0	0	0	0	0	0	0	0	-
NB Thru	710	2	355	2	369	443	1181	2	590	0	1181	2	590	0	1181	2	590
Comb. T-R	0	-	0	0	-	0	0	0	0	0	0	0	0	0	0	0	-
NB Right [1]	140	1	140	1	146	0	146	1	146	0	146	1	146	0	146	1	146
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SB Left	150	1	150	1	156	5	161	1	161	0	161	1	161	0	161	1	161
Comb. L-T	0	-	0	0	-	0	0	0	0	0	0	0	0	0	0	0	-
SB Thru	379	2	190	2	197	448	842	2	421	0	842	2	421	0	842	2	421
Comb. T-R	0	-	0	0	-	0	0	0	0	0	0	0	0	0	0	0	-
SB Right [1]	131	1	131	1	136	3	139	1	139	0	139	1	139	0	139	1	139
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EB Left	195	1	195	1	203	10	213	1	213	0	213	1	213	0	213	1	213
Comb. L-T	0	-	0	0	-	0	0	0	0	0	0	0	0	0	0	0	-
EB Thru	941	1	494	1	513	0	979	1	513	13	992	1	520	0	992	1	520
Comb. T-R	1	494	1	513	1	513	0	513	1	513	0	520	1	520	0	520	
EB Right	46	0	46	0	48	0	48	0	48	0	48	0	48	0	48	0	48
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WB Left	40	1	40	1	42	0	42	1	42	0	42	1	42	0	42	1	42
Comb. L-T	0	-	0	0	-	0	0	0	0	0	0	0	0	0	0	0	-
WB Thru	571	2	286	2	297	0	594	2	297	5	599	2	299	0	599	2	299
Comb. T-R	0	-	0	0	-	0	0	0	0	0	0	0	0	0	0	0	-
WB Right [1]	132	1	132	1	137	8	145	1	145	0	145	1	145	0	145	1	145
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Crft. Volumes:	N-S: 505	E-W: 534	SUM: 1039	N-S: 525	E-W: 555	SUM: 1080	N-S: 751	E-W: 555	SUM: 1306	N-S: 751	E-W: 561	SUM: 1313	N-S: 751	E-W: 561	SUM: 1313		
No. of Phases:	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Volume / Capacity:	0.692	0.720	0.871	0.875	0.875	0.875	0.875	0.875	0.875	0.875	0.875	0.875	0.875	0.875	0.875	0.875	0.875
Level of Service:	B	C	D	D	D	D	D	D	D	D	D	D	D	D	D	D	D

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

N-S St: Mason Avenue
 E-W St: Plummer Street
 Project: Krausz Companies Northridge / 1-023166-1
 File Name: CMA42
 Counts by: Accutek

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

Date: 04/11/2003
 Date of Count: 2002
 Projection Year: 2005

Movement	2002 EXIST. TRAFFIC			2005 W/ AMBIENT GROWTH			2005 W/ OTHER PROJECTS			2005 W/ PROPOSED PROJECT			2005 W/ MITIGATION [1]			
	No. of Lanes	Lane Volume	Total Volume	Added Volume	Lane Volume	Total Volume	Added Volume	Lane Volume	Total Volume	Added Volume	Lane Volume	Total Volume	Added Volume	Lane Volume	Total Volume	
NB Left	15	1	16	1	16	81	65	81	1	81	0	81	0	81	1	81
Comb. L-T	0	-	0	0	-	0	0	0	0	0	0	0	0	0	0	0
NB Thru	28	1	30	2	16	497	468	497	1	300	0	497	0	497	1	300
Comb. T-R	1	16	16	1	16	300	1	300	1	300	1	300	1	300	1	300
NB Right	3	0	3	0	0	103	100	103	0	0	0	103	0	103	0	0
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SB Left	271	1	271	16	287	312	25	312	1	312	0	312	0	312	1	312
Comb. L-T	0	-	0	0	-	0	0	0	0	0	0	0	0	0	0	0
SB Thru	255	1	255	15	270	748	478	748	1	555	0	748	0	748	1	555
Comb. T-R	1	319	319	1	338	555	1	555	1	555	1	555	1	555	1	555
SB Right	319	0	319	19	338	363	25	363	0	0	0	363	0	363	0	0
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EB Left	68	1	68	4	72	72	0	72	1	72	0	72	0	72	1	72
Comb. L-T	0	-	0	0	-	0	0	0	0	0	0	0	0	0	0	0
EB Thru	289	1	289	17	306	306	0	306	1	194	-5	301	0	301	1	192
Comb. T-R	1	153	153	1	162	192	1	192	1	194	1	192	1	192	1	192
EB Right	16	0	16	1	17	82	65	82	0	0	0	82	0	82	0	0
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WB Left	27	1	27	2	29	129	100	129	1	129	0	129	0	129	1	129
Comb. L-T	0	-	0	0	-	0	0	0	0	0	0	0	0	0	0	0
WB Thru	464	1	464	28	492	493	1	493	1	306	3	496	0	496	1	308
Comb. T-R	1	287	287	1	304	306	1	306	1	306	1	308	1	308	1	308
WB Right	109	0	109	7	116	119	4	119	0	0	0	119	0	119	0	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: 334	E-W: 355	SUM: 689	N-S: 354	E-W: 376	SUM: 730	N-S: 636	E-W: 378	SUM: 1015	N-S: 636	E-W: 380	SUM: 1016	N-S: 636	E-W: 380	SUM: 1016	
No. of Phases:	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Volume / Capacity:	0.459	0.487	0.487	0.676	0.677	0.677	0.677	0.677	0.677	0.677	0.677	0.677	0.677	0.677	0.677	0.677
Level of Service:	A	A	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.
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CRITICAL MOVEMENT ANALYSIS

N-S St: Mason Avenue
 E-W St: Plummer Street
 Project: Krausz Companies Northridge / 1-023166-1
 File Name: CMA42
 Counts by: Accutek

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

Date: 04/11/2003
 Date of Count: 2002
 Projection Year: 2005

Movement	2002 EXIST. TRAFFIC			2005 W/ AMBIENT GROWTH			2005 W/ OTHER PROJECTS			2005 W/ PROPOSED PROJECT			2005 W/ MITIGATION [1]				
	Volume	Lane Volume	No. of Lanes	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
NB Left	37	1	37	2	39	1	39	65	104	1	104	0	104	1	104	0	104
Comb. L-T	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NB Thru	206	1	124	12	218	1	131	478	696	1	420	0	696	1	420	0	696
Comb. T-R	1	1	124	1	131	1	131	420	420	1	420	0	420	1	420	0	420
NB Right	41	0	0	2	43	0	0	100	143	0	0	0	143	0	0	0	143
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SB Left	190	1	190	11	201	1	201	15	216	1	216	0	216	1	216	0	216
Comb. L-T	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SB Thru	78	1	78	5	83	1	83	473	555	1	347	0	555	1	347	0	555
Comb. T-R	1	1	122	7	129	1	129	347	347	1	347	0	347	1	347	0	347
SB Right	122	0	0	7	129	0	0	10	139	0	0	0	139	0	0	0	139
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EB Left	246	1	246	15	261	1	261	5	266	1	266	0	266	1	266	0	266
Comb. L-T	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EB Thru	605	1	312	36	641	1	330	0	641	1	363	13	654	1	369	0	654
Comb. T-R	1	1	312	1	330	1	330	363	363	1	363	0	369	1	369	0	369
EB Right	18	0	0	1	19	0	0	65	84	0	0	0	84	0	0	0	84
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WB Left	3	1	3	0	3	1	3	100	103	1	103	0	103	1	103	0	103
Comb. L-T	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WB Thru	368	1	296	22	390	1	314	1	391	1	318	5	396	1	321	0	396
Comb. T-R	1	1	296	1	314	1	314	318	318	1	318	0	321	1	321	0	321
WB Right	224	0	0	13	237	0	0	8	245	0	0	0	245	0	0	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: 314	E-W: 542	SUM: 856	N-S: 332	E-W: 575	SUM: 907	N-S: 332	E-W: 575	SUM: 907	N-S: 636	E-W: 584	SUM: 1220	N-S: 636	E-W: 586	SUM: 1222		
No. of Phases:	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Volume / Capacity:	0.570	0.605	0.813	0.815	0.815	0.815	0.815	0.815	0.815	0.815	0.815	0.815	0.815	0.815	0.815	0.815	0.815
Level of Service:	A	B	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.
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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: Mason Avenue
 E-W St: Nordhoff Street
 Project: Krausz Companies Northridge / 1-023166-1
 File Name: CMA43
 Counts by: Accuthek

CRITICAL MOVEMENT ANALYSIS

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

Date: 04/11/2003
 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	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	
NB Left	1	526	1	558	10	568	1	568	0	568	1	568	0	568	1	568	0	568	1	568
Comb. L-T	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-
NB Thru	1	163	1	173	10	173	1	173	540	713	1	713	0	713	1	713	0	713	1	713
Comb. T-R	1	273	1	289	1	289	1	289	1	506	1	506	1	506	1	506	1	506	1	506
NB Right	0	-	0	-	16	289	0	299	0	299	0	299	0	299	0	299	0	299	0	299
Comb. L-T-R	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-
SB Left	1	22	1	23	0	23	1	23	0	23	1	23	0	23	1	23	0	23	1	23
Comb. L-T	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-
SB Thru	1	22	1	24	1	24	1	24	540	564	1	564	0	564	1	564	0	564	1	564
Comb. T-R	1	22	1	23	1	23	1	23	1	347	1	347	1	347	1	347	1	347	1	347
SB Right	0	-	0	-	1	21	0	129	108	129	0	129	0	129	0	129	0	129	0	129
Comb. L-T-R	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-
EB Left	1	35	1	37	2	37	1	37	163	200	1	200	0	200	1	200	0	200	1	200
Comb. L-T	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-
EB Thru	2	245	2	259	26	259	2	272	26	544	2	531	-13	531	2	531	0	531	2	531
Comb. T-R	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-
EB Right [1]	1	84	1	89	5	89	1	99	10	99	1	99	0	99	1	99	0	99	1	99
Comb. L-T-R	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-
WB Left	1	359	1	381	22	381	1	391	10	391	1	391	0	391	1	391	0	391	1	391
Comb. L-T	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-
WB Thru	2	519	2	550	62	550	2	560	21	1121	2	1128	7	1128	2	1128	0	1128	2	1128
Comb. T-R	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-
WB Right [1]	1	67	1	71	4	71	1	71	0	71	1	71	0	71	1	71	0	71	1	71
Comb. L-T-R	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-
Crit. Volumes:	N-S:	548	N-S:	580	N-S:	580	N-S:	914	N-S:	914	N-S:	914	N-S:	914	N-S:	914	N-S:	914	N-S:	914
	E-W:	604	E-W:	640	E-W:	640	E-W:	760	E-W:	760	E-W:	760	E-W:	760	E-W:	760	E-W:	760	E-W:	760
	SUM:	1151	SUM:	1220	SUM:	1220	SUM:	1675	SUM:	1675	SUM:	1675	SUM:	1675	SUM:	1675	SUM:	1675	SUM:	1675
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:	0.767	0.813	0.813	0.813	0.813	0.813	0.813	0.813	0.813	0.813	0.813	0.813	0.813	0.813	0.813	0.813	0.813	0.813	0.813	0.813
Level of Service:	C	D	D	D	D	D	D	F	F	F	F	F	F	F	F	F	F	F	F	F

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

Notes: 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

N-S St: Mason Avenue
 E-W St: Nordhoff Street
 Project: Krausz Companies Northridge / 1-023166-1
 File Name: CMA43
 Counts by: Accutek

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

Date: 04/11/2003
 Date of Count: 2002
 Projection Year: 2005

Movement	2002 EXIST. TRAFFIC			2005 W/ AMBIENT GROWTH			2005 W/ OTHER PROJECTS			2005 W/ PROPOSED PROJECT			2005 W/ MITIGATION [2]					
	No. of Lanes	Lane Volume	Total Volume	No. of Lanes	Lane Volume	Total Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Total Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Total Volume		
NB Left	1	155	9	164	1	164	10	174	1	174	0	174	0	174	1	174		
Comb. L-T	0	-	0	-	0	-	0	-	0	-	0	-	0	0	0	-		
NB Thru	69	69	4	73	1	73	540	613	1	430	0	613	0	613	1	430		
Comb. T-R	1	223	1	236	1	236	1	430	1	430	0	430	0	430	1	430		
NB Right	223	0	13	236	0	0	10	246	0	0	0	246	0	246	0	0		
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
SB Left	1	140	8	148	1	148	0	148	1	148	0	148	0	148	1	148		
Comb. L-T	0	-	13	222	1	130	540	762	1	473	0	762	0	762	1	473		
SB Thru	209	123	1	123	1	130	1	473	1	473	0	473	0	473	1	473		
Comb. T-R	1	123	2	38	0	0	147	185	0	0	0	185	0	185	0	0		
SB Right	36	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		
EB Left	16	16	1	17	1	17	104	121	1	121	0	121	0	121	1	121		
Comb. L-T	0	-	53	940	2	421	8	948	2	427	32	980	0	980	2	438		
EB Thru	887	397	1	397	1	421	1	427	1	438	0	438	0	438	1	438		
Comb. T-R	1	397	18	322	0	0	10	332	0	0	0	332	0	332	0	0		
EB Right	304	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		
WB Left	220	1	220	13	233	1	233	10	243	1	243	0	243	1	243	1	243	
Comb. L-T	0	-	45	795	2	275	9	804	2	278	13	817	0	817	2	283		
WB Thru	750	260	1	260	1	275	1	278	1	283	0	283	0	283	1	283		
Comb. T-R	1	260	2	31	0	0	0	31	0	0	0	31	0	31	0	0		
WB Right	29	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		
Crit. Volumes:	N-S:	363	E-W:	617	SUM:	980	N-S:	385	E-W:	654	SUM:	1039	N-S:	648	E-W:	681	SUM:	1328
No. of Phases:	2		2		2		2		2		2		2		2			
Volume / Capacity:	0.653		0.693		0.879		0.866		0.866		0.866		0.866		0.866			
Level of Service:	B		B		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

N-S St: Mason Avenue
 E-W St: Parthenia Street
 Project: Krausz Companies Northridge / 1-023166-1
 File Name: CMA44
 Courts by: Accutek

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

Date: 04/11/2003
 Date of Count: 2003
 Projection Year: 2005

Movement	2003 EXIST. TRAFFIC			2005 W/ AMBIENT GROWTH			2005 W/ OTHER PROJECTS			2005 W/ PROPOSED PROJECT			2005 W/ MITIGATION [1]						
	No. of Lanes	Volume	Lane	Added	Total	No. of Lanes	Volume	Lane	Added	Total	No. of Lanes	Volume	Lane	Added	Total	No. of Lanes	Volume	Lane	
NB Left	98	1	98	4	102	1	102	1	102	0	102	1	102	0	102	1	102	1	102
Comb. L-T	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NB Thru	730	1	425	29	759	1	441	1	679	0	1234	1	679	0	1234	1	679	1	679
Comb. T-R	1	425	1	425	441	1	441	1	679	0	1234	1	679	0	1234	1	679	1	679
NB Right	119	0	-	5	124	0	-	0	124	0	124	0	0	0	124	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	32	1	32	1	33	1	33	1	33	0	33	1	33	0	33	1	33	1	33
Comb. L-T	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SB Thru	574	1	296	23	597	1	308	1	555	0	1072	1	555	0	1072	1	555	1	555
Comb. T-R	1	296	1	296	308	1	308	1	555	0	1072	1	555	0	1072	1	555	1	555
SB Right	18	0	-	1	19	0	-	20	39	0	39	0	0	0	39	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	52	1	52	2	54	1	54	20	74	1	74	1	74	0	74	1	74	1	74
Comb. L-T	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EB Thru	645	1	341	26	671	1	354	0	671	1	354	1	354	-5	666	1	352	1	352
Comb. T-R	1	341	1	341	354	1	354	0	37	0	37	0	0	0	37	0	0	0	0
EB Right	36	0	-	1	37	0	-	0	37	0	37	0	0	0	37	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	192	1	192	8	200	1	200	0	200	0	200	1	200	0	200	1	200	1	200
Comb. L-T	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WB Thru	788	1	463	32	820	1	482	2	822	1	483	1	484	0	825	1	484	1	484
Comb. T-R	1	463	1	463	482	1	482	0	144	0	144	0	0	0	144	0	0	0	0
WB Right	138	0	-	6	144	0	-	0	144	0	144	0	0	0	144	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: 457	N-S: 712	N-S: 712	E-W: 533	E-W: 554	E-W: 557	E-W: 557	SUM: 989	SUM: 1029	SUM: 1269	SUM: 1270	N-S: 712	E-W: 558	SUM: 1270	N-S: 712	E-W: 558	SUM: 1270		
No. of Phases:	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	
Volume / Capacity:	0.659	0.686	0.846	0.846	0.846	0.846	0.846	0.846	0.846	0.846	0.846	0.846	0.846	0.846	0.846	0.846	0.846		
Level of Service:	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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CRITICAL MOVEMENT ANALYSIS

N-S St: Mason Avenue
 E-W St: Parthenia Street
 Project: Krausz Companies Northridge / 1-023166-1
 File Name: CMA44
 Counts by: Accutek

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

Date: 04/11/2003
 Date of Count: 2003
 Projection Year: 2005

Movement	2003 EXIST. TRAFFIC			2005 W/ AMBIENT GROWTH			2005 W/ OTHER PROJECTS			2005 W/ PROPOSED PROJECT			2005 W/ MITIGATION [1]			
	No. of Lanes	Lane Volume	Total Volume	No. of Lanes	Lane Volume	Total Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NB Left	97	1	97	1	101	4	101	0	101	1	101	0	101	1	101	
Comb. L-T	0	-	-	0	-	-	-	-	-	0	-	-	-	0	-	
NB Thru	491	1	331	1	344	20	511	475	986	1	581	0	986	1	581	
Comb. T-R	1	331	331	1	344	7	177	0	177	1	581	0	177	1	581	
NB Right	170	0	-	0	-	0	177	0	177	0	-	0	177	0	-	
Comb. L-T-R	0	-	-	0	-	0	-	0	-	0	-	0	-	0	-	
SB Left	108	1	108	1	112	4	112	0	112	1	112	0	112	1	112	
Comb. L-T	0	-	-	0	-	-	-	-	-	0	-	-	-	0	-	
SB Thru	625	1	335	1	348	25	650	475	1125	1	595	0	1125	1	595	
Comb. T-R	1	335	335	1	348	2	46	20	66	1	595	0	66	1	595	
SB Right	44	0	-	0	-	0	46	0	46	0	-	0	46	0	-	
Comb. L-T-R	0	-	-	0	-	0	-	0	-	0	-	0	-	0	-	
EB Left	42	1	42	1	44	2	44	20	64	1	64	0	64	1	64	
Comb. L-T	0	-	-	0	-	-	-	-	-	0	-	-	-	0	-	
EB Thru	833	1	454	1	472	33	866	9	876	1	476	13	889	1	483	
Comb. T-R	1	454	454	1	472	3	77	0	77	0	476	0	77	1	483	
EB Right	74	0	-	0	-	0	77	0	77	0	-	0	77	0	-	
Comb. L-T-R	0	-	-	0	-	0	-	0	-	0	-	0	-	0	-	
WB Left	147	1	147	1	153	6	153	0	153	1	153	0	153	1	153	
Comb. L-T	0	-	-	0	-	-	-	-	-	0	-	-	-	0	-	
WB Thru	696	1	360	1	374	28	724	9	732	1	378	5	737	1	381	
Comb. T-R	1	360	360	1	374	1	24	0	24	1	378	0	24	1	381	
WB Right	23	0	-	0	-	1	24	0	24	0	-	0	24	0	-	
Comb. L-T-R	0	-	-	0	-	0	-	0	-	0	-	0	-	0	-	
Crit. Volumes:	N-S:	439	N-S:	456	N-S:	696	N-S:	696	N-S:	696	N-S:	696	N-S:	696	N-S:	696
	E-W:	601	E-W:	625	E-W:	629	E-W:	629	E-W:	636	E-W:	636	E-W:	636	E-W:	636
	SUM:	1039	SUM:	1081	SUM:	1325	SUM:	1325	SUM:	1332	SUM:	1332	SUM:	1332	SUM:	1332
No. of Phases:	2		2		2		2		2		2		2		2	
Volume / Capacity:	0.693		0.720		0.884		0.884		0.888		0.888		0.888		0.888	
Level of Service:	B		C		D		D		D		D		D		D	

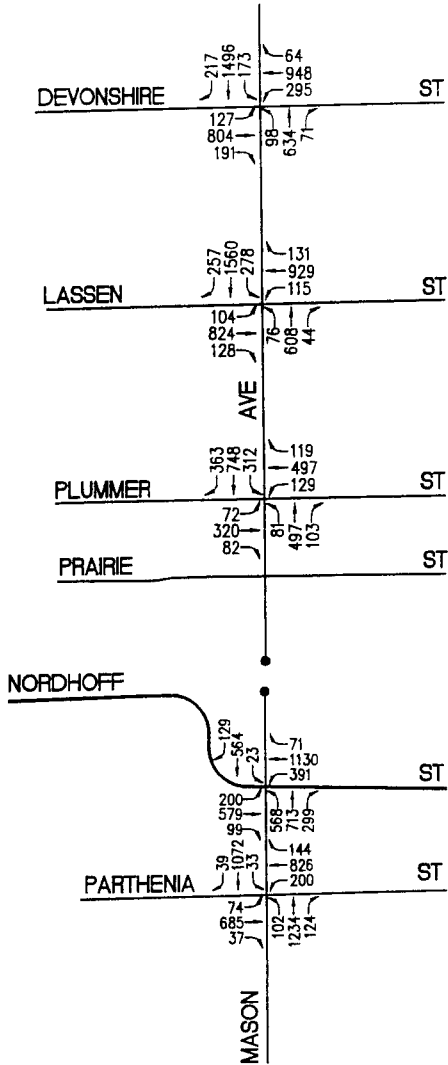
Assumptions: Maximum Sum of Critical Volumes (Intersection Capacity): 2 Phase=1500, 3 Phase=1425, 4+ Phase=1375, Unsignalized=1200.
 For dual turn lanes, 55% of volume is assigned to heavier lane.
 For one excl. and one opt. turn lane, 70% of volume is assigned to exclusive lane.
 Right turns on red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

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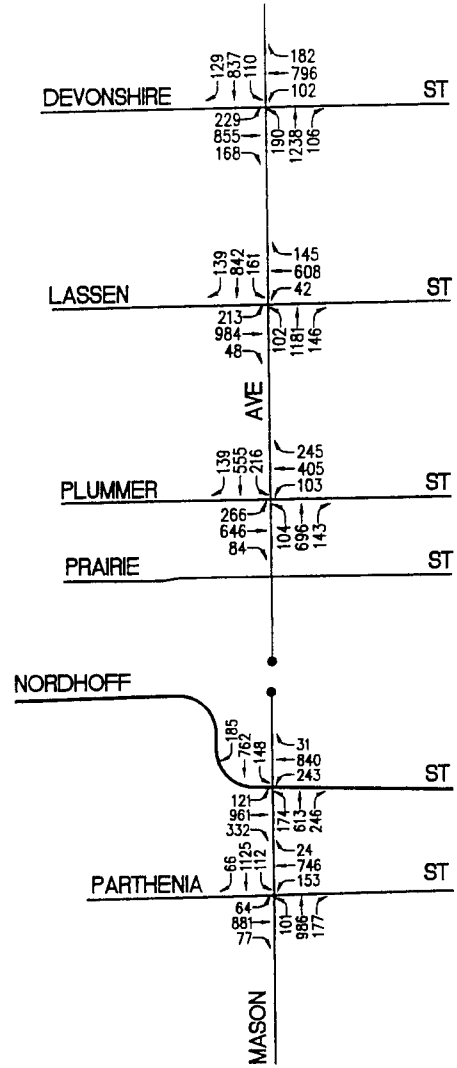
APPENDIX F-4

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

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AM PEAK HOUR



PM PEAK HOUR

**LINSCOTT
LAW &
GREENSPAN**

ENGINEERS



NOT TO SCALE

**APPENDIX F-4
FULL BUILD-OUT ALTERNATIVE D
WITH PROJECT TRAFFIC VOLUMES**

KRAUSZ PROPERTY PROJECT

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CRITICAL MOVEMENT ANALYSIS

N-S St: Mason Avenue
 E-W St: Devonshire Street
 Project: Krausz Companies Northridge / 1-023166-1
 File Name: CMA40
 Counts by: Accuthek

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

Date: 08/01/2003
 Date of Count: 2003
 Projection Year: 2005

Movement	2003 EXIST. TRAFFIC			2005 W/ AMBIENT GROWTH			2005 W/ OTHER PROJECTS			2005 W/ PROPOSED PROJECT			2005 W/ MITIGATION				
	No. of Lanes	Volume	Lane	Added	Total	No. of Lanes	Volume	Lane	Added	Total	No. of Lanes	Volume	Lane	Added	Total	No. of Lanes	Volume
NB Left	66	1	66	3	69	1	69	1	29	98	1	98	1	0	98	1	98
Comb. L-T	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NB Thru	312	1	183	12	324	1	190	1	310	634	1	352	1	0	634	1	352
Comb. T-R	1	183	190	0	190	1	190	1	352	634	1	352	1	0	634	1	352
NB Right	53	0	-	2	55	0	-	0	16	71	0	71	0	0	71	0	71
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SB Left	164	1	164	7	171	1	171	1	3	173	1	173	1	0	173	1	173
Comb. L-T	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SB Thru	1059	2	530	42	1101	2	551	2	395	1496	2	748	2	0	1496	2	748
Comb. T-R	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SB Right [1]	186	1	186	7	193	1	193	1	24	217	1	217	1	0	217	1	217
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EB Left	117	1	117	5	122	1	122	1	5	127	1	127	1	0	127	1	127
Comb. L-T	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EB Thru	692	2	346	28	720	2	360	2	71	790	2	395	2	14	804	2	402
Comb. T-R	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EB Right	158	1	158	6	164	1	164	1	27	191	1	191	1	0	191	1	191
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WB Left	265	1	265	11	276	1	276	1	19	295	1	295	1	0	295	1	295
Comb. L-T	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WB Thru	920	2	460	37	957	2	478	2	-13	944	2	472	2	4	948	2	474
Comb. T-R	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WB Right	57	1	57	2	59	1	59	1	5	64	1	64	1	0	64	1	64
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: 596	E-W: 611	SUM: 1207	N-S: 619	E-W: 635	SUM: 1255	N-S: 619	E-W: 635	N-S: 846	E-W: 690	SUM: 1536	N-S: 846	E-W: 697	N-S: 846	E-W: 697	SUM: 1543	
No. of Phases:	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Volume / Capacity:	0.804	0.837	0.837	0.837	0.837	0.837	0.837	0.837	0.837	0.837	0.837	0.837	0.837	0.837	0.837	0.837	0.837
Level of Service:	D	D	D	D	D	D	D	D	D	D	D	D	D	D	D	D	D

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

For dual turn lanes, 55% of volume is assigned to heavier lane.
 For one excl. and one opt. turn lane, 70% of volume is assigned to exclusive lane.
 Right turns on red from excl. lanes = 50% of overlapping left turn.
 [1] Functional right-turn only lane.

Notes

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CRITICAL MOVEMENT ANALYSIS

N-S St: Mason Avenue
 E-W St: Devonshire Street
 Project: Krausz Companies Northridge / 1-023166-1
 File Name: CMA40
 Counts by: Acutek

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

Date: 08/01/2003
 Date of Count: 2003
 Projection Year: 2005

Movement	2003 EXIST. TRAFFIC				2005 W/ AMBIENT GROWTH				2005 W/ OTHER PROJECTS				2005 W/ PROPOSED PROJECT				2005 W/ MITIGATION				
	No. of Lanes	Volume	Lane Volume	Total Volume	No. of Lanes	Volume	Lane Volume	Total Volume	Added Volume	Total Volume	No. of Lanes	Volume	Lane Volume	Total Volume	Added Volume	Total Volume	No. of Lanes	Volume	Lane Volume	Total Volume	
NB Left	155	1	155	6	161	1	161	29	190	1	190	1	190	0	190	1	190	0	190	1	190
Comb. L-T	0	-	-	-	-	0	-	-	-	0	-	0	-	-	-	0	-	-	-	0	-
NB Thru	829	1	462	33	862	1	480	376	1238	1	672	1	672	0	1238	1	672	0	1238	1	672
Comb. T-R	1	462	462	1	480	1	480	1	672	1	672	1	672	0	1238	1	672	0	1238	1	672
NB Right	95	0	-	4	99	0	-	7	106	0	-	0	106	0	106	0	106	0	106	0	106
Comb. L-T-R	0	-	-	-	-	0	-	-	-	0	-	0	-	-	-	0	-	-	-	0	-
SB Left	98	1	98	4	102	1	102	9	110	1	110	1	110	0	110	1	110	0	110	1	110
Comb. L-T	0	-	-	-	-	0	-	-	-	0	-	0	-	-	-	0	-	-	-	0	-
SB Thru	463	2	232	19	482	2	241	355	837	2	418	2	418	0	837	2	418	0	837	2	418
Comb. T-R	0	-	-	-	-	0	-	-	-	0	-	0	-	-	-	0	-	-	-	0	-
SB Right [1]	107	1	107	4	111	1	111	18	129	1	129	1	129	0	129	1	129	0	129	1	129
Comb. L-T-R	0	-	-	-	-	0	-	-	-	0	-	0	-	-	-	0	-	-	-	0	-
EB Left	195	1	195	8	203	1	203	26	229	1	229	1	229	0	229	1	229	0	229	1	229
Comb. L-T	0	-	-	-	-	0	-	-	-	0	-	0	-	-	-	0	-	-	-	0	-
EB Thru	817	2	409	33	850	2	425	0	850	2	425	2	425	5	855	2	427	0	855	2	427
Comb. T-R	0	-	-	-	-	0	-	-	-	0	-	0	-	-	-	0	-	-	-	0	-
EB Right	131	1	131	5	136	1	136	32	168	1	168	1	168	0	168	1	168	0	168	1	168
Comb. L-T-R	0	-	-	-	-	0	-	-	-	0	-	0	-	-	-	0	-	-	-	0	-
WB Left	83	1	83	3	86	1	86	16	102	1	102	1	102	0	102	1	102	0	102	1	102
Comb. L-T	0	-	-	-	-	0	-	-	-	0	-	0	-	-	-	0	-	-	-	0	-
WB Thru	709	2	355	28	737	2	369	45	782	2	391	2	391	14	796	2	398	0	796	2	398
Comb. T-R	0	-	-	-	-	0	-	-	-	0	-	0	-	-	-	0	-	-	-	0	-
WB Right	167	1	167	7	174	1	174	8	182	1	182	1	182	0	182	1	182	0	182	1	182
Comb. L-T-R	0	-	-	-	-	0	-	-	-	0	-	0	-	-	-	0	-	-	-	0	-
Crit. Volumes:	N-S:	560	582	N-S:	582	N-S:	582	782	782	N-S:	782	N-S:	782	782	782	N-S:	782	782	782	N-S:	782
	E-W:	550	571	E-W:	571	E-W:	571	620	620	E-W:	620	E-W:	620	627	627	E-W:	627	627	627	E-W:	627
	SUM:	1110	1154	SUM:	1154	SUM:	1154	1403	1403	SUM:	1403	SUM:	1410	1410	SUM:	1410	1410	1410	SUM:	1410	1410
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:	0.740	0.769	0.769	0.769	0.769	0.769	0.769	0.935	0.935	0.935	0.935	0.935	0.940	0.940	0.940	0.940	0.940	0.940	0.940	0.940	0.940
Level of Service:	C	C	C	C	C	C	C	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.
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 Right turns on red from excl. lanes = 50% of overlapping left turn.

Notes [1] Functional right-turn only lane.

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CRITICAL MOVEMENT ANALYSIS

N-S St: Mason Avenue
 E-W St: Lassen Street
 Project: Krausz Companies Northridge / 1-023186-1
 File Name: CMA41
 Counts by: Accutek

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

Date: 04/11/2003
 Date of Count: 2003
 Projection Year: 2005

Movement	2003 EXIST. TRAFFIC			2005 W/ AMBIENT GROWTH			2005 W/ OTHER PROJECTS			2005 W/ PROPOSED PROJECT			2005 W/ MITIGATION [2]			2005 W/ TDM 15%					
	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	Added Volume	Total Volume	
NB Left	73	1	73	3	76	1	76	0	76	1	76	0	76	1	76	0	76	1	76	1	76
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	189	2	95	8	197	2	98	411	608	2	304	0	608	2	304	0	608	2	304	2	304
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]	42	1	42	2	44	1	44	0	44	1	44	0	44	1	44	0	44	1	44	1	44
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	260	1	260	10	270	1	270	8	278	1	278	0	278	1	278	0	278	1	278	1	278
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	1038	2	519	42	1080	2	540	480	1560	2	780	0	1560	2	780	0	1560	2	780	2	780
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]	242	1	242	10	252	1	252	5	257	1	257	0	257	1	257	0	257	1	257	1	257
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	100	1	100	4	104	1	104	0	104	1	104	0	104	1	104	0	104	1	104	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
EB Thru	778	1	451	31	809	1	469	1	810	1	469	14	824	1	476	0	824	1	476	1	474
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	123	0	123	5	128	0	128	0	128	0	128	0	128	0	128	0	128	0	128	0	128
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	111	1	111	4	115	1	115	0	115	1	115	0	115	1	115	0	115	1	115	1	115
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	888	2	444	36	924	2	462	1	925	2	462	4	929	2	464	0	929	2	464	2	464
Comb. T-R	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WB Right [1]	124	1	124	5	129	1	129	3	131	1	131	0	131	1	131	0	131	1	131	1	131
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: 592	E-W: 562	SUM: 1154	N-S: 616	E-W: 584	SUM: 1200	N-S: 856	E-W: 592	SUM: 1447	N-S: 856	E-W: 592	SUM: 1447	N-S: 856	E-W: 592	SUM: 1447	N-S: 856	E-W: 592	SUM: 1447	N-S: 856	E-W: 592	SUM: 1447
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:	0.769	0.800	0.960	0.769	0.800	0.960	0.769	0.800	0.960	0.769	0.800	0.960	0.769	0.800	0.960	0.769	0.800	0.960	0.769	0.800	0.960
Level of Service:	C	D	E	C	D	E	C	D	E	C	D	E	C	D	E	C	D	E	C	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.

[1] Functional right-turn only lane.

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

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CRITICAL MOVEMENT ANALYSIS

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

Date: 04/11/2003
 Date of Count: 2003
 Projection Year: 2005

N-S St: Mason Avenue
 E-W St: Lassen Street
 Project: Krausz Companies Northridge / 1-023166-1
 File Name: CMA41
 Counts by: Accufek

Movement	2003 EXIST. TRAFFIC			2005 W/ AMBIENT GROWTH			2005 W/ OTHER PROJECTS			2005 W/ MITIGATION [2]			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	98	1	98	4	102	1	102	0	102	1	102	0	102	0	102	0	102	1	102	
Comb. L-T	0	-	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
NB Thru	710	2	355	28	738	2	369	443	1181	2	590	2	1181	0	590	0	1181	2	590	
Comb. T-R	0	-	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
NB Right [1]	140	1	140	6	146	1	146	0	146	1	146	0	146	0	146	0	146	1	146	
Comb. L-T-R	0	-	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
SB Left	150	1	150	6	156	1	156	5	161	1	161	0	161	0	161	0	161	1	161	
Comb. L-T	0	-	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
SB Thru	379	2	190	15	394	2	197	448	842	2	421	2	842	0	421	0	842	2	421	
Comb. T-R	0	-	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
SB Right [1]	131	1	131	5	136	1	136	3	139	1	139	0	139	0	139	0	139	1	139	
Comb. L-T-R	0	-	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
EB Left	195	1	195	8	203	1	203	10	213	1	213	0	213	0	213	0	213	1	213	
Comb. L-T	0	-	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
EB Thru	941	1	494	38	979	1	513	0	979	1	513	5	984	0	984	0	984	1	983	
Comb. T-R	0	-	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
EB Right	46	1	46	2	48	0	48	0	48	0	48	0	48	0	48	0	48	0	48	
Comb. L-T-R	0	-	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
WB Left	40	1	40	2	42	1	42	0	42	1	42	0	42	0	42	0	42	1	42	
Comb. L-T	0	-	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
WB Thru	571	2	286	23	594	2	297	0	594	2	304	14	608	0	608	-3	605	2	302	
Comb. T-R	0	-	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
WB Right [1]	132	1	132	5	137	1	137	8	145	1	145	0	145	0	145	0	145	1	145	
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:	505	525	N-S:	751	N-S:	751	N-S:	751	N-S:	751	N-S:	751	N-S:	751	N-S:	751	N-S:	751	
	E-W:	534	555	E-W:	555	E-W:	557	E-W:	557	E-W:	557	E-W:	557	E-W:	557	E-W:	557	E-W:	557	
	SUM:	1039	1080	SUM:	1306	SUM:	1309	SUM:	1309	SUM:	1309	SUM:	1309	SUM:	1309	SUM:	1309	SUM:	1308	
No. of Phases:	2		2		2		2		2		2		2		2		2		2	
Volume / Capacity:	0.692		0.720		0.871		0.873		0.873		0.873		0.873		0.873		0.873		0.873	
Level of Service:	B		C		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] Functional right-turn only lane.
 [2] Traffic volumes shown in the added volume column reflect redistribution of traffic due to Mason Avenue crossing.

Notes:

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N-S St: Mason Avenue
 E-W St: Plummer Street
 Project: Krausz Companies Northridge / 1-023166-1
 File Name: CMA42
 Courts by: Accutek

CRITICAL MOVEMENT ANALYSIS

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

Date: 04/11/2003
 Date of Count: 2002
 Projection Year: 2005

Movement	2002 EXIST. TRAFFIC			2005 W/ AMBIENT GROWTH			2005 W/ OTHER PROJECTS			2005 W/ PROPOSED PROJECT			2005 W/ MITIGATION [1]					
	No. of Lanes	Volume	Lane	Added Volume	Total Volume	No. of Lanes	Added Volume	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Added Volume	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes
NB Left	15	1	16	1	16	1	16	65	81	1	81	1	0	81	1	0	81	1
Comb. L-T	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NB Thru	28	1	30	1	30	1	300	468	497	1	300	1	0	497	1	0	497	1
Comb. T-R	1	16	16	1	16	1	300	100	103	0	300	1	0	103	0	0	103	0
NB Right	3	0	3	0	3	0	0	100	103	0	0	0	0	103	0	0	103	0
Comb. L-T-R	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SB Left	271	1	271	1	287	1	287	25	312	1	312	1	0	312	1	0	312	1
Comb. L-T	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SB Thru	255	1	255	1	270	1	338	478	748	1	555	1	0	748	1	0	748	1
Comb. T-R	1	319	319	1	338	1	555	25	363	0	555	1	0	363	0	0	363	0
SB Right	319	0	319	0	338	0	0	25	363	0	0	0	0	363	0	0	363	0
Comb. L-T-R	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EB Left	68	1	68	1	72	1	72	0	72	1	72	1	0	72	1	0	72	1
Comb. L-T	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EB Thru	289	1	153	1	162	1	162	0	306	1	194	1	14	320	1	201	317	1
Comb. T-R	1	153	153	1	162	1	162	65	82	0	194	1	0	82	0	201	317	1
EB Right	16	0	16	0	17	0	0	65	82	0	0	0	0	82	0	0	82	0
Comb. L-T-R	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WB Left	27	1	27	1	29	1	29	100	129	1	129	1	0	129	1	0	129	1
Comb. L-T	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WB Thru	464	1	287	1	304	1	304	1	493	1	306	1	4	497	1	308	497	1
Comb. T-R	1	287	287	1	304	1	306	4	119	0	306	1	0	497	1	308	497	1
WB Right	109	0	109	0	116	0	0	4	119	0	0	0	0	119	0	0	119	0
Comb. L-T-R	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Crit. Volumes:	N-S: 334	E-W: 355	SUM: 689	N-S: 354	E-W: 376	SUM: 730	N-S: 636	E-W: 378	SUM: 1015	N-S: 636	E-W: 380	SUM: 1017	N-S: 636	E-W: 380	SUM: 1017	N-S: 636	E-W: 380	SUM: 1016
No. of Phases:	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Volume / Capacity:	0.459	0.487	0.487	0.487	0.676	0.676	0.676	0.676	0.676	0.676	0.676	0.676	0.676	0.676	0.676	0.676	0.676	0.678
Level of Service:	A	A	A	A	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: [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: Mason Avenue
 E-W St: Plummer Street
 Project: Krausz Companies Northridge / 1-023166-1
 File Name: CMA42
 Counts by: Accutiek

CRITICAL MOVEMENT ANALYSIS

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

Date: 04/11/2003
 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	Added Volume	Total Volume	No. of Lanes	Volume	Lane		
NB Left	37	1	37	2	39	1	39	1	65	104	1	104	1	104	0	104	1	104	0	104	1	104	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	0	0	0	
NB Thru	206	1	124	12	218	1	131	1	478	696	1	420	1	420	0	696	1	420	0	696	1	420	1	420	
Comb. T-R	1	124	1	124	1	131	1	420	1	420	1	420	1	420	0	696	1	420	0	696	1	420	1	420	
NB Right	41	0	41	2	43	0	43	0	100	143	0	143	0	143	0	143	0	143	0	143	0	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	
SB Left	190	1	190	11	201	1	201	1	15	216	1	216	1	216	0	216	1	216	0	216	1	216	1	216	
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	
SB Thru	78	1	78	5	83	1	83	1	473	555	1	347	1	347	0	555	1	347	0	555	1	347	1	347	
Comb. T-R	1	122	1	122	1	129	1	347	1	347	1	347	1	347	0	555	1	347	0	555	1	347	1	347	
SB Right	122	0	122	7	129	0	129	0	10	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	0	0	0	0	0	0	0	0	0	0	0	
EB Left	246	1	246	15	261	1	261	1	5	266	1	266	1	266	0	266	1	266	0	266	1	266	1	266	
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	
EB Thru	605	1	312	36	641	1	330	1	0	641	1	363	1	363	5	646	1	365	-1	646	1	365	1	365	
Comb. T-R	1	312	1	312	1	330	1	363	1	363	1	363	1	363	0	646	1	365	0	646	1	365	1	365	
EB Right	18	0	18	1	19	0	19	0	65	84	0	84	0	84	0	84	0	84	0	84	0	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	0	0	0	0	
WB Left	3	1	3	0	3	1	3	1	100	103	1	103	1	103	0	103	1	103	0	103	1	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	
WB Thru	368	1	296	22	390	1	314	1	1	391	1	318	1	318	14	405	1	325	0	405	1	325	1	323	
Comb. T-R	1	296	1	296	1	314	1	318	1	318	1	318	1	318	0	405	1	325	0	405	1	325	1	323	
WB Right	224	0	224	13	237	0	237	0	8	245	0	245	0	245	0	245	0	245	0	245	0	245	0	245	
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	
Chk. Volumes:	N-S:	314	N-S:	332	N-S:	636	N-S:	636	N-S:	636	N-S:	636	N-S:	636	N-S:	636	N-S:	636	N-S:	636	N-S:	636	N-S:	636	N-S:
	E-W:	542	E-W:	575	E-W:	584	E-W:	591	E-W:	591	E-W:	591	E-W:	591	E-W:	591	E-W:	591	E-W:	591	E-W:	591	E-W:	591	E-W:
	SUM:	856	SUM:	907	SUM:	1220	SUM:	1220	SUM:	1220	SUM:	1220	SUM:	1220	SUM:	1220	SUM:	1220	SUM:	1220	SUM:	1220	SUM:	1220	SUM:
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:	0.570	0.570	0.570	0.570	0.570	0.570	0.570	0.570	0.570	0.570	0.570	0.570	0.570	0.570	0.570	0.570	0.570	0.570	0.570	0.570	0.570	0.570	0.570	0.570	
Level of Service:	A	A	A	B	B	B	B	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.
 [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: Mason Avenue
 E-W St: Nordhoff Street
 Project: Krausz Companies Northridge / 1-023166-1
 File Name: CMA43
 Counts by: Accutek

CRITICAL MOVEMENT ANALYSIS

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

Date: 04/11/2003
 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	Volume	Lane No. of Lanes	Added Volume	Volume	Lane No. of Lanes	Added Volume	Volume	Lane No. of Lanes	Added Volume	Volume	Lane No. of Lanes	Added Volume	Volume	Lane No. of Lanes	
NB Left	526	1	526	32	558	1	558	10	568	1	568	0	568	0	568	0	568	1	568
Comb. L-T	0	-	0	-	0	0	-	0	0	0	0	0	0	0	0	0	0	0	0
NB Thru	163	1	163	10	173	1	173	540	713	1	506	0	713	0	713	0	713	1	506
Comb. T-R	1	273	1	273	1	289	1	506	1	506	1	506	0	506	1	506	0	506	1
NB Right	273	0	273	16	289	0	289	10	299	0	299	0	299	0	299	0	299	0	299
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	22	1	22	1	23	1	23	0	23	1	23	0	23	0	23	0	23	1	23
Comb. L-T	0	-	0	-	0	0	-	0	0	0	0	0	0	0	0	0	0	0	0
SB Thru	23	1	23	1	24	1	24	540	564	1	347	0	564	0	564	0	564	1	347
Comb. T-R	1	22	1	22	1	23	1	347	1	347	1	347	0	347	1	347	0	347	1
SB Right	20	0	20	1	21	0	21	108	129	0	0	0	129	0	129	0	129	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	35	1	35	2	37	1	37	163	200	1	200	0	200	0	200	0	200	1	200
Comb. L-T	0	-	0	-	0	0	-	0	0	0	0	0	0	0	0	0	0	0	0
EB Thru	489	2	489	29	518	2	518	26	544	2	272	35	579	0	579	-8	570	2	285
Comb. T-R	0	-	0	-	0	0	-	0	0	0	0	0	0	0	0	0	0	0	0
EB Right [1]	84	1	84	5	89	1	89	10	99	1	99	0	99	0	99	0	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
WB Left	359	1	359	22	381	1	381	10	391	1	391	0	391	0	391	0	391	1	391
Comb. L-T	0	-	0	-	0	0	-	0	0	0	0	0	0	0	0	0	0	0	0
WB Thru	1038	2	1038	62	1100	2	1100	21	1121	2	560	9	1130	0	1130	-1	1129	2	564
Comb. T-R	0	-	0	-	0	0	-	0	0	0	0	0	0	0	0	0	0	0	0
WB Right [1]	67	1	67	4	71	1	71	0	71	1	71	0	71	0	71	0	71	1	71
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: 548	E-W: 604	SUM: 1151	N-S: 580	E-W: 640	SUM: 1220	N-S: 914	E-W: 760	SUM: 1675	N-S: 914	E-W: 765	SUM: 1679	N-S: 914	E-W: 765	SUM: 1679	N-S: 914	E-W: 765	SUM: 1679	
Nc. of Phases:	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Volume / Capacity:	0.767	0.813	0.767	0.813	0.767	0.813	0.767	0.813	0.767	0.813	0.767	0.813	0.767	0.813	0.767	0.813	0.767	0.813	0.767
Level of Service:	C	D	C	D	C	D	C	D	C	D	C	D	C	D	C	D	C	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] 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

N-S St: Mason Avenue
 E-W St: Nordhoff Street
 Project: Krausz Companies Northridge / 1-023166-1
 File Name: CMA43
 Counts by: Acculek

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

Date: 04/11/2003
 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	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	155	9	164	1	164	10	174	1	174	0	174	1	174	0	174	1	174	0	174	1	174	0	174	1	174	0	174		
Comb. L-T	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-		
NB Thru	69	69	4	73	1	73	540	613	1	430	0	613	1	430	0	613	1	430	0	613	1	430	0	613	1	430	0	613		
Comb. T-R	1	223	0	223	1	236	0	236	1	430	0	430	1	430	0	430	1	430	0	430	1	430	0	430	1	430	0	430		
NB Right	0	-	13	236	0	-	10	246	0	0	0	246	0	0	0	246	0	0	0	246	0	0	0	246	0	0	0	246		
Comb. L-T-R	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-		
SB Left	1	140	8	148	1	148	0	148	1	148	0	148	1	148	0	148	1	148	0	148	1	148	0	148	1	148	0	148		
Comb. L-T	0	-	13	222	1	130	540	762	0	473	0	762	1	473	0	762	1	473	0	762	1	473	0	762	1	473	0	762		
SB Thru	209	123	0	123	1	130	0	130	1	473	0	473	1	473	0	473	1	473	0	473	1	473	0	473	1	473	0	473		
Comb. T-R	1	123	0	123	1	130	0	130	1	473	0	473	1	473	0	473	1	473	0	473	1	473	0	473	1	473	0	473		
SB Right	36	0	2	38	0	-	147	185	0	0	0	185	0	0	0	185	0	0	0	185	0	0	0	185	0	0	0	185		
Comb. L-T-R	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-		
EB Left	16	16	1	17	1	17	104	121	1	121	0	121	1	121	0	121	1	121	0	121	1	121	0	121	1	121	0	121		
Comb. L-T	0	-	53	940	2	421	8	948	0	427	13	961	2	431	0	961	2	431	0	961	2	431	0	961	2	431	0	961		
EB Thru	2	397	0	397	1	421	0	421	1	427	0	427	1	431	0	431	1	431	0	431	1	431	0	431	1	431	0	431		
Comb. T-R	1	397	0	397	1	421	0	421	1	427	0	427	1	431	0	431	1	431	0	431	1	431	0	431	1	431	0	431		
EB Right	304	0	18	322	0	-	10	332	0	0	0	332	0	0	0	332	0	0	0	332	0	0	0	332	0	0	0	332		
Comb. L-T-R	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-		
WB Left	220	1	220	13	233	1	233	10	243	1	243	0	243	1	243	0	243	1	243	0	243	1	243	0	243	1	243	0	243	
Comb. L-T	0	-	45	795	2	275	9	804	2	278	36	840	2	290	0	840	2	290	0	840	2	290	0	840	2	290	0	840		
WB Thru	750	2	260	45	795	2	275	9	804	2	278	36	840	2	290	0	840	2	290	0	840	2	290	0	840	2	290	0	840	
Comb. T-R	1	260	0	260	1	275	0	275	1	278	0	278	1	290	0	290	1	290	0	290	1	290	0	290	1	290	0	290		
WB Right	29	0	2	31	0	-	0	31	0	0	0	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	-	0	-	0	-	0	-	0	-		
Crit. Volumes:	N-S:	363	E-W:	617	SUM:	980	N-S:	385	E-W:	654	SUM:	1039	N-S:	648	E-W:	670	SUM:	1318	N-S:	648	E-W:	674	SUM:	1322	N-S:	648	E-W:	674	SUM:	1322
No. of Phases:	2		2		2		2		2		2		2		2		2		2		2		2		2		2			
Volume / Capacity:	0.653		0.693		0.879		0.881		0.881		0.881		0.881		0.881		0.881		0.881		0.881		0.881		0.881		0.881			
Level of Service:	B		B		B		D		D		D		D		D		D		D		D		D		D		D			

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

Notes: [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: Mason Avenue
 E-W St: Parthenia Street
 Project: Krausz Companies Northridge / 1-023166-1
 File Name: CMA44
 Counts by: Accutek

CRITICAL MOVEMENT ANALYSIS

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

Date: 04/11/2003
 Date of Count: 2003
 Projection Year: 2005

Movement	2003 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	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	98	1	98	4	102	1	102	0	102	1	102	1	102	0	102	0	102	1	102	
Comb. L-T	0	-	-	-	-	0	-	-	-	0	-	0	-	-	-	-	-	0	-	
NB Thru	730	1	425	29	759	1	441	475	1234	1	679	1	679	0	1234	0	1234	1	679	
Comb. T-R	1	425	425	1	441	1	679	1	679	1	679	1	679	1	679	1	679	1	679	
NB Right	119	0	-	5	124	0	-	0	124	0	-	0	124	0	124	0	124	0	-	
Comb. L-T-R	0	-	-	0	124	0	-	0	124	0	-	0	124	0	124	0	124	0	-	
SB Left	32	1	32	1	33	1	33	0	33	1	33	1	33	0	33	0	33	1	33	
Comb. L-T	0	-	-	-	-	0	-	-	-	0	-	0	-	-	-	-	-	0	-	
SB Thru	574	1	296	23	597	1	308	475	1072	1	555	1	555	0	1072	0	1072	1	555	
Comb. T-R	1	296	296	1	308	1	555	1	555	1	555	1	555	1	555	1	555	1	555	
SB Right	18	0	-	1	19	0	-	20	39	0	39	0	39	0	39	0	39	0	-	
Comb. L-T-R	0	-	-	0	19	0	-	0	39	0	39	0	39	0	39	0	39	0	-	
EB Left	52	1	52	2	54	1	54	20	74	1	74	1	74	0	74	0	74	1	74	
Comb. L-T	0	-	-	-	-	0	-	-	-	0	-	0	-	-	-	-	-	0	-	
EB Thru	645	1	341	26	671	1	354	0	671	1	354	1	361	14	685	0	685	1	361	
Comb. T-R	1	341	341	1	354	1	354	1	354	1	361	1	361	1	361	1	361	1	361	
EB Right	36	0	-	1	37	0	-	0	37	0	37	0	37	0	37	0	37	0	-	
Comb. L-T-R	0	-	-	0	37	0	-	0	37	0	37	0	37	0	37	0	37	0	-	
WB Left	192	1	192	8	200	1	200	0	200	1	200	1	200	0	200	0	200	1	200	
Comb. L-T	0	-	-	-	-	0	-	-	-	0	-	0	-	-	-	-	-	0	-	
WB Thru	788	1	463	32	820	1	482	2	822	1	483	1	485	4	826	0	826	1	484	
Comb. T-R	1	463	463	1	482	1	483	1	483	1	485	1	485	1	485	1	485	1	484	
WB Right	138	0	-	6	144	0	-	0	144	0	144	0	144	0	144	0	144	0	-	
Comb. L-T-R	0	-	-	0	144	0	-	0	144	0	144	0	144	0	144	0	144	0	-	
Crit. Volumes:	N-S:	457	475	N-S:	712	N-S:	712	N-S:	712	N-S:	712	N-S:	712	N-S:	712	N-S:	712	N-S:	712	
	E-W:	533	554	E-W:	557	E-W:	561	E-W:	561	E-W:	561	E-W:	561	E-W:	561	E-W:	561	E-W:	561	
	SUM:	989	1029	SUM:	1269	SUM:	1273	SUM:	1273	SUM:	1273	SUM:	1273	SUM:	1273	SUM:	1273	SUM:	1271	
No. of Phases:	2		2		2		2		2		2		2		2		2		2	
Volume / Capacity:	0.659		0.686		0.846		0.849		0.849		0.849		0.849		0.849		0.849		0.848	
Level of Service:	B		B		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: Mason Avenue
 E-W St: Parthenia Street
 Project: Krausz Companies Northridge / 1-023166-1
 File Name: CMA44
 Counts by: Accutek

CRITICAL MOVEMENT ANALYSIS

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

Date: 04/11/2003
 Date of Count: 2003
 Projection Year: 2005

Movement	2003 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	Total Volume	Lane Volume	Total Volume	No. of Lanes	Added Volume	Lane Volume	Total Volume	No. of Lanes	Added Volume	Lane Volume	Total Volume	No. of Lanes	Added Volume	Lane Volume	Total Volume	No. of Lanes			
NB Left	97	1	97	101	1	101	0	101	1	101	0	101	0	101	1	101	0	101	1		
Comb. L-T	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
NB Thru	491	1	331	344	1	344	475	986	1	581	0	581	0	986	1	581	0	986	1		
Comb. T-R	1	331	331	344	1	344	0	0	1	581	0	581	0	986	1	581	0	986	1		
NB Right	170	0	170	0	0	0	0	177	0	0	0	177	0	177	0	0	0	177	0		
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	177	0	0	0	177	0		
SB Left	108	1	108	112	1	112	0	112	1	112	0	112	0	112	1	112	0	112	1		
Comb. L-T	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
SB Thru	625	1	335	348	1	348	475	1125	1	595	0	595	0	1125	1	595	0	1125	1		
Comb. T-R	1	335	335	348	1	348	0	0	1	595	0	595	0	1125	1	595	0	1125	1		
SB Right	44	0	44	0	0	0	20	66	0	0	0	66	0	66	0	0	0	66	0		
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	66	0	0	0	66	0		
EB Left	42	1	42	44	1	44	20	64	1	64	0	64	0	64	1	64	0	64	1		
Comb. L-T	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
EB Thru	833	1	454	472	1	472	9	876	1	476	5	881	0	881	1	479	-1	880	1		
Comb. T-R	1	454	454	472	1	472	0	0	1	476	0	476	0	881	1	479	-1	880	1		
EB Right	74	0	74	0	0	0	0	77	0	0	0	77	0	77	0	0	0	77	0		
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	77	0	0	0	77	0		
WB Left	147	1	147	153	1	153	0	153	1	153	0	153	0	153	1	153	0	153	1		
Comb. L-T	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
WB Thru	696	1	360	374	1	374	9	732	1	378	14	746	0	746	1	385	-3	743	1		
Comb. T-R	1	360	360	374	1	374	0	0	1	378	0	378	0	746	1	385	-3	743	1		
WB Right	23	0	23	0	0	0	0	24	0	0	0	24	0	24	0	0	0	24	0		
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	24	0	0	0	24	0		
Crit. Volumes:	N-S:	439	456	N-S:	696	N-S:	696	N-S:	696	N-S:	696	N-S:	696	N-S:	696	N-S:	696	N-S:	696	N-S:	
	E-W:	601	625	E-W:	629	E-W:	629	E-W:	632	E-W:	632	E-W:	632	E-W:	632	E-W:	632	E-W:	631	E-W:	
	SUM:	1039	1081	SUM:	1325	SUM:	1325	SUM:	1328	SUM:	1328	SUM:	1328	SUM:	1328	SUM:	1328	SUM:	1328	SUM:	
No. of Phases:	2			2			2			2			2			2			2		
Volume / Capacity:	0.693			0.720			0.884			0.885			0.885			0.885			0.885		
Level of Service:	B			C			D			D			D			D			D		

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

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