

Linscott, Law & Greenspan, Engineers

APPENDIX C-1

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

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

CRITICAL MOVEMENT ANALYSIS

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

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

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

Movement	2002 EXIST. TRAFFIC			2005 W/ AMBIENT GROWTH			2005 W/ OTHER PROJECTS			2005 W/ PROPOSED PROJECT			2005 W/ MITIGATION [2]				
	No. of Lanes	Volume	Lane Volume	Added	Total	No. of Lanes	Volume	Lane Volume	Added	Total	No. of Lanes	Volume	Lane Volume	Added	Total	No. of Lanes	Volume
NB Left	71	1	71	4	75	1	75	1	75	0	75	1	75	0	75	1	75
Comb. L-T	0	-	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-
NB Thru	1495	1	869	90	1585	1	921	1	949	4	1644	1	951	-200	1444	1	801
Comb. T-R [1]	1	869	869	1	921	1	949	1	949	1	1644	1	951	-100	158	0	-
NB Right	243	0	-	15	258	0	-	0	258	0	258	0	-	-100	158	0	-
Comb. L-T-R	0	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-
SB Left	87	1	87	5	92	1	92	1	92	0	92	1	92	0	92	1	92
Comb. L-T	0	-	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-
SB Thru	2108	2	713	126	2234	2	755	2	805	-19	2362	2	799	-200	2162	2	732
Comb. T-R	1	713	713	1	755	1	805	1	805	0	34	0	34	0	34	0	-
SB Right	30	0	-	2	32	0	-	0	34	0	34	0	-	0	34	0	-
Comb. L-T-R	0	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-
EB Left	21	1	21	1	22	1	22	1	25	0	25	1	25	0	25	1	25
Comb. L-T	0	-	-	0	-	0	-	0	-	-2	149	0	-	0	149	0	-
EB Thru	142	0	-	9	151	0	-	0	151	0	149	1	317	0	149	1	317
Comb. T-R	1	301	301	1	319	1	319	1	319	0	169	0	-	0	169	0	-
EB Right	159	0	-	10	169	0	-	0	169	0	169	0	-	0	169	0	-
Comb. L-T-R	0	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-
WB Left	521	1	365	31	552	1	387	1	387	0	552	1	387	-100	452	1	317
Comb. L-T	1	213	213	1	225	1	227	1	227	1	200	0	-	0	200	0	-
WB Thru	188	0	-	11	199	0	-	0	199	1	200	1	227	0	200	1	212
Comb. T-R	1	213	213	1	225	1	227	1	227	0	88	0	-	0	88	0	-
WB Right	81	0	-	5	86	0	-	0	88	0	88	0	-	0	88	0	-
Comb. L-T-R	0	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-
Crit. Volumes:	N-S: 956	E-W: 666	SUM: 1622	N-S: 1013	E-W: 706	SUM: 1719	N-S: 1041	E-W: 706	SUM: 1747	N-S: 1043	E-W: 704	SUM: 1747	N-S: 893	E-W: 634	SUM: 1527		
No. of Phases:	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Volume / Capacity:	1.138	1.206	1.226	1.226	1.226	1.226	1.226	1.226	1.226	1.226	1.226	1.226	1.226	1.226	1.226	1.226	1.226
Level of Service:	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F

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

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

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

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

Movement	2002 EXIST. TRAFFIC			2005 W/ AMBIENT GROWTH			2005 W/ OTHER PROJECTS			2005 W/ PROPOSED PROJECT			2005 W/ MITIGATION [2]							
	No. of Lanes	Volume	Lane	Added	Total	No. of Lanes	Volume	Lane	Added	Total	No. of Lanes	Volume	Lane	Added	Total	No. of Lanes	Volume	Lane		
NB Left	56	1	56	3	59	1	59	1	59	0	59	1	59	0	59	1	59			
Comb. L-T	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
NB Thru	2298	2	885	138	2436	2	938	2	989	28	2619	2	999	-200	2419	2	899			
Comb. T-R	1	885	1	938	1	938	1	989	1	989	1	999	1	999	1	999	1	899		
NB Right	356	0	0	21	377	0	0	0	377	0	377	0	0	-100	277	0	0			
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
SB Left	67	1	67	4	71	1	71	1	71	0	71	1	71	0	71	1	71			
Comb. L-T	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
SB Thru	1341	2	456	80	1421	2	483	2	497	52	1514	2	514	-200	1314	2	448			
Comb. T-R	1	456	1	483	1	483	1	497	1	497	1	514	1	514	1	448				
SB Right	27	0	0	2	29	0	0	0	29	0	29	0	0	0	29	0	0			
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
EB Left	91	1	91	5	96	1	96	1	99	0	99	1	99	0	99	1	99			
Comb. L-T	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
EB Thru	149	0	0	9	158	0	0	0	158	7	165	0	0	0	165	0	0			
Comb. T-R	1	264	1	280	1	280	1	280	1	280	1	287	1	287	1	287	1	287		
EB Right	115	0	0	7	122	0	0	0	122	0	122	0	0	0	122	0	0			
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
WB Left	441	1	309	26	467	1	327	1	467	0	467	1	327	-100	367	1	257			
Comb. L-T	1	190	1	202	1	202	1	203	1	203	1	204	1	204	1	189				
WB Thru	99	0	0	6	105	0	0	0	105	3	108	0	0	0	108	0	0			
Comb. T-R	1	190	1	202	1	202	1	203	1	203	1	204	1	204	1	189				
WB Right	149	0	0	9	158	0	0	0	160	0	160	0	0	0	160	0	0			
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
Crit. Volumes:	N-S:	952	N-S:	1009	N-S:	1060	N-S:	1070	N-S:	1070	N-S:	1070	N-S:	1070	N-S:	970				
	E-W:	573	E-W:	607	E-W:	607	E-W:	614	E-W:	614	E-W:	614	E-W:	614	E-W:	544				
	SUM:	1524	SUM:	1616	SUM:	1667	SUM:	1684	SUM:	1684	SUM:	1684	SUM:	1684	SUM:	1514				
No. of Phases:	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3				
Volume / Capacity:	1.070	1.134	1.170	1.182	1.182	1.182	1.182	1.182	1.182	1.182	1.182	1.182	1.182	1.182	1.182	1.062				
Level of Service:	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F				

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

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

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CRITICAL MOVEMENT ANALYSIS

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

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

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

Movement	2002 EXIST. TRAFFIC			2005 W/ AMBIENT GROWTH			2005 W/ OTHER PROJECTS			2005 W/ PROPOSED PROJECT			2005 W/ MITIGATION [2]						
	No. of Lanes	Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Volume	Lane Volume	
NB Left	1	60	4	63	1	63	1	63	0	63	1	63	0	63	1	63	0	63	
Comb. L-T	0	-	98	1724	2	862	2	914	0	1828	2	914	0	1828	2	914	-250	1578	
NB Thru	2	813	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	
Comb. T-R	0	-	44	3	47	1	47	1	47	1	47	1	47	-5	42	1	42	0	42
NB Right [1]	1	44	3	47	1	47	1	47	0	47	1	47	0	47	1	47	0	47	
Comb. L-T-R	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
SB Left	1	100	6	106	1	106	1	106	0	106	1	106	0	106	1	106	0	106	
Comb. L-T	0	-	82	1449	2	602	2	620	51	1499	2	620	0	1499	2	620	-250	1249	
SB Thru	2	568	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	
Comb. T-R	1	568	20	359	0	-	0	-	3	361	0	-	0	361	0	-	-50	311	
SB Right	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Comb. L-T-R	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
EB Left	1	229	14	243	1	243	1	247	4	247	1	247	0	247	1	247	-50	197	
Comb. L-T	0	-	26	453	1	240	1	283	86	539	0	-	-7	532	1	280	0	532	
EB Thru	1	227	0	-	0	-	0	-	0	0	0	0	0	0	0	0	0	0	
Comb. T-R [1]	1	227	2	28	1	240	1	283	1	283	1	280	0	280	1	280	0	280	
EB Right	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Comb. L-T-R	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
WB Left	1	66	4	70	1	70	1	70	0	70	1	70	1	71	1	71	0	71	
Comb. L-T	0	-	49	859	2	429	2	442	26	885	2	442	2	887	2	443	0	887	
WB Thru	2	405	0	-	0	-	0	-	0	0	0	0	0	0	0	0	0	0	
Comb. T-R	0	-	86	5	91	1	91	1	95	1	95	1	95	0	95	1	95	0	95
WB Right [1]	1	86	5	91	1	91	1	95	4	95	1	95	0	95	1	95	0	95	
Comb. L-T-R	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Crit. Volumes:	N-S:	913	N-S:	968	N-S:	1020	N-S:	1020	N-S:	1020	N-S:	1020	N-S:	895	N-S:	895	N-S:	895	
	E-W:	634	E-W:	672	E-W:	689	E-W:	689	E-W:	690	E-W:	690	E-W:	640	E-W:	640	E-W:	640	
	SUM:	1547	SUM:	1640	SUM:	1709	SUM:	1709	SUM:	1710	SUM:	1710	SUM:	1535	SUM:	1535	SUM:	1535	
No. of Phases:	2		2		2		2		2		2		2		2		2		
Volume / Capacity:	1.032		1.093		1.139		1.139		1.140		1.140		1.140		1.140		1.023		
Level of Service:	F		F		F		F		F		F		F		F		F		

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

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

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

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

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

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

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

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

Movement	2002 EXIST. TRAFFIC			2005 W/ AMBIENT GROWTH			2005 W/ OTHER PROJECTS			2005 W/ PROPOSED PROJECT			2005 W/ MITIGATION [2]						
	No. of Lanes	Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Volume	Lane Volume	
NB Left	59	1	59	4	62	1	62	1	62	0	62	1	62	0	62	1	62	1	62
Comb. L-T	0	-	-	-	-	0	-	0	-	-	-	0	-	-	-	0	-	0	-
NB Thru	2342	2	802	141	2483	2	850	2	875	0	2555	2	879	-250	2305	2	879	2	796
Comb. T-R	1	802	802	1	850	1	875	1	875	0	875	1	879	0	879	1	879	1	796
NB Right	65	0	-	4	69	0	-	0	69	0	69	0	82	0	82	0	82	0	-
Comb. L-T-R	0	0	-	0	0	0	-	0	0	0	0	0	0	0	0	0	0	0	0
SB Left	132	1	132	8	140	1	140	1	140	0	140	1	140	0	140	1	140	1	140
Comb. L-T	0	-	-	-	-	0	-	0	-	-	-	0	-	-	-	0	-	0	-
SB Thru	1687	2	659	101	1788	2	699	2	728	0	1873	2	728	-250	1623	2	728	2	628
Comb. T-R	1	659	659	1	699	1	728	1	728	0	728	1	728	0	728	1	728	1	628
SB Right	291	0	-	17	308	0	-	3	311	0	311	0	311	0	311	0	311	0	-
Comb. L-T-R	0	0	-	0	0	0	-	0	0	0	0	0	0	0	0	0	0	0	0
EB Left	173	1	173	10	183	1	183	3	186	0	186	1	186	-50	136	1	186	1	136
Comb. L-T	0	-	-	-	-	0	-	-	-	-	-	0	-	-	-	0	-	0	-
EB Thru	961	2	348	58	1018	2	369	11	1029	20	1049	2	379	0	1049	2	379	2	379
Comb. T-R	1	348	348	1	369	1	373	1	373	0	373	1	379	0	379	1	379	1	379
EB Right	84	0	-	5	89	0	-	0	89	0	89	0	89	0	89	0	89	0	-
Comb. L-T-R	0	0	-	0	0	0	-	0	0	0	0	0	0	0	0	0	0	0	0
WB Left	82	1	82	5	87	1	87	0	87	7	94	1	94	0	94	1	94	1	94
Comb. L-T	0	-	-	-	-	0	-	-	-	-	-	0	-	-	-	0	-	0	-
WB Thru	598	2	250	36	634	2	265	55	689	10	699	2	288	0	699	2	288	2	288
Comb. T-R	1	250	250	1	265	1	284	1	284	0	284	1	288	0	288	1	288	1	288
WB Right	153	0	-	9	162	0	-	3	164	0	164	0	164	0	164	0	164	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:	935	991	N-S:	1015	N-S:	1015	N-S:	1019	N-S:	1019	N-S:	1019	N-S:	936	N-S:	936	N-S:	936
	E-W:	430	456	E-W:	470	E-W:	470	E-W:	473	E-W:	473	E-W:	473	E-W:	473	E-W:	473	E-W:	473
	SUM:	1365	1446	SUM:	1485	SUM:	1485	SUM:	1492	SUM:	1492	SUM:	1492	SUM:	1409	SUM:	1409	SUM:	1409
No. of Phases:	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Volume / Capacity:	0.910	0.964	0.990	0.990	0.995	0.995	0.995	0.995	0.995	0.995	0.995	0.995	0.995	0.995	0.995	0.995	0.995	0.995	0.939
Level of Service:	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E

Assumptions: Maximum Sum of Critical Volumes (Intersection Capacity): 2 Phase=1500, 3 Phase=1425, 4+ Phase=1375, Unsignalized=1200.
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 File Name: CMA3
 Courts by: Accufek

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

Date: 03/27/2003
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 Projection Year: 2005

Movement	2002 EXIST. TRAFFIC				2005 W/ AMBIENT GROWTH				2005 W/ OTHER PROJECTS				2005 W/ PROPOSED PROJECT				2005 W/ MITIGATION [2]			
	Volume	No. of Lanes	Lane Volume	Added	Total Volume	No. of Lanes	Lane Volume	Added	Total Volume	Added	Total Volume	No. of Lanes	Lane Volume	Added	Total Volume	Added	Total Volume	No. of Lanes	Lane Volume	
NB Left	92	2	51	6	98	2	54	0	98	2	54	0	98	0	98	2	54	2	54	
Comb. L-T	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
NB Thru	955	2	478	57	1012	2	506	95	1107	2	553	-5	1102	-200	902	2	451	2	451	
Comb. T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
NB Right [1]	98	1	98	6	104	1	104	0	104	1	104	0	104	0	104	1	104	1	104	
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
SB Left	112	2	62	7	119	2	65	0	119	2	65	0	119	0	119	2	65	2	65	
Comb. L-T	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
SB Thru	1478	2	591	89	1567	2	626	38	1605	2	639	1	1606	-200	1406	2	573	2	573	
Comb. T-R	1	1	591	1	626	1	626	1	639	1	639	0	639	0	639	1	573	1	573	
SB Right	294	0	0	18	312	0	0	0	312	0	0	0	312	0	312	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	251	2	138	15	266	2	146	3	269	2	148	0	269	0	269	2	148	2	148	
Comb. L-T	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
EB Thru	936	2	331	56	992	2	351	4	996	2	352	-10	986	0	986	2	349	2	349	
Comb. T-R	1	1	331	1	351	1	351	1	352	1	352	0	352	0	352	1	349	1	349	
EB Right	56	0	0	3	59	0	0	0	59	0	0	0	59	0	59	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	201	2	111	12	213	2	117	0	213	2	117	0	213	0	213	2	117	2	117	
Comb. L-T	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
WB Thru	977	2	355	59	1036	2	376	5	1041	2	378	2	1043	0	1043	2	379	2	379	
Comb. T-R	1	1	355	1	376	1	376	1	378	1	378	0	379	0	379	1	379	1	379	
WB Right	87	0	0	5	92	0	0	3	95	0	0	0	95	0	95	0	0	0	0	
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Crit. Volumes:	N-S: 641	N-S: 680	N-S: 692	N-S: 693	N-S: 626	N-S: 693	N-S: 626	N-S: 693	N-S: 626	N-S: 693	N-S: 626	N-S: 693	N-S: 626	N-S: 693	N-S: 626	N-S: 693	N-S: 626	N-S: 693	N-S: 626	N-S: 693
	E-W: 493	E-W: 522	E-W: 526	E-W: 527	E-W: 526	E-W: 527	E-W: 526	E-W: 527	E-W: 526	E-W: 527	E-W: 526	E-W: 527	E-W: 526	E-W: 527	E-W: 526	E-W: 527	E-W: 526	E-W: 527	E-W: 526	E-W: 527
	SUM: 1134	SUM: 1202	SUM: 1219	SUM: 1220	SUM: 1202	SUM: 1219	SUM: 1220	SUM: 1220	SUM: 1219	SUM: 1220	SUM: 1219	SUM: 1220	SUM: 1219	SUM: 1220	SUM: 1219	SUM: 1220	SUM: 1219	SUM: 1220	SUM: 1219	SUM: 1220
No. of Phases:	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4
Volume / Capacity:	0.825	0.874	0.886	0.887	0.886	0.887	0.886	0.887	0.886	0.887	0.886	0.887	0.886	0.887	0.886	0.887	0.886	0.887	0.886	0.887
Level of Service:	D	D	D	D	D	D	D	D	D	D	D	D	D	D	D	D	D	D	D	D

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

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CRITICAL MOVEMENT ANALYSIS

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

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

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

Movement	2002 EXIST. TRAFFIC				2005 W/ AMBIENT GROWTH				2005 W/ OTHER PROJECTS				2005 W/ PROPOSED PROJECT				2005 W/ MITIGATION [2]				
	Volume	Lanes	No. of Lanes	Total Volume	Added Volume	Lane Volume	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	140	2	77	8	82	2	148	2	82	0	148	2	82	0	148	2	82	0	148	2	82
Comb. L-T	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NB Thru	1401	2	526	84	557	2	1485	2	576	58	1543	2	576	13	1556	2	581	-200	1356	2	514
Comb. T-R	1	1	526	1	557	1	576	1	576	1	576	1	576	1	576	1	581	0	187	1	514
NB Right	176	0	0	11	187	0	187	0	0	0	187	0	0	0	187	0	0	0	187	0	0
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SB Left	178	2	98	11	104	2	189	2	104	0	189	2	104	0	189	2	104	0	189	2	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
SB Thru	1128	2	564	68	598	2	1273	2	637	78	1280	2	640	7	1280	2	640	-200	1080	2	540
Comb. T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SB Right [1]	214	1	214	13	227	1	227	1	227	0	227	1	227	0	227	1	227	0	227	1	227
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EB Left	372	2	205	22	217	2	397	2	218	3	397	2	218	0	397	2	218	0	397	2	218
Comb. L-T	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EB Thru	1335	2	480	80	508	2	1430	2	513	15	1456	2	522	26	1456	2	522	0	1456	2	522
Comb. T-R	1	1	480	1	508	1	513	1	513	1	513	1	522	1	522	1	522	0	110	1	522
EB Right	104	0	0	6	110	0	110	0	0	0	110	0	0	0	110	0	0	0	110	0	0
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WB Left	176	2	97	11	103	2	187	2	103	0	187	2	103	0	187	2	103	0	187	2	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
WB Thru	859	2	323	52	342	2	924	2	347	13	938	2	352	14	938	2	352	0	938	2	352
Comb. T-R	1	1	323	1	342	1	347	1	347	1	347	1	352	1	352	1	352	0	118	1	352
WB Right	109	0	0	7	116	0	118	0	0	3	118	0	0	0	118	0	0	0	118	0	0
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Crit. Volumes:	N-S: 641	N-S: 679	N-S: 718	N-S: 722					N-S: 722					N-S: 622							
	E-W: 576	E-W: 611	E-W: 616	E-W: 625					E-W: 625					E-W: 625							
	SUM: 1217	SUM: 1291	SUM: 1334	SUM: 1346					SUM: 1346					SUM: 1246							
No. of Phases:	4				4				4				4								
Volume / Capacity:	0.885				0.939				0.970				0.979								
Level of Service:	D				E				E				E								

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

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CRITICAL MOVEMENT ANALYSIS.

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

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

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

Movement	2002 EXIST. TRAFFIC				2005 W/ AMBIENT GROWTH				2005 W/ OTHER PROJECTS				2005 W/ PROPOSED PROJECT				2005 W/ MITIGATION						
	No. of Lanes	Volume	Lane	Added	Total Volume	No. of Lanes	Volume	Lane	Added	Total Volume	No. of Lanes	Volume	Lane	Added	Total Volume	No. of Lanes	Volume	Lane	Added	Total Volume	No. of Lanes	Volume	
NB Left	169	2	93	10	179	2	99	2	104	188	2	104	2	104	188	2	104	2	-20	168	2	93	
Comb. L-T	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
NB Thru	6	0	0	0	6	0	0	0	0	6	0	0	0	0	6	0	0	0	0	6	0	0	
Comb. T-R	1	86	1	91	1	91	1	96	1	298	1	209	1	209	298	1	209	1	-20	278	1	195	
NB Right	267	1	187	16	283	1	198	1	209	298	1	209	1	209	298	1	209	1	-20	278	1	195	
Comb. L-T-R-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
SB Left	9	1	9	1	10	1	10	1	10	10	1	10	1	10	10	1	10	1	0	10	1	10	
Comb. L-T	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
SB Thru	5	0	0	0	5	0	0	-1	5	5	0	0	0	0	5	0	0	0	0	5	0	0	
Comb. T-R	1	14	1	15	1	15	1	13	1	8	1	13	1	13	8	1	13	1	0	8	1	13	
SB Right	9	0	0	1	10	0	0	-2	8	8	0	0	0	0	8	0	0	0	0	8	0	0	
Comb. L-T-R-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
EB Left	8	1	8	0	8	1	8	0	8	8	1	8	1	8	8	1	8	1	0	8	1	8	
Comb. L-T	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
EB Thru	745	1	527	45	790	1	558	-17	772	772	1	581	1	581	767	1	578	1	0	767	1	568	
Comb. T-R	1	527	1	558	1	558	1	581	1	389	0	0	0	0	389	0	0	0	-20	369	0	0	
EB Right	308	0	0	18	326	0	0	63	389	0	0	0	0	389	0	0	0	0	-20	369	0	0	
Comb. L-T-R-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
WB Left	49	1	49	3	52	1	52	23	75	75	1	75	1	75	75	1	75	1	-20	55	1	55	
Comb. L-T	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
WB Thru	1228	1	624	74	1302	1	661	-29	1273	1273	1	662	1	1274	1274	1	662	1	0	1274	1	662	
Comb. T-R	1	624	1	624	1	661	1	662	1	51	0	0	0	51	51	0	0	0	0	51	0	0	
WB Right	20	0	0	1	21	0	0	30	51	0	0	0	0	51	0	0	0	0	0	51	0	0	
Comb. L-T-R-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Crit. Volumes:		N-S:	171		182		181		181		N-S:	181		181		N-S:	177		177		177		177
		E-W:	632		670		670		670		E-W:	670		670		E-W:	671		671		671		671
		SUM:	803		852		852		852		SUM:	852		852		SUM:	848		848		848		848
No. of Phases:	4		4		4		4		4		4		4		4		4		4		4		4
Volume / Capacity:	0.584		0.519		0.519		0.519		0.519		0.519		0.519		0.519		0.519		0.519		0.519		0.516
Level of Service:	A		A		A		A		A		A		A		A		A		A		A		A

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

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

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

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CRITICAL MOVEMENT ANALYSIS

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

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

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

Movement	2002 EXIST. TRAFFIC				2005 W/ AMBIENT GROWTH				2005 W/ OTHER PROJECTS				2005 W/ PROPOSED PROJECT				2005 W/ MITIGATION			
	No. of Lanes	Volume	Added	Total	No. of Lanes	Volume	Added	Total	No. of Lanes	Volume	Added	Total	No. of Lanes	Volume	Added	Total	No. of Lanes	Volume	Added	Total
NB Left	2	162	18	312	2	171	52	363	2	200	0	363	2	200	-20	343	2	189		
Comb. L-T	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-		
NB Thru	8	0	0	8	0	-	0	8	0	-	0	8	0	-	0	8	0	-		
Comb. T-R	1	228	44	777	1	242	48	825	1	256	0	825	1	256	-20	805	1	250		
NB Right	1	513	44	777	1	544	48	825	1	578	0	825	1	578	-20	805	1	564		
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
SB Left	10	10	1	11	1	11	0	11	1	11	0	11	1	11	0	11	1	11		
Comb. L-T	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-		
SB Thru	10	0	1	11	0	-	-1	10	0	-	0	10	0	-	0	10	0	-		
Comb. T-R	1	20	1	21	1	21	0	21	1	19	0	21	1	19	0	21	1	19		
SB Right	10	0	1	11	0	-	-2	9	0	-	0	9	0	-	0	9	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	17	1	1	18	1	18	3	21	1	21	0	21	1	21	0	21	1	21		
Comb. L-T	0	-	53	931	0	-	-14	917	0	-	13	930	0	-	0	930	0	-		
EB Thru	1	525	53	931	1	557	14	917	1	552	13	930	1	558	0	930	1	548		
Comb. T-R	1	525	10	182	1	557	4	186	0	552	0	186	0	558	-20	166	0	-		
EB Right	172	0	10	182	0	-	4	186	0	-	0	186	0	-	0	186	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	258	1	15	273	1	273	0	273	1	273	0	273	1	273	-20	253	1	253		
Comb. L-T	0	-	41	731	0	-	-18	713	0	-	7	720	0	-	0	720	0	-		
WB Thru	1	349	41	731	1	369	18	713	1	366	7	720	1	369	0	720	1	369		
Comb. T-R	1	349	0	7	1	369	10	18	1	366	0	18	1	369	0	18	1	369		
WB Right	7	0	0	7	0	-	0	18	0	-	0	18	0	-	0	18	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:	394	418	1248	N-S:	418	452	1277	N-S:	452	452	1283	N-S:	452	452	1283	N-S:	448		
	E-W:	783	830	1248	E-W:	830	825	1277	E-W:	825	831	1283	E-W:	831	831	1283	E-W:	801		
	SUM:	1177	1248	1248	SUM:	1248	1277	1277	SUM:	1277	1277	1283	SUM:	1283	1283	1283	SUM:	1249		
No. of Phases:	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4		
Volume / Capacity:	0.856	0.807	0.828	0.833	0.807	0.828	0.833	0.833	0.833	0.833	0.833	0.833	0.833	0.833	0.833	0.833	0.833	0.833		
Level of Service:	D	D	D	D	D	D	D	D	D	D	D	D	D	D	D	D	D	D		

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

For dual turn lanes, 55% of volume is assigned to heavier lane.
 For one excl. and one opt. turn lane, 70% of volume is assigned to exclusive lane.
 Right turns on red from excl. lanes = 50% of overlapping left turn.
 * V/C ratio includes a 0.10 reduction due to the installation of ATSA/CATCS.

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

CRITICAL MOVEMENT ANALYSIS

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

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

Movement	2002 EXIST. TRAFFIC			2005 W/ AMBIENT GROWTH			2005 W/ OTHER PROJECTS			2005 W/ PROPOSED PROJECT			2005 W/ MITIGATION [1]						
	No. of Lanes	Volume	Lane	Added Volume	Total Volume	No. of Lanes	Volume	Lane	Added Volume	Total Volume	No. of Lanes	Volume	Lane	Added Volume	Total Volume	No. of Lanes	Volume	Lane	
NB Left	1	174	1	10	184	1	184	1	0	184	1	185	1	0	185	1	185	1	185
Comb. L-T	0	-	0	-	-	0	-	0	-	-	0	-	0	-	-	0	-	0	-
NB Thru	2	201	2	28	497	2	213	2	25	522	2	522	2	0	522	2	472	2	205
Comb. T-R	1	201	1	8	213	1	213	1	0	222	1	222	1	0	222	1	205	1	205
NB Right	0	-	0	0	0	0	0	0	0	143	0	143	0	0	143	0	0	0	0
Comb. L-T-R	0	-	0	0	0	0	0	0	0	143	0	143	0	0	143	0	0	0	0
SB Left	1	36	1	2	38	1	38	1	0	38	1	38	1	0	38	1	38	1	38
Comb. L-T	0	-	0	-	-	0	-	0	-	-	0	-	0	-	-	0	-	0	-
SB Thru	2	272	2	48	851	2	289	2	86	937	2	937	2	0	937	2	887	2	301
Comb. T-R	1	272	1	1	289	1	289	1	0	317	1	317	1	0	317	1	301	1	301
SB Right	0	-	0	1	15	0	0	0	0	15	0	15	0	0	15	0	0	0	0
Comb. L-T-R	0	-	0	0	0	0	0	0	0	15	0	15	0	0	15	0	0	0	0
EB Left	1	36	1	2	38	1	38	1	0	38	1	38	1	0	38	1	38	1	38
Comb. L-T	0	-	0	-	-	0	-	0	-	-	0	-	0	-	-	0	-	0	-
EB Thru	1	484	1	44	770	1	513	1	0	770	1	770	1	0	770	1	770	1	510
Comb. T-R	1	484	1	1	513	1	513	1	0	513	1	510	1	0	510	1	510	1	510
EB Right	0	-	0	14	255	0	0	0	0	255	0	250	0	-5	250	0	250	0	0
Comb. L-T-R	0	-	0	0	0	0	0	0	0	255	0	250	0	0	250	0	250	0	0
WB Left	1	237	1	14	251	1	251	1	0	251	1	251	1	0	251	1	251	1	251
Comb. L-T	0	-	0	-	-	0	-	0	-	-	0	-	0	-	-	0	-	0	-
WB Thru	1	452	1	52	922	1	479	1	0	922	1	922	1	0	922	1	922	1	479
Comb. T-R	1	452	1	2	35	0	0	0	0	35	0	35	0	0	35	0	35	0	0
WB Right	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Comb. L-T-R	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Crit. Volumes:	N-S: 446	E-W: 721	SUM: 1167	N-S: 473	E-W: 764	SUM: 1237	N-S: 502	E-W: 764	SUM: 1266	N-S: 503	E-W: 761	SUM: 1264	N-S: 486	E-W: 761	SUM: 1247				
No. of Phases:	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2				
Volume / Capacity:	0.778	0.825	0.844	0.844	0.844	0.844	0.844	0.844	0.844	0.844	0.844	0.844	0.831	0.831	0.831				
Level of Service:	C	D	D	D	D	D	D	D	D	D	D	D	D	D	D				

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

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

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

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CRITICAL MOVEMENT ANALYSIS

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

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

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

Movement	2002 EXIST. TRAFFIC			2005 W/ AMBIENT GROWTH			2005 W/ OTHER PROJECTS			2005 W/ PROPOSED PROJECT			2005 W/ MITIGATION [1]				
	No. of Lanes	Volume	Lane	Added Volume	Total Volume	No. of Lanes	Added Volume	Total Volume	Lane Volume	No. of Lanes	Added Volume	Total Volume	Lane Volume	No. of Lanes	Added Volume	Total Volume	
NB Left	133	1	133	8	141	1	141	0	141	1	141	7	148	1	148	0	148
Comb. L-T	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NB Thru	988	2	419	59	1047	2	444	99	1146	2	477	0	1146	2	477	-50	1096
Comb. T-R	1	1	419	1	444	1	444	1	477	1	477	1	477	1	477	0	461
NB Right	270	0	0	16	286	0	0	0	286	0	0	0	286	0	0	0	286
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SB Left	16	1	16	1	17	1	17	0	17	1	17	0	17	1	17	0	17
Comb. L-T	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SB Thru	410	2	141	25	435	2	150	6	441	2	151	0	441	2	151	-50	391
Comb. T-R	1	1	141	1	150	1	150	1	151	1	151	1	151	1	151	0	134
SB Right	14	0	0	1	15	0	0	-3	12	0	0	0	12	0	0	0	12
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EB Left	26	1	26	2	28	1	28	1	29	1	29	0	29	1	29	0	29
Comb. L-T	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EB Thru	1064	1	589	64	1128	1	624	0	1128	1	624	0	1128	1	631	0	1128
Comb. T-R	1	1	589	1	624	1	624	1	624	1	624	1	631	1	631	0	631
EB Right	114	0	0	7	121	0	0	0	121	0	0	13	134	0	0	0	134
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WB Left	123	1	123	7	130	1	130	0	130	1	130	0	130	1	130	0	130
Comb. L-T	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WB Thru	538	1	283	32	570	1	300	0	570	1	301	0	570	1	301	0	570
Comb. T-R	1	1	283	1	300	1	300	1	301	1	301	1	301	1	301	0	301
WB Right	28	0	0	2	30	0	0	1	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	0	0	0
Crit. Volumes:	N-S: 435	N-S: 461	N-S: 494	SUM: 1216			SUM: 1249			SUM: 1256			SUM: 1256			N-S: 478	N-S: 478
	E-W: 712	E-W: 755	E-W: 761	SUM: 1147			SUM: 1216			SUM: 1249			SUM: 1256			E-W: 761	E-W: 761
				SUM: 1147			SUM: 1216			SUM: 1249			SUM: 1256				SUM: 1239
No. of Phases:	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Volume / Capacity:	0.765	0.811	0.833	D			D			D			D			0.826	0.826
Level of Service:	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.

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

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

CRITICAL MOVEMENT ANALYSIS

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

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

Movement	2002 EXIST. TRAFFIC			2005 W/ AMBIENT GROWTH			2005 W/ OTHER PROJECTS			2005 W/ PROPOSED PROJECT			2005 W/ MITIGATION [1]					
	Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Added Volume	Total Volume	Added Volume	Total Volume	No. of Lanes	Added Volume	Total Volume	Added Volume	Total Volume	No. of Lanes		
NB Left	133	1	133	8	141	1	141	0	141	0	141	1	141	-40	101	1	101	
Comb. L-T	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
NB Thru	841	2	314	50	891	2	333	23	915	2	341	2	341	-60	856	2	321	
Comb. T-R	1	1	314	1	333	1	341	1	341	1	341	1	341	0	341	1	321	
NB Right	101	0	0	6	107	0	0	0	107	0	107	0	107	0	107	0	107	
Comb. L-T-R-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
SB Left	81	1	81	5	86	1	86	0	86	0	86	1	86	0	86	1	86	
Comb. L-T	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
SB Thru	1586	2	554	95	1681	2	587	86	1767	2	615	2	1762	-60	1702	2	594	
Comb. T-R	1	1	554	1	587	1	615	1	615	1	615	1	614	0	614	1	594	
SB Right	75	0	0	5	80	0	0	0	80	0	80	0	80	0	80	0	80	
Comb. L-T-R-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
EB Left	11	1	11	1	12	1	12	0	12	0	12	1	12	0	12	1	12	
Comb. L-T	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
EB Thru	341	1	282	20	361	1	298	0	361	1	298	1	298	0	356	1	276	
Comb. T-R	1	1	282	1	298	1	298	1	298	1	298	1	296	0	356	1	276	
EB Right	222	0	0	13	235	0	0	0	235	0	235	0	235	0	195	0	195	
Comb. L-T-R-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
WB Left	293	1	293	18	311	1	311	0	311	1	311	1	311	0	311	1	311	
Comb. L-T	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
WB Thru	635	1	333	38	673	1	353	0	673	1	674	1	674	0	674	1	353	
Comb. T-R	1	1	333	1	353	1	353	1	353	1	353	1	353	0	353	1	353	
WB Right	31	0	0	2	33	0	0	0	33	0	33	0	33	0	33	0	33	
Comb. L-T-R-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Crit. Volumes:	N-S: 687	E-W: 575	SUM: 1261	N-S: 728	E-W: 609	SUM: 1337	N-S: 756	E-W: 609	SUM: 1365	N-S: 755	E-W: 606	SUM: 1361	N-S: 755	E-W: 606	SUM: 1361	N-S: 695	E-W: 586	SUM: 1281
No. of Phases:	2			2			2			2			2			2		
Volume / Capacity:	0.841			0.891			0.910			0.907			0.907			0.854		
Level of Service:	D			D			E			E			E			D		

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

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

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CRITICAL MOVEMENT ANALYSIS

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

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

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

Movement	2002 EXIST. TRAFFIC			2005 W/ AMBIENT GROWTH			2005 W/ OTHER PROJECTS			2005 W/ PROPOSED PROJECT			2005 W/ MITIGATION [1]			
	Volume	Lanes	No. of Lanes	Added Volume	Total Volume	Lane Volume	Added Volume	Total Volume	Lane Volume	Added Volume	Total Volume	Lane Volume	Added Volume	Total Volume	Lane Volume	
NB Left	144	1	1	144	9	153	0	153	1	153	0	153	-40	113	1	113
Comb. L-T	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NB Thru	1342	2	2	505	81	1423	2	535	2	566	7	1521	-60	1461	2	548
Comb. T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NB Right	173	0	0	505	10	183	0	183	0	183	0	183	0	183	1	548
Comb. L-T-R-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SB Left	41	1	1	41	2	43	0	43	1	43	0	43	0	43	1	43
Comb. L-T	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SB Thru	645	2	2	222	39	684	2	236	2	238	13	703	-60	643	2	222
Comb. T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SB Right	22	0	0	222	1	23	0	23	0	23	0	23	0	23	1	222
Comb. L-T-R-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EB Left	124	1	1	124	7	131	1	133	1	133	0	133	0	133	1	133
Comb. L-T	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EB Thru	717	1	1	486	43	760	1	515	1	515	13	773	0	773	1	502
Comb. T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EB Right	255	0	0	486	15	270	0	270	0	270	0	270	-40	230	1	502
Comb. L-T-R-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WB Left	112	1	1	112	7	119	0	119	1	119	0	119	0	119	1	119
Comb. L-T	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WB Thru	392	1	1	231	24	416	1	245	1	245	7	423	0	423	1	249
Comb. T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WB Right	70	0	0	231	4	74	1	75	0	75	0	75	0	75	1	249
Comb. L-T-R-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Crt. Volumes:	N-S: 546	E-W: 598	SUM: 1144	N-S: 579	E-W: 634	SUM: 1213	N-S: 609	E-W: 640	SUM: 1243	N-S: 611	E-W: 640	SUM: 1252	N-S: 591	E-W: 620	SUM: 1212	
No. of Phases:	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Volume / Capacity:	0.763	0.808	0.835	0.829	0.835	0.835	0.835	0.835	0.835	0.835	0.835	0.835	0.835	0.835	0.835	0.835
Level of Service:	C	D	D	D	D	D	D	D	D	D	D	D	D	D	D	D

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

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

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

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CRITICAL MOVEMENT ANALYSIS

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

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

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

Movement	2002 EXIST. TRAFFIC				2005 W/ AMBIENT GROWTH				2005 W/ OTHER PROJECTS				2005 W/ PROPOSED PROJECT				2005 W/ MITIGATION [1]			
	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume		
NB Left	1	153	9	162	1	162	0	162	1	162	0	162	1	162	0	162	1	162		
Comb. L-T	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-		
NB Thru	2	450	65	1145	2	477	10	1155	2	511	0	1155	2	508	-100	1055	2	475		
Comb. T-R	1	450	1	477	1	477	1	511	1	511	1	508	1	508	1	475	1	475		
NB Right	0	-	16	285	0	-	94	379	0	-	-10	369	0	-	0	369	0	-		
Comb. L-T-R	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-		
SB Left	1	56	3	59	1	59	88	147	1	147	-5	142	1	142	0	142	1	142		
Comb. L-T	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-		
SB Thru	2	663	118	2077	2	703	-3	2074	2	702	0	2074	2	702	-100	1974	2	669		
Comb. T-R	1	663	1	703	1	703	1	702	1	702	1	702	1	702	1	669	1	669		
SB Right	0	-	2	32	0	-	0	32	0	-	0	32	0	-	0	32	0	-		
Comb. L-T-R	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-		
EB Left	3	1	3	0	3	1	3	0	3	1	3	0	3	1	3	0	3	1		
Comb. L-T	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-		
EB Thru	1	31	2	33	1	33	176	209	1	209	-22	187	1	187	0	187	1	187		
Comb. T-R	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-		
EB Right	1	79	5	84	1	84	0	84	1	84	0	84	1	84	0	84	1	84		
Comb. L-T-R	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-		
WB Left	44	1	44	3	47	1	47	13	60	1	60	2	62	1	62	0	62	1		
Comb. L-T	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-		
WB Thru	0	-	5	87	0	-	24	111	0	-	5	116	0	-	0	116	0	-		
Comb. T-R	1	105	1	111	1	111	1	147	1	147	1	153	1	153	1	153	1	153		
WB Right	23	0	1	24	0	-	12	36	0	-	1	37	0	-	0	37	0	-		
Comb. L-T-R	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-		
Crit. Volumes:	N-S:	816	N-S:	865	N-S:	864	N-S:	864	N-S:	864	N-S:	864	N-S:	864	N-S:	831	N-S:	831		
	E-W:	108	E-W:	114	E-W:	269	E-W:	269	E-W:	249	E-W:	249	E-W:	249	E-W:	249	E-W:	249		
	SUM:	924	SUM:	979	SUM:	1133	SUM:	1133	SUM:	1113	SUM:	1113	SUM:	1113	SUM:	1079	SUM:	1079		
No. of Phases:	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2		
Volume / Capacity:	0.616	0.653	0.755	0.742	0.755	0.742	0.755	0.742	0.755	0.742	0.755	0.742	0.755	0.742	0.755	0.742	0.755			
Level of Service:	B	B	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.
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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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CRITICAL MOVEMENT ANALYSIS

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

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

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

Movement	2002 EXIST. TRAFFIC			2005 W/ AMBIENT GROWTH			2005 W/ OTHER PROJECTS			2005 W/ PROPOSED PROJECT			2005 W/ MITIGATION [1]					
	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume		
NB Left	65	1	65	4	69	1	69	0	69	1	69	0	69	1	69	0	69	
Comb. L-T	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
NB Thru	1595	2	565	96	1691	2	599	23	1713	2	609	0	1713	2	617	-100	1613	
Comb. T-R	1	565	1	599	1	609	1	609	1	617	1	617	1	617	1	617	1	
NB Right	100	0	0	6	106	0	7	113	0	0	26	139	0	0	0	139	0	
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
SB Left	25	1	25	2	27	1	27	6	33	1	33	13	46	1	46	0	46	
Comb. L-T	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
SB Thru	907	2	310	54	961	2	329	0	961	2	329	0	961	2	329	-100	861	
Comb. T-R	1	310	1	329	1	329	1	329	1	329	1	329	1	329	1	329	1	
SB Right	24	0	0	1	25	0	0	0	25	0	0	0	25	0	0	0	25	
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
EB Left	39	1	39	2	41	1	41	1	43	1	43	0	43	1	43	0	43	
Comb. L-T	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
EB Thru	43	1	43	3	46	1	46	12	58	1	58	59	117	1	117	0	117	
Comb. T-R	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
EB Right	166	1	166	10	176	1	176	0	176	1	176	0	176	1	176	0	176	
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
WB Left	240	1	240	14	254	1	254	71	325	1	325	14	339	1	339	0	339	
Comb. L-T	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
WB Thru	73	0	0	4	77	0	77	132	209	0	209	31	240	0	240	0	240	
Comb. T-R	1	165	1	175	1	175	1	175	1	175	1	175	1	175	1	175	1	
WB Right	92	0	0	6	98	0	98	67	165	0	165	7	172	0	172	0	172	
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:	590	E-W:	374	SUM:	964	N-S:	625	E-W:	396	SUM:	1021	N-S:	641	E-W:	467	SUM:	1108
	N-S:	630	E-W:	481	SUM:	1110	N-S:	663	E-W:	481	SUM:	1144	N-S:	630	E-W:	481	SUM:	1110
No. of Phases:	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	
Volume / Capacity:	0.642	0.681	0.739	0.763	0.740	0.740	0.681	0.739	0.763	0.740	0.740	0.740	0.681	0.739	0.763	0.740	0.740	
Level of Service:	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	C

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

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

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

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

CRITICAL MOVEMENT ANALYSIS

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

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

Movement	2002 EXIST. TRAFFIC			2005 W/ AMBIENT GROWTH			2005 W/ OTHER PROJECTS			2005 W/ PROPOSED PROJECT			2005 W/ MITIGATION [2]			
	No. of Lanes	Lane Volume	Total Volume	No. of Lanes	Lane Volume	Total Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume
NB Left	109	1	109	1	116	0	116	1	116	0	116	1	116	0	116	116
Comb. L-T	0	-	0	0	-	0	-	0	-	0	-	0	0	-	0	-
NB Thru	1310	1	701	1	743	36	1425	1	761	-10	1415	1	756	-60	1355	726
Comb. T-R	1	701	701	1	743	0	743	1	761	0	761	1	756	0	756	726
NB Right	92	0	92	0	98	0	98	0	98	0	98	0	98	0	98	98
Comb. L-T-R	0	-	0	0	-	0	-	0	-	0	-	0	-	0	-	0
SB Left	36	1	36	1	38	0	38	1	38	0	38	1	38	0	38	38
Comb. L-T	0	-	0	0	-	0	-	0	-	0	-	0	-	0	-	0
SB Thru	1235	2	618	2	655	4	1313	2	657	2	1315	2	658	-60	1255	628
Comb. T-R	0	-	0	0	-	0	-	0	-	0	-	0	-	0	-	0
SB Right	572	1	572	1	606	8	614	1	614	0	614	1	614	-40	574	574
Comb. L-T-R	0	-	0	0	-	0	-	0	-	0	-	0	-	0	-	0
EB Left	166	1	166	1	176	10	176	1	239	0	239	1	239	-40	199	199
Comb. L-T	0	-	0	0	-	0	-	0	-	0	-	0	-	0	-	0
EB Thru	607	2	304	2	322	23	666	2	333	-12	654	2	327	0	654	327
Comb. T-R	0	-	0	0	-	0	-	0	-	0	-	0	-	0	-	0
EB Right [1]	62	1	62	1	66	4	66	1	66	0	66	1	66	0	66	66
Comb. L-T-R	0	-	0	0	-	0	-	0	-	0	-	0	-	0	-	0
WB Left	90	1	90	1	95	5	95	1	95	0	95	1	95	0	95	95
Comb. L-T	0	-	0	0	-	0	-	0	-	0	-	0	-	0	-	0
WB Thru	1189	2	595	2	630	71	1260	2	639	3	1281	2	641	0	1281	641
Comb. T-R	0	-	0	0	-	0	-	0	-	0	-	0	-	0	-	0
WB Right [1]	14	1	14	1	15	1	15	1	15	0	15	1	15	0	15	15
Comb. L-T-R	0	-	0	0	-	0	-	0	-	0	-	0	-	0	-	0
Crit. Volumes:	N-S:	737	N-S:	781	N-S:	799	N-S:	799	N-S:	799	N-S:	794	N-S:	764		764
	E-W:	761	E-W:	806	E-W:	878	E-W:	878	E-W:	880	E-W:	880	E-W:	840		840
	SUM:	1498	SUM:	1587	SUM:	1677	SUM:	1677	SUM:	1677	SUM:	1674	SUM:	1604		1604
No. of Phases:	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Volume / Capacity:	0.998	1.058	1.118	1.116	1.116	1.116	1.116	1.116	1.116	1.116	1.116	1.116	1.069		1.069	
Level of Service:	E	F	F	F	F	F	F	F	F	F	F	F	F		F	

Assumptions: Maximum Sum of Critical Volumes (Intersection Capacity): 2 Phase=1500, 3 Phase=1425, 4+ Phase=1375, Unsignalized=1200.
 For dual turn lanes, 55% of volume is assigned to heavier lane.
 For one excl. and one opt. turn lane, 70% of volume is assigned to exclusive lane.
 Right turns on red from excl. lanes = 50% of overlapping left turn.
 [1] Eastbound, and westbound curb lanes function as right-turn only lanes, due to parking availability on the departure leg.
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CRITICAL MOVEMENT ANALYSIS

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

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

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

Movement	2002 EXIST. TRAFFIC				2005 W/ AMBIENT GROWTH				2005 W/ OTHER PROJECTS				2005 W/ PROPOSED PROJECT				2005 W/ MITIGATION [2]				
	No. of Lanes	Volume	Lane Volume	Total	No. of Lanes	Volume	Lane Volume	Total	No. of Lanes	Volume	Lane Volume	Total	Added Volume	No. of Lanes	Volume	Lane Volume	Total	Added Volume	No. of Lanes	Volume	
NB Left	47	1	47	3	50	1	50	0	50	1	50	0	0	50	1	50	0	0	50	1	50
Comb. L-T	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NB Thru	1194	1	648	72	1266	1	686	15	1280	1	694	26	1306	-60	1	707	-60	1246	1	677	677
Comb. T-R	1	648	1	648	1	686	1	694	1	694	1	707	0	1	707	0	107	0	107	0	0
NB Right	101	0	0	6	107	0	0	0	107	0	0	0	0	0	0	0	0	0	0	0	0
Comb. L-T-R-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SB Left	75	1	75	5	80	1	80	0	80	1	80	0	80	0	1	80	0	80	1	80	80
Comb. L-T	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SB Thru	1164	2	582	70	1234	2	617	24	1258	2	629	14	1272	-60	2	636	-60	1212	2	606	606
Comb. T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SB Right	265	1	265	16	281	1	281	47	328	1	328	0	328	-40	1	328	-40	288	1	288	288
Comb. L-T-R-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EB Left	320	1	320	19	339	1	339	7	346	1	346	0	346	-40	1	346	-40	306	1	306	306
Comb. L-T	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EB Thru	1335	2	507	80	1415	2	537	7	1422	2	539	33	1455	0	2	550	0	1455	2	550	550
Comb. T-R	1	507	1	507	1	537	1	539	1	539	1	550	0	1	550	0	196	0	196	0	0
EB Right	185	0	0	11	196	0	0	0	196	0	0	0	196	0	0	0	0	196	0	0	0
Comb. L-T-R-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WB Left	136	1	136	8	144	1	144	0	144	1	144	0	144	0	1	144	0	144	1	144	144
Comb. L-T	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WB Thru	670	2	252	40	710	2	267	8	718	2	271	17	735	0	2	276	0	735	2	276	276
Comb. T-R	1	252	1	252	1	267	1	267	1	271	1	276	0	1	276	0	94	0	94	0	0
WB Right	86	0	0	5	91	0	0	3	94	0	0	0	94	0	0	0	0	94	0	0	0
Comb. L-T-R-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Crit. Volumes:	N-S:	723	N-S:	766	N-S:	773	N-S:	773	N-S:	773	N-S:	786	N-S:	756	N-S:	786	N-S:	756	N-S:	756	756
	E-W:	643	E-W:	681	E-W:	684	E-W:	684	E-W:	684	E-W:	695	E-W:	695	E-W:	695	E-W:	695	E-W:	695	695
	SUM:	1365	SUM:	1447	SUM:	1457	SUM:	1457	SUM:	1457	SUM:	1481	SUM:	1451	SUM:	1481	SUM:	1451	SUM:	1451	1451
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:	0.910	0.965	0.971	0.987	0.987	0.987	0.987	0.987	0.987	0.987	0.987	0.987	0.987	0.987	0.987	0.987	0.987	0.987	0.987	0.987	0.987
Level of Service:	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	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] 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: Winnetka Avenue
 E-W St: Parthenia Street
 Project: Krausz Companies Northridge / 1-023166-1
 File Name: CMA9
 Counts by: Accutefek

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

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

Movement	2002 EXIST. TRAFFIC				2005 W/ AMBIENT GROWTH				2005 W/ OTHER PROJECTS				2005 W/ PROPOSED PROJECT				2005 W/ MITIGATION [1]				
	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	86	1	86	5	91	1	91	0	91	1	91	1	91	0	91	1	91	1	91	0	91
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	1253	1	658	75	1328	1	697	35	1363	1	714	1	1353	-10	1298	1	709	1	709	-55	1298
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	62	0	62	4	66	0	66	0	66	0	66	0	66	0	66	0	66	0	66	0	66
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SB Left	97	1	97	6	103	1	103	0	103	1	103	1	103	0	103	1	103	1	103	0	103
Comb. L-T	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SB Thru	1498	1	814	90	1588	1	863	4	1592	1	865	1	1594	2	1539	1	866	1	866	-55	1539
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	130	0	130	8	138	0	138	0	138	0	138	0	138	0	138	0	138	0	138	0	138
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EB Left	113	1	113	7	120	1	120	0	120	1	120	1	120	0	120	1	120	1	120	0	120
Comb. L-T	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EB Thru	563	1	310	34	597	1	329	0	597	1	329	1	592	-5	592	1	326	1	326	0	592
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	57	0	57	3	60	0	60	0	60	0	60	0	60	0	60	0	60	0	60	0	60
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WB Left	113	1	113	7	120	1	120	0	120	1	120	1	120	0	120	1	120	1	120	0	120
Comb. L-T	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WB Thru	918	1	537	55	973	1	569	1	974	1	569	1	975	1	975	1	570	1	570	0	975
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	155	0	155	9	164	0	164	0	164	0	164	0	164	0	164	0	164	0	164	0	164
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Crit. Volumes:	N-S: 900	E-W: 680	SUM: 1580	N-S: 954	E-W: 688	SUM: 1642	N-S: 956	E-W: 689	SUM: 1645	N-S: 957	E-W: 689	SUM: 1646	N-S: 930	E-W: 689	SUM: 1619						
No. of Phases:	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2						
Volume / Capacity:	1.033	1.095	1.097	1.098	1.079																
Level of Service:	F	F	F	F	F																

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

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

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

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

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

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

CRITICAL MOVEMENT ANALYSIS

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

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

Movement	2002 EXIST. TRAFFIC				2005 W/ AMBIENT GROWTH				2005 W/ OTHER PROJECTS				2005 W/ PROPOSED PROJECT				2005 W/ MITIGATION [1]					
	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	85	1	85	5	90	1	90	0	90	1	90	0	90	1	90	0	90	1	90	1	90	
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	1253	1	721	75	1328	1	764	12	1340	1	770	26	1366	1	783	-55	1311	1	755	1	755	
Comb. T-R	1	721	721	764	764	1	764	764	764	1	770	770	770	1	783	783	783	1	755	1	755	
NB Right	188	0	-	11	199	0	0	0	199	0	0	0	199	0	0	0	199	0	0	0	0	
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
SB Left	201	1	201	12	213	1	213	0	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	0	0	0	0	0	0	0	
SB Thru	1322	1	733	79	1401	1	776	24	1425	1	788	14	1439	1	795	-55	1384	1	768	1	768	
Comb. T-R	1	733	733	776	776	1	776	776	776	1	788	788	788	1	795	795	795	1	768	1	768	
SB Right	143	0	-	9	152	0	0	0	152	0	0	0	152	0	0	0	152	0	0	0	0	
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
EB Left	168	1	168	10	178	1	178	1	179	1	179	0	179	1	179	0	179	1	179	1	179	
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	1053	1	571	63	1116	1	605	8	1124	1	609	13	1137	1	616	0	1137	1	616	1	616	
Comb. T-R	1	571	571	605	605	1	605	605	605	1	609	609	609	1	616	616	616	1	616	1	616	
EB Right	89	0	-	5	94	0	0	0	94	0	0	0	94	0	0	0	94	0	0	0	0	
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
WB Left	184	1	184	11	195	1	195	0	195	1	195	0	195	1	195	0	195	1	195	1	195	
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	943	1	533	57	1000	1	565	6	1006	1	569	7	1013	1	572	0	1013	1	572	1	572	
Comb. T-R	1	533	533	565	565	1	565	565	565	1	569	569	569	1	572	572	572	1	572	1	572	
WB Right	123	0	-	7	130	0	0	1	132	0	0	0	132	0	0	0	132	0	0	0	0	
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Crit. Volumes:	N-S:	922	N-S:	977	N-S:	983	N-S:	996	N-S:	996	N-S:	996	N-S:	996	N-S:	996	N-S:	996	N-S:	996	N-S:	996
	E-W:	755	E-W:	800	E-W:	804	E-W:	811	E-W:	811	E-W:	811	E-W:	811	E-W:	811	E-W:	811	E-W:	811	E-W:	811
	SUM:	1677	SUM:	1777	SUM:	1787	SUM:	1807	SUM:	1807	SUM:	1807	SUM:	1807	SUM:	1807	SUM:	1807	SUM:	1807	SUM:	1807
No. of Phases:	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	
Volume / Capacity:	1.118	1.185	1.191	1.204	1.204	1.204	1.204	1.204	1.204	1.204	1.204	1.204	1.204	1.204	1.204	1.204	1.204	1.204	1.204	1.204	1.204	
Level of Service:	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	

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

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CRITICAL MOVEMENT ANALYSIS

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

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

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

Movement	2002 EXIST. TRAFFIC			2005 W/ AMBIENT GROWTH			2005 W/ OTHER PROJECTS			2005 W/ PROPOSED PROJECT			2005 W/ MITIGATION [2]					
	No. of Lanes	Volume	Lane	Added	Total	No. of Lanes	Volume	Lane	Added	Total	No. of Lanes	Volume	Lane	Added	Total	No. of Lanes	Volume	
NB Left	125	1	125	8	133	1	133	1	133	0	133	1	133	0	133	1	133	
Comb. L-T	0	-	0	-	0	0	-	0	-	0	-	0	-	0	-	0	-	
NB Thru	972	2	486	58	1030	2	515	2	532	2	1057	2	528	-50	1007	2	503	
Comb. T-R	0	-	0	-	0	0	-	0	-	0	-	0	-	0	-	0	-	
NB Right [1]	101	1	101	6	107	1	107	1	107	0	107	1	107	0	107	1	107	
Comb. L-T-R-	0	-	0	-	0	0	-	0	-	0	-	0	-	0	-	0	-	
SB Left	120	1	120	7	127	1	127	1	127	0	127	1	127	0	127	1	127	
Comb. L-T	0	-	0	-	0	0	-	0	-	0	-	0	-	0	-	0	-	
SB Thru	1276	1	691	77	1353	1	732	1	734	2	1359	1	735	-50	1309	1	710	
Comb. T-R	0	-	0	-	0	0	-	0	-	0	-	0	-	0	-	0	-	
SB Right	106	0	106	6	112	0	112	0	112	0	112	0	112	0	112	0	112	
Comb. L-T-R-	0	-	0	-	0	0	-	0	-	0	-	0	-	0	-	0	-	
EB Left	169	1	169	10	179	1	179	1	179	0	179	1	179	0	179	1	179	
Comb. L-T	0	-	0	-	0	0	-	0	-	0	-	0	-	0	-	0	-	
EB Thru	801	2	303	48	849	2	321	2	322	-12	841	2	318	0	841	2	318	
Comb. T-R	0	-	0	-	0	0	-	0	-	0	-	0	-	0	-	0	-	
EB Right	107	0	107	6	113	0	113	0	113	0	113	0	113	0	113	0	113	
Comb. L-T-R-	0	-	0	-	0	0	-	0	-	0	-	0	-	0	-	0	-	
WB Left	183	1	183	11	194	1	194	1	194	0	194	1	194	0	194	1	194	
Comb. L-T	0	-	0	-	0	0	-	0	-	0	-	0	-	0	-	0	-	
WB Thru	993	2	375	60	1053	2	397	2	399	3	1061	2	400	0	1061	2	400	
Comb. T-R	0	-	0	-	0	0	-	0	-	0	-	0	-	0	-	0	-	
WB Right	131	0	131	8	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	-	
Crit. Volumes:	N-S:	816	N-S:	865	N-S:	865	N-S:	867	N-S:	868	N-S:	868	N-S:	868	N-S:	843	N-S:	843
	E-W:	544	E-W:	576	E-W:	576	E-W:	578	E-W:	579	E-W:	579	E-W:	579	E-W:	579	E-W:	579
	SUM:	1360	SUM:	1441	SUM:	1441	SUM:	1445	SUM:	1447	SUM:	1447	SUM:	1447	SUM:	1422	SUM:	1422
No. of Phases:	4			4			4			4			4			4		
Volume / Capacity:	0.989			1.048			1.051			1.052			1.034			1.034		
Level of Service:	E			F			F			F			F			F		

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

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

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CRITICAL MOVEMENT ANALYSIS

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

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

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

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	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NB Left	1	141	8	149	1	149	0	149	1	149	0	149	0	149	1	149		
Comb. L-T	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-		
NB Thru	2	494	59	1046	2	523	7	1053	2	527	20	1073	-50	1023	2	512		
Comb. T-R	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-		
NB Right [1]	1	126	8	134	1	134	0	134	1	134	0	134	0	134	1	134		
Comb. L-T-R	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-		
SB Left	1	183	11	194	1	194	0	194	1	194	0	194	0	194	1	194		
Comb. L-T	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-		
SB Thru	1	572	63	1115	1	606	24	1139	1	618	10	1149	-50	1099	1	598		
Comb. T-R	1	572	0	572	1	606	0	606	1	618	0	618	0	618	1	598		
SB Right	0	-	6	98	0	-	0	98	0	98	0	98	0	98	0	-		
Comb. L-T-R	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-		
EB Left	1	153	9	162	1	162	1	163	1	163	0	163	0	163	1	163		
Comb. L-T	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-		
EB Thru	2	405	68	1202	2	430	15	1217	2	435	33	1250	0	1250	2	446		
Comb. T-R	1	405	0	405	1	430	0	430	1	435	0	435	0	435	1	446		
EB Right	0	-	5	87	0	-	0	87	0	87	0	87	0	87	0	-		
Comb. L-T-R	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-		
WB Left	1	135	8	143	1	143	0	143	1	143	0	143	0	143	1	143		
Comb. L-T	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-		
WB Thru	2	325	52	914	2	344	13	927	2	349	17	944	0	944	2	355		
Comb. T-R	1	325	0	325	1	344	0	344	1	349	0	349	0	349	1	355		
WB Right	0	-	7	119	0	-	1	120	0	120	0	120	0	120	0	-		
Comb. L-T-R	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-		
Crit. Volumes:	N-S:	713		756	N-S:	756		768	N-S:	768		773		773	N-S:	748		
	E-W:	540		573	E-W:	573		578	E-W:	578		589		589	E-W:	589		
	SUM:	1253		1329	SUM:	1329		1346	SUM:	1346		1362		1362	SUM:	1337		
No. of Phases:	4			4			4			4			4			4		
Volume / Capacity:	0.912			0.966			0.979			0.990			0.972			0.972		
Level of Service:	E			E			E			E			E			E		

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

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

Notes: [1] Functional right-turn only lane

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

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CRITICAL MOVEMENT ANALYSIS

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

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

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

Movement	2002 EXIST. TRAFFIC			2005 W/ AMBIENT GROWTH			2005 W/ OTHER PROJECTS			2005 W/ PROPOSED PROJECT			2005 W/ MITIGATION [1]								
	No. of Lanes	Volume	Lane	Added	Total	No. of Lanes	Volume	Lane	Added	Total	No. of Lanes	Volume	Lane	Added	Total	No. of Lanes	Volume	Lane			
NB Left	66	1	66	4	70	1	70	1	70	0	70	1	70	0	70	1	70	1	70		
Comb. L-T	0	-	-	0	0	0	-	0	-	0	0	0	-	0	0	0	-	0	-		
NB Thru	777	1	466	47	823	1	494	1	494	0	823	1	494	-5	798	1	481	1	481		
Comb. T-R	1	466	494	1	494	1	494	1	494	0	164	0	0	0	164	0	0	0	0		
NB Right	155	0	-	9	164	0	-	0	0	0	164	0	0	0	164	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	109	1	109	7	116	1	116	1	116	0	116	1	116	0	116	1	116	1	116		
Comb. L-T	0	-	-	0	0	0	-	0	-	0	0	0	-	0	0	0	-	0	-		
SB Thru	1266	2	633	76	1341	2	671	2	671	1	1342	2	671	-20	1322	2	661	2	661		
Comb. T-R	0	-	-	0	0	0	-	0	-	0	0	0	-	0	0	0	-	0	-		
SB Right	215	1	215	13	228	1	228	1	228	0	228	1	228	0	228	1	228	1	228		
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
EB Left	63	1	63	4	66	1	66	1	66	0	66	1	66	0	66	1	66	1	66		
Comb. L-T	0	-	-	0	0	0	-	0	-	0	0	0	-	0	0	0	-	0	-		
EB Thru	1298	2	499	78	1376	2	529	2	529	0	1376	2	529	0	1376	2	529	2	529		
Comb. T-R	1	499	529	1	529	1	529	1	529	0	210	0	0	0	210	0	0	0	0		
EB Right	198	0	-	12	210	0	-	0	0	0	210	0	0	0	210	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	167	1	167	10	177	1	177	1	177	0	177	1	177	0	177	1	177	1	177		
Comb. L-T	0	-	-	0	0	0	-	0	-	0	0	0	-	0	0	0	-	0	-		
WB Thru	1437	2	501	86	1523	2	531	2	531	0	1523	2	531	0	1523	2	531	2	531		
Comb. T-R	1	501	531	1	531	1	531	1	531	0	69	0	0	0	69	0	0	0	0		
WB Right	65	0	-	4	69	0	-	0	0	0	69	0	0	0	69	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:	698	740	N-S:	740	N-S:	740	N-S:	741	N-S:	741	N-S:	741	N-S:	731	N-S:	731	N-S:	731		
	E-W:	665	705	E-W:	705	E-W:	705	E-W:	705	E-W:	705	E-W:	705	E-W:	705	E-W:	705	E-W:	705		
	SUM:	1364	1445	SUM:	1445	SUM:	1445	SUM:	1446	SUM:	1446	SUM:	1446	SUM:	1436	SUM:	1436	SUM:	1436		
No. of Phases:	3			3			3			3			3			3			3		
Volume / Capacity:	* 0.887			** 0.914			** 0.914			** 0.915			** 0.908			** 0.908			** 0.908		
Level of Service:	D			E			E			E			E			E			E		

Assumptions:
 Maximum Sum of Critical Volumes (Intersection Capacity): 2 Phase=1500, 3 Phase=1425, 4+ Phase=1375, Unsignalized=1200.
 For dual turn lanes, 55% of volume is assigned to heavier lane.
 For one excl. and one opt. turn lane, 70% of volume is assigned to exclusive lane.
 Right turns on red from excl. lanes = 50% of overlapping left turn.
 * V/C ratio includes a 0.07 reduction due to the installation of ATC.
 ** V/C ratio includes an additional 0.03 reduction (to the 0.07 reduction) due to the upgrade of ATC to ATCS.
 [1] Traffic volumes shown in the added volume column reflect redistribution of traffic due to Mason Avenue crossing.

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CRITICAL MOVEMENT ANALYSIS

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

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

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

Movement	2002 EXIST. TRAFFIC				2005 W/ AMBIENT GROWTH				2005 W/ OTHER PROJECTS				2005 W/ PROPOSED PROJECT				2005 W/ MITIGATION [1]			
	Volume	Lanes	No. of Lanes	Total Volume	Added Volume	Lane Volume	No. of Lanes	Total Volume	Added Volume	Lane Volume	No. of Lanes	Total Volume	Added Volume	Lane Volume	No. of Lanes	Total Volume	Added Volume	Lane Volume	No. of Lanes	Total Volume
NB Left	136	1	136	8	145	1	145	0	145	1	145	0	145	1	145	0	145	1	145	
Comb. L-T	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
NB Thru	1209	1	700	73	1282	1	742	0	1282	1	742	13	1295	1	749	-20	1275	1	739	
Comb. T-R	1	1	700	1	742	1	742	0	742	1	742	0	742	1	749	0	749	1	739	
NB Right	192	0	0	12	203	0	0	0	203	0	0	0	203	0	0	0	203	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	105	1	105	6	111	1	111	0	111	1	111	0	111	1	111	0	111	1	111	
Comb. L-T	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
SB Thru	796	2	398	48	844	2	422	0	844	2	422	7	851	2	425	-20	831	2	415	
Comb. T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
SB Right	109	1	109	7	116	1	116	0	116	1	116	0	116	1	116	0	116	1	116	
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	236	1	236	14	251	1	251	0	251	1	251	0	251	1	251	0	251	1	251	
Comb. L-T	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
EB Thru	1742	2	648	105	1847	2	687	0	1847	2	687	0	1847	2	687	0	1847	2	687	
Comb. T-R	1	1	648	1	687	1	687	0	687	1	687	0	687	1	687	0	687	1	687	
EB Right	203	0	0	12	215	0	0	0	215	0	0	0	215	0	0	0	215	0	0	
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
WB Left	153	1	153	9	162	1	162	0	162	1	162	0	162	1	162	0	162	1	162	
Comb. L-T	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
WB Thru	1419	2	514	85	1504	2	545	0	1504	2	545	0	1504	2	545	0	1504	2	545	
Comb. T-R	1	1	514	1	545	1	545	0	545	1	545	0	545	1	545	0	545	1	545	
WB Right	123	0	0	7	131	0	0	0	131	0	0	0	131	0	0	0	131	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: 805	N-S: 854	N-S: 854	N-S: 854	N-S: 854	N-S: 854	N-S: 854	N-S: 854	N-S: 854	N-S: 854	N-S: 854	N-S: 854	N-S: 854	N-S: 854	N-S: 854	N-S: 854	N-S: 854	N-S: 854	N-S: 854	
	E-W: 801	E-W: 849	E-W: 849	E-W: 849	E-W: 849	E-W: 849	E-W: 849	E-W: 849	E-W: 849	E-W: 849	E-W: 849	E-W: 849	E-W: 849	E-W: 849	E-W: 849	E-W: 849	E-W: 849	E-W: 849	E-W: 849	
	SUM: 1606	SUM: 1703	SUM: 1703	SUM: 1703	SUM: 1703	SUM: 1703	SUM: 1703	SUM: 1703	SUM: 1703	SUM: 1703	SUM: 1703	SUM: 1703	SUM: 1703	SUM: 1703	SUM: 1703	SUM: 1703	SUM: 1703	SUM: 1703	SUM: 1703	
No. of Phases:	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	
Volume / Capacity:	* 1.057	** 1.095	** 1.095	** 1.095	** 1.095	** 1.095	** 1.095	** 1.095	** 1.095	** 1.095	** 1.095	** 1.095	** 1.095	** 1.095	** 1.095	** 1.095	** 1.095	** 1.095	** 1.095	
Level of Service:	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	

Assumptions: Maximum Sum of Critical Volumes (Intersection Capacity): 2 Phase=1500, 3 Phase=1425, 4+ Phase=1375, Unsignalized=1200.
 For dual turn lanes, 55% of volume is assigned to heavier lane.
 For one excl. and one opt. turn lane, 70% of volume is assigned to exclusive lane.
 Right turns on red from excl. lanes = 50% of overlapping left turn.
 * V/C ratio includes a 0.07 reduction due to the installation of ATCS.
 ** V/C ratio includes an additional 0.03 reduction (to the 0.07 reduction) due to the upgrade of ATCS to ATCS.
 [1] Traffic volumes shown in the added volume column reflect redistribution of traffic due to Mason Avenue crossing.

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

CRITICAL MOVEMENT ANALYSIS

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

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

Movement	2002 EXIST. TRAFFIC			2005 W/ AMBIENT GROWTH			2005 W/ OTHER PROJECTS [1]			2005 W/ PROPOSED PROJECT			2005 W/ MITIGATION [2]			
	No. of Lanes	Lane Volume	Total Volume	No. of Lanes	Lane Volume	Total Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Total Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Total Volume
NB Left	66	1	66	70	1	70	81	151	2	83	0	83	0	151	2	83
Comb. L-T	0	-	0	0	-	0	0	0	0	0	0	0	0	0	0	0
NB Thru	37	2	39	20	2	24	24	63	1	63	3	66	-50	16	1	16
Comb. T-R	0	-	0	0	-	0	0	0	1	105	0	105	0	105	1	105
NB Right	86	1	86	91	1	91	14	105	0	0	0	105	0	105	0	0
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SB Left	113	1	113	120	1	120	79	198	2	109	0	109	0	198	2	109
Comb. L-T	0	-	0	0	-	0	0	0	0	0	0	0	0	0	0	0
SB Thru	80	1	80	57	1	57	27	111	1	70	-12	99	-50	49	1	39
Comb. T-R	0	-	0	0	-	0	0	0	1	64	0	64	0	64	1	64
SB Right	28	0	28	30	0	30	0	30	0	0	0	30	0	30	0	0
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EB Left	37	1	37	39	1	39	0	39	1	39	0	39	0	39	1	39
Comb. L-T	0	-	0	0	-	0	0	0	0	0	0	0	0	0	0	0
EB Thru	203	2	205	108	2	110	126	341	2	170	0	341	0	341	2	170
Comb. T-R	0	-	0	0	-	0	0	0	0	0	0	0	0	0	0	0
EB Right	388	1	388	411	1	411	34	445	1	445	0	445	0	445	1	445
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WB Left	432	1	432	458	1	458	113	571	1	571	0	571	0	571	1	571
Comb. L-T	0	-	0	0	-	0	0	0	0	0	0	0	0	0	0	0
WB Thru	348	1	348	220	1	220	234	603	1	348	0	603	0	603	1	348
Comb. T-R	0	-	0	0	-	0	0	0	1	348	0	348	0	348	1	348
WB Right	67	0	67	71	0	71	23	94	0	0	0	94	0	94	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: 132	E-W: 787	SUM: 919	N-S: 139	E-W: 834	SUM: 974	N-S: 214	E-W: 975	SUM: 1189	N-S: 214	E-W: 975	SUM: 1189	N-S: 214	E-W: 975	SUM: 1189	
No. of Phases:	2			2			2			2			2			
Volume / Capacity:	0.612			* 0.549			* 0.693			* 0.693			* 0.693			
Level of Service:	B			A			B			B			B			

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

For dual turn lanes, 55% of volume is assigned to heavier lane.
 For one excl. and one opt. turn lane, 70% of volume is assigned to exclusive lane.
 Right turns on red from excl. lanes = 50% of overlapping left turn.
 * V/C ratio includes a 0.10 reduction due to the installation of ATSA/CATCS.

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

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CRITICAL MOVEMENT ANALYSIS

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

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

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

Movement	2002 EXIST. TRAFFIC			2005 W/ AMBIENT GROWTH			2005 W/ OTHER PROJECTS [1]			2005 W/ PROPOSED PROJECT			2005 W/ MITIGATION [2]			
	No. of Lanes	Volume	Lane	Added 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	1	220	1	233	203	436	2	240	0	436	0	2	240	0	240	
Comb. L-T	0	-	0	-	0	0	0	0	0	0	0	0	0	0	0	
NB Thru	2	68	2	143	99	242	1	242	17	259	-50	1	209	0	209	
Comb. T-R	0	-	0	-	0	0	0	340	1	340	0	1	340	0	340	
NB Right	1	315	1	334	6	340	0	0	0	340	0	0	340	0	340	
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
SB Left	1	101	1	107	135	242	2	133	0	242	0	2	133	0	133	
Comb. L-T	0	-	0	-	0	0	0	0	0	0	0	0	0	0	0	
SB Thru	1	54	1	65	68	132	1	91	33	165	-50	1	82	0	82	
Comb. T-R	1	54	1	57	57	107	1	107	1	107	0	1	107	0	107	
SB Right	0	-	0	-	1	49	0	0	0	49	0	0	49	0	49	
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
EB Left	1	67	1	71	1	72	1	72	0	72	0	1	72	0	72	
Comb. L-T	0	-	0	-	0	0	0	0	0	0	0	0	0	0	0	
EB Thru	2	340	2	360	296	1015	2	508	0	1015	0	2	508	0	508	
Comb. T-R	0	-	0	-	0	0	0	0	0	0	0	0	0	0	0	
EB Right	1	124	1	131	103	234	1	234	0	234	0	1	234	0	234	
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
WB Left	1	167	1	177	21	198	1	198	0	198	0	1	198	0	198	
Comb. L-T	0	-	0	-	0	0	0	0	0	0	0	0	0	0	0	
WB Thru	1	334	1	354	263	869	1	536	0	869	0	1	536	0	536	
Comb. T-R	1	334	1	354	112	204	1	536	0	204	0	1	536	0	536	
WB Right	0	-	0	-	0	0	0	0	0	0	0	0	0	0	0	
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Crit. Volumes:	N-S: 333	E-W: 507	N-S: 352	E-W: 537	N-S: 473	E-W: 705	N-S: 473	E-W: 705	N-S: 473	E-W: 705	N-S: 473	E-W: 705	N-S: 473	E-W: 705	N-S: 473	E-W: 705
	SUM: 839	SUM: 889	SUM: 889	SUM: 889	SUM: 1178	SUM: 1178	SUM: 1178	SUM: 1178	SUM: 1178	SUM: 1178	SUM: 1178	SUM: 1178	SUM: 1178	SUM: 1178	SUM: 1178	SUM: 1178
No. of Phases:	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Volume / Capacity:	0.559	0.493	0.493	0.493	0.686	0.686	0.686	0.686	0.686	0.686	0.686	0.686	0.686	0.686	0.686	0.686
Level of Service:	A	A	A	A	B	B	B	B	B	B	B	B	B	B	B	B

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

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

* V/C ratio includes a 0.10 reduction due to the installation of ATSA/CATCS.

[1] Porter Ranch mitigation includes re-striping the northbound and southbound approaches to provide 2 left-turn lanes, 1 through lane, and 1 shared through/right-turn lane.
 [2] Traffic volumes shown in the added volume column reflect redistribution of traffic due to Mason Avenue crossing.

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CRITICAL MOVEMENT ANALYSIS

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

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

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

Movement	2002 EXIST. TRAFFIC			2005 W/ AMBIENT GROWTH			2005 W/ OTHER PROJECTS [2]			2005 W/ PROPOSED PROJECT			2005 W/ MITIGATION [3]		
	No. of Lanes	Volume	Lane	Added	Total	No. of Lanes	Volume	Added	Total	No. of Lanes	Volume	Added	Total	No. of Lanes	Volume
NB Left	77	1	77	5	82	1	82	-2	80	1	80	1	81	1	81
Comb. L-T	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0
NB Thru	215	1	148	13	228	1	157	67	294	1	192	4	298	1	194
Comb. T-R	1	148	1	157	1	157	1	192	1	192	1	194	1	194	1
NB Right [1]	270	1	189	16	286	1	200	12	298	1	209	1	299	1	209
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SB Left	26	1	26	2	28	1	28	-1	27	1	27	0	27	1	27
Comb. L-T	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0
SB Thru	1056	1	596	63	1119	1	632	215	1335	2	496	-19	1316	2	490
Comb. T-R	1	596	1	632	1	632	1	496	1	496	1	490	1	490	1
SB Right	136	0	-	8	144	0	-	11	155	0	-	0	155	0	-
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	155	0	0
EB Left	45	1	45	3	48	1	48	13	61	1	61	0	61	1	61
Comb. L-T	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0
EB Thru	1013	2	507	61	1074	2	537	29	1103	2	551	0	1103	2	551
Comb. T-R	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0
EB Right	120	1	120	7	127	1	127	-1	127	1	127	-5	122	1	122
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	122	0	122
WB Left	570	2	314	34	604	2	332	10	614	2	338	-5	609	2	335
Comb. L-T	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0
WB Thru	1552	1	780	93	1645	1	827	10	1655	1	830	0	1655	1	830
Comb. T-R	1	780	1	827	1	827	1	830	1	830	1	830	1	830	1
WB Right	8	0	-	0	8	0	-	-5	4	0	-	0	4	0	-
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	4	0	0
Crit. Volumes:	N-S: 673	E-W: 825	SUM: 1498	N-S: 713	E-W: 875	SUM: 1588	N-S: 576	E-W: 890	SUM: 1467	N-S: 571	E-W: 890	SUM: 1461	N-S: 541	E-W: 890	SUM: 1431
No. of Phases:	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Volume / Capacity:	1.051	F	1.014	F	0.929	E	0.925	E	0.904	E	0.904	E	0.904	E	0.904
Level of Service:	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F

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

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CRITICAL MOVEMENT ANALYSIS

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

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

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

Movement	2002 EXIST. TRAFFIC			2005 W/ AMBIENT GROWTH			2005 W/ OTHER PROJECTS [2]			2005 W/ PROPOSED PROJECT			2005 W/ MITIGATION [3]							
	No. of Lanes	Volume	Lane	Added	Total	No. of Lanes	Volume	Lane	Added	Total	No. of Lanes	Volume	Lane	Added	Total	No. of Lanes	Volume	Lane		
NB Left	108	1	108	6	114	1	114	1	109	7	116	1	116	0	116	1	116	1	116	
Comb. L-T	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
NB Thru	678	1	430	41	719	1	456	1	553	28	958	1	568	-90	868	1	523	1	523	
Comb. T-R	1	430	1	430	1	456	1	553	1	553	1	568	1	568	1	523	1	523	1	523
NB Right [1]	609	1	426	37	646	1	452	1	410	7	593	1	415	0	593	1	415	1	415	
Comb. L-T-R-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
SB Left	29	1	29	2	31	1	31	1	27	0	27	1	27	0	27	1	27	1	27	
Comb. L-T	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
SB Thru	365	1	223	22	387	1	236	2	212	52	589	2	229	-90	499	2	199	2	199	
Comb. T-R	1	223	1	223	1	236	1	212	1	212	1	229	1	229	1	199	1	199	1	199
SB Right	80	0	0	5	85	0	0	0	14	98	0	98	0	0	98	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	134	1	134	8	142	1	142	1	177	0	177	1	177	0	177	1	177	1	177	
Comb. L-T	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
EB Thru	1404	1	702	84	1488	2	744	2	749	0	1497	2	749	0	1497	2	749	2	749	
Comb. T-R	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
EB Right	103	1	103	6	109	1	109	1	99	13	112	1	112	0	112	1	112	1	112	
Comb. L-T-R-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
WB Left	330	2	182	20	350	2	192	2	189	13	357	2	196	0	357	2	196	2	196	
Comb. L-T	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
WB Thru	938	1	474	56	994	1	502	1	502	0	988	1	502	0	988	1	502	1	502	
Comb. T-R	1	474	1	474	1	502	1	502	1	502	1	502	1	502	1	502	1	502	1	502
WB Right	10	0	0	1	11	0	0	0	6	16	0	16	0	0	16	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: 459	E-W: 884	SUM: 1343	N-S: 487	E-W: 937	SUM: 1423	N-S: 580	E-W: 938	SUM: 1518	N-S: 595	E-W: 945	SUM: 1540	N-S: 550	E-W: 945	SUM: 1495					
No. of Phases:	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3					
Volume / Capacity:	0.942	0.899	0.965	0.981	0.949															
Level of Service:	E	D	E	E	E															

Assumptions: Maximum Sum of Critical Volumes (Intersection Capacity): 2 Phase=1500, 3 Phase=1425, 4+ Phase=1375, Unsignalized=1200.
 For dual turn lanes, 55% of volume is assigned to heavier lane.
 For one excl. and one opt. turn lane, 70% of volume is assigned to exclusive lane.
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 [1] Northbound right-turn overlapping phase with westbound left-turn phase.
 [2] Porter Ranch mitigation includes restriping to provide left-turn, 2 through, and 1 shared through-right turn lane in the southbound direction.
 [3] Traffic volumes shown in the added volume column reflect redistribution of traffic due to Mason Avenue Crossing

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CRITICAL MOVEMENT ANALYSIS

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

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

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

Movement	2002 EXIST. TRAFFIC			2005 W/ AMBIENT GROWTH			2005 W/ OTHER PROJECTS			2005 W/ PROPOSED PROJECT			2005 W/ MITIGATION [1]							
	No. of Lanes	Volume	Lane	Added	Total	No. of Lanes	Volume	Lane	Added	Total	No. of Lanes	Volume	Lane	Added	Total	No. of Lanes	Volume	Lane		
NB Left	1	117	1	124	0	1	124	1	124	0	1	124	1	124	0	1	124	1	124	
Comb. L-T	0	-	0	-	0	0	-	0	-	0	0	-	0	-	0	0	-	0	-	
NB Thru	2	477	2	239	29	506	2	263	74	579	2	290	2	293	-110	476	2	238	2	
Comb. T-R	0	-	0	-	0	0	-	0	0	0	0	0	0	0	0	0	0	0	0	
NB Right	1	61	1	61	4	65	1	65	0	65	1	65	1	66	0	66	1	66	1	
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
SB Left	1	35	1	37	2	37	1	37	13	50	1	50	1	50	0	50	1	50	1	
Comb. L-T	0	-	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
SB Thru	1	1566	1	832	94	1660	1	881	180	1840	1	975	1	959	-110	1699	1	904	1	
Comb. T-R	1	832	1	832	0	832	1	881	0	881	1	975	1	959	0	110	0	0	0	
SB Right	0	97	0	97	6	103	0	97	7	110	0	97	0	110	0	110	0	0	0	
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
EB Left	1	54	1	54	3	57	1	57	1	58	1	58	1	58	0	58	1	58	1	
Comb. L-T	0	-	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
EB Thru	1	987	1	550	59	1046	1	583	0	1046	1	583	1	583	0	1046	1	583	1	
Comb. T-R	1	550	1	550	0	550	1	583	0	583	1	583	1	583	0	120	0	0	0	
EB Right	0	113	0	113	7	120	0	113	0	120	0	113	0	120	0	120	0	0	0	
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
WB Left	1	200	1	200	12	212	1	212	0	212	1	212	1	207	-5	207	1	207	1	
Comb. L-T	0	-	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
WB Thru	1	1149	1	590	69	1218	1	625	0	1218	1	626	1	626	0	1218	1	626	1	
Comb. T-R	1	590	1	590	0	590	1	625	0	625	1	626	1	626	0	1218	1	626	1	
WB Right	0	31	0	31	2	33	0	31	1	34	0	31	0	34	0	34	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:	949	N-S:	1005	N-S:	1099	N-S:	1099	N-S:	1083	N-S:	1028	N-S:	1028	E-W:	790	E-W:	790	E-W:	1818
	E-W:	750	E-W:	795	E-W:	795	E-W:	795	E-W:	790	E-W:	790	E-W:	790	SUM:	1873	SUM:	1873	SUM:	1818
	SUM:	1699	SUM:	1800	SUM:	1894	SUM:	1894	SUM:	1873	SUM:	1873	SUM:	1873						
No. of Phases:	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Volume / Capacity:	1.132	1.200	1.263	1.263	1.263	1.263	1.263	1.263	1.249	1.249	1.249	1.249	1.249	1.249	1.249	1.249	1.249	1.249	1.249	1.212
Level of Service:	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F

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

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

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

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

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

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CRITICAL MOVEMENT ANALYSIS

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

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

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

Movement	2002 EXIST. TRAFFIC			2005 W/ AMBIENT GROWTH			2005 W/ OTHER PROJECTS			2005 W/ PROPOSED PROJECT			2005 W/ MITIGATION [1]						
	No. of Lanes	Volume	Lane	Added	Total	No. of Lanes	Volume	Lane	Added	Total	No. of Lanes	Volume	Lane	Added	Total	No. of Lanes	Volume	Lane	
NB Left	1	153	1	162	1	162	1	162	0	162	1	162	1	0	162	1	162	1	162
Comb. L-T	0	-	0	-	0	-	0	-	0	-	0	-	0	-	-	0	-	0	-
NB Thru	2	687	2	728	2	1573	2	787	45	1618	2	809	2	-110	1508	2	754	2	754
Comb. T-R	0	-	0	-	0	-	0	-	0	-	0	-	0	-	-	0	-	0	-
NB Right	1	240	1	254	1	254	1	254	7	261	1	261	1	0	261	1	261	1	261
Comb. L-T-R-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	-	0	-	0	-
SB Left	1	24	1	25	1	25	1	25	3	28	1	28	1	0	28	1	28	1	28
Comb. L-T	0	-	0	-	0	-	0	-	0	-	0	-	0	-	-	0	-	0	-
SB Thru	1	353	1	374	1	810	1	438	85	895	1	481	1	-110	785	1	426	1	426
Comb. T-R	1	353	1	374	1	438	1	438	0	438	1	481	1	0	426	1	426	1	426
SB Right	0	-	0	-	0	-	0	-	0	66	0	66	0	0	66	0	66	0	66
Comb. L-T-R-	0	-	0	-	0	-	0	-	0	66	0	66	0	0	66	0	66	0	66
EB Left	1	67	1	71	1	74	1	74	0	74	1	74	1	0	74	1	74	1	74
Comb. L-T	0	-	0	-	0	-	0	-	0	-	0	-	0	-	-	0	-	0	-
EB Thru	1	590	1	625	1	1150	1	625	0	1150	1	625	1	0	1150	1	625	1	625
Comb. T-R	1	590	1	625	1	625	1	625	0	625	1	625	1	0	625	1	625	1	625
EB Right	0	-	0	-	0	-	0	-	0	101	0	101	0	0	101	0	101	0	101
Comb. L-T-R-	0	-	0	-	0	-	0	-	0	101	0	101	0	0	101	0	101	0	101
WB Left	1	119	1	126	1	126	1	126	13	139	1	139	1	0	139	1	139	1	139
Comb. L-T	0	-	0	-	0	-	0	-	0	-	0	-	0	-	-	0	-	0	-
WB Thru	1	294	1	311	1	585	1	312	0	585	1	312	1	0	585	1	312	1	312
Comb. T-R	1	294	1	311	1	311	1	312	0	312	1	312	1	0	312	1	312	1	312
WB Right	0	-	0	-	0	-	0	-	0	40	0	40	0	0	40	0	40	0	40
Comb. L-T-R-	0	-	0	-	0	-	0	-	0	40	0	40	0	0	40	0	40	0	40
Crit. Volumes:		711		754		1505		815		1566		1602		837	1602		1547		1547
	N-S:	711		754		1505		815		1566		1602		837	1602		1547		1547
	E-W:	709		752		1505		752		1505		1602		765	1602		1547		1547
	SUM:	1420		1505		1505		1566		1566		1602		1602	1602		1547		1547
No. of Phases:		2		2		2		2		2		2		2	2		2		2
Volume / Capacity:		0.947		1.003		1.044		1.044		1.044		1.068		1.068	1.068		1.031		1.031
Level of Service:		E		F		F		F		F		F		F	F		F		F

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

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

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

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

Movement	2002 EXIST. TRAFFIC			2005 W/ AMBIENT GROWTH			2005 W/ OTHER PROJECTS			2005 W/ PROPOSED PROJECT			2005 W/ MITIGATION [1]				
	No. of Lanes	Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Added Volume	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Added Volume	Total Volume	No. of Lanes	Volume	
NB Left	137	1	137	8	145	1	145	0	145	1	146	1	146	-25	121	1	121
Comb. L-T	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NB Thru	571	1	334	34	605	1	354	71	676	1	389	1	394	-125	559	2	279
Comb. T-R	0	-	334	0	334	1	334	0	389	1	394	1	394	0	0	0	0
NB Right	96	0	0	6	102	0	0	0	102	0	0	0	0	0	105	1	105
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SB Left	96	1	96	6	102	1	102	5	107	1	107	0	107	0	107	1	107
Comb. L-T	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SB Thru	1386	1	805	83	1469	1	853	190	1659	1	950	1	931	-125	1496	1	869
Comb. T-R	0	-	805	0	805	1	853	0	950	1	931	1	931	0	0	1	869
SB Right	223	0	0	13	236	0	0	5	241	0	0	0	241	0	241	0	0
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EB Left	27	1	27	2	29	1	29	1	30	1	30	0	30	0	30	1	30
Comb. L-T	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EB Thru	393	1	259	24	417	1	275	0	417	1	275	1	271	0	412	1	259
Comb. T-R	0	-	259	0	259	1	275	0	275	1	271	1	271	0	0	1	259
EB Right	125	0	0	8	133	0	0	0	133	0	0	0	0	-25	106	0	0
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WB Left	289	1	289	17	306	1	306	2	308	1	308	1	296	0	296	1	296
Comb. L-T	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WB Thru	908	1	462	54	962	1	489	0	962	1	963	1	490	0	963	1	490
Comb. T-R	0	-	462	0	462	1	489	0	490	1	490	1	490	0	0	1	490
WB Right	15	0	0	1	16	0	0	1	17	0	0	0	0	0	17	0	0
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Crit. Volumes:	N-S: 942	N-S: 998	N-S: 1095	N-S: 1077	N-S: 1077	N-S: 990	E-W: 548	E-W: 583	E-W: 567	E-W: 567	E-W: 555	SUM: 1490	SUM: 1678	SUM: 1645	SUM: 1545		
No. of Phases:	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Volume / Capacity:	0.993	1.053	1.119	1.097	1.097	1.030	E	F	F	F	F						
Level of Service:																	F

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

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

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

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CRITICAL MOVEMENT ANALYSIS

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

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

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

Movement	2002 EXIST. TRAFFIC			2005 W/ AMBIENT GROWTH			2005 W/ OTHER PROJECTS			2005 W/ PROPOSED PROJECT			2005 W/ MITIGATION [1]					
	No. of Lanes	Volume	Lane	Added	Total	No. of Lanes	Volume	Lane	Added	Total	No. of Lanes	Volume	Lane	Added	Total	No. of Lanes	Volume	
NB Left	1	121	1	7	128	1	128	1	128	3	131	1	131	-25	106	1	106	
Comb. L-T	0	-	0	-	-	0	-	0	-	0	0	0	0	-	-	0	-	
NB Thru	1	839	1	85	1500	1	889	1	951	55	1679	1	987	-125	1554	2	777	
Comb. T-R	1	839	1	839	889	1	889	1	951	17	296	1	987	0	296	1	296	
NB Right	0	-	0	16	279	0	-	0	-	0	0	0	0	0	0	0	0	
Comb. L-T-R-	0	-	0	-	-	0	-	0	-	0	0	0	0	-	-	0	-	
SB Left	1	111	1	7	118	1	118	1	120	0	120	1	120	0	120	1	120	
Comb. L-T	0	-	0	-	-	0	-	0	-	0	0	0	0	-	-	0	-	
SB Thru	1	659	1	40	699	1	376	1	434	105	918	1	487	-125	793	1	424	
Comb. T-R	1	355	1	355	376	1	376	1	434	0	56	1	487	0	56	1	424	
SB Right	0	-	0	3	53	0	-	0	-	0	0	0	0	0	0	0	-	
Comb. L-T-R-	0	-	0	-	-	0	-	0	-	0	0	0	0	-	-	0	-	
EB Left	1	268	1	16	284	1	284	1	287	0	287	1	287	0	287	1	287	
Comb. L-T	0	-	0	-	-	0	-	0	-	0	0	0	0	-	-	0	-	
EB Thru	1	972	1	58	1030	1	591	1	591	13	1043	1	601	0	1043	1	589	
Comb. T-R	1	558	1	558	591	1	591	1	591	7	160	1	601	-25	135	1	589	
EB Right	0	-	0	9	153	0	-	0	-	0	0	0	0	0	0	0	-	
Comb. L-T-R-	0	-	0	-	-	0	-	0	-	0	0	0	0	-	-	0	-	
WB Left	1	99	1	6	105	1	105	1	114	33	147	1	147	0	147	1	147	
Comb. L-T	0	-	0	-	-	0	-	0	-	0	0	0	0	-	-	0	-	
WB Thru	1	410	1	25	435	1	269	1	270	7	442	1	273	0	442	1	273	
Comb. T-R	1	254	1	254	269	1	269	1	270	0	105	1	273	0	105	1	273	
WB Right	0	-	0	6	103	0	-	0	-	0	0	0	0	0	0	0	-	
Comb. L-T-R-	0	-	0	-	-	0	-	0	-	0	0	0	0	-	-	0	-	
Crit. Volumes:	N-S:	950	N-S:	1007	N-S:	1072	N-S:	1108	N-S:	1108	N-S:	897	N-S:	897	E-W:	736	E-W:	736
	E-W:	657	E-W:	696	E-W:	705	E-W:	748	E-W:	748	E-W:	1633	E-W:	1633	SUM:	1856	SUM:	1856
	SUM:	1607	SUM:	1703	SUM:	1777	SUM:	1856	SUM:	1856	SUM:	1633	SUM:	1633				
No. of Phases:	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	
Volume / Capacity:	1.071	1.136	1.185	1.237	1.287	1.337	1.387	1.437	1.487	1.537	1.587	1.637	1.687	1.737	1.787	1.837	1.887	
Level of Service:	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	

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

For dual turn lanes, 55% of volume is assigned to heavier lane.
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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: Corbin Avenue
 E-W St: Prairie Street
 Project: Krausz Companies Northridge / 1-023166-1
 File Name: CMA16
 Counts by: Accutrek

CRITICAL MOVEMENT ANALYSIS

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

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

Movement	2002 EXIST. TRAFFIC			2005 W/ AMBIENT GROWTH			2005 W/ OTHER PROJECTS			2005 W/ PROPOSED PROJECT			2005 W/ MITIGATION [1]					
	No. of Lanes	Lane Volume	Total Volume	No. of Lanes	Lane Volume	Total Volume	Added Volume	No. of Lanes	Lane Volume	Total Volume	Added Volume	No. of Lanes	Lane Volume	Total Volume	Added Volume	No. of Lanes	Lane Volume	Total Volume
NB Left	182	1	182	11	193	1	193	0	193	1	199	1	199	0	199	1	199	199
Comb. L-T	0	-	0	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0
NB Thru	1086	1	574	65	1151	1	608	63	1214	1	639	1	643	7	1221	1	643	1071
Comb. T-R	1	574	574	1	608	1	608	0	608	1	639	1	643	0	643	1	643	378
NB Right	61	0	61	4	65	0	65	0	65	0	65	0	65	0	65	0	65	65
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SB Left	40	1	40	2	42	1	42	5	47	1	47	1	21	-26	21	1	21	21
Comb. L-T	0	-	0	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0
SB Thru	1225	1	670	74	1299	1	710	150	1449	1	805	1	797	-15	1434	1	797	1284
Comb. T-R	1	670	670	1	710	1	710	0	710	1	805	1	797	0	797	1	797	722
SB Right	114	0	114	7	121	0	121	41	161	0	161	0	161	0	161	0	161	161
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EB Left	13	1	13	1	14	1	14	6	20	1	20	1	20	0	20	1	20	20
Comb. L-T	0	-	0	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0
EB Thru	15	0	15	1	16	0	16	0	16	0	16	1	18	-15	1	0	1	1
Comb. T-R	1	43	43	1	46	1	46	0	46	1	46	1	18	0	18	1	18	18
EB Right	28	0	28	2	30	0	30	0	30	0	30	0	17	-13	17	0	17	17
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WB Left	18	1	18	1	19	1	19	0	19	1	19	1	19	0	19	1	19	19
Comb. L-T	0	-	0	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0
WB Thru	64	0	64	4	68	0	68	0	68	0	68	0	75	7	75	0	75	75
Comb. T-R	1	82	82	1	87	1	87	0	87	1	88	1	107	0	107	1	107	107
WB Right	18	0	18	1	19	0	19	1	20	0	20	0	32	12	32	0	32	32
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: 852	E-W: 95	SUM: 947	N-S: 903	E-W: 101	SUM: 1003	N-S: 998	E-W: 108	SUM: 1106	N-S: 996	E-W: 127	SUM: 1124	N-S: 921	E-W: 1049	SUM: 1049	N-S: 921	E-W: 1049	SUM: 1049
No. of Phases:	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Volume / Capacity:	0.631	0.669	0.737	0.669	0.737	0.749	0.669	0.737	0.749	0.669	0.737	0.749	0.669	0.737	0.749	0.669	0.737	0.749
Level of Service:	B	B	C	B	C	C	B	C	C	B	C	C	B	C	C	B	C	C

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

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

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

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

Movement	2002 EXIST. TRAFFIC			2005 W/ AMBIENT GROWTH			2005 W/ OTHER PROJECTS			2005 W/ PROPOSED PROJECT			2005 W/ MITIGATION [1]						
	No. of Lanes	Volume	Lane	Added	Total	No. of Lanes	Volume	Lane	Added	Total	No. of Lanes	Volume	Lane	Added	Total	No. of Lanes	Volume	Lane	
NB Left	45	1	45	3	48	1	48	1	48	38	86	1	86	0	86	1	86	1	86
Comb. L-T	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NB Thru	1530	1	784	92	1622	1	831	1	881	44	1766	1	903	-150	1616	2	552	1	552
Comb. T-R	1	784	831	1	831	1	881	1	881	0	40	0	40	0	40	0	40	0	40
NB Right	38	0	-	2	40	0	40	0	40	0	40	0	40	0	40	0	40	0	40
Comb. L-T-R	0	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SB Left	34	1	34	2	36	1	36	1	37	117	154	1	154	0	154	1	154	1	154
Comb. L-T	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SB Thru	1096	1	571	66	1162	1	605	1	661	67	1336	1	694	-150	1186	1	619	1	619
Comb. T-R	1	571	605	1	605	1	661	1	661	0	52	0	52	0	52	0	52	0	52
SB Right	45	0	-	3	48	0	48	0	48	0	52	0	52	0	52	0	52	0	52
Comb. L-T-R	0	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EB Left	224	1	224	13	237	1	237	1	268	0	268	1	268	0	268	1	268	1	268
Comb. L-T	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EB Thru	136	0	-	8	144	0	144	0	144	67	211	0	211	0	211	0	211	0	211
Comb. T-R	1	274	290	1	290	1	290	1	290	59	205	0	205	0	205	0	205	0	205
EB Right	138	0	-	8	146	0	146	0	146	0	146	0	146	0	146	0	146	0	146
Comb. L-T-R	0	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WB Left	83	1	83	5	88	1	88	1	88	0	88	1	88	0	88	1	88	1	88
Comb. L-T	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WB Thru	60	0	-	4	64	0	64	0	64	44	108	0	108	0	108	0	108	0	108
Comb. T-R	1	113	120	1	120	1	120	1	122	76	135	0	135	0	135	0	135	0	135
WB Right	53	0	-	3	56	0	56	0	56	0	56	0	56	0	56	0	56	0	56
Comb. L-T-R	0	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Crit. Volumes:	N-S: 818	E-W: 357	SUM: 1175	N-S: 867	E-W: 378	SUM: 1246	N-S: 918	E-W: 390	SUM: 1309	N-S: 918	E-W: 390	SUM: 1309	N-S: 1057	E-W: 510	SUM: 1568	N-S: 706	E-W: 510	SUM: 1217	
No. of Phases:	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Volume / Capacity:	0.783	0.830	0.830	0.830	0.830	0.830	0.830	0.830	0.830	0.830	0.830	0.830	0.830	0.830	0.830	0.830	0.830	0.830	0.830
Level of Service:	C	D	D	D	D	D	D	D	D	D	D	D	F	F	F	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

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

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

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

Movement	2002 EXIST. TRAFFIC				2005 W/ AMBIENT GROWTH				2005 W/ OTHER PROJECTS				2005 W/ PROPOSED PROJECT				2005 W/ MITIGATION [1]						
	No. of Lanes	Volume	Lane Volume	Added	Total Volume	No. of Lanes	Volume	Lane Volume	Added	Total Volume	No. of Lanes	Volume	Lane Volume	Added	Total Volume	No. of Lanes	Volume	Lane Volume	Added	Total Volume	No. of Lanes	Volume	Lane Volume
NB Left	80	1	80	5	85	1	85	1	85	0	85	1	85	0	85	1	85	0	85	0	85	1	85
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	957	2	479	57	1015	2	507	2	535	-19	1051	2	525	-160	891	2	297	-	-160	891	2	297	-
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	29	1	29	2	31	1	31	1	31	0	31	1	31	-32	-1	1	-1	0	0	-1	0	0	-
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SB Left	53	1	53	3	56	1	56	1	56	5	61	1	61	0	61	1	61	0	61	0	61	1	61
Comb. L-T	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SB Thru	1249	2	430	75	1324	2	456	2	502	138	1462	2	502	9	1471	2	505	-160	1311	-160	1311	2	452
Comb. T-R	1	430	1	430	1	456	1	456	1	502	1	502	1	502	1	505	1	505	0	452	1	452	0
SB Right	41	0	0	2	44	0	0	1	45	0	45	0	0	0	45	0	0	0	45	0	45	0	0
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EB Left	7	1	7	0	7	1	7	1	7	1	9	1	9	0	9	1	9	0	9	0	9	1	9
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	5	1	5	0	5	1	5	31	36	1	36	1	36	-2	34	1	34	0	34	0	34	1	34
Comb. T-R	1	40	1	40	1	43	1	43	1	43	1	43	1	43	1	43	1	43	0	43	1	43	0
EB Right	40	0	0	2	43	0	0	0	43	0	43	0	0	0	43	0	0	0	43	0	43	0	0
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WB Left	58	1	58	3	61	1	61	1	61	0	61	1	61	14	75	1	75	0	75	0	75	1	75
Comb. L-T	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WB Thru	100	1	100	6	106	1	106	232	338	1	338	1	338	1	339	1	339	0	339	0	339	1	339
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	153	1	153	9	162	1	162	1	163	1	163	1	163	0	163	1	163	0	163	0	163	1	163
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Crit. Volumes:	N-S: 531	E-W: 133	SUM: 665	N-S: 563	E-W: 141	SUM: 704	N-S: 596	E-W: 347	SUM: 942	N-S: 590	E-W: 348	SUM: 938	N-S: 537	E-W: 348	SUM: 884								
No. of Phases:	2		2		2		2		2		2		2		2								
Volume / Capacity:	0.443		0.470		0.628		0.628		0.625		0.625		0.625		0.590								
Level of Service:	A		A		B		B		B		B		A		A								

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

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

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

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

CRITICAL MOVEMENT ANALYSIS

Movement	2002 EXIST. TRAFFIC				2005 W/ AMBIENT GROWTH				2005 W/ OTHER PROJECTS				2005 W/ PROPOSED PROJECT				2005 W/ MITIGATION [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	Added	Total	No. of Lanes	Volume	Lane	Added	Total	No. of Lanes	Volume				
NB Left	46	1	46	3	49	1	49	1	49	0	49	1	49	0	49	1	49	1	49	0	49	1	49	1	49	0	49	1	49		
Comb. L-T	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
NB Thru	2101	2	1050	126	2227	2	1113	2	1157	88	2314	2	1157	84	2398	2	1199	2	1199	-160	2238	2	826	2	826	0	826	2	826		
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		
NB Right	92	1	92	6	97	1	97	1	97	0	97	1	97	142	239	1	239	1	239	0	239	0	0	0	0	0	0	0	0		
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
SB Left	74	1	74	4	78	1	78	1	78	3	81	1	81	0	81	1	81	1	81	0	81	1	81	1	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	0	0	0	0	0	0	0	0		
SB Thru	1263	2	431	76	1338	2	457	2	490	98	1436	2	490	55	1491	2	509	2	509	-160	1331	2	455	2	455	0	455	2	455		
Comb. T-R	1	431	1	431	1	457	1	457	1	490	1	490	1	509	1	509	1	509	1	509	0	36	1	36	1	36	0	36			
SB Right	31	0	31	2	33	0	33	0	33	3	36	0	36	0	36	0	36	0	36	0	36	0	0	0	0	0	0	0	0		
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
EB Left	63	1	63	4	66	1	66	1	66	3	69	1	69	0	69	1	69	1	69	0	69	1	69	1	69	0	69	1	69		
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		
EB Thru	101	1	101	6	107	1	107	1	107	174	281	1	230	8	289	1	234	1	234	0	289	1	234	1	234	0	234	1	234		
Comb. T-R	1	169	1	169	1	179	1	179	1	230	1	230	1	234	1	234	1	234	1	234	0	179	1	179	1	179	0	179			
EB Right	169	0	169	10	179	0	179	0	179	0	179	0	179	0	179	0	179	0	179	0	179	0	0	0	0	0	0	0	0		
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
WB Left	183	1	183	11	194	1	194	1	194	0	194	1	194	93	287	1	287	1	287	0	287	1	287	1	287	0	287	1	287		
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		
WB Thru	85	1	85	5	90	1	90	1	90	16	106	1	106	5	111	1	111	1	111	0	111	1	111	1	111	0	111	1	111		
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		
WB Right	161	1	161	10	170	1	170	1	170	3	173	1	173	0	173	1	173	1	173	0	173	1	173	1	173	0	173	1	173		
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		
Crit. Volumes:			1124		1192		1238		1238		1238		1238		1238		1280		1280		1280		1280		1280		1280		1280		1280
N-S:			351		373		424		424		424		424		424		521		521		521		521		521		521		521		521
E-W:			1476		1564		1662		1662		1662		1662		1662		1801		1801		1801		1801		1801		1801		1801		1801
SUM:			1476		1564		1662		1662		1662		1662		1662		1801		1801		1801		1801		1801		1801		1801		1801
No. of Phases:			2		2		2		2		2		2		2		2		2		2		2		2		2		2		2
Volume / Capacity:			0.984		1.043		1.108		1.108		1.108		1.108		1.108		1.200		1.200		1.200		1.200		1.200		1.200		1.200		1.200
Level of Service:			E		F		F		F		F		F		F		F		F		F		F		F		F		E		E

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

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

CRITICAL MOVEMENT ANALYSIS

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

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

Movement	2002 EXIST. TRAFFIC			2005 W/ AMBIENT GROWTH			2005 W/ OTHER PROJECTS			2005 W/ PROPOSED PROJECT			2005 W/ MITIGATION [2]			
	No. of Lanes	Volume	Lane	Added Volume	Total Volume	No. of Lanes	Volume	Added Volume	Total Volume	No. of Lanes	Volume	Added Volume	Total Volume	No. of Lanes	Volume	
NB Left	1	176	1	11	187	1	187	0	187	1	187	0	187	1	187	
Comb. L-T	0	-	0	-	-	0	-	-	-	0	-	-	-	0	-	
NB Thru	2	464	2	77	1356	2	492	48	1403	2	508	-53	1350	2	440	
Comb. T-R	1	464	1	464	492	1	492	1	508	1	490	1	490	1	440	
NB Right	0	-	0	7	120	0	-	0	120	0	-	0	120	0	-	
Comb. L-T-R	0	-	0	-	-	0	-	-	-	0	-	-	-	0	-	
SB Left	30	1	30	2	32	1	32	3	34	1	34	0	34	1	34	
Comb. L-T	0	-	0	-	-	0	-	-	-	0	-	-	-	0	-	
SB Thru	2	494	2	59	1047	2	524	115	1162	2	581	11	1173	2	512	
Comb. T-R	0	-	0	-	-	0	-	-	-	0	-	-	-	0	-	
SB Right [1]	1	240	1	14	254	1	254	3	257	1	257	3	260	1	250	
Comb. L-T-R	0	-	0	-	-	0	-	-	-	0	-	-	-	0	-	
EB Left	1	127	1	8	135	1	135	1	136	1	136	-12	124	1	114	
Comb. L-T	0	-	0	-	-	0	-	-	-	0	-	-	-	0	-	
EB Thru	2	196	2	32	569	2	208	23	592	2	215	0	592	2	215	
Comb. T-R	1	196	1	196	208	1	208	1	215	1	215	1	215	1	215	
EB Right	0	-	0	3	54	0	-	0	54	0	-	0	54	0	-	
Comb. L-T-R	0	-	0	-	-	0	-	-	-	0	-	-	-	0	-	
WB Left	1	153	1	9	162	1	162	0	162	1	162	0	162	1	162	
Comb. L-T	0	-	0	-	-	0	-	-	-	0	-	-	-	0	-	
WB Thru	2	518	2	62	1098	2	549	18	1116	2	558	0	1116	2	558	
Comb. T-R	0	-	0	-	-	0	-	-	-	0	-	-	-	0	-	
WB Right	24	1	24	1	25	1	25	1	27	1	27	0	27	1	27	
Comb. L-T-R	0	-	0	-	-	0	-	-	-	0	-	-	-	0	-	
Crit. Volumes:	N-S:	670	N-S:	710	N-S:	768	N-S:	773	N-S:	773	N-S:	773	N-S:	773	N-S:	698
	E-W:	645	E-W:	684	E-W:	694	E-W:	682	E-W:	682	E-W:	682	E-W:	682	E-W:	672
	SUM:	1315	SUM:	1394	SUM:	1462	SUM:	1455	SUM:	1455	SUM:	1455	SUM:	1455	SUM:	1370
No. of Phases:	3			3			3			3			3			
Volume / Capacity:	0.923			0.978			1.026			1.021			0.962			
Level of Service:	E			E			F			F			E			

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

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

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

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CRITICAL MOVEMENT ANALYSIS

Corbin Avenue @ Nordhoff Street/Nordhoff Way

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

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

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

Movement	2002 EXIST. TRAFFIC			2005 W/ AMBIENT GROWTH			2005 W/ OTHER PROJECTS			2005 W/ PROPOSED PROJECT			2005 W/ MITIGATION [2]				
	No. of Lanes	Volume	Lane	Added	Total	No. of Lanes	Volume	Lane	Added	Total	No. of Lanes	Volume	Lane	Added	Total	No. of Lanes	Volume
NB Left	81	1	81	5	86	1	86	1	86	0	86	1	86	0	86	1	86
Comb. L-T	0	-	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-
NB Thru	1286	2	481	77	1363	2	510	2	536	144	1585	2	584	-150	1435	2	534
Comb. T-R	1	481	1	9	510	1	536	1	536	0	536	1	584	0	584	1	534
NB Right	157	0	-	9	166	0	-	0	166	0	166	0	-	0	166	0	-
Comb. L-T-R	0	0	-	0	0	0	-	0	0	0	0	0	-	0	0	0	-
SB Left	103	1	103	6	109	1	109	1	112	3	112	1	112	0	112	1	112
Comb. L-T	0	-	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-
SB Thru	1408	2	704	84	1492	2	746	2	790	88	1656	2	828	-150	1506	2	753
Comb. T-R	0	-	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-
SB Right [1]	204	1	204	12	216	1	216	1	219	3	219	1	236	-10	226	1	226
Comb. L-T-R	0	0	-	0	0	0	-	0	0	0	0	0	-	0	0	0	-
EB Left	377	1	377	23	400	1	400	1	402	3	435	1	435	-10	425	1	425
Comb. L-T	0	-	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-
EB Thru	1182	2	472	71	1253	2	500	2	502	7	1260	2	502	0	1260	2	502
Comb. T-R	1	472	1	14	486	1	486	1	489	0	489	1	502	0	502	1	502
EB Right	233	0	-	14	247	0	-	0	247	0	247	0	-	0	247	0	-
Comb. L-T-R	0	0	-	0	0	0	-	0	0	0	0	0	-	0	0	0	-
WB Left	108	1	108	6	114	1	114	1	114	0	114	1	114	0	114	1	114
Comb. L-T	0	-	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-
WB Thru	516	2	258	31	547	2	273	2	277	8	555	2	277	0	555	2	277
Comb. T-R	0	-	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-
WB Right	70	1	70	4	74	1	74	1	77	3	77	1	77	0	77	1	77
Comb. L-T-R	0	0	-	0	0	0	-	0	0	0	0	0	-	0	0	0	-
Crit. Volumes:	N-S:	785	832	N-S:	832	876	N-S:	876	914	N-S:	914	839	N-S:	839			
	E-W:	635	673	E-W:	673	680	E-W:	680	713	E-W:	713	703	E-W:	703			
	SUM:	1420	1505	SUM:	1505	1555	SUM:	1555	1626	SUM:	1626	1541	SUM:	1541			
No. of Phases:	3			3			3			3			3				
Volume / Capacity:	0.996			1.056			1.092			1.141			1.082				
Level of Service:	E			F			F			F			F				

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

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

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

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CRITICAL MOVEMENT ANALYSIS

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

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

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

Movement	2002 EXIST. TRAFFIC			2005 W/ AMBIENT GROWTH			2005 W/ OTHER PROJECTS			2005 W/ PROPOSED PROJECT			2005 W/ MITIGATION [1]		
	No. of Lanes	Lane Volume	Total Volume	No. of Lanes	Lane Volume	Total Volume	Added Volume	Total Volume	Lane Volume	Added Volume	Total Volume	Lane Volume	Added Volume	Total Volume	Lane Volume
NB Left	64	1	64	4	68	1	68	0	68	1	68	0	68	1	68
Comb. L-T	0	-	0	0	-	0	0	-	0	0	-	0	-	0	-
NB Thru	1435	1	763	86	1521	1	809	43	1564	1	830	-38	1526	1	811
Comb. T-R	1	763	809	1	809	1	830	1	830	1	811	1	811	1	811
NB Right	91	0	91	5	96	0	96	0	96	0	96	0	96	0	96
Comb. L-T-R	0	-	0	0	-	0	0	-	0	0	-	0	-	0	-
SB Left	91	1	91	5	96	1	96	3	99	1	99	2	101	1	101
Comb. L-T	0	-	0	0	-	0	0	-	0	0	-	0	-	0	-
SB Thru	1096	1	573	66	1162	1	607	105	1267	1	661	8	1275	1	666
Comb. T-R	1	573	607	1	607	1	661	1	661	1	666	1	666	1	666
SB Right	50	0	50	3	53	0	53	3	56	0	56	2	58	0	58
Comb. L-T-R	0	-	0	0	-	0	0	-	0	0	-	0	-	0	-
EB Left	86	1	86	5	91	1	91	1	92	1	92	-7	85	1	85
Comb. L-T	0	-	0	0	-	0	0	-	0	0	-	0	-	0	-
EB Thru	832	1	434	50	882	1	460	0	882	1	460	0	882	1	460
Comb. T-R	1	434	460	1	460	1	460	1	460	1	460	1	460	1	460
EB Right	35	0	35	2	37	0	37	0	37	0	37	0	37	0	37
Comb. L-T-R	0	-	0	0	-	0	0	-	0	0	-	0	-	0	-
WB Left	84	1	84	5	89	1	89	0	89	1	89	0	89	1	89
Comb. L-T	0	-	0	0	-	0	0	-	0	0	-	0	-	0	-
WB Thru	1150	1	665	69	1219	1	704	1	1220	1	705	0	1220	1	702
Comb. T-R	1	665	704	1	704	1	705	1	705	1	702	1	702	1	702
WB Right	179	0	179	11	190	0	190	1	191	0	191	-7	184	0	184
Comb. L-T-R	0	-	0	0	-	0	0	-	0	0	-	0	-	0	-
Crit. Volumes:	N-S: 854	E-W: 751	SUM: 1605	N-S: 905	E-W: 796	SUM: 1701	N-S: 929	E-W: 798	SUM: 1727	N-S: 912	E-W: 787	SUM: 1699	N-S: 912	E-W: 787	SUM: 1699
No. of Phases:	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Volume / Capacity:	1.070	1.134	1.134	1.134	1.134	1.134	1.151	1.151	1.151	1.133	1.133	1.133	1.133	1.133	1.133
Level of Service:	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F

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

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

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

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

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

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CRITICAL MOVEMENT ANALYSIS

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

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

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

Movement	2002 EXIST. TRAFFIC			2005 W/ AMBIENT GROWTH			2005 W/ OTHER PROJECTS			2005 W/ PROPOSED PROJECT			2005 W/ MITIGATION [1]				
	No. of Lanes	Volume	Lane	Added	Total	No. of Lanes	Volume	Lane	Added	Total	No. of Lanes	Volume	Lane	Added	Total	No. of Lanes	Volume
NB Left	58	1	58	3	61	1	61	1	61	0	61	1	61	0	61	1	61
Comb. L-T	0	-	-	-	-	0	-	-	-	-	-	0	-	-	-	0	-
NB Thru	1326	1	701	80	1406	1	743	1	777	68	1473	1	777	105	1578	1	829
Comb. T-R	1	701	701	1	743	1	777	1	777	1	829	1	829	1	1448	1	764
NB Right	76	0	-	5	81	0	-	0	81	0	81	0	-	0	81	0	-
Comb. L-T-R-	0	-	-	-	-	0	-	-	-	-	-	0	-	-	-	0	-
SB Left	162	1	162	10	172	1	172	1	174	3	174	1	174	10	184	1	184
Comb. L-T	0	-	-	-	-	0	-	-	-	-	-	0	-	-	-	0	-
SB Thru	1183	1	617	71	1254	1	654	1	694	78	1331	1	694	55	1386	1	727
Comb. T-R	1	617	617	1	654	1	694	1	694	1	727	1	727	1	1256	1	652
SB Right	51	0	-	3	54	0	-	3	57	3	57	0	-	10	67	0	-
Comb. L-T-R-	0	-	-	-	-	0	-	-	-	-	-	0	-	-	-	0	-
EB Left	120	1	120	7	127	1	127	1	130	3	130	1	130	20	150	1	150
Comb. L-T	0	-	-	-	-	0	-	-	-	-	-	0	-	-	-	0	-
EB Thru	1083	1	568	65	1148	1	602	1	606	8	1156	1	606	0	1156	1	606
Comb. T-R	1	568	568	1	602	1	606	1	606	1	606	1	606	1	1156	1	606
EB Right	52	0	-	3	55	0	-	0	55	0	55	0	-	0	55	0	-
Comb. L-T-R-	0	-	-	-	-	0	-	-	-	-	-	0	-	-	-	0	-
WB Left	113	1	113	7	120	1	120	1	120	0	120	1	120	0	120	1	120
Comb. L-T	0	-	-	-	-	0	-	-	-	-	-	0	-	-	-	0	-
WB Thru	975	1	604	59	1034	1	640	1	644	6	1040	1	644	0	1040	1	654
Comb. T-R	1	604	604	1	640	1	644	1	644	1	644	1	644	1	1040	1	654
WB Right	232	0	-	14	246	0	-	3	248	3	248	0	-	20	268	0	-
Comb. L-T-R-	0	-	-	-	-	0	-	-	-	-	-	0	-	-	-	0	-
Crit. Volumes:	N-S:	863	915	N-S:	951	N-S:	951	N-S:	1014	N-S:	1014	N-S:	949	E-W:	774	E-W:	804
	E-W:	724	767	E-W:	774	E-W:	774	E-W:	804	E-W:	804	E-W:	784	SUM:	1725	SUM:	1817
	SUM:	1587	1682	SUM:	1682	SUM:	1725	SUM:	1817	SUM:	1817	SUM:	1732				
No. of Phases:	2	2	2	2	2	2	2	2	2	2	2	2	2				
Volume / Capacity:	1.058	1.121	1.150	1.150	1.150	1.150	1.150	1.211	1.211	1.211	1.211	1.155					
Level of Service:	F	F	F	F	F	F	F	F	F	F	F	F					

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

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

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

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CRITICAL MOVEMENT ANALYSIS

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

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

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

Movement	2002 EXIST. TRAFFIC				2005 W/ AMBIENT GROWTH				2005 W/ OTHER PROJECTS				2005 W/ PROPOSED PROJECT				2005 W/ MITIGATION					
	No. of Lanes	Volume	Lane	Total	Added	Volume	Lane	Total	Added	Volume	Lane	Total	Added	Volume	Lane	Total	Added	Volume	Lane	Total		
NB Left	66	1	66	4	70	1	70	0	70	1	70	0	70	0	70	1	70	0	70	1	70	
Comb. L-T	0	-	-	0	0	0	-	0	0	0	-	0	0	0	0	0	0	0	0	0	0	
NB Thru	921	1	499	55	976	1	528	33	1009	1	545	-14	995	1	538	1	538	-110	885	1	483	
Comb. T-R	1	499	1	528	1	528	1	545	1	545	1	538	1	538	1	538	1	538	1	483	1	483
NB Right	76	0	-	5	81	0	0	0	81	0	0	0	81	0	0	0	0	0	81	0	0	
Comb. L-T-R	0	0	0	0	0	0	0	0	81	0	0	0	81	0	0	0	0	0	81	0	0	
SB Left	94	1	94	6	100	1	100	5	105	1	105	2	107	1	107	0	107	0	107	1	107	
Comb. L-T	0	-	-	0	0	0	-	0	0	0	-	0	0	0	0	0	0	0	0	0	0	
SB Thru	1240	1	657	74	1314	1	696	80	1394	1	738	3	1397	1	741	-110	1287	1	1287	1	686	
Comb. T-R	1	657	1	696	1	696	1	738	1	738	1	741	1	741	1	741	1	741	1	686	1	686
SB Right	73	0	-	4	77	0	0	5	82	0	0	3	85	0	0	0	85	0	85	0	0	
Comb. L-T-R	0	0	0	0	0	0	0	0	82	0	0	3	85	0	0	0	85	0	85	0	0	
EB Left	123	1	123	7	130	1	130	1	132	1	132	-12	120	1	120	0	120	0	120	1	120	
Comb. L-T	0	-	-	0	0	0	-	0	0	0	-	0	0	0	0	0	0	0	0	0	0	
EB Thru	1008	2	357	60	1068	2	378	4	1072	2	379	0	1072	2	379	0	1072	0	1072	2	379	
Comb. T-R	1	357	1	378	1	378	1	379	1	379	1	379	1	379	1	379	1	379	1	379	1	379
EB Right	62	0	-	4	66	0	0	0	66	0	0	0	66	0	0	0	66	0	66	0	0	
Comb. L-T-R	0	0	0	0	0	0	0	0	66	0	0	0	66	0	0	0	66	0	66	0	0	
WB Left	97	1	97	6	103	1	103	0	103	1	103	0	103	1	103	0	103	0	103	1	103	
Comb. L-T	0	-	-	0	0	0	-	0	0	0	-	0	0	0	0	0	0	0	0	0	0	
WB Thru	939	2	470	56	995	2	498	5	1000	2	500	0	1000	2	500	0	1000	0	1000	2	500	
Comb. T-R	0	-	-	0	0	0	-	0	0	0	-	0	0	0	0	0	0	0	0	0	0	
WB Right [1]	156	1	156	9	165	1	165	1	167	1	167	-10	157	1	157	0	157	0	157	1	157	
Comb. L-T-R	0	0	0	0	0	0	0	0	167	0	0	-10	157	0	0	0	157	0	157	1	157	
Crit. Volumes:	N-S: 723	N-S: 766	N-S: 808	N-S: 811	N-S: 811	N-S: 811	N-S: 811	N-S: 811	N-S: 811	N-S: 811	N-S: 811	N-S: 811	N-S: 811	N-S: 811	N-S: 811	N-S: 811	N-S: 811	N-S: 811	N-S: 811	N-S: 811	N-S: 811	
	E-W: 593	E-W: 628	E-W: 632	E-W: 620	E-W: 620	E-W: 620	E-W: 620	E-W: 620	E-W: 620	E-W: 620	E-W: 620	E-W: 620	E-W: 620	E-W: 620	E-W: 620	E-W: 620	E-W: 620	E-W: 620	E-W: 620	E-W: 620	E-W: 620	
	SUM: 1315	SUM: 1394	SUM: 1440	SUM: 1431	SUM: 1431	SUM: 1431	SUM: 1431	SUM: 1431	SUM: 1431	SUM: 1431	SUM: 1431	SUM: 1431	SUM: 1431	SUM: 1431	SUM: 1431	SUM: 1431	SUM: 1431	SUM: 1431	SUM: 1431	SUM: 1431	SUM: 1431	
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:	0.877	0.929	0.960	0.954	0.954	0.954	0.954	0.954	0.954	0.954	0.954	0.954	0.954	0.954	0.954	0.954	0.954	0.954	0.954	0.954	0.954	
Level of Service:	D	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	

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

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

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

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

Notes: [1] Westbound curb lane functions as a right-turn only lane, due to parking availability on the departure leg.

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CRITICAL MOVEMENT ANALYSIS

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

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

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

Movement	2002 EXIST. TRAFFIC				2005 W/ AMBIENT GROWTH				2005 W/ OTHER PROJECTS				2005 W/ PROPOSED PROJECT				2005 W/ MITIGATION							
	No. of Lanes	Volume	Added	Total	No. of Lanes	Volume	Added	Total	No. of Lanes	Volume	Added	Total	No. of Lanes	Volume	Added	Total	No. of Lanes	Volume	Added	Total	No. of Lanes	Volume		
NB Left	92	1	92	6	98	1	98	0	98	1	98	0	98	1	98	0	98	1	98	0	98	1	98	
Comb. L-T	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
NB Thru	1022	1	552	61	1083	1	585	55	1138	1	613	39	1177	1	632	-110	1067	1	577	0	577	1	577	
Comb. T-R	1	552	1	552	1	585	1	585	1	613	1	613	1	632	1	632	1	577	1	577	1	577	1	577
NB Right	82	0	82	5	87	0	87	0	87	0	87	0	87	0	87	0	87	0	87	0	87	0	87	
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
SB Left	129	1	129	8	137	1	137	3	139	1	139	14	153	1	153	0	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	0	0	0	0	0	0	
SB Thru	1067	1	592	64	1131	1	627	65	1196	1	661	21	1217	1	680	-110	1107	1	625	0	625	1	625	
Comb. T-R	1	592	1	592	1	627	1	627	1	661	1	661	1	680	1	680	1	625	1	625	1	625	1	625
SB Right	116	0	116	7	123	0	123	3	125	0	125	17	142	0	142	0	142	0	142	0	142	0	142	
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
EB Left	189	1	189	10	179	1	179	3	182	1	182	33	215	1	215	0	215	1	215	0	215	1	215	
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	1178	2	412	71	1249	2	437	15	1264	2	442	0	1264	2	442	0	1264	2	442	0	1264	2	442	
Comb. T-R	1	412	1	412	1	437	1	437	1	442	1	442	1	442	1	442	1	442	1	442	1	442	1	442
EB Right	59	0	59	4	63	0	63	0	63	0	63	0	63	0	63	0	63	0	63	0	63	0	63	
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
WB Left	60	1	60	4	64	1	64	0	64	1	64	0	64	1	64	0	64	1	64	0	64	1	64	
Comb. L-T	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
WB Thru	1068	2	397	64	1132	2	421	13	1145	2	426	0	1145	2	435	0	1145	2	435	0	1145	2	435	
Comb. T-R	1	397	1	397	1	421	1	421	1	426	1	426	1	435	1	435	1	435	1	435	1	435	1	435
WB Right	123	0	123	7	130	0	130	3	133	0	133	26	159	0	159	0	159	0	159	0	159	0	159	
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Crit. Volumes:	N-S: 684	725	N-S: 758	600	608	N-S: 785	649	649	1380	N-S: 730	649	649	1380	N-S: 730	649	649	1380	N-S: 730	649	649	1380	N-S: 730	649	649
	E-W: 566	600	E-W: 608	1324	1366	E-W: 1435	1435	1435	1435	E-W: 1435	1435	1435	1435	E-W: 1435	1435	1435	1435	E-W: 1435	1435	1435	E-W: 1435	1435	1435	1435
	SUM: 1250	1324	SUM: 1366	1324	1366	SUM: 1435	1435	1435	1435	SUM: 1435	1435	1435	1435	SUM: 1435	1435	1435	1435	SUM: 1435	1435	1435	SUM: 1435	1435	1435	1435
No. of Phases:	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Volume / Capacity:	0.833	0.883	0.911	0.911	0.956	0.956	0.956	0.956	0.956	0.956	0.956	0.956	0.956	0.956	0.956	0.956	0.956	0.956	0.956	0.956	0.956	0.956	0.956	0.956
Level of Service:	D	D	D	D	D	D	D	D	D	D	D	D	D	D	D	D	D	D	D	D	D	D	D	D

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

Notes:

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CRITICAL MOVEMENT ANALYSIS

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

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

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

Movement	2002 EXIST. TRAFFIC				2005 W/ AMBIENT GROWTH				2005 W/ OTHER PROJECTS				2005 W/ PROPOSED PROJECT				2005 W/ MITIGATION							
	No. of Lanes	Volume	Added	Total	No. of Lanes	Volume	Added	Total	No. of Lanes	Volume	Added	Total	No. of Lanes	Volume	Added	Total	No. of Lanes	Volume	Added	Total	No. of Lanes	Volume		
NB Left	1	60	4	64	1	64	0	64	1	64	0	64	1	64	0	64	1	64	0	64	1	64		
Comb. L-T	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-		
NB Thru	1	499	51	550	1	529	20	549	1	539	-7	532	1	535	-90	445	1	490	-90	400	1	490		
Comb. T-R	1	499	0	499	1	529	0	529	1	539	0	539	1	535	0	535	1	490	0	490	1	490		
NB Right	0	-	9	9	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	-		
SB Left	1	131	8	139	1	139	4	143	1	143	1	144	1	144	0	144	1	144	0	144	1	144		
Comb. L-T	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-		
SB Thru	1	630	71	701	1	667	58	725	1	698	2	700	1	699	-90	609	1	654	-90	564	1	654		
Comb. T-R	1	630	0	630	1	667	0	667	1	698	0	698	1	699	0	699	1	654	0	654	1	654		
SB Right	0	-	4	4	0	-	4	4	0	-	1	78	0	78	0	78	0	78	0	78	0	78		
Comb. L-T-R	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-	0	0	0	-		
EB Left	1	96	6	102	1	102	1	103	1	103	-2	101	1	101	0	101	1	101	0	101	1	101		
Comb. L-T	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-		
EB Thru	1	601	68	669	1	637	1	638	1	638	0	638	1	638	0	638	1	638	0	638	1	638		
Comb. T-R	1	601	0	601	1	637	0	637	1	638	0	638	1	638	0	638	1	638	0	638	1	638		
EB Right	0	-	4	4	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	1	139	8	147	1	147	0	147	1	147	0	147	1	147	0	147	1	147	0	147	1	147		
Comb. L-T	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-		
WB Thru	1	628	69	697	1	666	1	667	1	667	0	667	1	666	0	666	1	666	0	666	1	666		
Comb. T-R	1	628	0	628	1	666	0	666	1	667	0	667	1	666	0	666	1	666	0	666	1	666		
WB Right	0	-	6	6	0	-	1	105	0	-	-2	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	-	0	0	0	-		
Crit. Volumes:	N-S:	690	E-W:	740	N-S:	731	E-W:	784	N-S:	761	E-W:	785	N-S:	763	E-W:	785	N-S:	718	E-W:	785	N-S:	718	E-W:	785
	SUM:	1430	SUM:	1515	SUM:	1515	SUM:	1548	SUM:	1548	SUM:	1548	SUM:	1548	SUM:	1548	SUM:	1503	SUM:	1503	SUM:	1503	SUM:	1503
No. of Phases:	2		2		2		2		2		2		2		2		2		2		2		2	
Volume / Capacity:	0.953		1.010		1.031		1.032		1.031		1.032		1.031		1.032		1.002		1.002		1.002		1.002	
Level of Service:	E		F		F		F		F		F		F		F		F		F		F		F	

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

Notes:

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CRITICAL MOVEMENT ANALYSIS

N-S St: Corbin Avenue
 E-W St: Satcoy Street
 Project: Krausz Companies Northridge / 1-023186-1
 File Name: CMA21
 Courts by: Accutrek

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

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

Movement	2002 EXIST. TRAFFIC			2005 W/ AMBIENT GROWTH			2005 W/ OTHER PROJECTS			2005 W/ PROPOSED PROJECT			2005 W/ MITIGATION						
	No. of Lanes	Volume	Lane 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	77	1	77	5	82	1	82	1	82	0	82	1	82	0	82	1	82	1	82
Comb. L-T	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NB Thru	1039	1	582	62	1101	1	616	1	638	20	1164	1	648	-90	1074	1	603	1	603
Comb. T-R	1	582	582	1	616	1	638	1	648	1	648	1	648	0	648	1	603	1	603
NB Right	124	0	-	7	131	0	131	0	131	0	131	0	131	0	131	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	172	1	172	10	182	1	182	1	182	3	185	1	185	3	188	1	188	1	188
Comb. L-T	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SB Thru	933	1	517	56	989	1	547	1	575	10	1051	1	581	-90	961	1	536	1	536
Comb. T-R	1	517	517	1	547	1	575	1	581	1	581	1	581	0	581	1	536	1	536
SB Right	100	0	-	6	106	0	106	0	106	3	109	0	109	3	112	0	112	0	112
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	112	1	112	7	119	1	119	1	121	7	128	1	128	0	128	1	128	1	128
Comb. L-T	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EB Thru	1232	1	655	74	1306	1	694	1	695	0	1307	1	695	0	1307	1	695	1	695
Comb. T-R	1	655	655	1	694	1	694	1	695	1	695	1	695	0	695	1	695	1	695
EB Right	78	0	-	5	83	0	83	0	83	0	83	0	83	0	83	0	83	0	83
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WB Left	88	1	88	5	93	1	93	1	93	0	93	1	93	0	93	1	93	1	93
Comb. L-T	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WB Thru	1075	1	609	65	1140	1	645	1	647	0	1141	1	650	0	1141	1	650	1	650
Comb. T-R	1	609	609	1	645	1	645	1	647	1	647	1	650	0	650	1	650	1	650
WB Right	142	0	-	9	151	0	151	0	151	3	153	0	153	7	160	0	160	0	160
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Crit. Volumes:		N-S:	754		799		799		822		822		835		835		790		790
		E-W:	743		788		788		788		788		788		788		788		788
		SUM:	1497		1586		1586		1611		1611		1624		1624		1579		1579
No. of Phases:	2		2		2		2		2		2		2		2		2		2
Volume / Capacity:	0.998		1.058		1.074		1.074		1.082		1.082		1.082		1.082		1.052		1.052
Level of Service:	E		F		F		F		F		F		F		F		F		F

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

Notes:

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CRITICAL MOVEMENT ANALYSIS

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

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

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

Movement	2002 EXIST. TRAFFIC				2005 W/ AMBIENT GROWTH				2005 W/ OTHER PROJECTS				2005 W/ PROPOSED PROJECT				2005 W/ MITIGATION				
	No. of Lanes	Volume	Lane Volume	Total	No. of Lanes	Volume	Lane Volume	Total	No. of Lanes	Volume	Lane Volume	Total	No. of Lanes	Volume	Lane Volume	Total	No. of Lanes	Volume	Lane Volume	Total	
NB Left	18	0	1	19	0	0	19	0	0	0	1	20	0	0	0	20	0	0	0	20	
Comb. L-T	1	20	1	21	1	21	1	21	1	21	1	21	1	21	1	21	1	21	1	21	
NB Thru	2	0	0	2	0	0	2	0	0	0	1	3	0	0	0	3	0	0	0	3	
Comb. T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
NB Right	39	1	2	41	1	41	1	41	1	41	1	41	1	41	1	41	1	41	1	41	
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
SB Left	12	0	1	13	0	0	13	0	0	0	0	13	0	0	0	13	0	0	0	13	
Comb. L-T	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
SB Thru	6	0	0	6	0	0	6	0	0	0	32	4	0	0	4	0	0	0	4	30	
Comb. T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
SB Right	12	0	1	13	0	0	13	0	0	0	0	13	0	0	0	13	0	0	0	13	
Comb. L-T-R	1	0	0	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
EB Left	2	1	0	2	1	2	2	2	1	2	2	0	0	2	0	2	0	0	2	2	
Comb. L-T	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
EB Thru	501	2	30	531	2	266	2	533	2	267	3	536	2	268	0	536	2	268	0	268	
Comb. T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
EB Right [1]	32	1	2	34	1	34	5	39	1	39	-5	34	1	34	0	34	1	34	0	34	
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
WB Left	182	1	11	193	1	193	0	193	1	193	-19	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	0	0	0	0	0	0	
WB Thru	1294	1	650	1372	1	689	13	1385	1	696	-12	1373	1	690	0	1373	1	690	0	690	
Comb. T-R	1	650	1	689	1	689	1	696	1	696	1	690	1	690	1	690	1	690	1	690	
WB Right	6	0	0	6	0	0	0	6	0	0	0	6	0	0	0	6	0	0	0	6	
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Crit. Volumes:	N-S: 48	E-W: 652	SUM: 700	N-S: 51	E-W: 691	SUM: 742	N-S: 51	E-W: 698	SUM: 749	N-S: 51	E-W: 698	SUM: 749	N-S: 50	E-W: 692	SUM: 742	N-S: 50	E-W: 692	SUM: 742	N-S: 50	E-W: 692	SUM: 742
No. of Phases:	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	3
Volume / Capacity:	0.467	0.495	0.499	0.499	0.499	0.499	0.499	0.499	0.499	0.499	0.499	0.499	0.499	0.499	0.499	0.499	0.499	0.499	0.499	0.499	0.520
Level of Service:	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A

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

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

Notes: [1] Functional right-turn only lane. 100% of overlapping left turn for mitigation condition.
 Right turns on red from excl. lanes =

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CRITICAL MOVEMENT ANALYSIS

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

Shirley Avenue
 Plummer Street
 Krausz Companies Northridge / 1-023166-1
 File Name: CMAZZ
 Counts by: Accuthek

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

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

Movement	2002 EXIST. TRAFFIC			2005 W/ AMBIENT GROWTH			2005 W/ OTHER PROJECTS			2005 W/ PROPOSED PROJECT			2005 W/ MITIGATION				
	No. of Lanes	Volume	Lane	Added	Total	No. of Lanes	Volume	Lane	Added	Total	No. of Lanes	Volume	Lane	Added	Total	No. of Lanes	Volume
NB Left	123	0	-	7	130	0	-	0	130	0	0	137	0	0	137	0	-
Comb. L-T	1	150	1	159	0	-	1	159	0	-	1	159	0	-	159	0	-
NB Thru	27	0	-	2	29	0	-	0	29	0	3	32	0	0	32	0	-
Comb. T-R	0	-	-	0	0	0	-	0	0	0	0	0	0	0	0	0	-
NB Right	354	1	354	21	375	1	375	1	375	1	28	403	1	0	403	1	403
Comb. L-T-R	0	-	0	0	0	0	-	0	0	0	0	0	0	0	0	0	-
SB Left	9	0	-	1	10	0	-	0	10	0	0	10	0	0	10	0	-
Comb. L-T	0	-	0	0	0	0	-	0	0	0	0	0	0	0	0	0	-
SB Thru	17	0	34	1	18	0	36	0	18	0	7	25	0	0	25	0	43
Comb. T-R	0	-	0	0	0	0	-	0	0	0	0	0	0	0	0	0	-
SB Right	8	0	-	0	8	0	-	0	8	0	0	8	0	0	8	0	-
Comb. L-T-R	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
EB Left	24	1	24	1	25	1	25	1	25	1	0	25	1	0	25	1	25
Comb. L-T	0	-	0	0	0	0	-	0	0	0	0	0	0	0	0	0	-
EB Thru	1245	2	623	75	1320	2	660	2	1331	2	17	1348	2	0	1348	2	674
Comb. T-R	0	-	0	0	0	0	-	0	0	0	0	0	0	0	0	0	-
EB Right [1]	100	1	100	6	106	1	106	1	106	1	13	119	1	0	119	1	119
Comb. L-T-R	0	-	0	0	0	0	-	0	0	0	0	0	0	0	0	0	-
WB Left	142	1	142	9	151	1	151	1	151	1	52	203	1	0	203	1	203
Comb. L-T	0	-	0	0	0	0	-	0	0	0	0	0	0	0	0	0	-
WB Thru	436	1	226	26	462	1	240	1	464	1	33	497	1	0	497	1	257
Comb. T-R	1	226	226	1	240	1	240	1	241	1	241	257	1	0	257	1	257
WB Right	16	0	-	1	17	0	-	0	17	0	0	17	0	0	17	0	-
Comb. L-T-R	0	-	0	0	0	0	-	0	0	0	0	0	0	0	0	0	-
Crit. Volumes:	N-S:	292	310	N-S:	310	310	N-S:	310	310	N-S:	312	312	N-S:	312	312	N-S:	210
	E-W:	765	810	E-W:	810	816	E-W:	816	816	E-W:	877	877	E-W:	877	877	E-W:	877
	SUM:	1057	1120	SUM:	1120	1126	SUM:	1126	1126	SUM:	1188	1188	SUM:	1188	1188	SUM:	1087
No. of Phases:	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	3
Volume / Capacity:	0.704	0.747	0.750	0.750	0.750	0.750	0.750	0.750	0.750	0.750	0.750	0.750	0.750	0.750	0.750	0.763	
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.
 Right turns on red from excl. lanes = 100% of overlapping left turn for mitigation condition.

Notes: [1] Functional right-turn only lane.

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

CRITICAL MOVEMENT ANALYSIS

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

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

Movement	2002 EXIST. TRAFFIC				2005 W/ AMBIENT GROWTH				2005 W/ OTHER PROJECTS				2005 W/ PROPOSED PROJECT				2005 W/ MITIGATION				
	No. of Lanes	Volume	Lane	Total	No. of Lanes	Volume	Lane	Total	Added	Volume	No. of Lanes	Volume	Added	Volume	No. of Lanes	Volume	Added	Volume	No. of Lanes	Volume	
NB Left	5	0	-	5	0	-	5	0	0	5	0	0	0	0	5	0	0	0	0	0	
Comb. L-T	0	-	-	0	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
NB Thru	9	0	19	10	0	20	10	0	0	10	0	20	0	0	10	0	0	10	0	20	
Comb. T-R	0	-	-	0	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
NB Right	5	0	-	5	0	-	5	0	0	5	0	0	0	0	5	0	0	0	5	0	
Comb. L-T-R	1	0	-	1	0	-	1	0	0	1	0	0	0	0	1	0	0	0	1	0	
SB Left	16	0	-	17	0	-	17	0	0	17	0	0	11	0	28	0	0	0	28	0	
Comb. L-T	1	30	-	31	1	32	32	0	0	32	1	43	0	0	43	1	0	0	43	1	
SB Thru	14	0	-	15	0	-	15	0	0	15	0	0	0	0	15	0	0	0	15	0	
Comb. T-R	1	57	-	58	1	60	60	0	0	60	1	60	0	0	60	1	0	0	60	1	
SB Right	57	0	-	60	0	-	60	0	0	60	0	0	0	0	60	0	0	0	60	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	36	1	36	38	1	38	38	0	0	38	1	38	0	0	38	1	0	0	38	1	
Comb. L-T	0	-	-	0	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
EB Thru	72	1	43	76	1	45	76	36	112	112	1	63	10	122	122	1	68	0	122	1	
Comb. T-R	1	43	-	44	1	45	45	0	0	45	1	63	0	68	68	1	68	0	68	1	
EB Right	13	0	-	14	0	-	14	0	0	14	0	0	0	14	14	0	0	0	14	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	39	1	39	41	1	41	41	0	0	41	1	41	0	41	41	1	0	0	41	1	
Comb. L-T	0	-	-	0	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
WB Thru	320	1	214	339	1	227	339	233	572	572	1	343	-22	550	550	1	320	0	550	1	
Comb. T-R	1	214	-	215	1	227	227	0	0	227	1	343	0	320	320	1	320	0	320	1	
WB Right	108	0	-	114	0	-	114	0	0	114	0	0	-24	90	90	0	0	0	90	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:	62	N-S:	66	N-S:	66	N-S:	66	N-S:	66	N-S:	66	N-S:	66	N-S:	66	N-S:	66	N-S:	66	66
	E-W:	250	E-W:	265	E-W:	265	E-W:	265	E-W:	265	E-W:	265	E-W:	265	E-W:	265	E-W:	265	E-W:	265	359
	SUM:	312	SUM:	331	SUM:	331	SUM:	331	SUM:	331	SUM:	331	SUM:	331	SUM:	331	SUM:	331	SUM:	331	424
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:	0.208	0.220	0.220	0.220	0.220	0.220	0.220	0.220	0.220	0.220	0.220	0.220	0.220	0.220	0.220	0.220	0.220	0.220	0.220	0.220	0.283
Level of Service:	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A

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

Notes:

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CRITICAL MOVEMENT ANALYSIS

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

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

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

Movement	2002 EXIST. TRAFFIC				2005 W/ AMBIENT GROWTH				2005 W/ OTHER PROJECTS				2005 W/ PROPOSED PROJECT				2005 W/ MITIGATION							
	No. of Lanes	Volume	Added	Total	No. of Lanes	Volume	Added	Total	No. of Lanes	Volume	Added	Total	No. of Lanes	Volume	Added	Total	No. of Lanes	Volume	Added	Total	No. of Lanes	Volume		
NB Left	18	0	1	19	0	0	0	19	0	0	0	19	0	0	0	19	0	0	0	19	0	0	-	
Comb. L-T	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	
NB Thru	26	0	2	28	0	93	0	28	0	93	0	28	0	93	0	28	0	93	0	28	0	0	93	
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	44	0	3	47	0	0	0	47	0	0	0	47	0	0	0	47	0	0	0	47	0	0	-	
Comb. L-T-R	1	0	1	1	1	0	0	1	1	0	0	1	1	0	0	1	1	0	0	1	1	0	1	
SB Left	169	0	10	179	0	0	0	179	0	0	71	250	0	0	71	250	0	0	71	250	0	0	-	
Comb. L-T	1	169	1	171	1	179	1	179	1	179	0	17	0	0	17	17	0	0	17	17	0	0	250	
SB Thru	16	0	1	17	0	0	0	17	0	0	0	17	0	0	17	17	0	0	17	17	0	0	-	
Comb. T-R	1	93	1	94	1	99	1	99	1	99	0	82	1	99	0	82	1	99	0	82	1	99	99	
SB Right	77	0	5	82	0	0	0	82	0	0	0	82	0	0	0	82	0	0	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	0	0	-	
EB Left	142	1	142	143	1	151	1	151	1	151	0	151	1	151	0	151	1	151	0	151	1	151	151	
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	282	1	161	299	1	170	177	475	1	258	65	540	1	291	0	540	1	291	0	540	1	291	291	
Comb. T-R	1	161	1	162	1	170	1	171	1	258	1	258	1	291	1	291	1	291	1	291	1	291	291	
EB Right	39	0	2	41	0	0	0	41	0	0	0	41	0	41	0	41	0	41	0	41	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	-	
WB Left	69	1	69	70	1	73	0	73	1	73	0	73	1	73	0	73	1	73	0	73	1	73	73	
Comb. L-T	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-	
WB Thru	259	1	231	260	1	245	19	263	1	254	100	393	1	359	0	393	1	359	0	393	1	359	359	
Comb. T-R	1	231	1	232	1	245	1	246	1	254	1	254	1	359	1	359	1	359	1	359	1	359	359	
WB Right	203	0	12	215	0	0	0	215	0	0	109	324	0	0	0	324	0	0	0	324	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	-	
Crit. Volumes:	N-S: 257	E-W: 373	SUM: 630	N-S: 272	E-W: 395	SUM: 668	N-S: 272	E-W: 405	SUM: 677	N-S: 343	E-W: 509	SUM: 853	N-S: 343	E-W: 509	SUM: 853	N-S: 343	E-W: 509	SUM: 853	N-S: 343	E-W: 509	SUM: 853	N-S: 343	E-W: 509	SUM: 853
No. of Phases:	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	
Volume / Capacity:	0.420	0.445	0.451	0.451	0.451	0.451	0.451	0.451	0.451	0.451	0.451	0.451	0.451	0.451	0.451	0.451	0.451	0.451	0.451	0.451	0.451	0.451	0.451	
Level of Service:	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	

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

Notes:

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CRITICAL MOVEMENT ANALYSIS

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

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

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

Movement	2002 EXIST. TRAFFIC				2005 W/ AMBIENT GROWTH				2005 W/ OTHER PROJECTS				2005 W/ PROPOSED PROJECT				2005 W/ MITIGATION			
	No. of Lanes	Volume	Lane Volume	Total Volume	No. of Lanes	Volume	Lane Volume	Total Volume	Added Volume	Total Volume	No. of Lanes	Volume	Lane Volume	Total Volume	Added Volume	Total Volume	No. of Lanes	Volume	Lane Volume	Total Volume
NB Left	1	0	-	0	1	0	-	0	1	0	0	-	0	1	0	0	1	0	-	0
Comb. L-T	4	0	-	0	4	0	-	0	4	0	0	-	0	4	0	0	4	0	-	0
NB Thru	4	0	9	0	4	0	10	0	4	0	10	0	0	4	0	4	0	10	0	10
Comb. T-R	0	0	-	0	0	0	-	0	0	0	-	0	0	0	0	0	0	0	-	0
NB Right	4	0	-	0	4	0	-	0	4	0	-	0	0	4	0	4	0	0	-	0
Comb. L-T-R	1	1	-	1	1	1	-	1	1	1	-	1	1	1	1	1	1	1	-	1
SB Left	51	1	28	3	54	1	30	5	59	1	32	13	72	1	40	0	72	1	40	40
Comb. L-T	4	0	34	0	4	0	36	0	4	0	38	0	4	0	44	0	4	0	44	44
SB Thru	0	0	-	0	0	0	-	0	0	0	-	0	0	0	0	0	0	0	-	0
Comb. T-R	7	0	-	0	7	0	-	0	7	0	-	0	7	0	7	0	7	0	-	7
SB Right	1	1	-	1	1	1	-	1	1	1	-	1	1	1	1	1	1	1	-	1
Comb. L-T-R	8	1	8	0	8	1	8	0	8	1	8	0	8	1	8	0	8	1	8	8
EB Left	0	0	-	0	0	0	-	0	0	0	-	0	0	0	0	0	0	0	-	0
Comb. L-T	658	2	220	39	697	2	233	23	720	2	241	0	720	2	241	0	720	2	241	241
EB Thru	1	1	220	0	220	1	233	0	220	1	241	0	220	1	241	0	220	1	241	241
Comb. T-R	1	0	-	0	1	0	-	0	1	0	-	0	1	0	0	0	1	0	-	0
EB Right	0	0	-	0	0	0	-	0	0	0	-	0	0	0	0	0	0	0	-	0
Comb. L-T-R	5	1	5	0	5	1	5	0	5	1	5	0	5	1	5	0	5	1	5	5
WB Left	0	0	-	0	0	0	-	0	0	0	-	0	0	0	0	0	0	0	-	0
Comb. L-T	1166	2	390	70	1236	2	413	18	1254	2	419	0	1254	2	419	0	1254	2	419	419
WB Thru	1	1	390	0	390	1	413	0	390	1	419	0	390	1	419	0	390	1	419	419
Comb. T-R	3	0	-	0	3	0	-	0	3	0	-	0	3	0	0	0	3	0	-	0
WB Right	0	0	-	0	0	0	-	0	0	0	-	0	0	0	0	0	0	0	-	0
Comb. L-T-R	5	1	5	0	5	1	5	0	5	1	5	0	5	1	5	0	5	1	5	5
Crit. Volumes:	N-S: 35	E-W: 398	SUM: 433	N-S: 37	E-W: 422	SUM: 459	N-S: 39	E-W: 428	SUM: 467	N-S: 45	E-W: 428	SUM: 473	N-S: 45	E-W: 428	SUM: 473					
No. of Phases:	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3					
Volume / Capacity:	0.304	0.322	0.328	0.332	0.328	0.332	0.328	0.332	0.332	0.328	0.332	0.332	0.328	0.332	0.332					
Level of Service:	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A					

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

Notes:

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CRITICAL MOVEMENT ANALYSIS

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

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

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

Movement	2002 EXIST. TRAFFIC			2005 W/ AMBIENT GROWTH			2005 W/ OTHER PROJECTS			2005 W/ PROPOSED PROJECT			2005 W/ MITIGATION					
	No. of Lanes	Volume	Lane	Added Volume	Total Volume	No. of Lanes	Added Volume	Total Volume	No. of Lanes	Added Volume	Total Volume	No. of Lanes	Added Volume	Total Volume	No. of Lanes	Added Volume	Total Volume	
NB Left	20	0	1	21	0	0	0	21	0	0	21	0	0	21	0	0	21	
Comb. L-T	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
NB Thru	37	0	2	39	0	111	0	39	0	111	0	0	39	0	0	111	0	
Comb. T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
NB Right	48	0	3	51	0	0	0	51	0	0	51	0	0	51	0	0	51	
Comb. L-T-R	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
SB Left	448	1	246	27	475	1	261	3	477	1	263	87	564	1	310	0	564	
Comb. L-T	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
SB Thru	62	0	299	4	66	0	317	0	66	0	318	0	66	0	357	0	66	
Comb. T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
SB Right	35	0	2	37	0	0	0	37	0	0	37	0	0	37	0	0	37	
Comb. L-T-R	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
EB Left	89	1	89	5	94	1	94	0	94	1	94	0	94	1	94	0	94	
Comb. L-T	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
EB Thru	1194	2	427	72	1266	2	453	7	1273	2	455	0	1273	2	455	0	1273	
Comb. T-R	1	1	427	1	453	1	453	1	455	1	455	1	455	1	455	1	455	
EB Right	87	0	5	92	0	0	0	92	0	0	92	0	0	92	0	0	92	
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
WB Left	20	1	20	1	21	1	21	0	21	1	21	0	21	1	21	0	21	
Comb. L-T	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
WB Thru	710	2	238	43	753	2	252	8	761	2	255	0	761	2	255	0	761	
Comb. T-R	1	1	238	1	252	1	252	1	255	1	255	1	255	1	255	1	255	
WB Right	3	0	0	3	0	0	0	0	3	0	0	0	3	0	0	0	3	
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:	319	N-S:	338	N-S:	339	N-S:	339	N-S:	378	N-S:	378	N-S:	378	N-S:	378	N-S:	378
	E-W:	447	E-W:	474	E-W:	476	E-W:	476	E-W:	476	E-W:	476	E-W:	476	E-W:	476	E-W:	476
	SUM:	766	SUM:	812	SUM:	815	SUM:	815	SUM:	854	SUM:	854	SUM:	854	SUM:	854	SUM:	854
No. of Phases:	3			3			3			3			3			3		
Volume / Capacity:	0.537			0.569			0.572			0.599			0.599			0.599		
Level of Service:	A			A			A			A			A			A		

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

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

Notes:

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CRITICAL MOVEMENT ANALYSIS

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

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

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

Movement	2002 EXIST. TRAFFIC			2005 W/ AMBIENT GROWTH			2005 W/ OTHER PROJECTS			2005 W/ PROPOSED PROJECT			2005 W/ MITIGATION [1]		
	No. of Lanes	Lane Volume	Total Volume	No. of Lanes	Lane Volume	Total Volume	Added Volume	Total Volume	Lane Volume	Added Volume	Total Volume	Lane Volume	Added Volume	Total Volume	Lane Volume
NB Left	2	144	16	2	153	1	278	2	153	0	278	2	0	278	2
Comb. L-T	0	-	0	0	-	0	0	0	-	0	0	0	0	0	0
NB Thru	3	119	21	3	126	-2	375	3	125	3	378	3	-30	348	3
Comb. T-R	0	-	0	0	-	0	0	0	-	0	0	0	0	0	0
NB Right	0	-	0	0	-	0	0	0	-	0	0	0	0	0	0
Comb. L-T-R	0	-	0	0	-	0	0	0	0	0	0	0	0	0	0
SB Left	0	-	0	0	-	0	0	0	0	0	0	0	0	0	0
Comb. L-T	0	-	0	0	-	0	0	0	0	0	0	0	0	0	0
SB Thru	2	297	46	2	315	47	861	2	319	-12	849	2	-30	819	2
Comb. T-R	1	297	7	1	315	-35	97	1	319	0	97	1	0	97	1
SB Right	0	-	0	0	-	0	0	0	-	0	0	0	0	0	0
Comb. L-T-R	0	-	0	0	-	0	0	0	0	0	0	0	0	0	0
EB Left	0	-	0	0	-	0	0	0	0	0	0	0	0	0	0
Comb. L-T	0	-	0	0	-	0	0	0	0	0	0	0	0	0	0
EB Thru	0	-	0	0	-	0	0	0	0	0	0	0	0	0	0
Comb. T-R	0	-	0	0	-	0	0	0	0	0	0	0	0	0	0
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	831	91	1	880	15	1616	1	889	-12	1604	1	882	0	1604
Comb. L-T	0	-	0	0	-	0	0	0	0	0	0	0	0	0	0
WB Thru	1	681	0	1	721	0	1	0	728	0	1	0	723	0	1
Comb. T-R	0	-	0	0	-	0	0	0	0	0	0	0	0	0	0
WB Right	1	169	10	1	179	24	203	1	203	0	203	1	203	0	203
Comb. L-T-R	1	169	10	1	179	24	203	1	203	0	203	1	203	0	203
Crit. Volumes:	N-S:	441	N-S:	468	N-S:	472	N-S:	468	N-S:	468	N-S:	458	N-S:	458	N-S:
	E-W:	831	E-W:	880	E-W:	889	E-W:	882	E-W:	882	E-W:	882	E-W:	882	E-W:
	SUM:	1272	SUM:	1348	SUM:	1361	SUM:	1350	SUM:	1350	SUM:	1340	SUM:	1340	SUM:
No. of Phases:	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Volume / Capacity:	0.893	0.846	0.855	0.848	0.848	0.848	0.848	0.848	0.848	0.848	0.848	0.848	0.848	0.848	0.848
Level of Service:	D	D	D	D	D	D	D	D	D	D	D	D	D	D	D

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

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

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

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

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CRITICAL MOVEMENT ANALYSIS

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

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

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

Movement	2002 EXIST. TRAFFIC				2005 W/ AMBIENT GROWTH				2005 W/ OTHER PROJECTS				2005 W/ PROPOSED PROJECT				2005 W/ MITIGATION [1]				
	No. of Lanes	Volume	Lane	Total	Added	Volume	Lane	Total	Added	Volume	Lane	Total	Added	Volume	Lane	Total	Added	Volume	Lane	Total	
NB Left	2	376	207	23	399	2	219	5	404	2	222	0	404	2	222	0	404	2	222	0	404
Comb. L-T	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NB Thru	3	797	266	48	845	3	282	-7	838	3	279	17	855	3	285	-30	825	3	275	0	275
Comb. T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NB Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SB Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Comb. L-T	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SB Thru	2	479	199	29	508	2	211	88	596	2	235	33	629	2	246	-30	599	2	236	0	236
Comb. T-R	1	199	199	0	199	1	211	0	211	1	235	0	235	1	246	0	246	1	236	0	236
SB Right	0	118	0	7	125	0	0	-15	110	0	0	0	110	0	0	0	110	0	0	0	110
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	110	0	0	0	110	0	0	0	110
EB Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Comb. L-T	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EB Thru	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Comb. T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EB Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WB Left	1	1190	655	71	1261	1	694	-16	1246	1	685	33	1279	1	703	0	1279	1	703	0	1279
Comb. L-T	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WB Thru	0	0	536	0	536	0	568	0	568	0	561	0	561	0	575	0	561	0	575	0	561
Comb. T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WB Right	1	341	341	20	361	1	361	56	417	1	417	0	417	1	417	0	417	1	417	0	417
Comb. L-T-R	1	0	0	0	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0	0	0
Crit. Volumes:	N-S:	406	430	457	468	N-S:	430	457	468	N-S:	457	468	468	N-S:	458	468	468	N-S:	458	468	468
	E-W:	655	694	685	685	E-W:	694	685	685	E-W:	685	685	685	E-W:	703	703	703	E-W:	703	703	703
	SUM:	1060	1124	1142	1142	SUM:	1124	1142	1142	SUM:	1142	1142	1142	SUM:	1172	1172	1172	SUM:	1162	1162	1162
No. of Phases:	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Volume / Capacity:	0.744	0.689	0.702	0.722	0.702	0.689	0.702	0.722	0.702	0.689	0.702	0.722	0.702	0.689	0.702	0.722	0.702	0.689	0.702	0.722	0.702
Level of Service:	C	B	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C

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 exci. and one opt. turn lane, 55% of volume is assigned to exclusive lane.
 Right turns on red from excl. lanes = 50% of overlapping left turn.
 * V/C ratio includes a 0.10 reduction due to the installation of ATC/ATCS.

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

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

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

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

Movement	2002 EXIST. TRAFFIC				2005 W/ AMBIENT GROWTH				2005 W/ OTHER PROJECTS				2005 W/ PROPOSED PROJECT				2005 W/ MITIGATION [1]				
	Volume	Lane	No. of Lanes	Total Volume	Added Volume	Lane Volume	No. of Lanes	Total Volume	Added Volume	Lane Volume	No. of Lanes	Total Volume	Added Volume	Lane Volume	No. of Lanes	Total Volume	Added Volume	Lane Volume	No. of Lanes	Total Volume	
NB Left	0	-	0	0	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Comb. L-T	0	-	0	0	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
NB Thru	523	2	262	31	554	2	277	12	566	2	283	3	569	2	284	-30	539	2	269	2	
Comb. T-R	1	458	1	485	1	488	1	488	1	488	1	488	1	490	1	490	1	490	1	480	
NB Right	1017	1	559	61	1078	1	593	7	1085	1	597	3	1088	1	598	0	1088	1	598	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	
SB Left	429	1	429	26	455	1	455	1	456	1	456	0	456	1	456	0	456	1	456	1	
Comb. L-T	0	-	0	0	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
SB Thru	1902	3	634	114	2016	3	672	61	2077	3	692	-24	2053	3	684	-30	2023	3	674	3	
Comb. T-R	0	-	0	0	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
SB Right	0	-	0	0	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Comb. L-T-R-	0	-	0	0	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
EB Left	69	0	4	73	0	-	60	-13	60	0	-	0	60	0	60	0	60	0	60	0	
Comb. L-T	0	-	0	0	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
EB Thru	0	0	332	0	0	0	352	0	0	0	0	353	0	0	0	0	353	0	353	0	
Comb. T-R	0	-	0	0	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
EB Right	595	1	332	36	631	1	352	21	652	1	358	0	652	1	358	0	652	1	358	1	
Comb. L-T-R-	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
WB Left	0	-	0	0	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Comb. L-T	0	-	0	0	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
WB Thru	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Comb. T-R	0	-	0	0	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
WB Right	0	-	0	0	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Comb. L-T-R-	0	-	0	0	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Crit. Volumes:	N-S: 988	E-W: 332	SUM: 1320	N-S: 1048	E-W: 352	SUM: 1400	N-S: 1053	E-W: 358	SUM: 1411	N-S: 1054	E-W: 358	SUM: 1413	N-S: 1054	E-W: 358	SUM: 1413	N-S: 1054	E-W: 358	SUM: 1413	N-S: 1054	E-W: 358	SUM: 1413
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:	0.880	0.833	0.841	0.842	0.842	0.842	0.842	0.842	0.842	0.842	0.842	0.842	0.842	0.842	0.842	0.842	0.842	0.842	0.842	0.842	
Level of Service:	D	D	D	D	D	D	D	D	D	D	D	D	D	D	D	D	D	D	D	D	

Assumptions: Maximum Sum of Critical Volumes (Intersection Capacity): 2 Phase=1500, 3 Phase=1425, 4+ Phase=1375, Unsignalized=1200.
 For dual turn lanes, 55% of volume is assigned to heavier lane.
 For one excl. and one opt. turn lane, 55% of volume is assigned to exclusive lane.
 Right turns on red from excl. lanes = 50% of overlapping left turn.
 * V/C ratio includes a 0.10 reduction due to the installation of ATSAC/ATCS.

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

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CRITICAL MOVEMENT ANALYSIS

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

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

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

Movement	2002 EXIST. TRAFFIC			2005 W/ AMBIENT GROWTH			2005 W/ OTHER PROJECTS			2005 W/ PROPOSED PROJECT			2005 W/ MITIGATION [1]		
	No. of Lanes	Lane Volume	Total Volume	No. of Lanes	Lane Volume	Total Volume	Added Volume	Total Volume	Lane Volume	Added Volume	Total Volume	Lane Volume	Added Volume	Total Volume	Lane Volume
NB Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Comb. L-T	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NB Thru	979	2	490	59	1038	2	519	26	1063	2	532	17	1080	2	540
Comb. T-R	1	622	1	659	1	662	1	662	1	662	1	669	1	669	1
NB Right	1382	1	760	83	1465	1	806	6	1471	1	809	17	1488	1	818
Comb. L-T-R-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SB Left	207	1	207	12	219	1	219	49	268	1	268	0	268	1	268
Comb. L-T	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SB Thru	1404	3	468	84	1488	3	496	10	1498	3	499	65	1563	3	521
Comb. T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SB Right	0	0	0	0	0	0	12	12	12	0	12	0	12	0	12
Comb. L-T-R-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EB Left	177	0	11	188	0	188	-27	160	0	160	0	0	160	0	160
Comb. L-T	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EB Thru	1	0	298	0	1	0	316	0	1	0	304	0	1	0	304
Comb. T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EB Right	418	1	298	25	443	1	316	4	447	1	304	0	447	1	304
Comb. L-T-R-	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
WB Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Comb. L-T	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WB Thru	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Comb. T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WB Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Comb. L-T-R-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Crit. Volumes:	N-S: 967	E-W: 298	SUM: 1265	N-S: 1025	E-W: 316	SUM: 1341	N-S: 1077	E-W: 304	SUM: 1381	N-S: 1086	E-W: 304	SUM: 1390	N-S: 1086	E-W: 304	SUM: 1390
No. of Phases:	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Volume / Capacity:	0.843	0.794	0.821	0.821	0.821	0.821	0.821	0.821	0.821	0.821	0.821	0.821	0.821	0.821	0.821
Level of Service:	D	C	D	D	D	D	D	D	D	D	D	D	D	D	D

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

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CRITICAL MOVEMENT ANALYSIS

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

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

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

Movement	2002 EXIST. TRAFFIC				2005 W/ AMBIENT GROWTH				2005 W/ OTHER PROJECTS [1]				2005 W/ PROPOSED PROJECT				2005 W/ MITIGATION [2]								
	No. of Lanes	Volume	Lane	Added	Total Volume	No. of Lanes	Volume	Lane	Added	Total Volume	No. of Lanes	Volume	Lane	Added	Total Volume	No. of Lanes	Volume	Lane	Added	Total Volume	No. of Lanes	Volume	Lane	Added	Total Volume
NB Left	7	1	7	0	8	1	8	1	18	26	1	26	1	0	26	1	26	1	0	26	1	26	1	0	26
Comb. L-T	0	-	0	0	0	0	0	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NB Thru	1096	3	365	66	1162	3	387	3	-8	1154	3	313	3	5	1159	3	314	3	-30	1129	3	314	3	-30	1129
Comb. T-R	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NB Right	93	1	93	6	99	1	99	1	0	99	0	0	0	0	99	0	0	0	0	99	0	0	0	0	99
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SB Left	101	1	101	6	107	1	107	1	5	112	1	112	1	0	112	1	112	1	0	112	1	112	1	0	112
Comb. L-T	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SB Thru	2246	2	754	135	2381	2	799	2	63	2444	2	824	2	-24	2420	2	816	2	-30	2390	2	816	2	-30	2390
Comb. T-R	1	754	1	754	1	799	1	799	0	799	0	799	0	0	799	0	799	0	0	799	0	799	0	0	799
SB Right	16	0	16	1	17	0	17	0	12	28	0	28	0	0	28	0	28	0	0	28	0	28	0	0	28
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EB Left	62	0	62	4	66	0	66	0	7	73	0	73	0	0	73	0	73	0	0	73	0	73	0	0	73
Comb. L-T	1	72	1	4	76	1	76	1	4	80	1	80	1	0	80	1	80	1	0	80	1	80	1	0	80
EB Thru	64	0	64	4	68	0	68	0	4	72	0	72	0	0	72	0	72	0	0	72	0	72	0	0	72
Comb. T-R	1	72	1	72	1	76	1	76	0	76	1	76	1	0	76	1	76	1	0	76	1	76	1	0	76
EB Right	18	0	18	1	19	0	19	0	-1	18	0	18	0	0	18	0	18	0	0	18	0	18	0	0	18
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WB Left	286	2	157	17	303	2	167	2	-34	269	2	148	2	0	269	2	148	2	0	269	2	148	2	0	269
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	140	1	140	8	148	1	148	1	47	195	1	195	1	0	195	1	195	1	0	195	1	195	1	0	195
Comb. T-R	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WB Right	56	1	56	3	59	1	59	1	15	74	1	74	1	0	74	1	74	1	0	74	1	74	1	0	74
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Crit. Volumes:	N-S: 761	E-W: 229	SUM: 990	N-S: 807	E-W: 243	SUM: 1050	N-S: 850	E-W: 268	SUM: 1118	N-S: 842	E-W: 268	SUM: 1110	N-S: 832	E-W: 268	SUM: 1100										
No. of Phases:	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3										
Volume / Capacity:	0.685	0.637	0.684	0.679	0.672																				
Level of Service:	B	B	B	B	B																				

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

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CRITICAL MOVEMENT ANALYSIS

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

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

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

Movement	2002 EXIST. TRAFFIC			2005 W/ AMBIENT GROWTH			2005 W/ OTHER PROJECTS [1]			2005 W/ PROPOSED PROJECT			2005 W/ MITIGATION [2]						
	No. of Lanes	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	12	1	12	1	13	1	13	1	38	0	38	1	38	0	38	1	38	0	38
Comb. L-T	0	-	0	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-
NB Thru	1963	3	654	118	2081	3	694	3	574	35	2150	3	582	-30	2120	3	575	0	575
Comb. T-R	0	-	0	0	-	0	-	1	574	0	574	1	582	0	582	1	575	0	575
NB Right	183	1	183	11	194	1	194	0	-	-15	179	0	-	0	179	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	122	1	122	7	129	1	129	1	135	6	135	1	135	0	135	1	135	0	135
Comb. L-T	0	-	0	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-
SB Thru	1585	2	561	95	1680	2	595	2	601	11	1691	2	623	-30	1726	2	613	0	613
Comb. T-R	1	561	561	1	595	1	595	1	601	0	601	1	623	0	623	1	613	0	613
SB Right	99	0	99	6	105	0	105	0	-	8	113	0	-	0	113	0	-	0	-
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EB Left	46	0	46	3	49	0	49	0	-	-1	48	0	-	0	48	0	-	0	-
Comb. L-T	1	77	77	1	82	1	82	1	115	0	115	1	115	0	115	1	115	0	115
EB Thru	87	0	87	5	92	0	92	0	-	64	156	0	-	0	156	0	-	0	-
Comb. T-R	1	77	77	1	82	1	82	1	115	0	115	1	115	0	115	1	115	0	115
EB Right	21	0	21	1	22	0	22	0	-	4	27	0	-	0	27	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	130	2	72	8	138	2	76	-29	109	2	60	2	60	0	109	2	60	0	109
Comb. L-T	0	-	0	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-
WB Thru	60	1	60	4	64	1	64	111	174	0	174	1	174	0	174	1	174	0	174
Comb. T-R	0	-	0	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-
WB Right	113	1	113	7	120	1	120	0	120	0	120	1	120	0	120	1	120	0	120
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: 776	N-S: 823	N-S: 708	N-S: 717	N-S: 710	E-W: 149	E-W: 157	E-W: 222	E-W: 222	E-W: 222	E-W: 930	E-W: 939	E-W: 939	N-S: 710	N-S: 710	E-W: 222	E-W: 222	E-W: 932	E-W: 932
	SUM: 925	SUM: 980	SUM: 930	SUM: 930	SUM: 939														
No. of Phases:	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Volume / Capacity:	0.649	0.588	0.553	0.559	0.554														
Level of Service:	B	A	A	A	A														

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

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CRITICAL MOVEMENT ANALYSIS

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

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

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

Movement	2002 EXIST. TRAFFIC			2005 W/ AMBIENT GROWTH			2005 W/ OTHER PROJECTS			2005 W/ PROPOSED PROJECT			2005 W/ MITIGATION [1]							
	No. of Lanes	Volume	Lane	Added	Total	No. of Lanes	Volume	Lane	Added	Total	No. of Lanes	Volume	Lane	Added	Total	No. of Lanes	Volume	Lane		
NB Left	40	1	40	2	42	1	42	1	45	3	45	1	45	0	45	1	35	1	35	
Comb. L-T	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
NB Thru	830	2	337	50	880	2	357	2	363	17	897	2	363	5	902	2	852	2	348	
Comb. T-R	1	337	337	1	337	1	357	1	363	1	363	1	364	1	364	1	348	1	348	
NB Right	181	0	-	11	192	0	-	-1	191	0	191	0	0	0	191	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	46	1	46	3	49	1	49	13	62	13	62	1	62	0	62	1	62	1	62	
Comb. L-T	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
SB Thru	1569	3	523	94	1663	3	554	101	1764	3	588	3	588	-24	1740	3	1690	3	563	
Comb. T-R	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
SB Right	102	1	102	6	108	1	108	-9	99	1	99	1	99	0	99	1	99	1	99	
Comb. L-T-R-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
EB Left	75	2	41	5	80	2	44	-13	66	2	36	2	36	0	66	2	66	2	36	
Comb. L-T	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
EB Thru	784	1	421	47	831	1	446	45	876	1	468	1	468	1	877	1	877	1	464	
Comb. T-R	1	421	421	1	446	1	446	1	468	1	468	1	469	1	469	1	469	1	464	
EB Right	57	0	-	3	60	0	-	1	61	0	61	0	61	0	61	0	51	0	0	
Comb. L-T-R-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
WB Left	186	2	102	11	197	2	108	-7	191	2	105	2	105	0	191	2	191	2	105	
Comb. L-T	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
WB Thru	1180	1	606	71	1251	1	642	53	1304	1	675	1	675	-5	1299	1	1299	1	673	
Comb. T-R	1	606	606	1	642	1	642	1	675	1	675	1	673	1	673	1	673	1	673	
WB Right	32	0	-	2	34	0	-	14	47	0	47	0	47	0	47	0	47	0	0	
Comb. L-T-R-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Crit. Volumes:	N-S:	563	N-S:	597	N-S:	633	N-S:	625	N-S:	599	N-S:	625	N-S:	599	E-W:	709	E-W:	709	E-W:	709
	E-W:	647	E-W:	686	E-W:	712	E-W:	709	E-W:	709	E-W:	709	E-W:	709	SUM:	1335	SUM:	1335	SUM:	1308
	SUM:	1210	SUM:	1283	SUM:	1345	SUM:	1335	SUM:	1335	SUM:	1335	SUM:	1335						
No. of Phases:	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Volume / Capacity:	0.849	0.800	0.844	0.837	0.818	0.818	0.818	0.818	0.818	0.818	0.818	0.818	0.818	0.818	0.818	0.818	0.818	0.818	0.818	0.818
Level of Service:	D	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.

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

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CRITICAL MOVEMENT ANALYSIS

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

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

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

Movement	2002 EXIST. TRAFFIC			2005 W/ AMBIENT GROWTH			2005 W/ OTHER PROJECTS			2005 W/ PROPOSED PROJECT			2005 W/ MITIGATION [1]		
	No. of Lanes	Volume	Lane	Added Volume	Total Volume	No. of Lanes	Volume	Added Volume	Total Volume	No. of Lanes	Volume	Added Volume	Total Volume	No. of Lanes	Volume
NB Left	30	1	30	2	32	1	32	9	41	1	41	0	41	1	31
Comb. L-T	0	-	0	0	0	0	0	0	0	0	0	0	0	0	-
NB Thru	1608	2	604	96	1704	2	641	87	1791	2	671	35	1826	2	666
Comb. T-R	1	604	1	641	1	671	1	671	1	671	1	683	1	666	
NB Right	205	0	0	12	217	0	0	5	222	0	0	0	222	0	-
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
SB Left	51	1	51	3	54	1	54	6	60	1	60	0	60	1	60
Comb. L-T	0	-	0	0	0	0	0	0	0	0	0	0	0	0	-
SB Thru	1085	3	362	65	1150	3	383	34	1184	3	395	65	1249	3	400
Comb. T-R	0	-	0	0	0	0	0	0	0	0	0	0	0	0	-
SB Right	57	1	57	3	60	1	60	-9	52	1	52	0	52	1	52
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
EB Left	82	2	45	5	87	2	48	-23	64	2	35	0	64	2	35
Comb. L-T	0	-	0	0	0	0	0	0	0	0	0	0	0	0	-
EB Thru	1141	1	593	68	1209	1	628	48	1257	1	656	7	1264	1	655
Comb. T-R	1	593	1	628	1	628	1	656	1	656	1	660	1	655	
EB Right	44	0	0	3	47	0	0	9	55	0	0	0	55	0	-
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
WB Left	191	2	105	11	202	2	111	-6	197	2	108	0	197	2	108
Comb. L-T	0	-	0	0	0	0	0	0	0	0	0	0	0	0	-
WB Thru	626	1	340	38	664	1	360	42	706	1	384	13	719	1	390
Comb. T-R	1	340	1	360	1	360	1	384	1	384	1	0	390	1	390
WB Right	54	0	0	3	57	0	0	4	61	0	0	0	61	0	-
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
Crit. Volumes:	N-S: 655	E-W: 698	SUM: 1353	N-S: 695	E-W: 739	SUM: 1434	N-S: 731	E-W: 765	SUM: 1496	N-S: 743	E-W: 768	SUM: 1511	N-S: 726	E-W: 763	SUM: 1489
No. of Phases:	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Volume / Capacity:	0.949	0.906	0.950	0.960	0.945	0.945	0.945	0.945	0.945	0.945	0.945	0.945	0.945	0.945	0.945
Level of Service:	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E

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

For dual turn lanes, 55% of volume is assigned to heavier lane.
 For one excl. and one opt. turn lane, 70% of volume is assigned to exclusive lane.
 Right turns on red from excl. lanes = 50% of overlapping left turn.
 * V/C ratio includes a 0.10 reduction due to the installation of ATSA/ATCS.

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

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

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

Movement	2002 EXIST. TRAFFIC			2005 W/ AMBIENT GROWTH			2005 W/ OTHER PROJECTS			2005 W/ PROPOSED PROJECT			2005 W/ MITIGATION [1]				
	No. of Lanes	Volume	Lane	Added	Total	No. of Lanes	Volume	Lane	Added	Total	No. of Lanes	Volume	Lane	Added	Total	No. of Lanes	Volume
NB Left	89	1	89	5	94	1	94	1	94	0	94	1	94	0	94	1	94
Comb. L-T	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NB Thru	855	2	312	51	906	2	330	2	336	18	924	2	338	5	929	2	338
Comb. T-R	1	312	312	1	330	1	336	1	336	0	336	1	338	0	338	1	338
NB Right	80	0	80	5	85	0	85	0	85	0	85	0	85	0	85	0	85
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SB Left	73	1	73	4	77	1	77	1	77	0	77	1	77	0	77	1	77
Comb. L-T	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SB Thru	1641	2	583	98	1739	2	618	2	649	95	1834	2	641	-24	1810	2	620
Comb. T-R	1	583	583	1	618	1	649	1	649	0	649	1	641	0	641	1	620
SB Right	107	0	107	6	113	0	113	0	113	0	113	0	113	0	113	0	113
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EB Left	109	1	109	7	116	1	116	1	116	0	116	1	116	0	116	1	116
Comb. L-T	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EB Thru	914	1	480	55	969	1	508	1	513	10	979	1	514	1	980	1	514
Comb. T-R	1	480	480	1	508	1	513	1	513	0	513	1	514	0	514	1	514
EB Right	45	0	45	3	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	153	1	153	9	162	1	162	1	162	0	162	1	162	0	162	1	162
Comb. L-T	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WB Thru	1114	1	671	67	1181	1	711	1	711	0	1181	1	709	-5	1176	1	709
Comb. T-R	1	671	671	1	711	1	711	1	711	0	711	1	709	0	709	1	709
WB Right	227	0	227	14	241	0	241	0	241	1	242	0	242	0	242	0	242
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: 672	E-W: 780	SUM: 1451	N-S: 712	E-W: 826	SUM: 1538	N-S: 744	E-W: 827	SUM: 1570	N-S: 736	E-W: 824	SUM: 1560	N-S: 714	E-W: 824	SUM: 1538		
No. of Phases:	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Volume / Capacity:	0.967	1.025	1.047	1.047	1.047	1.047	1.047	1.047	1.047	1.047	1.047	1.047	1.047	1.047	1.047	1.047	1.026
Level of Service:	E	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F

Assumptions: Maximum Sum of Critical Volumes (Intersection Capacity): 2 Phase=1500, 3 Phase=1425, 4+ Phase=1375, Unsignalized=1200.
 For dual turn lanes, 55% of volume is assigned to heavier lane.
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 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: Tampa Avenue
 E-W St: Lassen Street
 Project: Krausz Companies Northridge / 1-023166-1
 File Name: CMA29
 Counts by: Accutek

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

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

Movement	2002 EXIST. TRAFFIC				2005 W/ AMBIENT GROWTH				2005 W/ OTHER PROJECTS				2005 W/ PROPOSED PROJECT				2005 W/ MITIGATION [1]								
	No. of Lanes	Volume	Lane	Added	Total Volume	No. of Lanes	Volume	Lane	Added	Total Volume	No. of Lanes	Volume	Lane	Added	Total Volume	No. of Lanes	Volume	Lane	Added	Total Volume	No. of Lanes	Volume	Lane		
NB Left	1	49	1	3	52	1	52	1	0	52	1	52	1	0	52	1	52	1	0	52	1	52	1	52	
Comb. L-T	0	-	0	-	-	0	-	0	-	-	0	-	0	-	-	0	-	0	-	-	0	-	0	-	
NB Thru	2	589	2	97	1715	2	624	2	95	1810	2	656	2	35	1845	2	667	2	-65	1780	2	646	2	646	
Comb. T-R	1	589	1	9	157	1	624	1	0	157	1	656	1	0	157	1	667	1	0	157	1	646	1	646	
NB Right	0	-	0	9	157	0	-	0	0	157	0	-	0	0	157	0	-	0	0	157	0	-	0	-	
Comb. L-T-R	0	-	0	0	-	0	-	0	0	-	0	-	0	0	-	0	-	0	0	-	0	-	0	-	
SB Left	1	45	1	3	48	1	48	1	1	49	1	49	1	0	49	1	49	1	0	49	1	49	1	49	
Comb. L-T	0	-	0	-	-	0	-	0	-	-	0	-	0	-	-	0	-	0	-	-	0	-	0	-	
SB Thru	2	1208	2	72	1280	2	445	2	32	1312	2	456	2	65	1377	2	478	2	-65	1312	2	456	2	456	
Comb. T-R	1	420	1	3	55	1	445	1	1	456	1	456	1	0	456	1	478	1	0	456	1	456	1	456	
SB Right	0	-	0	3	55	0	-	0	1	56	0	-	0	0	56	0	-	0	0	56	0	-	0	-	
Comb. L-T-R	0	-	0	0	-	0	-	0	0	-	0	-	0	0	-	0	-	0	0	-	0	-	0	-	
EB Left	1	104	1	6	110	1	110	1	1	111	1	111	1	0	111	1	111	1	0	111	1	111	1	111	
Comb. L-T	0	-	0	-	-	0	-	0	-	-	0	-	0	-	-	0	-	0	-	-	0	-	0	-	
EB Thru	1	664	1	76	1337	1	704	1	0	1337	1	704	1	7	1344	1	707	1	0	1344	1	707	1	707	
Comb. T-R	1	664	1	4	71	1	704	1	0	71	1	704	1	0	71	1	707	1	0	71	1	707	1	707	
EB Right	0	-	0	4	71	0	-	0	0	71	0	-	0	0	71	0	-	0	0	71	0	-	0	-	
Comb. L-T-R	0	-	0	0	-	0	-	0	0	-	0	-	0	0	-	0	-	0	0	-	0	-	0	-	
WB Left	1	125	1	8	133	1	133	1	0	133	1	133	1	0	133	1	133	1	0	133	1	133	1	133	
Comb. L-T	0	-	0	-	-	0	-	0	-	-	0	-	0	-	-	0	-	0	-	-	0	-	0	-	
WB Thru	1	665	1	40	705	1	371	1	0	705	1	372	1	13	718	1	378	1	0	718	1	378	1	378	
Comb. T-R	1	350	1	2	37	1	371	1	1	38	1	372	1	0	38	1	378	1	0	38	1	378	1	378	
WB Right	0	-	0	2	37	0	-	0	1	38	0	-	0	0	38	0	-	0	0	38	0	-	0	-	
Comb. L-T-R	0	-	0	0	-	0	-	0	0	-	0	-	0	0	-	0	-	0	0	-	0	-	0	-	
Crit. Volumes:	N-S:	634	N-S:	672	N-S:	705	N-S:	716	N-S:	695	N-S:	716	N-S:	695	N-S:	695	N-S:	716	N-S:	695	N-S:	695	N-S:	695	N-S:
	E-W:	789	E-W:	836	E-W:	836	E-W:	840	E-W:	840	E-W:	840	E-W:	840	E-W:	840	E-W:	840	E-W:	840	E-W:	840	E-W:	840	E-W:
	SUM:	1423	SUM:	1508	SUM:	1541	SUM:	1556	SUM:	1534	SUM:	1556	SUM:	1534	SUM:	1534	SUM:	1556	SUM:	1534	SUM:	1534	SUM:	1534	
No. of Phases:	2		2		2		2		2		2		2		2		2		2		2		2		
Volume / Capacity:	0.948		1.005		1.027		1.037		1.023		1.037		1.023		1.037		1.023		1.037		1.023		1.037		
Level of Service:	E		F		F		F		F		F		F		F		F		F		F		F		

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

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

LINSCOTT, LAW & GREENSPAN, ENGINEERS
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CRITICAL MOVEMENT ANALYSIS

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

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

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

Movement	2002 EXIST. TRAFFIC				2005 W/ AMBIENT GROWTH				2005 W/ OTHER PROJECTS				2005 W/ PROPOSED PROJECT				2005 W/ MITIGATION [1]			
	No. of Lanes	Volume	Lane Volume	Total Volume	No. of Lanes	Volume	Lane Volume	Total Volume	Added Volume	Total Volume	No. of Lanes	Volume	Lane Volume	Total Volume	Added Volume	Total Volume	No. of Lanes	Volume	Lane Volume	Total Volume
NB Left	1	67	1	71	1	71	1	71	0	71	1	71	1	71	0	71	1	71	1	71
Comb. L-T	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-
NB Thru	2	322	2	341	2	341	2	954	17	347	2	347	2	348	-80	877	2	321	2	321
Comb. T-R	1	322	1	341	1	341	1	87	0	87	1	348	1	348	0	87	1	321	1	321
NB Right	0	-	0	-	0	-	0	87	0	87	0	-	0	-	0	87	0	-	0	-
Comb. L-T-R	0	-	0	-	0	-	0	87	0	87	0	-	0	-	0	87	0	-	0	-
SB Left	1	63	1	67	1	67	1	67	0	67	1	67	1	67	0	67	1	67	1	67
Comb. L-T	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-
SB Thru	2	592	2	627	2	627	2	1544	95	659	2	659	2	649	-80	1452	2	623	2	623
Comb. T-R	1	592	1	627	1	627	1	432	0	432	1	649	1	649	0	415	1	623	1	623
SB Right	0	-	0	-	0	-	0	432	0	432	0	-	0	-	0	415	0	-	0	-
Comb. L-T-R	0	-	0	-	0	-	0	432	0	432	0	-	0	-	0	415	0	-	0	-
EB Left	2	51	2	54	2	54	2	98	0	98	2	54	2	56	0	102	2	56	2	56
Comb. L-T	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-
EB Thru	1	231	1	245	1	245	1	375	2	246	1	246	1	247	0	378	1	247	1	247
Comb. T-R	1	231	1	245	1	245	1	117	0	117	1	246	1	247	0	117	1	247	1	247
EB Right	0	-	0	-	0	-	0	117	0	117	0	-	0	-	0	117	0	-	0	-
Comb. L-T-R	0	-	0	-	0	-	0	117	0	117	0	-	0	-	0	117	0	-	0	-
WB Left	1	217	1	230	1	230	1	230	0	230	1	230	1	230	0	230	1	230	1	230
Comb. L-T	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-
WB Thru	1	515	1	546	1	546	1	1063	13	552	1	552	1	545	0	1049	1	545	1	545
Comb. T-R	1	515	1	546	1	546	1	41	0	41	1	552	1	545	0	41	1	545	1	545
WB Right	0	-	0	-	0	-	0	41	0	41	0	-	0	-	0	41	0	-	0	-
Comb. L-T-R	0	-	0	-	0	-	0	41	0	41	0	-	0	-	0	41	0	-	0	-
Crit. Volumes:	N-S:	659	N-S:	698	N-S:	730	N-S:	730	N-S:	730	N-S:	720	N-S:	694	E-W:	601	E-W:	601	E-W:	601
	E-W:	566	E-W:	600	E-W:	606	E-W:	606	E-W:	606	E-W:	1321	E-W:	1295	SUM:	1321	SUM:	1321	SUM:	1295
	SUM:	1224	SUM:	1298	SUM:	1336	SUM:	1336	SUM:	1336	SUM:	3	SUM:	3						
No. of Phases:	3				3				3				3				3			
Volume / Capacity:	0.859				0.911				0.937				0.927				0.909			
Level of Service:	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.
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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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CRITICAL MOVEMENT ANALYSIS

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

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

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

Movement	2002 EXIST. TRAFFIC			2005 W/ AMBIENT GROWTH			2005 W/ OTHER PROJECTS			2005 W/ PROPOSED PROJECT			2005 W/ MITIGATION [1]						
	No. of Lanes	Volume	Lane Volume	Total Volume	No. of Lanes	Volume	Added Volume	Total Volume	No. of Lanes	Volume	Added Volume	Total Volume	No. of Lanes	Volume	Added Volume	Total Volume	No. of Lanes	Volume	
NB Left	82	1	82	5	87	1	87	0	87	1	87	0	87	1	87	0	87	1	87
Comb. L-T	0	-	0	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NB Thru	1247	2	462	75	1322	2	490	90	1412	2	520	17	1429	2	525	-70	1359	2	502
Comb. T-R	1	462	462	1	490	1	490	0	490	1	520	0	520	1	525	0	525	1	502
NB Right	139	0	-	8	147	0	-	0	147	0	-	0	147	0	-	0	147	0	-
Comb. L-T-R-	0	-	0	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SB Left	35	1	35	2	37	1	37	1	38	1	38	0	38	1	38	0	38	1	38
Comb. L-T	0	-	0	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SB Thru	1090	2	439	65	1155	2	465	27	1182	2	474	33	1215	2	501	-80	1135	2	474
Comb. T-R	1	439	439	1	465	1	465	0	465	1	474	0	474	1	501	0	501	1	474
SB Right	226	0	-	14	240	0	-	1	241	0	-	46	287	0	-	0	287	0	-
Comb. L-T-R-	0	-	0	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EB Left	537	2	295	32	569	2	313	1	570	2	314	24	594	2	327	0	594	2	327
Comb. L-T	0	-	0	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EB Thru	1141	1	676	68	1209	1	716	9	1218	1	721	21	1239	1	731	-80	1159	1	691
Comb. T-R	1	676	676	1	716	1	721	0	721	1	731	0	731	1	731	0	731	1	691
EB Right	210	0	-	13	223	0	-	0	223	0	-	0	223	0	-	0	223	0	-
Comb. L-T-R-	0	-	0	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WB Left	108	1	108	6	114	1	114	0	114	1	114	0	114	1	114	0	114	1	114
Comb. L-T	0	-	0	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WB Thru	406	1	225	24	430	1	239	1	431	1	240	39	470	1	259	0	470	1	259
Comb. T-R	1	225	225	1	239	1	240	0	240	1	240	0	240	1	259	0	259	1	259
WB Right	44	0	-	3	47	0	-	1	48	0	-	0	48	0	-	0	48	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: 521	E-W: 784	SUM: 1304	N-S: 552	E-W: 831	SUM: 1382	N-S: 561	E-W: 835	SUM: 1396	N-S: 561	E-W: 846	SUM: 1433	N-S: 588	E-W: 846	SUM: 1433	N-S: 561	E-W: 806	SUM: 1367	
No. of Phases:	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Volume / Capacity:	0.915	0.970	0.980	0.970	0.980	0.980	0.980	0.980	0.980	0.980	0.980	0.980	0.980	0.980	0.980	0.980	0.980	0.980	0.980
Level of Service:	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E

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

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CRITICAL MOVEMENT ANALYSIS

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

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

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

Movement	2002 EXIST. TRAFFIC				2005 W/ AMBIENT GROWTH				2005 W/ OTHER PROJECTS				2005 W/ PROPOSED PROJECT				2005 W/ MITIGATION [2]									
	No. of Lanes	Volume	Lane	Added	Total Volume	No. of Lanes	Volume	Lane	Added	Total Volume	No. of Lanes	Volume	Lane	Added	Total Volume	No. of Lanes	Volume	Lane	Added	Total Volume	No. of Lanes	Volume	Lane	Added	Total Volume	
NB Left	2	118	2	13	227	2	125	2	69	296	2	163	2	-19	277	2	152	2	-10	267	2	147				
Comb. L-T	0	-	0	-	0	0	-	0	-	0	0	-	0	-	0	0	-	0	-	0	0	-				
NB Thru	2	514	2	62	1089	2	544	2	4	1092	2	546	2	0	1092	2	546	2	-80	1012	2	506				
Comb. T-R	0	-	0	-	0	0	-	0	-	0	0	-	0	-	0	0	-	0	-	0	0	-				
NB Right [1]	1	174	1	10	184	1	184	1	0	184	1	184	1	0	184	1	184	1	-10	174	1	174				
Comb. L-T-R	0	-	0	-	0	0	-	0	-	0	0	-	0	-	0	0	-	0	-	0	0	-				
SB Left	2	58	2	6	111	2	61	2	-1	110	2	61	2	0	110	2	61	2	0	110	2	61				
Comb. L-T	0	-	0	-	0	0	-	0	-	0	0	-	0	-	0	0	-	0	-	0	0	-				
SB Thru	2	551	2	86	1527	2	584	2	-3	1525	2	616	2	0	1525	2	612	2	-80	1445	2	585				
Comb. T-R	1	551	1	13	224	1	584	1	99	322	1	616	1	-12	310	1	612	1	0	310	1	585				
SB 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	-				
EB Left	2	69	2	8	133	2	73	2	13	146	2	80	2	3	149	2	82	2	0	149	2	82				
Comb. L-T	0	-	0	-	0	0	-	0	-	0	0	-	0	-	0	0	-	0	-	0	0	-				
EB Thru	2	227	2	40	700	2	240	2	31	731	2	254	2	6	737	2	257	2	0	737	2	254				
Comb. T-R	1	227	1	13	224	1	240	1	9	30	1	254	1	4	34	1	257	1	-10	24	1	254				
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	2	223	2	24	429	2	236	2	0	429	2	236	2	0	429	2	236	2	-10	419	2	231				
Comb. L-T	0	-	0	-	0	0	-	0	-	0	0	-	0	-	0	0	-	0	-	0	0	-				
WB Thru	2	607	2	73	1287	2	643	2	81	1368	2	684	2	-29	1339	2	669	2	0	1339	2	669				
Comb. T-R	0	-	0	-	0	0	-	0	-	0	0	-	0	-	0	0	-	0	-	0	0	-				
WB Right [1]	1	44	1	3	47	1	47	1	0	47	1	47	1	0	47	1	47	1	0	47	1	47				
Comb. L-T-R	0	-	0	-	0	0	-	0	-	0	0	-	0	-	0	0	-	0	-	0	0	-				
Crit. Volumes:		668		708		708		779		779		779					764						732			
		676		716		716		764		764		764					751						751			
		1344		1425		1425		1542		1542		1542					1515						1483			
No. of Phases:		4		4		4		4		4		4					4					4				
Volume / Capacity:		0.978		1.036		1.036		1.122		1.122		1.102					1.102					1.079				
Level of Service:		E		F		F		F		F		F					F					F				

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

- For dual turn lanes: 55% of volume is assigned to heavier lane.
- For one excl. and one opt. turn lane, 70% of volume is assigned to exclusive lane.
- Right turns on red from excl. lanes = 50% of overlapping left turn.
- [1] Northbound and westbound curb lanes function as right-turn only lanes, due to parking availability on the departure leg.
- [2] Traffic volumes shown in the added volume column reflect redistribution of traffic due to Mason Avenue crossing.

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CRITICAL MOVEMENT ANALYSIS

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

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

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

Movement	2002 EXIST. TRAFFIC				2005 W/ AMBIENT GROWTH				2005 W/ OTHER PROJECTS				2005 W/ PROPOSED PROJECT				2005 W/ MITIGATION [2]			
	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	2	106	2	113	2	113	2	210	5	210	2	115	52	262	2	144	2	252	2	138
Comb. L-T	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-
NB Thru	2	532	2	564	2	564	2	1349	10	1349	2	567	0	1349	2	567	2	1269	2	537
Comb. T-R	1	532	1	564	1	564	1	353	0	353	1	567	0	353	1	567	1	343	1	537
NB Right	0	-	0	-	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Comb. L-T-R	0	-	0	-	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SB Left	2	146	2	154	2	154	2	282	1	282	2	155	0	282	2	155	2	282	2	155
Comb. L-T	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-
SB Thru	2	376	2	399	2	399	2	1105	15	1105	2	406	0	1105	2	417	2	1025	2	391
Comb. T-R	1	376	1	399	1	399	1	114	8	114	1	406	33	147	1	417	1	147	1	391
SB Right	0	-	0	-	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Comb. L-T-R	0	-	0	-	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EB Left	2	165	2	175	2	175	2	394	76	394	2	217	17	411	2	226	2	411	2	226
Comb. L-T	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-
EB Thru	2	643	2	682	2	682	2	1417	54	1417	2	709	42	1459	2	730	2	1459	2	730
Comb. T-R	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-
EB Right [1]	1	76	1	81	1	81	1	133	52	133	1	133	28	161	1	161	1	151	1	151
Comb. L-T-R	0	-	0	-	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WB Left	2	182	2	192	2	192	2	350	0	350	2	192	0	350	2	192	2	340	2	187
Comb. L-T	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-
WB Thru	2	331	2	351	2	351	2	893	12	893	2	355	78	971	2	381	2	971	2	381
Comb. T-R	1	331	1	351	1	351	1	172	1	172	1	355	0	172	1	381	1	172	1	381
WB Right	0	-	0	-	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Comb. L-T-R	0	-	0	-	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Crit. Volumes:	N-S:	678	N-S:	718	N-S:	722	N-S:	722	722	722	N-S:	722	722	722	N-S:	722	N-S:	692		
	E-W:	825	E-W:	874	E-W:	901	E-W:	901	901	901	E-W:	922	922	922	E-W:	922	E-W:	916		
	SUM:	1502	SUM:	1592	SUM:	1592	SUM:	1592	1592	1592	SUM:	1623	1623	1623	SUM:	1644	SUM:	1609		
No. of Phases:	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4
Volume / Capacity:	1.093	F	1.158	F	1.181	F	1.181	F	1.196	F	1.196	F	1.196	F	1.196	F	1.196	F	1.170	F
Level of Service:	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F

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

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

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

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

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

Movement	2002 EXIST. TRAFFIC				2005 W/ AMBIENT GROWTH				2005 W/ OTHER PROJECTS				2005 W/ PROPOSED PROJECT				2005 W/ MITIGATION [2]						
	No. of Lanes	Volume	Lane	Total	No. of Lanes	Volume	Lane	Total	Added	Volume	Lane	Total	No. of Lanes	Volume	Lane	Total	Added	Volume	No. of Lanes	Volume	Lane	Total	
NB Left	95	1	95	6	101	1	101	0	101	1	101	0	101	1	101	0	101	1	101	1	101	0	101
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	993	2	497	60	1053	2	526	69	1122	2	561	-12	1110	2	555	-50	1060	2	530	2	530	2	530
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 [1]	94	1	94	6	100	1	100	0	100	1	100	0	100	1	100	0	100	1	100	1	100	0	100
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SB Left	116	1	116	7	123	1	123	0	123	1	123	0	123	1	123	0	123	1	123	1	123	0	123
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	1357	2	679	81	1438	2	719	9	1447	2	724	3	1450	2	725	-50	1400	2	700	2	700	2	700
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]	71	1	71	4	75	1	75	0	75	1	75	0	75	1	75	0	75	1	75	1	75	0	75
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EB Left	103	1	103	6	109	1	109	0	109	1	109	0	109	1	109	0	109	1	109	1	109	0	109
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	1084	2	396	65	1149	2	420	4	1153	2	421	2	1155	2	422	0	1155	2	422	2	422	0	422
Comb. T-R	1	396	396	1	420	1	421	1	421	1	421	1	422	1	422	0	422	1	422	1	422	0	422
EB Right	105	0	105	6	111	0	111	0	111	0	111	0	111	0	111	0	111	0	111	0	111	0	111
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WB Left	122	1	122	7	129	1	129	0	129	1	129	0	129	1	129	0	129	1	129	1	129	0	129
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	1093	2	547	66	1159	2	579	5	1164	2	582	-10	1154	2	577	0	1154	2	577	2	577	0	577
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 [1]	139	1	139	8	147	1	147	0	147	1	147	0	147	1	147	0	147	1	147	1	147	0	147
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Crit. Volumes:	N-S: 774	N-S: 820	N-S: 824	N-S: 824	N-S: 820	N-S: 824	N-S: 824	N-S: 824	N-S: 824	N-S: 824	N-S: 824	N-S: 824	N-S: 824	N-S: 824	N-S: 824	N-S: 824	N-S: 824	N-S: 824	N-S: 824	N-S: 824	N-S: 824	N-S: 824	N-S: 824
	E-W: 650	E-W: 688	E-W: 691	E-W: 688	E-W: 650	E-W: 688	E-W: 691	E-W: 688	E-W: 691	E-W: 688	E-W: 691	E-W: 688	E-W: 691	E-W: 688	E-W: 691	E-W: 688	E-W: 691	E-W: 688	E-W: 691	E-W: 688	E-W: 691	E-W: 688	E-W: 691
	SUM: 1423	SUM: 1508	SUM: 1515	SUM: 1508	SUM: 1423	SUM: 1508	SUM: 1515	SUM: 1508	SUM: 1515	SUM: 1508	SUM: 1515	SUM: 1508	SUM: 1515	SUM: 1508	SUM: 1515	SUM: 1508	SUM: 1515	SUM: 1508	SUM: 1515	SUM: 1508	SUM: 1515	SUM: 1508	SUM: 1515
No. of Phases:	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Volume / Capacity:	0.949	1.006	1.010	1.006	0.949	1.006	1.010	1.006	1.010	1.006	1.010	1.006	1.010	1.006	1.010	1.006	1.010	1.006	1.010	1.006	1.010	1.006	1.010
Level of Service:	E	F	F	F	E	F	F	F	F	E	F	F	F	E	F	F	F	F	E	F	F	F	E

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

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CRITICAL MOVEMENT ANALYSIS

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

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

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

Movement	2002 EXIST. TRAFFIC			2005 W/ AMBIENT GROWTH			2005 W/ OTHER PROJECTS			2005 W/ PROPOSED PROJECT			2005 W/ MITIGATION [2]		
	Volume	Lane	No. of Lanes	Added Volume	Total Volume	Lane Volume	Added Volume	Total Volume	Lane Volume	Added Volume	Total Volume	Lane Volume	Added Volume	Total Volume	Lane Volume
NB Left	100	1	100	6	106	1	106	0	106	1	106	0	106	1	106
Comb. L-T	0	-	0	-	0	0	-	0	0	0	0	-	0	0	0
NB Thru	1153	2	419	69	1222	2	444	8	1230	2	447	33	1263	2	441
Comb. T-R	1	1	419	1	444	1	447	1	447	1	458	1	458	1	441
NB Right	104	0	0	6	110	0	0	0	110	0	0	0	110	0	0
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SB Left	194	1	194	12	206	1	206	1	207	1	207	0	207	1	207
Comb. L-T	0	-	0	-	0	0	-	0	0	0	0	-	0	0	0
SB Thru	1161	2	416	70	1231	2	441	57	1288	2	460	17	1305	2	449
Comb. T-R	1	1	416	1	441	1	441	1	460	1	466	1	466	1	449
SB Right	86	0	0	5	91	0	0	1	92	0	92	0	92	0	0
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EB Left	132	1	132	8	140	1	140	0	140	1	140	0	140	1	140
Comb. L-T	0	-	0	-	0	0	-	0	0	0	0	-	0	0	0
EB Thru	1283	2	455	77	1360	2	482	15	1375	2	487	14	1389	2	492
Comb. T-R	1	1	455	1	482	1	487	1	487	1	492	1	492	1	492
EB Right	82	0	0	5	87	0	0	0	87	0	87	0	87	0	0
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WB Left	99	1	99	6	105	1	105	0	105	1	105	0	105	1	105
Comb. L-T	0	-	0	-	0	0	-	0	0	0	0	-	0	0	0
WB Thru	1120	2	456	67	1187	2	483	13	1200	2	488	26	1226	2	496
Comb. T-R	1	1	456	1	483	1	488	1	488	1	496	1	496	1	496
WB Right	248	0	0	15	263	0	0	0	263	0	263	0	263	0	0
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Crit. Volumes:	N-S: 613	E-W: 588	SUM: 1201	N-S: 650	E-W: 623	SUM: 1273	N-S: 654	E-W: 628	SUM: 1281	N-S: 665	E-W: 636	SUM: 1301	N-S: 648	E-W: 636	SUM: 1284
No. of Phases:	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Volume / Capacity:	0.801	0.849	0.854	0.867	0.856	0.867	0.867	0.867	0.867	0.867	0.867	0.867	0.867	0.867	0.867
Level of Service:	D	D	D	D	D	D	D	D	D	D	D	D	D	D	D

Assumptions: Maximum Sum of Critical Volumes (Intersection Capacity): 2 Phase=1500, 3 Phase=1425, 4+ Phase=1375, Unsignalized=1200.
 For dual turn lanes, 55% of volume is assigned to heavier lane.
 For one excl. and one opt. turn lane, 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: Tampa Avenue
 E-W St: Satcoy Street
 Project: Krausz Companies Northridge / 1-023166-1
 File Name: CMA33
 Counts by: Accutek

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

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

Movement	2002 EXIST. TRAFFIC			2005 W/ AMBIENT GROWTH			2005 W/ OTHER PROJECTS			2005 W/ PROPOSED PROJECT			2005 W/ MITIGATION [2]				
	No. of Lanes	Volume	Lane	Added	Total	No. of Lanes	Volume	Lane	Added	Total	No. of Lanes	Volume	Lane	Added	Total	No. of Lanes	Volume
NB Left	77	1	77	5	82	1	82	1	82	0	82	1	82	0	82	1	82
Comb. L-T	0	-	0	-	0	0	-	0	-	0	-	0	-	0	-	0	-
NB Thru	894	2	447	54	948	2	474	2	508	-7	1010	2	505	-40	970	2	485
Comb. T-R	0	-	0	-	0	0	-	0	-	0	-	0	-	0	-	0	-
NB Right [1]	48	1	48	3	51	1	51	1	51	0	51	1	51	0	51	1	51
Comb. L-T-R	0	-	0	-	0	0	-	0	-	0	-	0	-	0	-	0	-
SB Left	152	1	152	9	161	1	161	1	161	1	162	1	162	0	162	1	162
Comb. L-T	0	-	0	-	0	0	-	0	-	0	-	0	-	0	-	0	-
SB Thru	1238	2	619	74	1312	2	656	2	661	2	1323	2	662	-40	1283	2	642
Comb. T-R	0	-	0	-	0	0	-	0	-	0	-	0	-	0	-	0	-
SB Right [1]	79	1	79	5	84	1	84	1	84	0	84	1	84	0	84	1	84
Comb. L-T-R	0	-	0	-	0	0	-	0	-	0	-	0	-	0	-	0	-
EB Left	82	1	82	5	87	1	87	1	87	0	87	1	87	0	87	1	87
Comb. L-T	0	-	0	-	0	0	-	0	-	0	-	0	-	0	-	0	-
EB Thru	1170	1	626	70	1240	1	663	1	664	0	1241	1	664	0	1241	1	664
Comb. T-R	1	626	626	1	663	1	664	1	664	1	664	1	664	1	664	1	664
EB Right	81	0	-	5	86	0	-	0	86	0	86	0	-	0	86	0	-
Comb. L-T-R	0	-	0	-	0	0	-	0	-	0	-	0	-	0	-	0	-
WB Left	91	1	91	5	96	1	96	1	96	0	96	1	96	0	96	1	96
Comb. L-T	0	-	0	-	0	0	-	0	-	0	-	0	-	0	-	0	-
WB Thru	1143	1	628	69	1212	1	666	1	666	0	1213	1	665	0	1213	1	665
Comb. T-R	1	628	628	1	666	1	666	1	666	1	666	1	665	1	665	1	665
WB Right	113	0	-	7	120	0	-	0	120	-2	118	0	-	0	118	0	-
Comb. L-T-R	0	-	0	-	0	0	-	0	-	0	-	0	-	0	-	0	-
Crit. Volumes:	N-S: 696	E-W: 717	SUM: 1413	N-S: 738	E-W: 759	SUM: 1497	N-S: 742	E-W: 760	SUM: 1502	N-S: 743	E-W: 760	SUM: 1503	N-S: 723	E-W: 760	SUM: 1483		
No. of Phases:	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Volume / Capacity:	0.942	0.988	0.988	0.988	1.002	1.002	1.002	1.002	1.002	1.002	1.002	1.002	0.989	0.989	0.989	0.989	0.989
Level of Service:	E	E	E	E	F	F	F	F	F	F	F	F	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] Northbound and southbound curb lanes function as right-turn only lanes, due to parking availability on the departure leg.
 [2] Traffic volumes shown in the added volume column reflect redistribution of traffic due to Mason Avenue crossing.

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CRITICAL MOVEMENT ANALYSIS

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

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

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

Movement	2002 EXIST. TRAFFIC				2005 W/ AMBIENT GROWTH				2005 W/ OTHER PROJECTS				2005 W/ PROPOSED PROJECT				2005 W/ MITIGATION [2]			
	Volume	No. of Lanes	Lane Volume	Added	Total Volume	No. of Lanes	Lane Volume	Added	Total Volume	Added	Total Volume	No. of Lanes	Lane Volume	Added	Total Volume	Added	Total Volume	No. of Lanes	Lane Volume	
NB Left	120	1	120	7	127	1	127	0	127	1	127	1	127	0	127	0	127	1	127	
Comb. L-T	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
NB Thru	1233	2	434	74	1307	2	460	6	1313	2	462	2	1333	20	1293	-40	1293	2	455	
Comb. T-R	0	1	434	0	434	1	460	0	460	1	462	1	468	0	468	0	468	1	455	
NB Right	68	0	0	4	72	0	0	0	72	0	0	0	72	0	72	0	72	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	167	1	167	10	177	1	177	0	177	1	177	1	177	3	180	0	180	1	180	
Comb. L-T	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
SB Thru	1171	2	427	70	1241	2	452	55	1296	2	470	2	1306	10	1266	-40	1266	2	460	
Comb. T-R	0	1	427	0	427	1	452	0	452	1	470	1	474	0	474	0	474	1	460	
SB Right	109	0	0	7	116	0	0	0	116	0	0	0	116	0	116	0	116	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	86	1	86	5	91	1	91	0	91	1	91	1	91	0	91	0	91	1	91	
Comb. L-T	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
EB Thru	1346	1	707	81	1427	1	749	1	1428	1	749	1	1428	0	1428	0	1428	1	749	
Comb. T-R	0	1	707	0	707	1	749	0	749	1	749	1	749	0	749	0	749	1	749	
EB Right	67	0	0	4	71	0	0	0	71	0	0	0	71	0	71	0	71	0	0	
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
WB Left	74	1	74	4	78	1	78	0	78	1	78	1	78	0	78	0	78	1	78	
Comb. L-T	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
WB Thru	1205	1	654	72	1277	1	693	1	1278	1	693	1	1278	0	1278	0	1278	1	697	
Comb. T-R	0	1	654	0	654	1	693	0	693	1	693	1	697	0	697	0	697	1	697	
WB Right	102	0	0	6	108	0	0	0	108	0	0	0	115	7	115	0	115	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: 601	N-S: 637	N-S: 639	N-S: 639	N-S: 639	N-S: 639	N-S: 648	N-S: 648	N-S: 648	N-S: 648	N-S: 648	N-S: 648	N-S: 648	N-S: 648	N-S: 648	N-S: 648	N-S: 648	N-S: 648	N-S: 648	
	E-W: 781	E-W: 827	E-W: 828	E-W: 828	E-W: 828	E-W: 828	E-W: 828	E-W: 828	E-W: 828	E-W: 828	E-W: 828	E-W: 828	E-W: 828	E-W: 828	E-W: 828	E-W: 828	E-W: 828	E-W: 828	E-W: 828	
	SUM: 1381	SUM: 1464	SUM: 1467	SUM: 1467	SUM: 1467	SUM: 1467	SUM: 1476	SUM: 1476	SUM: 1476	SUM: 1476	SUM: 1476	SUM: 1476	SUM: 1476	SUM: 1476	SUM: 1476	SUM: 1476	SUM: 1476	SUM: 1476	SUM: 1476	
No. of Phases:	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	
Volume / Capacity:	0.921	0.976	0.978	0.978	0.978	0.978	0.984	0.984	0.984	0.984	0.984	0.984	0.984	0.984	0.984	0.984	0.984	0.984	0.984	
Level of Service:	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	

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

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

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CRITICAL MOVEMENT ANALYSIS

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

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

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

Movement	2002 EXIST. TRAFFIC			2005 W/ AMBIENT GROWTH			2005 W/ OTHER PROJECTS			2005 W/ PROPOSED PROJECT			2005 W/ MITIGATION		
	No. of Lanes	Volume	Lane Volume	Added 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	92	1	92	6	98	1	98	0	98	0	98	1	98	0	98
Comb. L-T	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0
NB Thru	303	1	168	18	321	1	178	1	323	1	179	1	179	0	323
Comb. T-R	1	168	178	1	178	1	178	1	179	1	179	1	179	1	179
NB Right	32	0	32	2	34	0	34	0	34	0	34	0	34	0	34
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SB Left	110	1	110	7	117	1	117	5	122	0	122	1	122	0	122
Comb. L-T	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0
SB Thru	678	1	522	41	719	1	553	15	734	-2	732	1	559	0	732
Comb. T-R	1	522	553	1	553	1	553	1	561	1	559	1	559	1	559
SB Right	366	0	366	22	388	0	388	0	388	-2	386	0	386	0	386
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EB Left	61	1	61	4	65	1	65	0	65	1	66	1	66	0	66
Comb. L-T	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0
EB Thru	386	1	221	23	409	1	234	2	411	3	414	1	237	0	414
Comb. T-R	1	221	234	1	234	1	234	1	235	1	237	1	237	1	237
EB Right	56	0	56	3	59	0	59	0	59	0	59	0	59	0	59
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WB Left	4	1	4	0	4	1	4	0	4	0	4	1	4	0	4
Comb. L-T	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0
WB Thru	556	1	303	33	589	1	321	13	602	-12	590	1	321	0	590
Comb. T-R	1	303	321	1	321	1	321	1	327	1	321	1	321	1	321
WB Right	49	0	49	3	52	0	52	0	52	0	52	0	52	0	52
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Crit. Volumes:	N-S: 614	E-W: 364	SUM: 978	N-S: 651	E-W: 385	SUM: 1036	N-S: 658	E-W: 392	SUM: 1050	N-S: 656	E-W: 387	SUM: 1043	N-S: 656	E-W: 387	SUM: 1043
No. of Phases:	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Volume / Capacity:	0.652	0.691	0.691	0.700	0.695	0.695	0.700	0.695	0.695	0.695	0.695	0.695	0.695	0.695	0.695
Level of Service:	B	B	B	C	B	B	C	B	B	B	B	B	B	B	B

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

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CRITICAL MOVEMENT ANALYSIS

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

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

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

Movement	2002 EXIST. TRAFFIC			2005 W/ AMBIENT GROWTH			2005 W/ OTHER PROJECTS			2005 W/ PROPOSED PROJECT			2005 W/ MITIGATION							
	No. of Lanes	Volume	Lane Volume	Added 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	1	77	1	5	82	1	82	1	82	0	82	1	82	0	82	1	82	1	82	
Comb. L-T	0	-	0	-	-	0	-	0	-	-	-	0	-	-	-	0	-	0	-	
NB Thru	500	1	261	30	530	1	276	1	275	3	531	1	276	0	531	1	276	1	276	
Comb. T-R	1	261	1	276	276	1	275	1	275	0	22	0	22	0	22	0	22	0	22	
NB Right	21	0	22	0	22	0	22	0	22	0	22	0	22	0	22	0	22	0	22	
Comb. L-T-R	0	-	0	-	-	0	-	0	-	-	-	0	-	-	-	0	-	0	-	
SB Left	51	1	51	3	54	1	54	1	54	0	54	1	54	0	54	1	54	1	54	
Comb. L-T	0	-	0	-	-	0	-	0	-	-	-	0	-	-	-	0	-	0	-	
SB Thru	337	1	215	20	357	1	228	1	228	7	364	1	235	0	364	1	235	1	235	
Comb. T-R	1	215	1	228	228	1	228	1	228	0	106	0	106	0	106	0	106	0	106	
SB Right	93	0	99	6	99	0	99	0	99	7	106	0	106	0	106	0	106	0	106	
Comb. L-T-R	0	-	0	-	-	0	-	0	-	-	-	0	-	-	-	0	-	0	-	
EB Left	287	1	287	17	304	1	304	1	303	3	306	1	306	0	306	1	306	1	306	
Comb. L-T	0	-	0	-	-	0	-	0	-	-	-	0	-	-	-	0	-	0	-	
EB Thru	843	1	460	51	894	1	488	1	492	17	920	1	501	0	920	1	501	1	501	
Comb. T-R	1	460	1	488	488	1	488	1	492	0	82	0	82	0	82	0	82	0	82	
EB Right	77	0	82	5	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	-	
WB Left	28	1	28	2	30	1	30	1	30	0	30	1	30	0	30	1	30	1	30	
Comb. L-T	0	-	0	-	-	0	-	0	-	-	-	0	-	-	-	0	-	0	-	
WB Thru	419	1	239	25	444	1	253	1	253	33	478	1	270	0	478	1	270	1	270	
Comb. T-R	1	239	1	253	253	1	253	1	253	0	61	0	61	0	61	0	61	0	61	
WB Right	59	0	63	4	63	0	63	0	63	0	61	0	61	0	61	0	61	0	61	
Comb. L-T-R	0	-	0	-	-	0	-	0	-	-	-	0	-	-	-	0	-	0	-	
Crit. Volumes:	N-S:	312	N-S:	330	N-S:	329	N-S:	330	N-S:	330	N-S:	330	N-S:	330	N-S:	330	N-S:	330	N-S:	330
	E-W:	526	E-W:	558	E-W:	556	E-W:	576	E-W:	576	E-W:	576	E-W:	576	E-W:	576	E-W:	576	E-W:	576
	SUM:	838	SUM:	888	SUM:	885	SUM:	906	SUM:	906	SUM:	906	SUM:	906	SUM:	906	SUM:	906	SUM:	906
No. of Phases:	2		2		2		2		2		2		2		2		2		2	
Volume / Capacity:	0.558		0.592		0.592		0.592		0.592		0.592		0.592		0.592		0.592		0.592	
Level of Service:	A		A		A		A		A		A		A		A		A		B	

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

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

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

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

Movement	2002 EXIST. TRAFFIC				2005 W/ AMBIENT GROWTH				2005 W/ OTHER PROJECTS				2005 W/ PROPOSED PROJECT				2005 W/ MITIGATION							
	No. of Lanes	Volume	Lane Volume	Added	No. of Lanes	Volume	Lane Volume	Added	Total Volume	No. of Lanes	Volume	Lane Volume	Added	Total Volume	No. of Lanes	Volume	Lane Volume	Added	Total Volume	No. of Lanes	Volume	Lane Volume		
NB Left	45	1	45	3	48	1	48	0	48	1	48	0	48	1	48	0	48	0	48	1	48	0	48	
Comb. L-T	0	-	0	-	0	-	0	-	0	0	-	0	-	0	0	-	0	-	0	0	0	-	0	
NB Thru	119	1	65	7	126	1	68	0	126	1	68	0	126	1	68	0	126	0	126	1	68	0	68	
Comb. T-R	1	65	65	1	68	1	68	0	68	1	68	0	68	1	68	0	68	0	68	1	68	0	68	
NB Right	10	0	1	1	11	0	0	0	11	0	0	0	11	0	0	0	11	0	11	0	0	0	0	
Comb. L-T-R-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
SB Left	243	1	243	15	258	1	258	8	265	1	265	0	265	1	265	0	265	0	265	1	265	0	265	
Comb. L-T	0	-	0	-	0	-	0	-	0	0	-	0	-	0	0	-	0	-	0	0	0	-	0	
SB Thru	229	1	229	14	243	1	243	4	246	1	246	0	246	1	246	0	246	0	246	1	246	0	246	
Comb. T-R	0	-	0	-	0	-	0	-	0	0	-	0	-	0	0	-	0	-	0	0	0	-	0	
SB Right	218	1	218	13	231	1	231	4	235	1	235	-5	230	1	230	0	230	0	230	1	230	0	230	
Comb. L-T-R-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
EB Left	114	1	114	7	121	1	121	0	121	1	121	1	122	1	122	0	122	0	122	1	122	0	122	
Comb. L-T	0	-	0	-	0	-	0	-	0	0	-	0	-	0	0	-	0	-	0	0	0	-	0	
EB Thru	987	2	341	59	1046	2	362	31	1077	2	372	5	1082	2	374	0	1082	0	1082	2	374	0	374	
Comb. T-R	1	341	341	1	362	1	362	1	372	1	372	0	372	1	374	0	374	0	374	1	374	0	374	
EB Right	37	0	2	2	39	0	0	0	39	0	0	0	39	0	0	0	39	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	0	0	0	0	
WB Left	11	1	11	1	12	1	12	0	12	1	12	0	12	1	12	0	12	0	12	1	12	0	12	
Comb. L-T	0	-	0	-	0	-	0	-	0	0	-	0	-	0	0	-	0	-	0	0	0	-	0	
WB Thru	1334	2	478	80	1414	2	507	81	1495	2	534	-22	1473	2	526	0	1473	0	1473	2	526	0	526	
Comb. T-R	1	478	478	1	507	1	507	1	534	1	534	0	534	1	526	0	526	0	526	1	526	0	526	
WB Right	100	0	6	6	106	0	0	0	106	0	0	0	106	0	0	0	106	0	106	0	0	0	0	
Comb. L-T-R-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Crit. Volumes:	N-S:	308	N-S:	326	N-S:	333	N-S:	333	N-S:	333	N-S:	333	N-S:	333	N-S:	333	N-S:	333	N-S:	333	N-S:	333	N-S:	333
	E-W:	592	E-W:	628	E-W:	655	E-W:	655	E-W:	655	E-W:	655	E-W:	655	E-W:	655	E-W:	655	E-W:	655	E-W:	655	E-W:	655
	SUM:	900	SUM:	953	SUM:	988	SUM:	988	SUM:	988	SUM:	988	SUM:	982	SUM:	982	SUM:	982	SUM:	982	SUM:	982	SUM:	982
No. of Phases:	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	
Volume / Capacity:	0.600	0.636	0.636	0.636	0.636	0.636	0.636	0.636	0.636	0.636	0.636	0.636	0.636	0.636	0.636	0.636	0.636	0.636	0.636	0.636	0.636	0.636	0.636	
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	

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

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

Notes:

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

CRITICAL MOVEMENT ANALYSIS

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

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

Movement	2002 EXIST. TRAFFIC				2005 W/ AMBIENT GROWTH				2005 W/ OTHER PROJECTS				2005 W/ PROPOSED PROJECT				2005 W/ MITIGATION				
	No. of Lanes	Volume	Lane Volume	Total Volume	No. of Lanes	Volume	Lane Volume	Total Volume	Added Volume	Total Volume	Lane Volume	Total Volume	Added Volume	Total Volume	Lane Volume	Total Volume	Added Volume	Total Volume	Lane Volume	Total Volume	
NB Left	73	1	73	4	77	1	77	0	77	1	77	0	77	1	77	0	77	1	77	1	77
Comb. L-T	0	-	0	0	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NB Thru	172	1	91	10	182	1	96	0	182	1	96	0	182	1	96	0	182	1	96	1	96
Comb. T-R	1	91	91	1	96	1	96	0	96	1	96	0	96	1	96	0	96	1	96	1	96
NB Right	9	0	0	1	10	0	0	0	10	0	0	0	10	0	0	0	10	0	0	0	0
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SB Left	131	1	131	8	139	1	139	0	139	1	139	0	139	1	139	0	139	1	139	1	139
Comb. L-T	0	-	0	0	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SB Thru	117	1	117	7	124	1	124	0	124	1	124	0	124	1	124	0	124	1	124	1	124
Comb. T-R	0	-	0	0	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SB Right	104	1	104	6	110	1	110	0	110	1	110	13	123	1	123	0	123	1	123	1	123
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EB Left	209	1	209	13	222	1	222	-1	220	1	220	7	227	1	227	0	227	1	227	1	227
Comb. L-T	0	-	0	0	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EB Thru	1487	2	513	89	1576	2	543	54	1630	2	561	31	1661	2	572	0	1661	2	572	2	572
Comb. T-R	1	513	513	1	543	1	543	0	543	1	561	0	561	1	572	0	561	1	572	1	572
EB Right	51	0	0	3	54	0	0	0	54	0	0	0	54	0	0	0	54	0	0	0	0
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WB Left	12	1	12	1	13	1	13	0	13	1	13	0	13	1	13	0	13	1	13	1	13
Comb. L-T	0	-	0	0	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WB Thru	1125	2	442	68	1193	2	469	12	1205	2	472	59	1264	2	492	0	1264	2	492	2	492
Comb. T-R	1	442	442	1	469	1	472	0	472	1	472	0	472	1	492	0	472	1	492	1	492
WB Right	202	0	0	12	214	0	0	-1	213	0	0	0	213	0	0	0	213	0	0	0	0
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Crit. Volumes:	N-S: 222	N-S: 235	N-S: 235	N-S: 235	N-S: 235	N-S: 235	N-S: 235	N-S: 235	N-S: 235	N-S: 235	N-S: 235	N-S: 235	N-S: 235	N-S: 235	N-S: 235	N-S: 235	N-S: 235	N-S: 235	N-S: 235	N-S: 235	N-S: 235
	E-W: 651	E-W: 690	E-W: 690	E-W: 690	E-W: 690	E-W: 690	E-W: 690	E-W: 690	E-W: 690	E-W: 690	E-W: 690	E-W: 690	E-W: 690	E-W: 690	E-W: 690	E-W: 690	E-W: 690	E-W: 690	E-W: 690	E-W: 690	E-W: 690
	SUM: 873	SUM: 925	SUM: 925	SUM: 925	SUM: 925	SUM: 925	SUM: 925	SUM: 925	SUM: 925	SUM: 925	SUM: 925	SUM: 925	SUM: 925	SUM: 925	SUM: 925	SUM: 925	SUM: 925	SUM: 925	SUM: 925	SUM: 925	SUM: 925
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:	0.582	0.617	0.617	0.617	0.617	0.617	0.617	0.617	0.617	0.617	0.617	0.617	0.617	0.617	0.617	0.617	0.617	0.617	0.617	0.617	0.617
Level of Service:	A	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B

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

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CRITICAL MOVEMENT ANALYSIS

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

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

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

Movement	2002 EXIST. TRAFFIC				2005 W/ AMBIENT GROWTH				2005 W/ OTHER PROJECTS				2005 W/ PROPOSED PROJECT				2005 W/ MITIGATION				
	No. of Lanes	Volume	Lane Volume	No. of Lanes	Added Volume	Total Volume	Lane Volume	No. of Lanes	Added Volume	Total Volume	Lane Volume	No. of Lanes	Added Volume	Total Volume	Lane Volume	No. of Lanes	Added Volume	Total Volume	Lane Volume		
NB Left	1	125	8	133	1	133	1	133	0	133	1	133	0	133	1	133	0	133	1	133	
Comb. L-T	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
NB Thru	1	716	43	759	1	448	1	453	10	769	1	453	0	769	1	453	0	769	1	453	
Comb. T-R	1	423	423	448	1	448	1	453	0	453	1	453	0	453	1	453	0	453	1	453	
NB Right	0	-	8	137	0	137	0	137	0	137	0	137	0	137	0	137	0	137	0	137	
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
SB Left	1	211	13	224	1	224	1	224	0	224	1	224	0	224	1	224	0	224	1	224	
Comb. L-T	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
SB Thru	1	1200	72	1272	1	736	1	731	-23	1249	1	731	0	1249	1	729	0	1249	2	624	
Comb. T-R	1	695	695	736	1	736	1	731	0	731	1	729	0	729	1	729	0	729	0	729	
SB Right	0	-	11	200	0	200	0	200	13	213	0	208	-5	208	0	208	0	208	1	208	
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	1	173	10	183	1	183	1	185	2	185	1	186	1	186	1	186	0	186	1	186	
Comb. L-T	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
EB Thru	1	220	13	233	1	220	1	222	1	234	1	222	1	235	1	223	0	235	1	223	
Comb. T-R	1	208	208	220	1	220	1	222	0	222	1	223	0	223	1	223	0	223	1	223	
EB Right	0	-	12	207	0	207	0	210	4	210	0	210	0	210	0	210	0	210	0	210	
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
WB Left	1	8	0	8	1	8	1	8	0	8	1	8	0	8	1	8	0	8	1	8	
Comb. L-T	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
WB Thru	1	28	2	30	1	30	1	30	0	30	1	30	-5	25	1	25	0	25	1	25	
Comb. T-R	1	56	56	59	1	59	1	59	1	59	1	59	0	59	1	59	0	59	1	59	
WB Right	0	-	3	59	0	59	0	59	0	59	0	59	0	59	0	59	0	59	0	59	
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Crit. Volumes:	N-S:	820	869	869	N-S:	869	864	864	N-S:	864	861	861	N-S:	861	861	861	757	757	N-S:	757	
	E-W:	229	243	243	E-W:	243	245	245	E-W:	245	246	246	E-W:	246	246	246	246	246	E-W:	246	
	SUM:	1049	1111	1111	SUM:	1111	1108	1108	SUM:	1108	1107	1107	SUM:	1107	1107	1107	1003	1003	SUM:	1003	
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:	0.699	0.741	0.741	0.741	0.741	0.741	0.739	0.739	0.739	0.739	0.738	0.738	0.738	0.738	0.738	0.738	0.738	0.738	0.738	0.668	
Level of Service:	B	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	B

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

Notes:

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

CRITICAL MOVEMENT ANALYSIS

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

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

Movement	2002 EXIST. TRAFFIC			2005 W/ AMBIENT GROWTH			2005 W/ OTHER PROJECTS			2005 W/ PROPOSED PROJECT			2005 W/ MITIGATION											
	No. of Lanes	Volume	Lane Volume	Added	Total	No. of Lanes	Volume	Lane Volume	Added	Total	No. of Lanes	Volume	Lane Volume	Added	Total	No. of Lanes	Volume	Lane Volume						
NB Left	1	105	6	111	1	111	1	111	0	111	1	111	1	111	0	111	1	111						
Comb. L-T	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-						
NB Thru	1	704	79	1390	1	746	1	755	18	1408	1	755	1	755	0	1408	1	755						
Comb. T-R	1	704	0	704	1	746	1	755	0	746	1	755	1	755	0	746	1	755						
NB Right	0	-	6	102	0	-	0	102	0	102	0	-	0	102	0	102	0	-						
Comb. L-T-R	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						
SB Left	1	229	14	243	1	243	1	245	3	245	1	245	1	245	0	245	1	245						
Comb. L-T	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-						
SB Thru	1	1218	141	2499	1	1291	1	1318	51	2550	1	1318	1	1325	0	2550	2	1275						
Comb. T-R	1	1218	0	1218	1	1291	1	1318	0	1291	1	1318	1	1325	0	1291	1	1318						
SB Right	0	-	5	83	0	-	0	86	4	86	0	-	0	99	0	86	0	99						
Comb. L-T-R	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						
EB Left	1	277	17	294	1	294	1	303	9	303	1	310	1	310	0	310	1	310						
Comb. L-T	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-						
EB Thru	1	227	15	263	1	241	1	241	0	263	1	241	1	244	0	270	1	244						
Comb. T-R	1	227	0	227	1	241	1	241	0	241	1	244	1	244	0	244	1	244						
EB Right	0	-	12	218	0	-	0	218	0	218	0	-	0	218	0	218	0	-						
Comb. L-T-R	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0						
WB Left	1	103	6	109	1	109	1	109	0	109	1	109	1	109	0	109	1	109						
Comb. L-T	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-						
WB Thru	1	192	14	252	1	204	1	204	0	252	1	204	1	210	0	265	1	210						
Comb. T-R	1	192	0	192	1	204	1	204	0	204	1	210	1	210	0	210	1	210						
WB Right	0	-	9	155	0	-	0	155	0	155	0	-	0	155	0	155	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:	1323	E-W:	469	SUM:	1792	N-S:	1402	E-W:	497	SUM:	1900	N-S:	1430	E-W:	506	SUM:	1936	N-S:	1387	E-W:	520	SUM:	1906
No. of Phases:	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	
Volume / Capacity:	1.195	1.266	1.291	1.304	1.304	1.304	1.304	1.304	1.304	1.304	1.304	1.304	1.304	1.304	1.304	1.304	1.304	1.304	1.304	1.304	1.304	1.304	1.304	
Level of Service:	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	

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

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CRITICAL MOVEMENT ANALYSIS

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

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

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

Movement	2002 EXIST. TRAFFIC			2005 W/ AMBIENT GROWTH			2005 W/ OTHER PROJECTS			2005 W/ PROPOSED PROJECT			2005 W/ MITIGATION					
	No. of Lanes	Lane Volume	Total Volume	No. of Lanes	Lane Volume	Total Volume	Added Volume	Total Volume	Lane Volume	Added Volume	Total Volume	Lane Volume	Added Volume	Total Volume	Lane Volume			
NB Left	2	74	8	2	79	0	143	2	79	2	136	2	75	0	136	2	75	
Comb. L-T	0	-	0	0	-	0	0	0	-	0	-	0	-	0	-	0	-	
NB Thru	2	367	44	2	388	3	779	2	390	2	779	2	390	0	779	2	390	
Comb. T-R	0	-	0	0	-	0	0	0	-	0	-	0	-	0	-	0	-	
NB Right	1	146	9	1	155	12	167	1	167	1	167	1	167	0	167	1	167	
Comb. L-T-R	0	-	0	0	-	0	0	0	-	0	-	0	-	0	-	0	-	
SB Left	2	185	20	2	196	16	372	2	205	2	372	2	205	0	372	2	205	
Comb. L-T	0	-	0	0	-	0	0	0	-	0	-	0	-	0	-	0	-	
SB Thru	2	422	51	2	477	-31	864	2	432	2	864	2	432	0	864	2	432	
Comb. T-R	0	-	0	0	-	0	0	0	-	0	-	0	-	0	-	0	-	
SB Right	1	84	5	1	89	0	89	1	89	1	89	1	89	0	89	1	89	
Comb. L-T-R	0	-	0	0	-	0	0	0	-	0	-	0	-	0	-	0	-	
EB Left	2	92	10	2	98	0	178	2	98	2	178	2	98	0	178	2	98	
Comb. L-T	0	-	0	0	-	0	0	0	-	0	-	0	-	0	-	0	-	
EB Thru	2	335	53	2	355	39	971	2	368	2	974	2	369	0	974	2	369	
Comb. T-R	1	335	0	1	335	0	335	1	368	1	369	1	369	0	369	1	369	
EB Right	0	-	7	0	-	0	131	0	-	2	133	0	-	0	133	0	-	
Comb. L-T-R	0	-	0	0	-	0	0	0	-	0	-	0	-	0	-	0	-	
WB Left	2	123	13	2	130	9	245	2	135	2	245	2	135	0	245	2	135	
Comb. L-T	0	-	0	0	-	0	0	0	-	0	-	0	-	0	-	0	-	
WB Thru	2	483	73	2	512	81	1378	2	542	2	1366	2	538	0	1366	2	538	
Comb. T-R	1	483	0	1	512	0	512	1	542	1	538	1	538	0	538	1	538	
WB Right	0	-	14	0	-	9	249	0	-	0	249	0	-	0	249	0	-	
Comb. L-T-R	0	-	0	0	-	0	0	0	-	0	-	0	-	0	-	0	-	
Crit. Volumes:	N-S:	551	584	N-S:	584	594	N-S:	594	N-S:	594	N-S:	594	N-S:	594	N-S:	594	N-S:	594
	E-W:	576	610	E-W:	610	640	E-W:	640	E-W:	636	E-W:	636	E-W:	636	E-W:	636	E-W:	636
	SUM:	1127	1195	SUM:	1195	1235	SUM:	1235	SUM:	1231	SUM:	1231	SUM:	1231	SUM:	1231	SUM:	1231
No. of Phases:	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	
Volume / Capacity:	0.820	0.869	0.898	0.895	0.895	0.895	0.895	0.895	0.895	0.895	0.895	0.895	0.895	0.895	0.895	0.895	0.895	
Level of Service:	D	D	D	D	D	D	D	D	D	D	D	D	D	D	D	D	D	

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

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CRITICAL MOVEMENT ANALYSIS

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

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

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

Movement	2002 EXIST. TRAFFIC			2005 W/ AMBIENT GROWTH			2005 W/ OTHER PROJECTS			2005 W/ PROPOSED PROJECT			2005 W/ MITIGATION			
	No. of Lanes	Lane Volume	Total Volume	No. of Lanes	Lane Volume	Total Volume	Added Volume	Total Volume	Lane Volume	Added Volume	Total Volume	Lane Volume	Added Volume	Total Volume	Lane Volume	
NB Left	2	128	14	2	135	0	246	2	135	20	266	2	146	0	266	
Comb. L-T	0	-	0	0	-	0	0	0	-	0	0	0	-	0	-	
NB Thru	2	479	57	2	507	14	1028	2	514	0	1028	2	514	0	1028	
Comb. T-R	0	-	0	0	-	0	0	0	-	0	0	0	-	0	-	
NB Right	1	195	12	1	207	3	210	1	210	0	210	1	210	0	210	
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
SB Left	2	228	25	2	241	6	444	2	244	0	444	2	244	0	444	
Comb. L-T	0	-	0	0	-	0	0	0	-	0	0	0	-	0	-	
SB Thru	2	486	58	2	515	38	1068	2	534	0	1068	2	534	0	1068	
Comb. T-R	0	-	0	0	-	0	0	0	-	0	0	0	-	0	-	
SB Right	1	154	9	1	163	3	166	1	166	0	166	1	166	0	166	
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
EB Left	2	149	16	2	158	0	287	2	158	0	287	2	158	0	287	
Comb. L-T	0	-	0	0	-	0	0	0	-	0	0	0	-	0	-	
EB Thru	2	429	67	2	454	54	1241	2	472	17	1258	2	481	0	1258	
Comb. T-R	1	429	1	1	454	1	472	1	472	1	481	1	481	0	481	
EB Right	0	-	10	0	-	0	176	0	-	10	186	0	-	0	186	
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
WB Left	2	134	15	2	142	4	262	2	144	0	262	2	144	0	262	
Comb. L-T	0	-	0	0	-	0	0	0	-	0	0	0	-	0	-	
WB Thru	2	473	65	2	502	12	1156	2	507	33	1189	2	518	0	1189	
Comb. T-R	1	473	1	1	502	1	507	1	507	1	518	1	518	0	518	
WB Right	0	-	20	0	-	4	365	0	-	0	365	0	-	0	365	
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Crit. Volumes:	N-S:	706	N-S:	749	N-S:	759	N-S:	759	N-S:	759	N-S:	759	N-S:	759	N-S:	759
	E-W:	622	E-W:	680	E-W:	665	E-W:	665	E-W:	665	E-W:	676	E-W:	676	E-W:	676
	SUM:	1329	SUM:	1408	SUM:	1424	SUM:	1424	SUM:	1435	SUM:	1435	SUM:	1435	SUM:	1435
No. of Phases:	4			4			4			4			4			
Volume / Capacity:	0.966			1.024			1.035			1.043			1.043			
Level of Service:	E			F			F			F			F			

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

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CRITICAL MOVEMENT ANALYSIS

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

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

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

Movement	2002 EXIST. TRAFFIC			2005 W/ AMBIENT GROWTH			2005 W/ OTHER PROJECTS			2005 W/ PROPOSED PROJECT			2005 W/ MITIGATION			
	No. of Lanes	Volume	Total Volume	No. of Lanes	Volume	Total Volume	Added Volume	Total Volume	No. of Lanes	Volume	Total Volume	Added Volume	Total Volume	No. of Lanes	Volume	Total Volume
NB Left	84	1	84	1	89	5	89	0	89	1	89	0	89	1	89	89
Comb. L-T	0	-	0	0	-	0	0	-	0	0	-	0	-	0	-	0
NB Thru	744	1	442	1	469	45	789	13	802	1	475	-5	797	1	473	473
Comb. T-R	1	442	442	1	469	8	148	0	148	0	0	0	148	0	0	148
NB Right	140	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
SB Left	122	1	122	1	129	7	129	1	130	1	130	0	130	1	130	130
Comb. L-T	0	-	0	0	-	0	0	-	0	0	-	0	-	0	-	0
SB Thru	993	1	584	1	619	60	1053	4	1056	1	620	1	1057	1	621	621
Comb. T-R	1	584	584	1	619	10	184	0	184	0	0	0	184	0	0	184
SB Right	174	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	83	1	83	1	88	5	88	0	88	1	88	0	88	1	88	88
Comb. L-T	0	-	0	0	-	0	0	-	0	0	-	0	-	0	-	0
EB Thru	1730	2	602	2	638	104	1834	0	1834	2	638	0	1834	2	638	638
Comb. T-R	1	602	602	1	638	5	81	0	81	0	0	0	81	0	0	81
EB Right	76	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	126	1	126	1	134	8	134	0	134	1	134	0	134	1	134	134
Comb. L-T	0	-	0	0	-	0	0	-	0	0	-	0	-	0	-	0
WB Thru	1687	2	844	2	894	101	1788	0	1788	2	894	0	1788	2	894	894
Comb. T-R	0	-	0	0	-	0	0	0	0	0	0	0	0	0	0	0
WB Right	90	1	90	1	95	5	95	0	95	1	95	0	95	1	95	95
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Crit. Volumes:	N-S:	668	N-S:	708	N-S:	709	N-S:	709	N-S:	710	N-S:	710	N-S:	710	N-S:	710
	E-W:	927	E-W:	982	E-W:	982	E-W:	982	E-W:	982	E-W:	982	E-W:	982	E-W:	982
	SUM:	1594	SUM:	1690	SUM:	1691	SUM:	1691	SUM:	1692	SUM:	1692	SUM:	1692	SUM:	1692
No. of Phases:	2		2		2		2		2		2		2		2	
Volume / Capacity:	* 0.993		** 1.026		** 1.028		** 1.028		** 1.028		** 1.028		** 1.028		** 1.028	
Level of Service:	E		F		F		F		F		F		F		F	

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

For dual turn lanes, 55% of volume is assigned to heavier lane.
 For one excl. and one opt. turn lane, 70% of volume is assigned to exclusive lane.
 Right turns on red from excl. lanes = 50% of overlapping left turn.
 * V/C ratio includes a 0.07 reduction due to the installation of ATSAAC.
 ** V/C ratio includes an additional 0.03 reduction (to the 0.07 reduction) due to the upgrade of ATSAAC to ATCS.

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CRITICAL MOVEMENT ANALYSIS

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

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

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

Movement	2002 EXIST. TRAFFIC				2005 W/ AMBIENT GROWTH				2005 W/ OTHER PROJECTS				2005 W/ PROPOSED PROJECT				2005 W/ MITIGATION			
	No. of Lanes	Volume	Lane Volume	Total Volume	No. of Lanes	Volume	Lane Volume	Total Volume	Added Volume	Total Volume	No. of Lanes	Volume	Lane Volume	Total Volume	Added Volume	Total Volume	No. of Lanes	Volume	Lane Volume	Total Volume
NB Left	1	158	1	167	1	167	1	167	0	167	1	167	1	167	0	167	1	167	1	167
Comb. L-T	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-
NB Thru	1	884	1	937	1	579	1	583	8	945	1	583	1	589	13	958	1	589	1	589
Comb. T-R	1	546	1	579	1	579	1	583	0	220	1	583	1	589	0	220	1	589	1	589
NB Right	0	-	0	220	0	-	0	220	0	220	0	-	0	220	0	220	0	-	0	-
Comb. L-T-R	0	-	0	220	0	-	0	220	0	220	0	-	0	220	0	220	0	-	0	-
SB Left	1	124	1	131	1	131	1	134	3	134	1	134	1	134	0	134	1	134	1	134
Comb. L-T	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-
SB Thru	1	848	1	899	1	511	1	907	8	915	1	515	1	519	7	914	1	519	1	519
Comb. T-R	1	483	1	511	1	511	1	515	0	124	1	515	1	519	0	124	1	519	1	519
SB Right	0	-	0	124	0	-	0	124	0	124	0	-	0	124	0	124	0	-	0	-
Comb. L-T-R	0	-	0	124	0	-	0	124	0	124	0	-	0	124	0	124	0	-	0	-
EB Left	1	110	1	117	1	117	1	117	0	117	1	117	1	117	0	117	1	117	1	117
Comb. L-T	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-
EB Thru	2	1867	2	1979	2	691	2	1979	0	1979	2	691	2	691	0	1979	2	691	2	691
Comb. T-R	1	652	1	691	1	691	1	691	0	95	1	691	1	691	0	95	1	691	1	691
EB Right	0	-	0	95	0	-	0	95	0	95	0	-	0	95	0	95	0	-	0	-
Comb. L-T-R	0	-	0	95	0	-	0	95	0	95	0	-	0	95	0	95	0	-	0	-
WB Left	1	90	1	95	1	95	1	95	0	95	1	95	1	95	0	95	1	95	1	95
Comb. L-T	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-
WB Thru	2	1369	2	1451	2	726	2	1451	0	1451	2	726	2	726	0	1451	2	726	2	726
Comb. T-R	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-
WB Right	1	153	1	162	1	162	1	166	4	166	1	166	1	166	0	166	1	166	1	166
Comb. L-T-R	0	-	0	162	0	-	0	166	0	166	0	-	0	166	0	166	0	-	0	-
Crit. Volumes:	N-S:	670	N-S:	710	N-S:	710	N-S:	717	N-S:	717	N-S:	717	N-S:	724	N-S:	724	N-S:	724	N-S:	724
	E-W:	795	E-W:	842	E-W:	842	E-W:	842	E-W:	842	E-W:	842	E-W:	842	E-W:	842	E-W:	842	E-W:	842
	SUM:	1465	SUM:	1552	SUM:	1552	SUM:	1559	SUM:	1559	SUM:	1566	SUM:	1566	SUM:	1566	SUM:	1566	SUM:	1566
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:	0.906	0.935	0.940	0.944	0.940	0.940	0.940	0.944	0.944	0.944	0.944	0.944	0.944	0.944	0.944	0.944	0.944	0.944	0.944	0.944
Level of Service:	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E

Assumptions: Maximum Sum of Critical Volumes (Intersection Capacity): 2 Phase=1500, 3 Phase=1425, 4+ Phase=1375, Unsignalized=1200.
 For dual turn lanes, 55% of volume is assigned to heavier lane.
 For one excl. and one opt. turn lane, 70% of volume is assigned to exclusive lane.
 Right turns on red from excl. lanes = 50% of overlapping left turn.
 * V/C ratio includes a 0.07 reduction due to the installation of ATSAAC.
 ** V/C ratio includes an additional 0.03 reduction (to the 0.07 reduction) due to the upgrade of ATSAAC to ATCS.

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CRITICAL MOVEMENT ANALYSIS

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

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

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

Movement	2002 EXIST. TRAFFIC			2005 W/ AMBIENT GROWTH			2005 W/ OTHER PROJECTS			2005 W/ PROPOSED PROJECT			2005 W/ MITIGATION			
	No. of Lanes	Volume	Lane Volume	Added 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	19	1	19	1	20	1	20	0	20	1	20	1	0	20	1	20
Comb. L-T	0	-	-	0	-	0	-	0	-	0	-	0	-	-	0	-
NB Thru	207	0	207	12	219	0	219	0	219	0	219	0	0	219	0	219
Comb. T-R	1	226	226	1	240	1	240	1	240	1	240	1	240	240	1	240
NB Right	19	0	19	1	20	0	20	0	20	0	20	0	0	20	0	20
Comb. L-T-R	0	-	-	0	-	0	-	0	-	0	-	0	-	-	0	-
SB Left	76	1	76	5	81	1	81	26	107	1	107	1	0	107	1	107
Comb. L-T	0	-	-	0	-	0	-	0	-	0	-	0	-	-	0	-
SB Thru	148	1	148	9	157	1	157	0	157	1	157	1	0	157	1	157
Comb. T-R	0	-	-	0	-	0	-	0	-	0	-	0	-	-	0	-
SB Right [1]	867	2	477	52	919	2	505	35	954	2	525	2	0	954	2	525
Comb. L-T-R	0	-	-	0	-	0	-	0	-	0	-	0	-	-	0	-
EB Left	391	2	215	23	414	2	228	47	461	2	254	2	0	461	2	254
Comb. L-T	0	-	-	0	-	0	-	0	-	0	-	0	-	-	0	-
EB Thru	886	2	300	53	939	2	318	19	958	2	324	2	3	961	2	325
Comb. T-R	1	300	300	1	318	1	318	1	324	1	324	1	325	325	1	325
EB Right	14	0	14	1	15	0	15	0	15	0	15	0	0	15	0	15
Comb. L-T-R	0	-	-	0	-	0	-	0	-	0	-	0	-	-	0	-
WB Left	53	1	53	3	56	1	56	0	56	1	56	1	0	56	1	56
Comb. L-T	0	-	-	0	-	0	-	0	-	0	-	0	-	-	0	-
WB Thru	1849	2	717	111	1960	2	760	63	2023	2	792	2	-12	2011	2	788
Comb. T-R	1	717	717	1	760	1	760	1	792	1	792	1	788	788	1	788
WB Right	301	0	301	18	319	0	319	35	354	0	354	0	0	354	0	354
Comb. L-T-R	0	-	-	0	-	0	-	0	-	0	-	0	-	-	0	-
Crit. Volumes:	N-S:	302	N-S:	320	N-S:	346	N-S:	346	N-S:	346	N-S:	346	N-S:	346	N-S:	346
	E-W:	932	E-W:	988	E-W:	1046	E-W:	1046	E-W:	1046	E-W:	1046	E-W:	1042	E-W:	1042
	SUM:	1234	SUM:	1308	SUM:	1392	SUM:	1392	SUM:	1392	SUM:	1388	SUM:	1388	SUM:	1388
No. of Phases:	4			4			4			4			4			
Volume / Capacity:	0.897			0.951			1.013			1.010			1.010			
Level of Service:	D			E			F			F			F			

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

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

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

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

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

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Zelzah Avenue @ Nordhoff Street
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 Full Build-Out Alternative A

Date: 03/13/2003
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 Projection Year: 2005

Movement	2002 EXIST. TRAFFIC			2005 W/ AMBIENT GROWTH			2005 W/ OTHER PROJECTS			2005 W/ PROPOSED PROJECT			2005 W/ MITIGATION		
	Volume	Lane	No. of Lanes	Added Volume	Total Volume	No. of Lanes	Added Volume	Total Volume	No. of Lanes	Added Volume	Total Volume	No. of Lanes	Added Volume	Total Volume	No. of Lanes
NB Left	14	1	14	1	15	1	15	1	15	0	15	1	0	15	1
Comb. L-T	0	-	0	0	-	0	0	-	0	0	-	0	0	-	0
NB Thru	254	0	254	15	269	0	0	269	0	0	269	0	0	269	0
Comb. T-R	1	1	292	292	310	1	310	1	310	0	310	1	0	310	1
NB Right	38	0	38	2	40	0	0	40	0	0	40	0	0	40	0
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SB Left	159	1	159	10	169	1	169	11	180	0	180	1	0	180	1
Comb. L-T	0	-	0	0	-	0	-	0	-	0	-	0	0	-	0
SB Thru	108	1	108	6	114	1	114	0	114	0	114	1	0	114	1
Comb. T-R	0	-	0	0	-	0	-	0	-	0	-	0	0	-	0
SB Right [1]	703	2	387	42	745	2	410	15	760	0	760	2	0	760	2
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EB Left	488	2	268	29	517	2	285	13	530	0	530	2	0	530	2
Comb. L-T	0	-	0	0	-	0	-	0	-	0	-	0	0	-	0
EB Thru	1843	2	624	111	1954	2	661	50	2003	17	2020	2	0	2020	2
Comb. T-R	1	1	624	2	624	1	661	0	661	0	661	1	0	661	1
EB Right	29	0	29	2	31	0	0	0	31	0	31	0	0	31	0
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WB Left	24	1	24	1	25	1	25	0	25	0	25	1	0	25	1
Comb. L-T	0	-	0	0	-	0	-	0	-	0	-	0	0	-	0
WB Thru	1318	2	484	79	1397	2	513	4	1401	33	1434	2	0	1434	2
Comb. T-R	1	1	484	1	484	1	513	1	518	1	529	1	0	529	1
WB Right	135	0	135	8	143	0	0	10	153	0	153	0	0	153	0
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Crit. Volumes:	N-S: 451	E-W: 753	SUM: 1204	N-S: 478	E-W: 798	SUM: 1276	N-S: 489	E-W: 810	SUM: 1299	N-S: 489	E-W: 821	SUM: 1310	N-S: 489	E-W: 821	SUM: 1310
No. of Phases:	4			4			4			4			4		
Volume / Capacity:	0.875			0.928			0.945			0.953			0.953		
Level of Service:	D			E			E			E			E		

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

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