

Linscott, Law & Greenspan, Engineers

APPENDIX B-2

**Krausz Property Only Alternative B Project
CMA Data Worksheets - AM and PM Peak Hours**

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

CRITICAL MOVEMENT ANALYSIS

De Soto Avenue @ Plummer Street
 Peak Hour: AM
 Annual Growth: 2.0%
 Krausz Property Only Alternative B

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

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

Movement	2002 EXIST. TRAFFIC				2005 W/ AMBIENT GROWTH				2005 W/ OTHER PROJECTS				2005 W/ PROPOSED PROJECT				2005 W/ MITIGATION [2]				2005 W/ TDM			
	No. of Lanes	Volume	Lane Volume	No. of Lanes	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NB Left	71	1	71	1	4	75	1	75	0	75	1	75	0	75	1	75	0	75	1	75	0	75	1	75
Comb. L-T	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NB Thru	1495	1	869	1	90	1585	1	921	55	1640	1	949	7	1647	1	952	-200	1447	1	802	-2	1445	1	801
Comb. T-R [1]	1	869	1	921	1	949	1	949	1	949	1	949	1	949	1	952	0	158	1	802	0	158	1	801
NB Right	243	0	-	0	15	258	0	-	0	258	0	-	0	258	0	-	-100	158	0	0	0	158	0	0
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SB Left	87	1	87	1	5	92	1	92	0	92	1	92	0	92	1	92	0	92	1	92	0	92	1	92
Comb. L-T	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SB Thru	2108	2	713	2	126	2234	2	755	147	2381	2	805	53	2434	2	823	-200	2234	2	756	-12	2223	2	752
Comb. T-R	1	713	1	755	1	755	1	755	1	755	1	755	1	755	1	755	0	34	1	756	0	34	1	752
SB Right	30	0	-	0	2	32	0	-	3	34	0	-	0	34	0	-	0	34	0	0	0	34	0	0
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EB Left	21	1	21	1	1	22	1	22	3	25	1	25	0	25	1	25	0	25	1	25	0	25	1	25
Comb. L-T	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EB Thru	142	0	-	0	9	151	0	-	0	151	0	-	7	158	0	-	0	158	0	0	-2	156	0	0
Comb. T-R	1	301	1	319	1	319	1	319	1	319	1	319	1	319	1	326	0	169	1	326	0	169	1	325
EB Right	159	0	-	0	10	169	0	-	0	169	0	-	0	169	0	-	0	169	0	0	0	169	0	0
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WB Left	521	1	365	1	31	552	1	387	0	552	1	387	0	552	1	387	-100	452	1	317	0	452	1	317
Comb. L-T	1	213	1	225	1	199	0	-	0	199	0	-	1	200	0	-	0	200	0	212	0	200	0	212
WB Thru	188	0	-	0	11	199	0	-	0	199	0	-	1	200	0	-	0	200	0	212	0	200	0	212
Comb. T-R	1	213	1	225	1	225	1	225	1	227	1	227	1	227	1	227	0	88	1	212	0	88	1	212
WB Right	81	0	-	0	5	86	0	-	3	88	0	-	0	88	0	-	0	88	0	0	0	88	0	0
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Crit. Volumes:	N-S: 956	E-W: 666	SUM: 1622	N-S: 1013	E-W: 706	SUM: 1719	N-S: 1041	E-W: 706	SUM: 1747	N-S: 1044	E-W: 713	SUM: 1757	N-S: 1044	E-W: 713	SUM: 1757	N-S: 894	E-W: 643	SUM: 1537	N-S: 894	E-W: 643	SUM: 1537	N-S: 894	E-W: 643	SUM: 1537
No. of Phases:	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Volume / Capacity:	1.138	1.206	1.226	1.233	1.233	1.233	1.233	1.233	1.233	1.233	1.233	1.233	1.233	1.233	1.233	1.233	1.233	1.233	1.233	1.233	1.233	1.233	1.233	1.233
Level of Service:	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F

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.
 [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: Accuthek

De Soto Avenue @ Plummer Street
 Peak Hour: PM
 Annual Growth: 2.00%
 Krausz Property Only Alternative B

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

Movement	2002 EXIST. TRAFFIC				2005 W/ AMBIENT GROWTH				2005 W/ OTHER PROJECTS				2005 W/ MITIGATION [2]				2005 W/ TDM					
	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume		
NB Left	56	1	56	3	59	1	59	0	59	1	59	0	59	1	59	0	59	1	59	0	59	
Comb. L-T	0	-	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
NB Thru	2298	2	885	138	2436	2	938	155	2591	2	989	52	2643	2	1007	-200	2443	2	907	-11	2432	
Comb. T-R	1	885	1	938	1	989	1	1007	0	0	0	377	0	0	0	377	0	0	0	0	277	
NB Right	356	0	-	21	377	0	-	0	377	0	-	0	377	0	-	-100	277	0	-	0	277	
Comb. L-T-R	0	-	0	-	0	0	0	0	377	0	0	0	377	0	0	-100	277	0	0	0	277	
SB Left	67	1	67	4	71	1	71	0	71	1	71	0	71	1	71	0	71	1	71	0	71	
Comb. L-T	0	-	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
SB Thru	1341	2	456	80	1421	2	483	41	1462	2	497	14	1476	2	502	-200	1276	2	435	-2	1274	
Comb. T-R	1	456	1	483	1	497	1	502	0	0	0	29	0	0	0	29	0	0	0	0	29	
SB Right	27	0	-	2	29	0	-	0	29	0	-	0	29	0	-	0	29	0	-	0	29	
Comb. L-T-R	0	-	0	-	0	0	0	0	29	0	0	0	29	0	0	0	29	0	0	0	29	
EB Left	91	1	91	5	96	1	96	3	99	1	99	0	99	1	99	0	99	1	99	0	99	
Comb. L-T	0	-	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
EB Thru	149	0	-	9	158	0	-	0	158	0	-	2	160	0	-	0	160	0	-	-0	160	
Comb. T-R	1	264	1	280	1	280	1	280	0	0	0	282	1	282	0	282	1	282	0	0	282	
EB Right	115	0	-	7	122	0	-	0	122	0	-	0	122	0	-	0	122	0	-	0	122	
Comb. L-T-R	0	-	0	-	0	0	0	0	122	0	0	0	122	0	0	0	122	0	0	0	122	
WB Left	441	1	309	26	467	1	327	0	467	1	327	0	467	1	327	-100	367	1	257	0	367	
Comb. L-T	1	190	1	202	1	202	1	203	0	0	0	6	111	0	206	0	111	0	191	-1	110	
WB Thru	99	0	-	6	105	0	-	0	105	0	-	0	111	0	-	0	111	0	-	0	110	
Comb. T-R	1	190	1	202	1	202	1	203	0	0	0	206	1	206	0	206	1	191	0	0	190	
WB Right	149	0	-	9	158	0	-	3	160	0	-	0	160	0	-	0	160	0	-	0	160	
Comb. L-T-R	0	-	0	-	0	0	0	3	160	0	0	0	160	0	0	0	160	0	0	0	160	
Crit. Volumes:	N-S:	952	1009	N-S:	1060	N-S:	1078	N-S:	1078	N-S:	1078	N-S:	1078	N-S:	1078	N-S:	1078	N-S:	978	N-S:	978	974
	E-W:	573	607	E-W:	607	E-W:	609	E-W:	609	E-W:	609	E-W:	609	E-W:	609	E-W:	609	E-W:	539	E-W:	539	539
	SUM:	1524	1616	SUM:	1667	SUM:	1687	SUM:	1687	SUM:	1687	SUM:	1687	SUM:	1687	SUM:	1687	SUM:	1517	SUM:	1517	1513
No. of Phases:	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Volume / Capacity:	F	1.070	F	1.034	F	1.070	F	1.084	F	1.084	F	1.084	F	1.084	F	1.084	F	1.084	F	1.084	F	0.962
Level of Service:	F		F		F		F		F		F		F		F		F		F		F	E

Assumptions: Maximum Sum of Critical Volumes (Intersection Capacity): 2 Phase=1500, 3 Phase=1425, 4+ Phase=1375, Unsignalized=1200.
 For dual turn lanes, 55% of volume is assigned to heavier lane.
 For one excl. and one opt. turn lane, 70% of volume is assigned to exclusive lane.
 Right turns on red from excl. lanes = 50% of overlapping left turn.
 [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: Northhoff Street
 Project: Krausz Companies Northridge / 1-023166-1
 File Name: CMA2
 Counts by: Accutek

De Soto Avenue @ Northhoff Street
 Peak Hour: AM
 Annual Growth: 2.0%
 Krausz Property Only Alternative B

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

Movement	2002 EXIST. TRAFFIC				2005 W/ AMBIENT GROWTH				2005 W/ OTHER PROJECTS				2005 W/ PROPOSED PROJECT				2005 W/ MITIGATION [2]				2005 W/ TDM					
	No. of Lanes	Volume	Lane Volume	No. of Lanes	Added Volume	Total Volume	Lane Volume	No. of Lanes	Added Volume	Total Volume	Lane Volume	No. of Lanes	Added Volume	Total Volume	Lane Volume	No. of Lanes	Added Volume	Total Volume	Lane Volume	No. of Lanes	Added Volume	Total Volume	Lane Volume	No. of Lanes		
NB Left	60	1	60	4	63	1	63	1	63	0	63	1	63	0	63	1	63	0	63	1	63	0	63	1	63	
Comb. L-T	0	-	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
NB Thru	1626	2	813	98	1724	2	862	2	914	105	1828	2	914	0	1828	2	914	-250	1578	2	789	0	1578	2	789	
Comb. T-R	0	-	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
NB Right [1]	44	1	44	3	47	1	47	1	47	0	47	1	47	13	60	1	60	0	60	1	60	-3	57	1	57	
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	100	1	100	6	106	1	106	1	106	0	106	1	106	0	106	1	106	0	106	1	106	0	106	1	106	
Comb. L-T	0	-	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
SB Thru	1367	2	568	82	1449	2	602	2	620	51	1499	2	620	0	1499	2	620	-250	1249	2	520	0	1249	2	520	
Comb. T-R	1	568	1	568	1	602	1	602	1	602	1	620	1	620	1	620	1	620	1	520	1	520	1	520	1	520
SB Right	338	0	-	20	358	0	-	3	361	0	361	0	-	0	361	0	-	-50	311	0	311	0	311	0	311	
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	229	1	229	14	243	1	243	1	247	4	247	1	247	0	247	1	247	-50	197	1	197	0	197	1	197	
Comb. L-T	0	-	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
EB Thru	427	1	227	26	453	1	240	1	283	86	539	1	283	20	559	1	293	0	559	1	293	-4	555	1	291	
Comb. T-R [1]	1	227	1	227	1	240	1	240	1	240	1	283	1	283	1	293	1	293	1	293	1	293	1	291	1	291
EB Right	26	0	-	2	28	0	-	0	28	0	28	0	-	0	28	0	-	0	28	0	28	0	28	0	28	
Comb. L-T-R	0	-	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
WB Left	66	1	66	4	70	1	70	1	70	0	70	1	70	2	72	1	72	0	72	1	72	-0	71	1	71	
Comb. L-T	0	-	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
WB Thru	810	2	405	49	859	2	429	2	442	26	885	2	442	2	887	2	443	0	887	2	443	-1	886	2	443	
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	
WB Right [1]	86	1	86	5	91	1	91	1	95	4	95	1	95	0	95	1	95	0	95	1	95	0	95	1	95	
Comb. L-T-R	0	-	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Crit. Volumes:	N-S: 913	E-W: 634	SUM: 1547	N-S: 968	E-W: 672	SUM: 1640	N-S: 1020	E-W: 689	SUM: 1709	N-S: 1020	E-W: 690	SUM: 1710	N-S: 895	E-W: 640	SUM: 1535	N-S: 895	E-W: 640	SUM: 1535	N-S: 895	E-W: 640	SUM: 1535	N-S: 895	E-W: 640	SUM: 1535		
No. of Phases:	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	
Volume / Capacity:	1.032	F	1.093	F	1.139	F	1.140	F	1.023	F	1.023	F	1.023	F	1.023	F	1.023	F	1.023	F	1.023	F	1.023	F	1.023	
Level of Service:	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	

Assumptions: Maximum Sum of Critical Volumes (Intersection Capacity): 2 Phase=1500, 3 Phase=1425, 4+ Phase=1375, Unsignalized=1200.
 For dual turn lanes, 55% of volume is assigned to heavier lane.
 For one excl. and one opt. turn lane, 70% of volume is assigned to exclusive lane.
 Right turns on red from excl. lanes = 50% of overlapping left turn.
 [1] Northbound and westbound curb lanes function as right-turn only lanes, due to parking availability on the departure leg. Eastbound curb lanes function 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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	No. of Lanes	Volume	Total	No. of Lanes	Volume	Total	No. of Lanes	Volume	Total	No. of Lanes	Volume	Total	Added Volume	No. of Lanes	Volume	Total	Added Volume	No. of Lanes	Volume	Total
NB Left	59	1	62	1	62	0	62	1	62	0	62	0	62	1	62	0	62	1	62	0
Comb. L-T	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NB Thru	2342	2	850	2	875	73	2555	2	876	0	2305	-250	2305	2	792	0	2305	2	792	0
Comb. T-R	1	802	1	875	1	875	1	876	1	876	0	72	0	0	72	-1	71	1	792	0
NB Right	65	0	69	0	69	0	69	0	69	3	72	0	72	0	72	0	71	0	72	0
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SB Left	132	1	140	1	140	0	140	1	140	0	140	0	140	1	140	0	140	1	140	0
Comb. L-T	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SB Thru	1687	2	699	2	728	85	1873	2	728	0	1623	-250	1623	2	628	0	1623	2	628	0
Comb. T-R	1	659	1	699	1	728	1	728	1	728	0	261	-50	0	261	0	261	0	261	0
SB Right	291	0	308	0	308	3	311	0	311	0	311	0	311	0	311	0	261	0	261	0
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EB Left	173	1	183	1	186	3	186	1	186	0	186	-50	136	1	136	0	136	1	136	0
Comb. L-T	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EB Thru	961	2	348	2	369	11	1029	2	373	5	1034	0	1034	2	374	-1	1033	2	374	0
Comb. T-R	1	348	1	369	1	373	1	373	1	374	0	89	0	0	89	0	89	0	89	0
EB Right	84	0	89	0	89	0	89	0	89	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	0	0	0
WB Left	82	1	87	1	87	0	87	1	87	13	100	0	100	1	100	-3	97	1	97	0
Comb. L-T	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WB Thru	598	2	250	2	265	55	689	2	284	19	708	0	708	2	291	-4	704	2	289	0
Comb. T-R	1	250	1	265	1	284	1	284	1	291	0	164	0	0	164	0	164	0	164	0
WB Right	153	0	162	0	162	3	164	0	164	0	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	0	0	0
Crit. Volumes:	N-S: 935	N-S: 981	N-S: 1015	N-S: 1016	N-S: 1016	E-W: 476	E-W: 474	E-W: 474	E-W: 474	E-W: 474	E-W: 474	E-W: 474	E-W: 474	E-W: 474	E-W: 474	E-W: 474	E-W: 474	E-W: 474	E-W: 474	E-W: 474
	E-W: 430	E-W: 456	E-W: 470	E-W: 476	E-W: 476	SUM: 1485	SUM: 1485	SUM: 1485	SUM: 1485	SUM: 1485	SUM: 1485	SUM: 1485	SUM: 1485	SUM: 1485	SUM: 1485	SUM: 1485	SUM: 1485	SUM: 1485	SUM: 1485	SUM: 1485
	SUM: 1365	SUM: 1446	SUM: 1485	SUM: 1485	SUM: 1485															
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:	0.910	0.964	0.990	0.995	0.995	0.938	0.938	0.938	0.938	0.938	0.938	0.938	0.938	0.938	0.938	0.938	0.938	0.938	0.938	0.938
Level of Service:	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E

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

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

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CRITICAL MOVEMENT ANALYSIS

De Soto Avenue @ Roscoe Boulevard
 Peak Hour: AM
 Annual Growth: 2.0%
 Krausz Property Only Alternative B

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

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

Movement	2002 EXIST. TRAFFIC			2005 W/ AMBIENT GROWTH			2005 W/ OTHER PROJECTS			2005 W/ PROPOSED PROJECT			2005 W/ MITIGATION [2]			2005 W/ TDM			15% No. of Lanes	Lane Volume	
	No. of Lanes	Volume	Total Volume	No. of Lanes	Volume	Total Volume	No. of Lanes	Volume	Total Volume	No. of Lanes	Volume	Total Volume	No. of Lanes	Volume	Total Volume	No. of Lanes	Volume	Total Volume			
NB Left	92	2	51	6	54	2	98	2	54	2	98	2	54	0	98	2	54	0	98	2	54
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	955	2	478	57	506	2	1012	2	553	2	1120	2	560	-200	920	2	460	-3	917	2	458
Comb. T-R	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NB Right [1]	98	1	98	6	104	1	104	1	104	1	104	1	104	0	104	1	104	0	104	1	104
Comb. L-T-R	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SB Left	112	2	62	7	65	2	119	2	65	2	119	2	65	0	119	2	65	0	119	2	65
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	1478	2	591	89	626	2	1567	2	639	2	1607	2	640	-200	1407	2	573	-0	1406	2	573
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	294	1	591	18	626	1	626	1	639	1	640	1	640	0	640	1	573	0	640	1	573
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	251	2	138	15	146	2	266	2	148	2	269	2	148	0	269	2	148	0	269	2	148
Comb. L-T	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EB Thru	936	2	331	56	351	2	992	2	352	2	1023	2	361	0	1023	2	361	-6	1017	2	359
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	56	1	331	3	351	1	351	1	352	1	361	1	361	0	361	1	361	0	361	1	359
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	201	2	111	12	117	2	213	2	117	2	213	2	117	0	213	2	117	0	213	2	117
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	977	2	355	59	376	2	1036	2	378	2	1044	2	379	0	1044	2	379	-1	1043	2	379
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	87	1	355	5	376	1	376	1	378	1	379	1	379	0	379	1	379	0	379	1	379
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: 641	E-W: 493	SUM: 1134	N-S: 680	E-W: 522	SUM: 1202	N-S: 692	E-W: 526	SUM: 1219	N-S: 693	E-W: 527	SUM: 1220	N-S: 626	E-W: 527	SUM: 1154	N-S: 626	E-W: 527	SUM: 1153			
No. of Phases:	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4
Volume / Capacity:	0.825	0.874	0.886	0.886	0.839	0.839	0.839	0.839	0.839	0.839	0.839	0.839	0.839	0.839	0.839	0.839	0.839	0.839	0.839	0.839	0.839
Level of Service:	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 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.
 [1] Northbound curb lane functions as a right-turn only lane, due to parking availability on the departure leg.
 [2] Traffic volumes shown in the added volume column reflect redistribution of traffic due to Mason Avenue crossing.

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

CRITICAL MOVEMENT ANALYSIS

De Soto Avenue @ Roscoe Boulevard
 Peak Hour: PM
 Annual Growth: 2.00%
 Krausz Property Only Alternative B

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	Added Volume	Lane No. of Lanes	Volume	Added Volume	Lane No. of Lanes	Volume	Added Volume	Lane No. of Lanes	Volume	Added Volume	Lane No. of Lanes	Volume	Added Volume	Lane No. of Lanes	Volume	Added Volume	Lane No. of Lanes	Volume		
NB Left	140	2	77	8	148	2	82	2	148	0	82	2	148	0	82	2	148	0	82	2	82	
Comb. L-T	0	-	526	84	1485	2	557	2	1543	3	576	2	1546	-200	1346	2	577	-1	511	2	511	
NB Thru	1401	1	526	1	557	1	557	1	576	1	577	1	577	0	577	1	577	0	511	1	511	
Comb. T-R	1	526	1	557	1	577	1	576	1	577	1	577	1	577	1	577	1	577	1	511	1	511
NB Right	176	0	-	11	187	0	-	0	187	0	-	0	187	0	187	0	-	0	187	0	-	
Comb. L-T-R	0	-	-	0	187	0	-	0	187	0	-	0	187	0	187	0	-	0	187	0	-	
SB Left	178	2	98	11	189	2	104	2	189	0	104	2	189	0	189	2	104	0	189	2	104	
Comb. L-T	0	-	564	68	1196	2	598	2	1273	13	637	2	1286	-200	1086	2	643	-3	1083	2	542	
SB Thru	1128	2	564	68	1196	2	598	2	1273	13	637	2	1286	-200	1086	2	643	-3	1083	2	542	
Comb. T-R	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	227	0	-	0	227	0	-	0	227	0	227	0	-	0	227	0	-	
EB Left	372	2	205	22	394	2	217	2	397	0	218	2	397	0	397	2	218	0	397	2	218	
Comb. L-T	0	-	480	80	1415	2	508	2	1430	7	513	2	1437	0	1437	2	516	-1	1436	2	515	
EB Thru	1335	2	480	80	1415	2	508	2	1430	7	513	2	1437	0	1437	2	516	-1	1436	2	515	
Comb. T-R	1	480	1	508	1	508	1	513	1	513	1	513	1	513	1	516	1	516	1	515	1	515
EB Right	104	0	-	6	110	0	-	0	110	0	-	0	110	0	110	0	-	0	110	0	-	
Comb. L-T-R	0	-	-	0	110	0	-	0	110	0	-	0	110	0	110	0	-	0	110	0	-	
WB Left	176	2	97	11	187	2	103	2	187	0	103	2	187	0	187	2	103	0	187	2	103	
Comb. L-T	0	-	323	52	911	2	342	2	924	26	356	2	950	0	950	2	356	-6	944	2	354	
WB Thru	859	2	323	52	911	2	342	2	924	26	356	2	950	0	950	2	356	-6	944	2	354	
Comb. T-R	1	323	1	342	1	342	1	347	1	347	1	356	1	356	1	356	1	356	1	354	1	354
WB Right	109	0	-	7	116	0	-	3	118	0	-	0	118	0	118	0	-	0	118	0	-	
Comb. L-T-R	0	-	-	0	116	0	-	3	118	0	-	0	118	0	118	0	-	0	118	0	-	
Crit. Volumes:	N-S:	641	679	N-S:	718	N-S:	725	N-S:	718	N-S:	718	N-S:	725	N-S:	725	N-S:	725	N-S:	725	N-S:	625	623
	E-W:	576	611	E-W:	616	E-W:	618	E-W:	616	E-W:	616	E-W:	618	E-W:	618	E-W:	618	E-W:	618	E-W:	618	618
	SUM:	1217	1291	SUM:	1334	SUM:	1343	SUM:	1334	SUM:	1334	SUM:	1343	SUM:	1343	SUM:	1343	SUM:	1343	SUM:	1243	1241
No. of Phases:	4				4				4				4				4					
Volume / Capacity:	0.885				0.939				0.970				0.977				0.904					
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.
 Right turns on red from excl. lanes = 50% of overlapping left turn.

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

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CRITICAL MOVEMENT ANALYSIS

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

Winnetka Avenue @ Devonshire Street
 Peak Hour: AM
 Annual Growth: 2.0%
 Krausz Property Only Alternative B

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			2005 W/ TDM		
	No. of Lanes	Lane Volume	Total Volume	No. of Lanes	Lane Volume	Total Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NB Left	2	93	10	179	2	99	9	188	2	104	0	188	2	104	-20	168	2	93
Comb. L-T	0	-	0	0	0	-	0	0	0	0	0	0	0	0	0	0	0	0
NB Thru	6	0	0	6	0	0	0	6	0	0	0	6	0	0	0	6	0	0
Comb. T-R	1	86	1	91	1	96	1	298	1	209	1	298	1	209	-20	278	1	195
NB Right	267	187	16	283	1	198	15	298	0	0	0	298	0	0	0	278	1	195
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SB Left	9	9	1	10	1	10	0	10	1	10	0	10	1	10	0	10	1	10
Comb. L-T	0	-	0	0	0	-	0	0	0	0	0	0	0	0	0	0	0	0
SB Thru	5	0	0	5	0	0	-1	5	0	0	0	5	0	0	0	5	0	0
Comb. T-R	1	14	1	15	1	15	0	13	1	13	0	13	1	13	0	13	1	13
SB Right	9	0	1	10	0	0	-2	8	0	0	0	8	0	0	0	8	0	0
Comb. L-T-R	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	0	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
EB Thru	745	527	45	790	1	558	-17	772	1	581	13	785	1	587	0	785	1	577
Comb. T-R	1	527	1	558	1	558	0	389	0	581	0	389	0	587	-20	369	0	577
EB Right	308	0	18	326	0	0	63	389	0	0	0	389	0	0	0	369	0	0
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WB Left	49	1	49	3	52	1	23	75	1	75	0	75	1	75	-20	55	1	55
Comb. L-T	0	-	0	0	0	-	0	0	0	0	0	0	0	0	0	0	0	0
WB Thru	1228	624	74	1302	1	661	-29	1273	1	662	2	1275	1	663	0	1275	1	663
Comb. T-R	1	624	1	661	1	661	0	51	0	662	0	51	0	663	0	51	0	663
WB Right	20	0	1	21	0	0	30	51	0	0	0	51	0	0	0	51	0	0
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Crit. Volumes:	N-S:	171	182	181	N-S:	181	181	181	N-S:	181	181	181	N-S:	177	177	177	N-S:	177
	E-W:	632	670	670	E-W:	670	670	670	E-W:	671	671	671	E-W:	671	671	671	E-W:	671
	SUM:	803	852	851	SUM:	851	851	851	SUM:	852	852	852	SUM:	848	848	848	SUM:	848
No. of Phases:	4			4			4			4			4			4		
Volume / Capacity:	0.584			0.519			0.519			0.520			0.517			0.517		
Level of Service:	A			A			A			A			A			A		

Assumptions: Maximum Sum of Critical Volumes (Intersection Capacity): 2 Phase=1500, 3 Phase=1425, 4+ Phase=1375, Unsignalized=1200.
 For dual turn lanes, 55% of volume is assigned to heavier lane.
 For one excl. and one opt. turn lane, 70% of volume is assigned to exclusive lane.
 Right turns on red from excl. lanes = 50% of overlapping left turn.
 * V/C ratio includes a 0.10 reduction due to the installation of ATSAC/ATCS.

Notes:

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Winnetka Avenue @ Devonshire Street
 Peak Hour: PM
 Annual Growth: 2.00%
 Krausz Property Only Alternative B

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

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

CRITICAL MOVEMENT ANALYSIS

Movement	2002 EXIST. TRAFFIC			2005 W/ AMBIENT GROWTH			2005 W/ OTHER PROJECTS			2005 W/ PROPOSED PROJECT			2005 W/ MITIGATION			15% W/ TDM								
	No. of Lanes	Lane Volume	Total Volume	No. of Lanes	Lane Volume	Total Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Total Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Total Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Total Volume			
NB Left	2	162	18	2	171	52	363	2	200	0	363	2	200	2	189	0	343	2	189	0	343			
Comb. L-T	0	-	0	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
NB Thru	8	0	0	8	0	0	8	0	0	0	8	0	0	0	0	0	0	8	0	0	0	8		
Comb. T-R	1	228	44	1	242	48	825	1	256	0	825	1	256	1	250	0	805	1	250	0	805	1		
NB Right	733	513	777	733	544	777	825	0	578	0	825	0	578	1	564	0	805	1	564	0	805	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	10	10	11	10	11	0	11	1	11	0	11	1	11	1	11	0	11	1	11	0	11	1		
Comb. L-T	0	-	0	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
SB Thru	10	0	1	10	0	-1	10	0	0	0	10	0	0	0	0	0	0	10	0	0	0	10		
Comb. T-R	1	20	1	1	21	-2	9	1	19	0	9	1	19	1	19	0	9	1	19	0	9	1		
SB Right	10	0	1	10	0	-2	9	0	0	0	9	0	0	0	0	0	0	9	0	0	0	9		
Comb. L-T-R	0	-	0	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
EB Left	17	17	18	17	18	3	21	1	21	0	21	1	21	1	21	0	21	1	21	0	21	1		
Comb. L-T	0	-	0	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
EB Thru	878	525	53	878	557	-14	917	1	552	3	920	1	553	1	543	0	920	1	543	-1	919	1		
Comb. T-R	1	525	10	1	557	4	186	0	552	0	186	0	553	1	543	-20	166	1	543	0	166	1		
EB Right	172	0	0	172	0	4	186	0	0	0	186	0	0	0	0	0	166	0	0	0	166	0		
Comb. L-T-R	0	-	0	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
WB Left	258	1	15	258	1	273	0	273	1	273	0	273	1	273	1	253	-20	253	1	253	0	253	1	
Comb. L-T	0	-	0	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
WB Thru	690	349	41	690	369	-18	713	1	366	13	726	1	372	1	372	0	726	1	372	-3	724	1		
Comb. T-R	1	349	0	1	369	10	18	0	366	0	18	0	372	1	372	0	726	1	372	0	724	1		
WB Right	7	0	0	7	0	0	18	0	0	0	18	0	0	0	0	0	18	0	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	0	0		
Crit. Volumes:	N-S:	394	418	N-S:	452	452	452	N-S:	452	452	452	452	N-S:	448	448	448	448	N-S:	448	448	448	448	448	
	E-W:	783	830	E-W:	825	825	825	E-W:	825	825	825	825	E-W:	796	796	796	796	E-W:	796	796	796	796	796	
	SUM:	1177	1248	SUM:	1278	1278	1278	SUM:	1278	1278	1278	1278	SUM:	1244	1244	1244	1244	SUM:	1244	1244	1244	1244	1244	
No. of Phases:	4			4			4			4			4			4			4			4		
Volume / Capacity:	0.856			0.807			0.828			0.829			0.805			0.805			0.805			0.805		
Level of Service:	D			D			D			D			D			D			D			D		

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

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

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CRITICAL MOVEMENT ANALYSIS

Winnetka Avenue @ Lassen Street
 Peak Hour: AM
 Annual Growth: 2.0%
 Krausz Property Only Alternative B

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

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

Movement	2002 EXIST. TRAFFIC			2005 W/ AMBIENT GROWTH			2005 W/ OTHER PROJECTS			2005 W/ MITIGATION [1]			2005 W/ TDM			15% No. of Lanes	
	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		
NB Left	174	1	174	0	174	1	184	1	184	2	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
NB Thru	469	2	201	28	497	2	213	2	222	0	522	2	222	-50	472	2	205
Comb. T-R	1	201	201	1	222	1	222	1	222	1	222	1	222	0	205	1	205
NB Right	135	0	0	8	143	0	0	0	0	0	143	0	0	0	143	0	0
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SB Left	36	1	36	2	38	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	803	2	272	48	851	2	289	2	317	0	937	2	317	-50	887	2	301
Comb. T-R	1	272	272	1	289	1	289	1	289	1	289	1	289	0	268	1	268
SB Right	14	0	0	1	15	0	0	0	0	0	15	0	0	0	15	0	0
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EB Left	36	1	36	2	38	1	38	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
EB Thru	726	1	484	44	770	1	513	1	513	0	770	1	513	0	770	1	518
Comb. T-R	1	484	484	1	513	1	513	1	513	1	513	1	513	0	268	1	268
EB Right	241	0	0	14	255	0	0	0	0	13	268	0	0	0	268	0	0
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WB Left	237	1	237	14	251	1	251	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
WB Thru	870	1	452	52	922	1	479	1	479	0	922	1	479	0	922	1	479
Comb. T-R	1	452	452	1	479	1	479	1	479	1	479	1	479	0	35	1	35
WB Right	33	0	0	2	35	0	0	0	0	0	35	0	0	0	35	0	0
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Crit. Volumes:	N-S: 446	N-S: 473	N-S: 502	N-S: 504	N-S: 504	N-S: 504	N-S: 504	N-S: 504	N-S: 504	N-S: 504	N-S: 504	N-S: 504	N-S: 504	N-S: 487	N-S: 486	N-S: 486	N-S: 486
	E-W: 721	E-W: 764	E-W: 764	E-W: 764	E-W: 764	E-W: 764	E-W: 764	E-W: 764	E-W: 764	E-W: 764	E-W: 764	E-W: 764	E-W: 764	E-W: 770	E-W: 769	E-W: 769	E-W: 769
	SUM: 1167	SUM: 1237	SUM: 1265	SUM: 1274	SUM: 1274	SUM: 1274	SUM: 1274	SUM: 1274	SUM: 1274	SUM: 1274	SUM: 1274	SUM: 1274	SUM: 1274	SUM: 1257	SUM: 1255	SUM: 1255	SUM: 1255
No. of Phases:	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Volume / Capacity:	0.778	0.825	0.844	0.844	0.844	0.844	0.844	0.844	0.844	0.844	0.844	0.844	0.844	0.838	0.837	0.837	0.837
Level of Service:	C	D	D	D	D	D	D	D	D	D	D	D	D	D	D	D	D

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

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

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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: Accufek

Winnetka Avenue @ Lassen Street
 Peak Hour: PM
 Annual Growth: 2.00%
 Krausz Property Only Alternative B

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

Movement	2002 EXIST. TRAFFIC				2005 W/ AMBIENT GROWTH				2005 W/ OTHER PROJECTS				2005 W/ PROPOSED PROJECT				2005 W/ MITIGATION [1]								
	No. of Lanes	Volume	Lane Volume	No. of Lanes	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume			
NB Left	1	133	8	141	1	141	1	141	1	141	1	141	13	154	1	154	0	154	1	154	-3	151	1	151	
Comb. L-T	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	0	-	0	0	-	
NB Thru	2	419	59	1047	2	444	2	477	2	477	2	477	0	1146	2	477	-50	1096	2	461	0	1096	2	461	
Comb. T-R	1	419	1	444	1	444	1	477	1	477	1	477	0	286	1	461	0	286	1	461	0	286	1	461	
NB 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	-	
SB Left	16	1	16	17	1	17	1	17	1	17	1	17	0	17	1	17	0	17	1	17	0	17	1	17	
Comb. L-T	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	0	-	0	0	-	
SB Thru	410	2	141	25	435	2	150	2	151	2	151	0	441	2	151	-50	391	2	134	2	134	0	391	2	134
Comb. T-R	1	141	1	150	1	150	1	151	1	151	1	151	0	12	1	12	0	12	1	12	0	12	1	12	
SB Right	14	0	1	15	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	26	1	26	28	1	28	1	28	1	28	1	28	0	29	1	29	0	29	1	29	0	29	1	29	
Comb. L-T	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	0	-	0	0	-	
EB Thru	1064	1	589	64	1128	1	624	1	624	1	624	0	1128	1	626	0	1128	0	1128	1	626	0	1128	1	626
Comb. T-R	1	589	1	624	1	624	1	624	1	624	1	624	0	124	1	626	0	124	1	626	-1	123	1	626	
EB Right	114	0	7	121	0	-	0	-	0	-	0	-	3	124	0	124	0	124	0	123	0	123	0	123	
Comb. L-T-R	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	0	-	0	0	-	
WB Left	123	1	123	130	1	130	1	130	1	130	1	130	0	130	1	130	0	130	1	130	0	130	1	130	
Comb. L-T	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	0	-	0	0	-	
WB Thru	538	1	283	32	570	1	300	1	301	1	301	0	570	1	301	0	570	0	570	1	301	0	570	1	301
Comb. T-R	1	283	1	300	1	300	1	301	1	301	1	301	0	31	1	301	0	31	1	301	0	31	1	301	
WB Right	28	0	2	30	0	-	0	-	1	31	0	0	0	31	0	31	0	31	0	31	0	31	0	31	
Comb. L-T-R	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	0	-	0	0	-	
Crit. Volumes:	N-S: 435	E-W: 712	SUM: 1147	N-S: 461	E-W: 755	SUM: 1216	N-S: 494	E-W: 755	SUM: 1249	N-S: 494	E-W: 756	SUM: 1251	N-S: 478	E-W: 756	SUM: 1234	N-S: 478	E-W: 756	SUM: 1234	N-S: 478	E-W: 756	SUM: 1234	N-S: 478	E-W: 756	SUM: 1234	
No. of Phases:	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	
Volume / Capacity:	0.765	0.811	0.833	0.834	0.833	0.834	0.833	0.834	0.833	0.834	0.833	0.834	0.833	0.834	0.833	0.834	0.833	0.834	0.833	0.834	0.833	0.834	0.833	0.834	
Level of Service:	C	D	D	D	D	D	D	D	D	D	D	D	D	D	D	D	D	D	D	D	D	D	D	D	

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

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

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CRITICAL MOVEMENT ANALYSIS

Winnetka Avenue @ Plummer Street
 Peak Hour: AM
 Annual Growth: 2.0%
 Krausz Property Only Alternative B

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

N-S St: Winnetka Avenue
 E-W St: Plummer Street
 Project: Krausz Companies Northridge / 1-023166-1
 File Name: CMA6
 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	Added Volume	Total Volume	No. of Lanes	Volume	Added Volume	Total Volume	No. of Lanes	Volume	Added Volume	Total Volume	No. of Lanes	Volume	Added Volume	Total Volume	No. of Lanes	Volume	Added Volume	Total Volume	15% No. of Lanes	Lane Volume
NB Left	1	133	8	141	1	141	0	141	1	141	0	141	1	141	-40	101	1	101	0	101	1	101
Comb. L-T	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-
NB Thru	2	314	50	891	2	333	23	915	2	341	2	917	2	341	-60	857	2	321	-60	856	2	321
Comb. T-R	1	314	1	333	1	341	1	341	1	341	1	341	1	341	0	107	0	107	0	107	0	107
NB Right	0	-	6	107	0	-	0	107	0	-	0	107	0	-	0	107	0	-	0	107	0	-
Comb. L-T-R	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-
SB Left	1	81	5	86	1	86	0	86	1	86	0	86	1	86	0	86	1	86	0	86	1	86
Comb. L-T	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-
SB Thru	2	554	95	1681	2	587	86	1767	2	615	13	1780	2	620	-60	1720	2	600	-3	1717	2	599
Comb. T-R	1	554	1	567	1	567	1	615	1	615	1	620	1	620	0	80	1	600	0	80	1	599
SB Right	0	-	5	80	0	-	0	80	0	0	0	80	0	0	0	80	0	0	0	80	0	0
Comb. L-T-R	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-
EB Left	1	11	1	12	1	12	0	12	1	12	0	12	1	12	0	12	1	12	0	12	1	12
Comb. L-T	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-
EB Thru	1	282	20	361	1	298	0	361	1	298	13	374	1	305	0	374	1	285	-3	372	1	283
Comb. T-R	1	282	1	298	1	298	1	298	1	298	1	305	1	305	-40	195	1	285	0	195	1	283
EB Right	0	-	13	235	0	-	0	235	0	0	0	235	0	0	0	195	0	0	0	195	0	0
Comb. L-T-R	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-
WB Left	1	293	18	311	1	311	0	311	1	311	0	311	1	311	0	311	1	311	0	311	1	311
Comb. L-T	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-
WB Thru	1	333	38	673	1	353	0	673	1	353	2	675	1	354	0	675	1	354	-60	675	1	354
Comb. T-R	1	333	1	353	1	353	1	353	1	353	1	354	1	354	0	33	1	354	0	33	1	354
WB Right	0	-	2	33	0	-	0	33	0	0	0	33	0	0	0	33	0	0	0	33	0	0
Comb. L-T-R	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-
Crit. Volumes:	N-S:	687		728	N-S:	756		761	N-S:	701		701	N-S:	701		701	N-S:	701		701	N-S:	700
	E-W:	575		609	E-W:	609		615	E-W:	595		615	E-W:	595		615	E-W:	595		615	E-W:	594
	SUM:	1261		1337	SUM:	1365		1376	SUM:	1296		1376	SUM:	1296		1296	SUM:	1296		1296	SUM:	1294
No. of Phases:	2		2		2		2		2		2		2		2		2		2		2	
Volume / Capacity:	0.841		0.891		0.910		0.917		0.864		0.864		0.864		0.864		0.864		0.864		0.863	
Level of Service:	D		D		E		E		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

Winnetka Avenue @ Plummer Street
 Peak Hour: PM
 Annual Growth: 2.00%
 Krausz Property Only Alternative B

03/27/2003
 2002
 2005

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

Date:
 Date of Count:
 Projection Year:

Movement	2002 EXIST. TRAFFIC				2005 W/ AMBIENT GROWTH				2005 W/ OTHER PROJECTS				2005 W/ MITIGATION [1]				2005 W/ TDM			
	No. of Lanes	Volume	Added Volume	Total Volume	No. of Lanes	Volume	Added Volume	Total Volume	No. of Lanes	Volume	Added Volume	Total Volume	No. of Lanes	Volume	Added Volume	Total Volume	No. of Lanes	Volume	Added Volume	Total Volume
NB Left	1	144	9	153	1	153	0	153	1	153	0	153	1	153	0	153	1	113	0	113
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	2	505	81	1423	2	535	91	1514	2	566	13	1527	2	570	-60	1467	2	550	-3	1464
Comb. T-R	1	505	1	535	1	566	0	566	1	570	0	570	1	570	0	570	1	550	0	550
NB Right	0	0	10	183	0	0	0	183	0	0	0	183	0	0	0	183	0	0	0	183
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	41	41	2	43	1	43	0	43	1	43	0	43	1	43	0	43	1	43	0	43
Comb. L-T	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SB Thru	2	222	39	684	2	236	6	690	2	238	3	693	2	239	-60	633	2	219	-1	632
Comb. T-R	1	222	1	236	1	236	0	236	1	238	0	238	1	239	0	239	1	219	0	219
SB Right	22	0	1	23	0	0	0	23	0	0	0	23	0	0	0	23	0	0	0	23
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	124	124	7	131	1	131	1	133	1	133	0	133	1	133	0	133	1	133	0	133
Comb. L-T	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EB Thru	1	486	43	760	1	515	0	760	1	515	3	763	1	517	0	763	1	497	-1	762
Comb. T-R	1	486	1	515	1	515	0	515	1	515	0	515	1	517	0	517	1	497	0	496
EB Right	255	0	15	270	0	0	0	270	0	0	0	270	0	0	-40	230	0	0	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
WB Left	112	112	7	119	1	119	0	119	1	119	0	119	1	119	0	119	1	119	0	119
Comb. L-T	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WB Thru	392	1	24	416	1	245	0	416	1	245	13	429	1	252	0	429	1	252	-3	426
Comb. T-R	1	231	1	245	1	245	0	245	1	245	0	245	1	252	0	252	1	252	0	251
WB Right	70	0	4	74	0	0	1	75	0	0	0	75	0	0	0	75	0	0	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
Crit. Volumes:	N-S:	546	N-S:	579	N-S:	609	N-S:	613	N-S:	613	N-S:	593	N-S:	593	N-S:	593	N-S:	592	N-S:	592
	E-W:	598	E-W:	634	E-W:	634	E-W:	635	E-W:	635	E-W:	615	E-W:	615	E-W:	615	E-W:	615	E-W:	615
	SUM:	1144	SUM:	1213	SUM:	1243	SUM:	1249	SUM:	1249	SUM:	1209	SUM:	1209	SUM:	1209	SUM:	1208	SUM:	1208
No. of Phases:	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Volume / Capacity:	0.763	0.808	0.829	0.833	0.833	0.806	0.806	0.806	0.806	0.806	0.806	0.806	0.806	0.806	0.806	0.806	0.806	0.806	0.806	0.806
Level of Service:	C	D	D	D	D	D	D	D	D	D	D	D	D	D	D	D	D	D	D	D

Assumptions: Maximum Sum of Critical Volumes (Intersection Capacity): 2 Phase=1500, 3 Phase=1425, 4+ Phase=1375, Unsignalized=1200.
 For dual turn lanes, 55% of volume is assigned to heavier lane.
 For one excl. and 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 @ Prairie Street
 Peak Hour: AM
 Annual Growth: 2.0%
 Krausz Property Only Alternative B

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]				2005 W/ TDM				
	No. of Lanes	Volume	Lane Volume	No. of Lanes	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NB Left	1	153	162	1	162	0	162	1	162	0	162	0	162	1	162	0	162	0	162	1	162	0	162	1	162
Comb. L-T	0	-	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-
NB Thru	2	450	477	2	477	10	1155	2	511	0	1155	2	520	2	487	0	1055	2	485	2	485	0	1055	2	485
Comb. T-R	1	450	477	1	477	94	379	0	511	27	406	0	406	1	487	-6	400	1	485	1	485	-6	400	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	-
SB Left	56	1	56	3	59	88	147	1	147	13	160	1	160	1	160	-3	158	1	158	1	158	-3	158	1	158
Comb. L-T	0	-	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-
SB Thru	2	663	703	2	703	-3	2074	2	702	0	2074	2	702	2	669	0	1974	2	669	2	669	0	1974	2	669
Comb. T-R	1	663	703	1	703	0	32	0	702	0	32	0	32	1	669	0	32	1	669	1	669	0	32	1	669
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	-
EB Left	3	1	3	0	3	0	3	1	3	0	3	1	3	1	3	0	3	1	3	1	3	0	3	1	3
Comb. L-T	0	-	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-
EB Thru	31	1	31	2	33	176	209	1	209	60	269	1	269	1	269	-13	256	1	256	1	256	-13	256	1	256
Comb. T-R	0	-	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-
EB Right	79	1	79	5	84	0	84	1	84	0	84	1	84	1	84	0	84	1	84	1	84	0	84	1	84
Comb. L-T-R	0	-	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-
WB Left	44	1	44	3	47	13	60	1	60	3	63	1	63	1	63	-1	62	1	62	1	62	-1	62	1	62
Comb. L-T	0	-	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-
WB Thru	82	0	82	5	87	24	111	0	111	7	118	0	118	0	118	-2	116	0	116	0	116	-2	116	0	116
Comb. T-R	1	105	111	1	111	12	36	0	147	2	38	0	38	1	156	-0	38	1	154	1	154	-0	38	0	38
WB Right	23	0	23	1	24	0	24	0	24	0	24	0	24	0	24	0	24	0	24	0	24	0	24	0	24
Comb. L-T-R	0	-	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-
Crt. Volumes:	N-S:	816	865	N-S:	865	864	864	N-S:	864	864	864	864	N-S:	864	864	864	864	N-S:	864	864	864	864	864	864	864
	E-W:	108	114	E-W:	114	269	269	E-W:	269	269	269	269	E-W:	269	269	269	269	E-W:	269	269	269	269	269	269	269
	SUM:	924	979	SUM:	979	1133	1133	SUM:	1133	1133	1133	1133	SUM:	1133	1133	1133	1133	SUM:	1133	1133	1133	1133	1133	1133	1133
No. of Phases:	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Volume / Capacity:	0.616	0.653	0.755	0.755	0.755	0.755	0.755	0.755	0.755	0.755	0.755	0.755	0.755	0.755	0.755	0.755	0.755	0.755	0.755	0.755	0.755	0.755	0.755	0.755	
Level of Service:	B	B	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C

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

Notes:

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CRITICAL MOVEMENT ANALYSIS

Winnetka Avenue @ Prairie Street
 Peak Hour: PM
 Annual Growth: 2.00%
 Krausz Property Only Alternative B

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]				2005 W/ TDM								
	No. of Lanes	Volume	Added	Total	No. of Lanes	Volume	Added	Total	No. of Lanes	Volume	Added	Total	No. of Lanes	Volume	Added	Total	No. of Lanes	Volume	Added	Total	No. of Lanes	Volume	Added	Total	No. of Lanes	Volume	Added	Total	
NB Left	65	1	65	4	69	1	69	0	69	1	69	0	69	1	69	0	69	1	69	0	69	1	69	0	69	1	69	0	69
Comb. L-T	0	-	565	96	1691	2	599	23	1713	0	609	0	1713	2	611	-100	1613	2	578	0	1613	2	577	0	577	2	577	0	577
NB Thru	1	565	1	565	1	599	1	599	1	609	1	611	1	611	1	611	1	611	1	611	1	611	1	611	1	611	1	611	
Comb. T-R	0	-	6	106	0	-	7	113	0	-	7	120	0	120	0	120	0	120	0	120	0	119	-1	119	0	119	0	119	
NB Right	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Comb. L-T-R	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
SB Left	25	1	25	2	27	1	27	6	33	1	33	3	36	1	36	0	36	1	36	0	36	1	35	-1	35	1	35	0	35
Comb. L-T	0	-	310	54	961	2	329	0	961	2	329	0	961	2	329	-100	861	2	296	0	861	2	296	0	296	2	296	0	296
NB Thru	1	310	1	310	1	329	1	329	1	329	1	329	1	329	1	329	1	329	1	329	1	329	1	329	1	329	1	329	
Comb. T-R	0	-	1	25	0	-	0	25	0	25	0	25	0	25	0	25	0	25	0	25	0	25	0	25	0	25	0	25	
SB Right	24	0	24	0	24	0	24	0	24	0	24	0	24	0	24	0	24	0	24	0	24	0	24	0	24	0	24	0	24
Comb. L-T-R	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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	1	43	0	43	1	43	0	43	1	43	0	43
Comb. L-T	0	-	43	3	46	1	46	12	58	0	58	15	73	1	73	0	73	1	73	0	73	1	70	-3	70	1	70	0	70
NB Thru	1	43	1	43	1	46	1	46	1	58	1	58	1	58	1	58	1	58	1	58	1	58	1	58	1	58	1	58	
Comb. T-R	0	-	166	10	176	1	176	0	176	1	176	0	176	1	176	0	176	1	176	0	176	1	176	0	176	1	176	0	176
EB Right	1	166	1	166	1	176	1	176	1	176	1	176	1	176	1	176	1	176	1	176	1	176	1	176	1	176	1	176	
Comb. L-T-R	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
WB Left	240	1	240	14	254	1	254	71	325	1	325	26	351	1	351	0	351	1	351	0	351	1	346	-6	346	1	346	0	346
Comb. L-T	0	-	590	4	77	0	77	132	209	0	209	58	267	0	267	0	267	0	267	0	267	0	255	-13	255	0	255	0	255
NB Thru	1	165	1	165	1	175	1	175	1	175	1	175	1	175	1	175	1	175	1	175	1	175	1	175	1	175	1	175	
Comb. T-R	0	-	6	98	0	98	6	104	0	104	13	117	0	117	0	117	0	117	0	117	0	117	0	117	0	117	0	117	
WB Right	92	0	92	6	98	0	98	6	104	0	104	13	117	0	117	0	117	0	117	0	117	0	117	0	117	0	117	0	117
Comb. L-T-R	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Crit. Volumes:	N-S:	590	374	964	N-S:	625	396	1021	N-S:	641	467	1108	N-S:	647	493	1140	N-S:	612	487	1106	N-S:	612	487	1106	N-S:	612	487	1106	
	E-W:	374	964	1021	E-W:	396	1021	1108	E-W:	467	1108	1199	E-W:	493	1139	1199	E-W:	493	1106	1106	E-W:	493	1106	1106	E-W:	493	1106	1106	
	SUM:	964	1021	1108	SUM:	1021	1108	1199	SUM:	1108	1199	1199	SUM:	1139	1199	1199	SUM:	1106	1106	1106	SUM:	1106	1106	1106	SUM:	1106	1106	1106	
No. of Phases:	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	
Volume / Capacity:	0.642	0.681	0.681	0.681	0.681	0.681	0.681	0.681	0.681	0.681	0.681	0.681	0.681	0.681	0.681	0.681	0.681	0.681	0.681	0.681	0.681	0.681	0.681	0.681	0.681	0.681	0.681	0.681	
Level of Service:	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	

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

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

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CRITICAL MOVEMENT ANALYSIS

Corbin Avenue @ Nordhoff Street/Nordhoff Way
 Peak Hour: PM
 Annual Growth: 2.00%
 Krausz Property Only Alternative B

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

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

Movement	2002 EXIST. TRAFFIC			2005 W/ AMBIENT GROWTH			2005 W/ OTHER PROJECTS			2005 W/ PROPOSED PROJECT			2005 W/ MITIGATION [2]			2005 W/ TDM			15% Lanes	
	No. of Lanes	Volume	Total	No. of Lanes	Volume	Total	No. of Lanes	Volume	Total	No. of Lanes	Volume	Total	No. of Lanes	Volume	Total	No. of Lanes	Volume	Total		
NB Left	81	1	81	86	1	86	86	1	86	86	1	86	86	1	86	86	1	86	86	1
Comb. L-T	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NB Thru	1286	2	481	77	1363	2	510	2	536	37	1478	2	548	2	498	-6	498	1321	2	496
Comb. T-R	1	481	1	510	1	536	1	536	1	548	1	548	1	498	1	498	1	496	1	496
NB Right	157	0	9	166	0	0	166	0	0	0	166	0	0	0	166	0	166	0	0	0
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	166	0	0	0	166	0	166	0	0	0
SB Left	103	1	103	109	1	109	112	1	112	0	112	1	112	1	112	0	112	112	1	112
Comb. L-T	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SB Thru	1408	2	704	84	1492	2	746	2	790	143	1723	2	861	2	786	-31	1542	2	771	771
Comb. T-R	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SB Right [1]	204	1	204	216	1	216	219	1	219	32	251	1	251	1	241	-7	234	1	234	234
Comb. L-T-R	0	0	0	0	0	0	0	0	0	32	251	0	251	0	241	-7	234	1	234	234
EB Left	377	1	377	400	1	400	402	1	402	8	410	1	410	1	400	-2	399	1	399	399
Comb. L-T	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EB Thru	1182	2	472	71	1253	2	500	2	502	0	1260	2	502	2	502	0	1260	2	502	502
Comb. T-R	1	472	1	500	1	500	502	1	502	0	1260	1	502	1	502	0	1260	2	502	502
EB Right	233	0	14	247	0	0	247	0	0	0	247	0	0	0	247	0	247	0	0	0
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	247	0	0	0	247	0	247	0	0	0
WB Left	108	1	108	114	1	114	114	1	114	0	114	1	114	1	114	0	114	1	114	114
Comb. L-T	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WB Thru	516	2	258	31	547	2	273	2	277	0	555	2	277	2	277	0	555	2	277	277
Comb. T-R	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WB Right	70	1	70	74	1	74	77	1	77	0	77	1	77	1	77	0	77	1	77	77
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	77	0	77	0	77	0	77	1	77	77
Crit. Volumes:	N-S: 785	832	N-S: 876	947	N-S: 947	872	N-S: 857	872	N-S: 857	872	N-S: 857	872	N-S: 857	872	N-S: 857	872	N-S: 857	872	N-S: 857	857
	E-W: 635	673	E-W: 680	688	E-W: 688	678	E-W: 678	678	E-W: 678	688	E-W: 678	678	E-W: 678	678	E-W: 678	678	E-W: 678	678	E-W: 678	678
	SUM: 1420	1505	SUM: 1555	1635	SUM: 1635	1555	SUM: 1555	1635	SUM: 1635	1635	SUM: 1635	1550	SUM: 1550	1550	SUM: 1550	1550	SUM: 1550	1550	SUM: 1550	1533
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:	0.966	1.056	1.092	1.147	1.147	1.088	1.088	1.088	1.088	1.088	1.088	1.088	1.088	1.088	1.088	1.088	1.088	1.088	1.088	1.076
Level of Service:	E	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F

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

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

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

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

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

CRITICAL MOVEMENT ANALYSIS

Corbin Avenue @ Parthenia Street
 Peak Hour: AM
 Annual Growth: 2.0%
 Krausz Property Only Alternative B

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

Movement	2002 EXIST. TRAFFIC				2005 W/ AMBIENT GROWTH				2005 W/ OTHER PROJECTS				2005 W/ PROPOSED PROJECT				2005 W/ MITIGATION [1]				2005 W/ TDM										
	No. of Lanes	Volume	Added Volume	Total Volume	No. of Lanes	Volume	Added Volume	Total Volume	No. of Lanes	Volume	Added Volume	Total Volume	No. of Lanes	Volume	Added Volume	Total Volume	No. of Lanes	Volume	Added Volume	Total Volume	No. of Lanes	Volume	Added Volume	Total Volume	No. of Lanes	Volume	Added Volume	Total Volume			
NB Left	1	64	4	68	1	68	0	68	1	68	0	68	1	68	0	68	1	68	0	68	1	68	0	68	1	68	0	68	1	68	
Comb. L-T	0	-	-	-	0	-	-	-	0	-	-	-	0	-	-	-	0	-	-	-	0	-	-	-	0	-	-	-	0	-	
NB Thru	1	763	86	1521	1	809	43	1564	1	830	107	1671	1	884	-130	1541	1	819	-23	1517	1	807	-	1517	1	807	-	1517	1	807	
Comb. T-R	1	763	-	763	1	809	-	809	1	830	-	830	1	884	-	884	1	819	-	819	1	807	-	807	1	807	-	807	1	807	
NB Right	0	-	5	96	0	-	0	96	0	-	0	96	0	-	0	96	0	-	0	96	0	-	0	96	0	-	0	96	0	-	0
Comb. L-T-R	0	-	-	-	0	-	-	-	0	-	-	-	0	-	-	-	0	-	-	-	0	-	-	0	-	-	-	0	-	0	
SB Left	1	91	5	96	1	96	3	99	1	99	2	101	1	101	0	101	1	101	-1	100	1	100	-1	100	1	100	-1	100	1	100	
Comb. L-T	0	-	-	-	0	-	-	-	0	-	-	-	0	-	-	-	0	-	-	-	0	-	-	0	-	-	-	0	-	0	
SB Thru	1	573	66	1162	1	607	105	1267	1	661	13	1280	1	669	-130	1150	1	594	-3	1147	1	592	-3	1147	1	592	-3	1147	1	592	
Comb. T-R	1	573	-	573	1	607	-	607	1	661	-	661	1	669	-	669	1	594	-	594	1	592	-	592	1	592	-	592	1	592	
SB Right	0	-	3	53	0	-	3	56	0	-	2	58	0	-	-20	38	0	-	-1	37	0	-	-1	37	0	-	-1	37	0	-	
Comb. L-T-R	0	-	-	-	0	-	-	-	0	-	-	-	0	-	-	-	0	-	-	-	0	-	-	0	-	-	-	0	-	0	
EB Left	1	86	5	91	1	91	1	92	1	92	20	112	1	112	-20	92	1	92	-4	88	1	88	-4	88	1	88	-4	88	1	88	
Comb. L-T	0	-	-	-	0	-	-	-	0	-	-	-	0	-	-	-	0	-	-	-	0	-	-	0	-	-	-	0	-	0	
EB Thru	1	434	50	882	1	460	0	882	1	460	0	882	1	460	0	882	1	460	0	882	1	460	0	882	1	460	0	882	1	460	
Comb. T-R	1	434	-	434	1	460	-	460	1	460	-	460	1	460	-	460	1	460	-	460	1	460	-	460	1	460	-	460	1	460	
EB Right	0	-	2	37	0	-	0	37	0	-	0	37	0	-	0	37	0	-	0	37	0	-	0	37	0	-	0	37	0	-	0
Comb. L-T-R	0	-	-	-	0	-	-	-	0	-	-	-	0	-	-	-	0	-	-	-	0	-	-	0	-	-	-	0	-	0	
WB Left	1	84	5	89	1	89	0	89	1	89	0	89	1	89	0	89	1	89	0	89	1	89	0	89	1	89	0	89	1	89	
Comb. L-T	0	-	-	-	0	-	-	-	0	-	-	-	0	-	-	-	0	-	-	-	0	-	-	0	-	-	-	0	-	0	
WB Thru	1	665	69	1219	1	704	1	1220	1	705	0	1220	1	715	0	1220	1	715	0	1220	1	713	0	1220	1	713	0	1220	1	713	
Comb. T-R	1	665	-	665	1	704	-	704	1	705	-	705	1	715	-	715	1	715	-	715	1	713	-	713	1	713	-	713	1	713	
WB Right	0	-	11	190	0	-	1	191	0	-	20	211	0	-	0	211	0	-	-4	207	0	-	-4	207	0	-	-4	207	0	-	
Comb. L-T-R	0	-	-	-	0	-	-	-	0	-	-	-	0	-	-	-	0	-	-	-	0	-	-	0	-	-	-	0	-	0	
Crit. Volumes:	N-S:	854			N-S:	905			N-S:	929			N-S:	984			N-S:	919			N-S:	907			N-S:	907			N-S:	907	
	E-W:	751			E-W:	796			E-W:	798			E-W:	828			E-W:	808			E-W:	801			E-W:	801			E-W:	801	
	SUM:	1605			SUM:	1701			SUM:	1727			SUM:	1812			SUM:	1727			SUM:	1709			SUM:	1709			SUM:	1709	
No. of Phases:	2				2				2				2				2			2				2				2			2
Volume / Capacity:	F	1.070			F	1.134			F	1.151			F	1.208			F	1.152			F			F				F			F

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

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CRITICAL MOVEMENT ANALYSIS

Corbin Avenue @ Parthenia Street
 Peak Hour: PM
 Annual Growth: 2.00%
 Krausz Property Only Alternative B

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

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

Movement	2002 EXIST. TRAFFIC			2005 W/ AMBIENT GROWTH			2005 W/ OTHER PROJECTS			2005 W/ PROPOSED PROJECT			2005 W/ MITIGATION [1]			2005 W/ TDM					
	No. of Lanes	Volume	Lane Volume	No. of Lanes	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	58	1	58	1	61	1	61	0	61	1	61	0	61	1	61	1	61	0	61	1	61
Comb. L-T	0	-	0	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NB Thru	1326	1	701	1	743	1	743	68	1473	1	790	-130	1370	1	725	1	725	-5	1365	1	723
Comb. T-R	1	701	701	1	743	1	743	0	743	1	790	0	790	1	725	1	725	0	81	0	81
NB Right	76	0	76	0	81	0	81	0	81	0	81	0	81	0	81	0	81	0	81	0	81
Comb. L-T-R	0	-	0	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SB Left	162	1	162	1	172	1	172	3	174	1	174	19	193	1	193	1	193	-4	189	1	189
Comb. L-T	0	-	0	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SB Thru	1183	1	617	1	654	1	654	78	1331	1	694	104	1435	1	756	1	756	-22	1283	1	667
Comb. T-R	1	617	617	1	654	1	654	0	654	1	694	0	694	1	756	1	756	0	51	0	667
SB Right	51	0	51	0	54	0	54	3	57	0	57	19	76	0	76	0	76	-4	72	0	67
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	120	1	120	1	127	1	127	3	130	1	130	5	135	1	135	1	135	-20	115	1	114
Comb. L-T	0	-	0	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EB Thru	1083	1	568	1	602	1	602	8	1156	1	606	0	1156	1	606	1	606	0	1156	1	606
Comb. T-R	1	568	568	1	602	1	602	0	602	1	606	0	606	1	606	1	606	0	55	0	55
EB Right	52	0	52	0	55	0	55	0	55	0	55	0	55	0	55	0	55	0	55	0	55
Comb. L-T-R	0	-	0	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WB Left	113	1	113	1	120	1	120	0	120	1	120	0	120	1	120	1	120	0	120	1	120
Comb. L-T	0	-	0	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WB Thru	975	1	604	1	640	1	640	6	1040	1	644	0	1040	1	646	1	646	0	1040	1	646
Comb. T-R	1	604	604	1	640	1	640	0	640	1	644	0	644	1	646	1	646	0	1040	1	646
WB Right	232	0	232	0	246	0	246	3	248	0	248	5	253	0	253	0	253	0	253	0	253
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:	863	N-S:	915	N-S:	951	N-S:	984	N-S:	984	N-S:	919	N-S:	912							
	E-W:	724	E-W:	767	E-W:	774	E-W:	781	E-W:	781	E-W:	761	E-W:	760							
	SUM:	1587	SUM:	1682	SUM:	1725	SUM:	1765	SUM:	1765	SUM:	1680	SUM:	1672							
No. of Phases:	2	2	2	2	2	2	2	2	2	2	2	2	2								
Volume / Capacity:	1.058	1.121	1.150	1.176	1.115	1.120	1.115	1.120	1.115	1.120	1.115	1.120	1.115								
Level of Service:	F	F	F	F	F	F	F	F	F	F	F	F	F								

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

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

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

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CRITICAL MOVEMENT ANALYSIS

Corbin Avenue @ Roscoe Boulevard
 Peak Hour: AM
 Annual Growth: 2.0%
 Krausz Property Only Alternative B

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

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

Movement	2002 EXIST. TRAFFIC				2005 W/ AMBIENT GROWTH				2005 W/ OTHER PROJECTS				2005 W/ MITIGATION [2]				2005 W/ TDM				
	No. of Lanes	Volume	Lane Volume	No. of Lanes	Added Volume	Total Volume	Lane Volume	No. of Lanes	Added Volume	Total Volume	Lane Volume	No. of Lanes	Added Volume	Total Volume	Lane Volume	No. of Lanes	Added Volume	Total Volume	Lane Volume	No. of Lanes	
NB Left	66	1	66	4	70	1	70	0	70	0	70	1	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	0
NB Thru	921	1	499	55	976	1	528	33	1009	1	545	1	565	-110	939	1	510	-9	930	1	505
Comb. T-R	1	499	1	499	1	528	1	545	1	565	1	565	1	510	1	510	1	505	1	505	1
NB Right	76	0	-	5	81	0	-	0	81	0	81	0	81	0	81	0	81	0	81	0	81
Comb. L-T-R	0	0	-	0	0	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SB Left	94	1	94	6	100	1	100	5	105	3	108	1	108	0	108	1	108	-1	107	1	107
Comb. L-T	0	-	0	-	0	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SB Thru	1240	1	657	74	1314	1	696	80	1394	1	738	1	743	-110	1289	1	688	-1	1288	1	687
Comb. T-R	1	657	1	657	1	696	1	738	1	738	1	743	1	688	1	688	1	687	1	687	1
SB Right	73	0	-	4	77	0	-	5	82	0	86	0	86	0	86	0	86	-1	85	0	85
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	123	1	123	7	130	1	130	1	132	33	165	1	165	0	165	1	165	-7	157	1	157
Comb. L-T	0	-	0	-	0	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EB Thru	1008	2	357	60	1068	2	378	4	1072	0	1072	2	1072	0	1072	2	1072	0	1072	2	1072
Comb. T-R	1	357	1	357	1	378	1	378	1	379	1	379	1	379	1	379	1	379	1	379	1
EB Right	62	0	-	4	66	0	-	0	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
WB Left	97	1	97	6	103	1	103	0	103	0	103	1	103	0	103	1	103	0	103	1	103
Comb. L-T	0	-	0	-	0	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WB Thru	939	2	470	56	995	2	498	5	1000	0	1000	2	1000	0	1000	2	1000	0	1000	2	1000
Comb. T-R	0	-	0	-	0	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WB Right [1]	156	1	156	9	165	1	165	1	167	27	194	1	194	0	194	1	194	-6	188	1	188
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: 723	E-W: 593	SUM: 1315	N-S: 766	E-W: 628	SUM: 1394	N-S: 808	E-W: 632	SUM: 1440	N-S: 813	E-W: 665	SUM: 1478	N-S: 758	E-W: 665	SUM: 1423	N-S: 757	E-W: 657	SUM: 1414	N-S: 757	E-W: 657	SUM: 1414
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	0.985	0.985	0.985	0.985	0.985	0.985	0.985	0.985	0.985	0.985	0.985	0.985	0.985	0.985	0.985	0.985	0.985	0.985
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.
 [1] Westbound curb lane functions as a right-turn only lane, due to parking availability on the departure leg.
 [2] Traffic volumes shown in the added volume column reflect redistribution of traffic due to Mason Avenue crossing.

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CRITICAL MOVEMENT ANALYSIS

Corbin Avenue @ Roscoe Boulevard
 Peak Hour: PM
 Annual Growth: 2.00%
 Krausz Property Only Alternative B

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

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

Movement	2002 EXIST. TRAFFIC			2005 W/ AMBIENT GROWTH			2005 W/ OTHER PROJECTS			2005 W/ PROPOSED PROJECT			2005 W/ MITIGATION [2]			2005 W/ TDM			
	No. of Lanes	Volume	Total	No. of Lanes	Volume	Total	No. of Lanes	Volume	Total	No. of Lanes	Volume	Total	No. of Lanes	Volume	Total	No. of Lanes	Volume	Total	
NB Left	92	1	92	1	98	0	98	1	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
NB Thru	1022	1	552	1	585	61	1083	1	613	1	618	10	1148	1	618	-110	1038	1	563
Comb. T-R	1	552	552	1	585	1	613	1	618	1	618	1	1148	1	618	1	1038	1	563
NB Right	82	0	82	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	87	0	87	0	87	0	87
SB Left	129	1	129	1	137	3	139	1	139	1	139	26	165	1	165	0	165	1	165
Comb. L-T	0	-	0	0	-	0	0	0	0	0	0	39	1235	1	696	-110	1125	1	641
SB Thru	1067	1	592	1	627	64	1131	1	661	1	661	65	1196	1	696	39	1235	1	641
Comb. T-R	1	592	592	1	627	1	661	1	661	1	661	32	157	0	157	0	157	0	157
SB Right	116	0	116	0	123	0	123	0	123	0	123	3	125	0	125	0	125	0	125
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	3	125	0	125	0	125	0	125
EB Left	169	1	169	1	179	10	179	1	182	1	182	8	190	1	190	0	190	1	190
Comb. L-T	0	-	0	0	-	0	0	0	0	0	0	15	1264	2	442	0	1264	2	442
EB Thru	1178	2	412	2	437	71	1249	2	442	2	442	442	1264	2	442	0	1264	2	442
Comb. T-R	1	412	412	1	437	1	442	1	442	1	442	442	1264	2	442	0	1264	2	442
EB Right	59	0	59	0	63	4	63	0	63	0	63	0	63	0	63	0	63	0	63
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	63	0	63	0	63	0	63
WB Left	60	1	60	1	64	4	64	1	64	1	64	0	64	1	64	0	64	1	64
Comb. L-T	0	-	0	0	-	0	0	0	0	0	0	13	1145	2	428	0	1145	2	428
WB Thru	1068	2	397	2	421	64	1132	2	426	2	428	0	1145	2	428	0	1145	2	428
Comb. T-R	1	397	397	1	421	1	421	1	426	1	428	7	140	0	140	0	140	0	140
WB Right	123	0	123	0	130	7	130	0	130	0	130	3	133	0	133	0	133	0	133
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	133	0	133	0	133	0	133
Crit. Volumes:	N-S:	684	725	N-S:	758	N-S:	794	N-S:	794	N-S:	794	794	1412	N-S:	739	739	1357	N-S:	731
	E-W:	566	600	E-W:	608	E-W:	618	E-W:	618	E-W:	618	618	1412	E-W:	618	618	1357	E-W:	616
	SUM:	1250	1324	SUM:	1366	SUM:	1412	SUM:	1412	SUM:	1412	1412	1412	SUM:	1357	1357	1357	SUM:	1347
No. of Phases:	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Volume / Capacity:	0.833	0.883	0.911	0.941	0.941	0.941	0.941	0.941	0.941	0.941	0.941	0.941	0.941	0.941	0.941	0.941	0.941	0.941	0.941
Level of Service:	D	D	E	E	E	E	E	E	E	E	E	E	E	E	E	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.
 [2] Traffic volumes shown in the added volume column reflect redistribution of traffic due to Mason Avenue crossing.

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

CRITICAL MOVEMENT ANALYSIS

Corbin Avenue @ Saticoy Street
 Peak Hour: AM
 Annual Growth: 2.0%
 Krausz Property Only Alternative B

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

Movement	2002 EXIST. TRAFFIC				2005 W/ AMBIENT GROWTH				2005 W/ OTHER PROJECTS				2005 W/ PROPOSED PROJECT				2005 W/ MITIGATION [1]				2005 W/ TDM					
	No. of Lanes	Volume	Lane Volume	No. of Lanes	Added Volume	Total Volume	Lane Volume	No. of Lanes	Added Volume	Total Volume	Lane Volume	No. of Lanes	Added Volume	Total Volume	Lane Volume	No. of Lanes	Added Volume	Total Volume	Lane Volume	No. of Lanes	Added Volume	Total Volume	Lane Volume	No. of Lanes		
NB Left	60	1	60	4	64	1	64	1	64	0	64	1	64	0	64	1	64	0	64	1	64	1	64	1	64	
Comb. L-T	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	
NB Thru	846	1	489	51	897	1	529	1	539	20	937	1	549	-90	847	1	504	-4	842	1	504	-4	842	1	502	
Comb. T-R	1	499	1	499	1	529	1	539	1	549	1	549	1	549	1	504	1	504	1	504	1	504	1	504	1	502
NB Right	152	0	9	161	0	9	161	0	9	0	161	0	9	0	161	0	9	0	161	0	9	0	161	0	9	
Comb. L-T-R	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	
SB Left	131	1	131	8	139	1	139	1	139	4	143	1	143	1	144	1	144	0	144	1	144	-0	143	1	143	
Comb. L-T	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	
SB Thru	1190	1	630	71	1261	1	667	1	698	58	1319	1	698	-90	1231	1	654	-1	1230	1	654	-1	1230	1	654	
Comb. T-R	1	630	1	630	1	667	1	698	1	698	1	698	1	698	1	654	1	654	1	654	1	654	1	654	1	654
SB Right	69	0	4	73	0	4	73	0	4	4	77	0	4	0	78	0	4	0	78	0	4	0	78	0	4	
Comb. L-T-R	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	
EB Left	96	1	96	6	102	1	102	1	103	1	103	1	103	0	110	1	110	0	110	1	110	-2	109	1	109	
Comb. L-T	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	
EB Thru	1136	1	601	68	1204	1	637	1	638	1	1205	1	638	0	1205	1	638	0	1205	1	638	0	1205	1	638	
Comb. T-R	1	601	1	601	1	637	1	638	1	638	1	638	1	638	1	638	1	638	1	638	1	638	1	638	1	638
EB Right	66	0	4	70	0	4	70	0	4	0	70	0	4	0	70	0	4	0	70	0	4	0	70	0	4	
Comb. L-T-R	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	
WB Left	139	1	139	8	147	1	147	1	147	0	147	1	147	0	147	1	147	0	147	1	147	0	147	1	147	
Comb. L-T	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	
WB Thru	1158	1	628	69	1227	1	666	1	667	1	1228	1	667	0	1228	1	670	0	1228	1	670	0	1228	1	670	
Comb. T-R	1	628	1	628	1	666	1	667	1	667	1	667	1	667	1	670	1	670	1	670	1	670	1	670	1	670
WB Right	98	0	6	104	0	6	104	0	6	1	105	0	6	7	112	0	6	0	112	0	6	-2	111	0	6	
Comb. L-T-R	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	
Crit. Volumes:	N-S: 690	E-W: 740	SUM: 1430	N-S: 731	E-W: 784	SUM: 1515	N-S: 761	E-W: 785	SUM: 1546	N-S: 763	E-W: 785	SUM: 1548	N-S: 763	E-W: 785	SUM: 1548	N-S: 718	E-W: 785	SUM: 1503	N-S: 718	E-W: 785	SUM: 1503	N-S: 718	E-W: 785	SUM: 1503		
No. of Phases:	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	
Volume / Capacity:	0.953	1.010	1.031	1.032	1.002	1.002	1.002	1.002	1.002	1.002	1.002	1.002	1.002	1.002	1.002	1.002	1.002	1.002	1.002	1.002	1.002	1.002	1.002	1.002		
Level of Service:	E	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	

Assumptions: Maximum Sum of Critical Volumes (Intersection Capacity): 2 Phase=1500, 3 Phase=1425, 4+ Phase=1375, Unsignalized=1200.
 For dual turn lanes, 55% of volume is assigned to heavier lane.
 For one excl. and 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: Saticoy Street
 Project: Krausz Companies Northridge / 1-023166-1
 File Name: CMA21
 Counts by: Accutrek

Corbin Avenue @ Saticoy Street
 Peak Hour: PM
 Annual Growth: 2.00%
 Krausz Property Only Alternative B

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

Movement	2002 EXIST. TRAFFIC				2005 W/ AMBIENT GROWTH				2005 W/ OTHER PROJECTS				2005 W/ PROPOSED PROJECT				2005 W/ MITIGATION [1]				2005 W/ TDM			
	No. of Lanes	Lane Volume	Total Volume	No. of Lanes	Added Volume	Lane Volume	Total Volume	No. of Lanes	Added Volume	Lane Volume	Total Volume	No. of Lanes	Added Volume	Lane Volume	Total Volume	No. of Lanes	Added Volume	Lane Volume	Total Volume	No. of Lanes	Added Volume	Lane Volume	Total Volume	
NB Left	77	1	77	1	82	0	82	1	82	1	82	0	82	1	82	0	82	1	82	1	82	0	82	
Comb. L-T	0	-	0	0	-	0	0	0	-	0	0	0	0	0	-	0	0	0	-	0	0	0	0	
NB Thru	1039	1	582	1	616	43	1144	1	638	1	640	5	1149	1	640	-90	1059	1	595	1	595	-1	1058	
Comb. T-R	1	582	1	616	1	638	1	640	1	640	1	640	1	640	1	640	1	640	1	640	1	640	1	640
NB Right	124	0	7	0	131	0	131	0	0	0	0	0	131	0	0	0	131	0	0	0	0	0	131	
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	131	0	0	0	131	0	0	0	0	0	131	
SB Left	172	1	172	1	182	3	185	1	185	1	185	6	191	1	191	0	191	1	191	1	191	-1	189	
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	933	1	517	1	547	53	1041	1	575	1	587	19	1060	1	587	-90	970	1	542	1	542	-4	966	
Comb. T-R	1	517	1	547	1	575	1	587	1	587	1	587	1	587	1	587	1	587	1	587	1	587	1	587
SB Right	100	0	6	0	106	3	109	0	0	0	6	115	0	0	0	115	0	0	0	0	0	-1	113	
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	6	115	0	0	0	115	0	0	0	0	0	-1	113	
EB Left	112	1	112	1	119	3	121	1	121	1	123	2	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	
EB Thru	1232	1	655	1	694	1	1307	1	695	1	695	0	1307	1	695	0	1307	1	695	1	695	0	1307	
Comb. T-R	1	655	1	694	1	695	1	695	1	695	1	695	1	695	1	695	1	695	1	695	1	695	1	695
EB Right	78	0	5	0	83	0	83	0	0	0	0	0	83	0	0	0	83	0	0	0	0	0	83	
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	83	0	0	0	83	0	0	0	0	0	83	
WB Left	88	1	88	1	93	0	93	1	93	1	93	0	93	1	93	0	93	1	93	1	93	0	93	
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	1075	1	609	1	645	1	1141	1	647	1	648	0	1141	1	648	0	1141	1	648	1	648	0	1141	
Comb. T-R	1	609	1	645	1	647	1	648	1	648	1	648	1	648	1	648	1	648	1	648	1	648	1	648
WB Right	142	0	9	0	151	3	153	0	0	0	2	155	0	0	0	155	0	0	0	0	0	-0	155	
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	2	155	0	0	0	155	0	0	0	0	0	-0	155	
Crit Volumes:	N-S: 754	E-W: 743	SUM: 1497	N-S: 799	E-W: 788	SUM: 1586	N-S: 822	E-W: 788	SUM: 1611	N-S: 831	E-W: 788	SUM: 1619	N-S: 831	E-W: 788	SUM: 1619	N-S: 831	E-W: 788	SUM: 1619	N-S: 831	E-W: 788	SUM: 1619	N-S: 786	E-W: 788	SUM: 1572
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:	0.998	E	1.058	F	1.074	F	1.079	F	1.049	F	1.048	F	1.048	F	1.048	F	1.048	F	1.048	F	1.048	F	1.048	F
Level of Service:	E	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F

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

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CRITICAL MOVEMENT ANALYSIS

Shirley Avenue @ Plummer Street
 Peak Hour: AM
 Annual Growth: 2.0%
 Krausz Property Only Alternative B

Date: 03/31/2003
 Date of Count: 2002
 Projection Year: 2005

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

Movement	2002 EXIST. TRAFFIC				2005 W/ AMBIENT GROWTH				2005 W/ OTHER PROJECTS				2005 W/ PROPOSED PROJECT				2005 W/ MITIGATION				15%			
	No. of Lanes	Volume	Lane Volume	No. of Lanes	Added Volume	Total Volume	Lane Volume	No. of Lanes	Added Volume	Total Volume	Lane Volume	No. of Lanes	Added Volume	Total Volume	Lane Volume	No. of Lanes	Added Volume	Total Volume	Lane Volume	No. of Lanes	Volume	Lanes		
NB Left	18	0	1	19	0	0	19	0	0	19	0	0	19	0	0	19	0	0	19	0	0	0		
Comb. L-T	1	20	1	21	0	0	21	0	0	21	0	0	21	0	0	21	0	0	21	0	0	24		
NB Thru	2	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Comb. T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
NB Right	39	1	39	41	0	0	41	0	0	41	0	0	41	0	0	41	0	0	41	0	0	0		
Comb. L-T-R	0	0	2	41	0	0	41	0	0	41	0	0	41	0	0	41	0	0	41	0	0	47		
SB Left	12	0	1	13	0	0	13	0	0	13	0	0	13	0	0	13	0	0	13	0	0	0		
Comb. L-T	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
SB Thru	6	0	30	6	0	6	32	0	0	32	0	0	32	0	0	32	0	0	32	0	0	37		
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	12	0	1	13	0	0	13	0	0	13	0	0	13	0	0	13	0	0	13	0	0	0		
Comb. L-T-R	1	0	0	1	0	0	1	0	0	1	0	0	1	0	0	1	0	0	1	0	0	1		
EB Left	2	1	2	0	2	0	2	1	2	0	2	1	2	0	2	1	2	0	2	1	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	0	0		
EB Thru	501	2	251	30	531	2	267	2	267	4	537	2	269	0	537	2	269	-1	536	2	268	2		
Comb. T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
EB Right [1]	32	1	32	34	1	34	5	39	1	39	13	52	1	52	0	52	-3	49	1	49	1	49		
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
WB Left	182	1	182	193	1	193	0	193	1	193	53	246	1	246	0	246	-12	234	1	234	1	234		
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	1294	1	650	78	1372	1	689	13	1385	33	1418	1	712	0	1418	1	712	-7	1410	1	708	1		
Comb. T-R	1	650	1	689	1	689	1	696	1	696	1	712	1	712	1	712	0	710	1	708	1	708		
WB Right	6	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	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: 60	E-W: 714	SUM: 774	N-S: 60	E-W: 714	SUM: 774	N-S: 60	E-W: 714	SUM: 774	N-S: 60	E-W: 714	SUM: 774	N-S: 60	E-W: 714	SUM: 774
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	3	
Volume / Capacity:	0.467	0.495	0.499	0.516	0.543	0.539	0.543	0.543	0.543	0.543	0.543	0.543	0.543	0.543	0.543	0.543	0.543	0.543	0.543	0.543	0.543	0.543	0.539	
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.
 [1] Functional right-turn only lane.
 Right turns on red from excl. lanes = 100% of overlapping left turn for mitigation condition.

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

CRITICAL MOVEMENT ANALYSIS

Shirley Avenue @ Plummer Street
 Peak Hour: PM
 Annual Growth: 2.00%
 Krausz Property Only Alternative B

Date: 03/31/2003
 Date of Count: 2002
 Projection Year: 2005

Movement	2002 EXIST. TRAFFIC				2005 W/ AMBIENT GROWTH				2005 W/ OTHER PROJECTS				2005 W/ PROPOSED PROJECT				2005 W/ MITIGATION				2005 W/ TDM													
	No. of Lanes	Volume	Added Volume	Total Volume	No. of Lanes	Volume	Added Volume	Total Volume	No. of Lanes	Volume	Added Volume	Total Volume	No. of Lanes	Volume	Added Volume	Total Volume	No. of Lanes	Volume	Added Volume	Total Volume	No. of Lanes	Volume	Added Volume	Total Volume	No. of Lanes	Volume	Added Volume	Total Volume						
NB Left	123	0	7	130	0	0	130	0	0	13	143	0	0	143	0	0	143	0	0	0	143	0	0	143	0	0	0	141	0	0	141			
Comb. L-T	1	150	1	151	1	159	1	160	1	159	1	178	1	179	1	178	1	178	1	178	1	178	1	178	1	178	1	178	1	178	1	174		
NB Thru	27	0	2	29	0	0	29	0	0	6	35	0	0	35	0	0	35	0	0	0	35	0	0	35	0	0	-1	33	0	0	33			
Comb. T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
NB Right	354	1	354	375	1	375	375	376	1	375	52	427	1	427	1	427	1	427	1	427	1	427	1	427	1	427	-11	416	1	416	1	416		
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
SB Left	9	0	1	10	0	0	10	10	0	0	0	10	0	10	0	0	10	0	0	0	10	0	0	10	0	0	0	10	0	10	0	10		
Comb. L-T	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
SB Thru	17	0	1	18	0	36	18	54	0	36	2	20	0	20	0	20	0	20	0	20	0	20	0	20	0	20	-38	20	0	20	0	38		
Comb. T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
SB Right	8	0	0	8	0	0	8	8	0	0	0	8	0	8	0	8	0	8	0	8	0	8	0	8	0	8	0	8	0	8	0	8		
Comb. L-T-R	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1		
EB Left	24	1	24	25	1	25	25	26	1	25	0	25	1	25	0	25	1	25	1	25	0	25	0	25	1	25	0	25	0	25	1	25		
Comb. L-T	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
EB Thru	1245	2	623	1320	2	660	12	1331	2	666	32	1363	2	1363	0	1363	2	1363	2	1363	0	1363	0	1363	2	1363	-7	1356	2	1356	2	1356		
Comb. T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
EB Right [1]	100	1	100	106	1	106	106	107	1	106	3	109	1	109	0	109	1	109	1	109	0	109	0	109	1	109	-1	108	1	108	1	108		
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
WB Left	142	1	142	151	1	151	151	152	1	151	14	165	1	165	0	165	1	165	1	165	0	165	-2	162	1	162	0	162	1	162	1	162		
Comb. L-T	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
WB Thru	436	1	226	462	1	240	2	464	1	241	8	472	1	472	0	472	1	472	1	472	0	472	-2	471	1	471	-2	471	1	471	1	471		
Comb. T-R	1	226	1	240	1	241	241	242	1	241	1	245	1	245	1	245	1	245	1	245	1	245	1	245	1	245	1	245	1	245	1	245		
WB Right	16	0	1	17	0	0	17	17	0	0	0	17	0	17	0	17	0	17	0	17	0	17	0	17	0	17	0	17	0	17	0	17		
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Crit. Volumes:	N-S:	292	310	310	N-S:	310	310	310	N-S:	310	355	355	N-S:	355	272	272	N-S:	272	272	N-S:	272	272	272	272	N-S:	263	846	846	846	E-W:	840	840	E-W:	840
	E-W:	765	810	810	E-W:	810	810	810	E-W:	810	846	846	E-W:	846	846	846	E-W:	846	846	E-W:	846	846	846	E-W:	846	840	1118	1118	1118	SUM:	1104	1104	SUM:	1104
	SUM:	1057	1120	1120	SUM:	1120	1120	1120	SUM:	1120	1201	1201	SUM:	1201	1201	1201	SUM:	1201	1201	SUM:	1201	1201	1201	SUM:	1104	1104	1104	1104	1104	1104	1104	1104	1104	
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	3	3	3	3	3	3	3	3	3	3
Volume / Capacity:	0.704	0.747	0.747	0.747	0.747	0.750	0.750	0.750	0.750	0.800	0.800	0.800	0.800	0.800	0.800	0.800	0.800	0.800	0.800	0.800	0.800	0.800	0.800	0.800	0.775	0.775	0.775	0.775	0.775	0.775	0.775	0.775	0.775	0.775
Level of Service:	C	C	C	C	C	C	C	C	C	D	D	D	D	D	D	D	D	D	D	D	D	D	D	C	C	C	C	C	C	C	C	C	C	C

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

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

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

CRITICAL MOVEMENT ANALYSIS

Shirley Avenue @ Northhoff Street
 Peak Hour: AM
 Annual Growth: 2.0%
 Krausz Property Only Alternative B

Date: 03/12/2003
 Date of Count: 2002
 Projection Year: 2005

Movement	2002 EXIST. TRAFFIC			2005 W/ AMBIENT GROWTH			2005 W/ OTHER PROJECTS			2005 W/ PROPOSED PROJECT			2005 W/ MITIGATION			2005 W/ TDM		
	No. of Lanes	Volume	Total Volume	No. of Lanes	Volume	Total Volume	Added Volume	No. of Lanes	Volume	Total Volume	Added Volume	No. of Lanes	Volume	Total Volume	Added Volume	No. of Lanes	Volume	Total Volume
NB Left	5	0	0	5	0	0	0	5	0	5	0	5	0	5	0	5	0	5
Comb. L-T	0	-	0	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0
NB Thru	9	0	19	10	0	20	0	10	0	10	0	10	0	10	0	10	0	20
Comb. T-R	0	-	0	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0
NB Right	5	0	0	5	0	0	0	5	0	5	0	5	0	5	0	5	0	0
Comb. L-T-R	1	-	1	1	-	1	0	1	0	1	0	1	0	1	0	1	0	1
SB Left	16	0	1	17	0	0	0	17	0	17	0	17	0	17	0	17	0	25
Comb. L-T	1	30	1	32	1	32	0	32	1	33	0	33	1	34	0	34	1	40
SB Thru	14	0	1	15	0	0	0	15	0	15	0	15	0	15	0	15	0	15
Comb. T-R	1	57	1	60	1	60	0	60	1	61	0	61	1	62	0	62	1	60
SB Right	57	0	3	60	0	0	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
EB Left	36	1	36	38	1	38	0	38	1	39	0	39	1	40	0	40	1	38
Comb. L-T	0	-	0	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0
EB Thru	72	1	43	76	1	45	36	112	1	68	10	122	1	68	1	68	1	120
Comb. T-R	1	43	1	45	1	45	0	45	1	46	0	46	1	47	0	47	1	67
EB Right	13	0	1	14	0	0	0	14	0	14	0	14	0	14	0	14	0	14
Comb. L-T-R	0	-	0	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0
WB Left	39	1	39	41	1	41	0	41	1	42	0	42	1	43	0	43	1	41
Comb. L-T	0	-	0	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0
WB Thru	320	1	214	339	1	227	233	572	1	343	80	652	1	427	0	427	1	635
Comb. T-R	1	214	1	227	1	227	0	227	1	228	0	228	1	229	0	229	1	409
WB Right	108	0	6	114	0	0	0	114	0	114	87	201	0	201	0	201	0	183
Comb. L-T-R	0	-	0	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0
Crit. Volumes:	N-S: 62	E-W: 250	SUM: 312	N-S: 66	E-W: 265	SUM: 331	N-S: 66	E-W: 382	SUM: 447	N-S: 66	E-W: 465	SUM: 531	N-S: 66	E-W: 465	SUM: 531	N-S: 66	E-W: 447	SUM: 513
No. of Phases:	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Volume / Capacity:	0.208	0.220	0.298	0.220	0.298	0.354	0.298	0.354	0.354	0.354	0.354	0.354	0.354	0.354	0.354	0.354	0.354	0.342
Level of Service:	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A

Assumptions: Maximum Sum of Critical Volumes (Intersection Capacity): 2 Phase=1500, 3 Phase=1425, 4+ Phase=1375, Unsignalized=1200.
 For dual turn lanes, 65% of volume is assigned to heavier lane.
 For one excl. and 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: Shirley Avenue
 E-W St: Nordhoff Street
 Project: Krausz Companies Northridge / 1-023166-1
 File Name: CMA23
 Counts by: Accutek

CRITICAL MOVEMENT ANALYSIS

Shirley Avenue @ Nordhoff Street
 Peak Hour: PM
 Annual Growth: 2.00%
 Krausz Property Only Alternative B

Date: 03/12/2003
 Date of Count: 2002
 Projection Year: 2005

Movement	2002 EXIST. TRAFFIC			2005 W/ AMBIENT GROWTH			2005 W/ OTHER PROJECTS			2005 W/ PROPOSED PROJECT			2005 W/ MITIGATION			2005 W/ TDM		
	No. of Lanes	Volume	Total	Added	Volume	Lane	Added	Volume	Total	Added	Volume	Lane	Added	Volume	Total	Added	Volume	Total
NB Left	18	0	19	0	0	0	0	0	19	0	0	0	0	19	0	0	19	0
Comb. L-T	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NB Thru	26	0	28	0	0	93	0	0	28	0	93	0	0	28	0	93	0	93
Comb. T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NB Right	44	0	47	0	0	0	0	0	47	0	0	0	0	47	0	0	47	0
Comb. L-T-R	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
SB Left	169	0	179	0	0	179	0	84	179	0	263	0	0	179	0	-18	245	0
Comb. L-T	1	169	170	1	179	1	179	1	179	1	263	1	263	170	1	263	170	245
SB Thru	16	0	17	0	0	0	0	0	17	0	0	0	0	17	0	0	17	0
Comb. T-R	1	93	94	1	99	1	99	1	99	1	99	1	99	93	1	99	93	99
SB Right	77	0	82	0	0	0	0	0	82	0	0	0	0	82	0	0	82	0
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EB Left	142	1	151	1	151	1	151	0	151	1	151	1	151	151	1	151	151	1
Comb. L-T	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EB Thru	282	1	299	1	170	1	258	78	475	1	297	1	297	553	1	297	537	1
Comb. T-R	1	161	162	1	170	1	258	0	41	1	297	1	297	161	1	297	162	1
EB Right	39	0	41	0	0	0	0	0	41	0	0	0	0	41	0	0	41	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	69	1	73	1	73	1	73	0	73	1	73	1	73	73	1	73	73	1
Comb. L-T	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WB Thru	259	1	275	1	245	1	254	20	293	1	275	1	275	313	1	275	310	1
Comb. T-R	1	231	232	1	245	1	254	0	41	1	275	1	275	231	1	275	232	1
WB Right	203	0	215	0	0	0	0	22	237	0	0	0	0	237	0	-4	233	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:	257	N-S:	272	N-S:	272	N-S:	272	N-S:	356	N-S:	356	N-S:	356	N-S:	356	N-S:	338
	E-W:	373	E-W:	395	E-W:	405	E-W:	405	E-W:	426	E-W:	426	E-W:	426	E-W:	426	E-W:	422
	SUM:	630	SUM:	668	SUM:	677	SUM:	677	SUM:	782	SUM:	782	SUM:	782	SUM:	782	SUM:	760
No. of Phases:	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Volume / Capacity:	0.420	0.445	0.451	0.451	0.451	0.451	0.451	0.521	0.521	0.521	0.521	0.521	0.521	0.521	0.521	0.521	0.507	
Level of Service:	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A

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

Notes:

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CRITICAL MOVEMENT ANALYSIS

Nordhoff Street @ Nordhoff Way
 Peak Hour: AM
 Annual Growth: 2.0%
 Krausz Property Only Alternative B

Date: 03/12/2003
 Date of Count: 2002
 Projection Year: 2005

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

Movement	2002 EXIST. TRAFFIC			2005 W/ AMBIENT GROWTH			2005 W/ OTHER PROJECTS			2005 W/ PROPOSED PROJECT			2005 W/ MITIGATION			2005 W/ TDM			15% No. of Lanes		
	No. of Lanes	Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Added Volume	Total Volume	Lane Volume	Added Volume	Total Volume	Lane Volume	Added Volume	Total Volume	Lane Volume	Added Volume	Total Volume				
NB Left	1	0	-	0	1	0	0	1	0	0	1	0	0	0	0	0	1	0	0		
Comb. L-T	0	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
NB Thru	4	0	9	0	4	0	0	4	0	0	4	0	0	0	0	0	4	0	0		
Comb. T-R	0	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
NB Right	4	0	-	0	4	0	0	4	0	0	4	0	0	0	0	0	4	0	0		
Comb. L-T-R	1	0	-	0	1	0	0	1	0	0	1	0	0	0	0	0	1	0	0		
SB Left	51	1	28	3	54	1	30	5	59	1	32	1	44	0	80	1	44	-5	75		
Comb. L-T	0	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
SB Thru	4	0	34	0	4	0	36	0	4	0	38	0	48	0	4	0	48	0	4		
Comb. T-R	0	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
SB Right	7	0	-	0	7	0	0	0	7	0	0	0	7	0	7	0	0	0	7		
Comb. L-T-R	1	0	-	0	1	0	0	0	1	0	0	0	1	0	1	0	0	0	1		
EB Left	8	1	8	0	8	1	8	0	8	1	8	1	8	0	8	1	8	0	8		
Comb. L-T	0	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
EB Thru	658	2	220	39	697	2	233	23	720	2	241	0	241	0	720	2	241	0	720		
Comb. T-R	1	0	-	0	1	0	0	0	1	0	0	0	0	0	1	0	0	0	1		
EB Right	1	0	-	0	1	0	0	0	1	0	0	0	0	0	1	0	0	0	1		
Comb. L-T-R	0	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
WB Left	5	1	5	0	5	1	5	0	5	1	5	1	5	0	5	1	5	0	5		
Comb. L-T	0	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
WB Thru	1166	2	390	70	1236	2	413	18	1254	2	419	0	419	0	1254	2	419	0	1254		
Comb. T-R	1	0	-	0	1	0	0	0	1	0	0	0	0	0	1	0	0	0	1		
WB Right	3	0	-	0	3	0	0	0	3	0	0	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	0		
Crit. Volumes:	N-S: 35	E-W: 398	SUM: 433	N-S: 37	E-W: 422	SUM: 459	N-S: 33	E-W: 428	SUM: 467	N-S: 49	E-W: 428	SUM: 476	N-S: 49	E-W: 428	SUM: 476	N-S: 49	E-W: 428	SUM: 474			
No. of Phases:	3			3			3			3			3			3			3		
Volume / Capacity:	0.304			0.322			0.328			0.334			0.334			0.334			0.333		
Level of Service:	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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N-S St: Nordhoff Street
 E-W St: Nordhoff Way
 Project: Krausz Companies Northridge / 1-023166-1
 File Name: CMA24
 Counts by: Accutek

CRITICAL MOVEMENT ANALYSIS

Nordhoff Street @ Nordhoff Way
 Peak Hour: PM
 Annual Growth: 2.00%
 Krausz Property Only Alternative B

Date: 03/12/2003
 Date of Count: 2002
 Projection Year: 2005

Movement	2002 EXIST. TRAFFIC				2005 W/ AMBIENT GROWTH				2005 W/ OTHER PROJECTS				2005 W/ PROPOSED PROJECT				2005 W/ MITIGATION							
	No. of Lanes	Volume	Added Volume	Total Volume	No. of Lanes	Volume	Added Volume	Total Volume	No. of Lanes	Volume	Added Volume	Total Volume	No. of Lanes	Volume	Added Volume	Total Volume	No. of Lanes	Volume	Added Volume	Total Volume	15% No. of Lanes	Lane Volume		
NB Left	20	0	1	21	0	0	0	21	0	0	0	21	0	0	0	21	0	0	0	21	0	0	-	
Comb. L-T	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	-	
NB Thru	37	0	105	39	0	111	0	39	0	111	0	39	0	111	0	39	0	111	0	39	0	0	111	
Comb. T-R	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	-	
NB Right	48	0	3	51	0	-	0	51	0	-	0	51	0	-	0	51	0	-	0	51	0	0	-	
Comb. L-T-R	1	1	246	27	475	1	261	3	477	1	263	162	639	1	352	0	639	1	352	-35	604	1	332	
SB Left	448	0	299	4	66	0	317	0	66	0	318	0	66	0	391	0	66	0	391	0	66	0	375	
Comb. L-T	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	391	0	66	0	391	0	66	0	375	
Comb. T-R	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	-	
SB Right	35	0	2	37	0	-	0	37	0	-	0	37	0	-	0	37	0	-	0	37	0	0	-	
Comb. L-T-R	1	1	89	5	94	1	94	0	94	1	94	0	94	1	94	0	94	1	94	0	94	1	94	
EB Left	89	0	427	72	1266	2	453	7	1273	2	455	0	1273	2	455	0	1273	2	455	0	1273	2	455	
Comb. L-T	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	-	
EB Thru	1194	2	427	72	1266	2	453	7	1273	2	455	0	1273	2	455	0	1273	2	455	0	1273	2	455	
Comb. T-R	1	1	427	5	92	0	92	0	92	0	92	0	92	0	92	0	92	0	92	0	92	0	455	
EB Right	87	0	427	5	92	0	92	0	92	0	92	0	92	0	92	0	92	0	92	0	92	0	455	
Comb. L-T-R	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	1	21	0	21	1	21	
Comb. L-T	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	-	
WB Thru	710	2	238	43	753	2	252	8	761	2	255	0	761	2	255	0	761	2	255	0	761	2	255	
Comb. T-R	1	1	238	0	3	0	3	0	3	0	3	0	3	0	3	0	3	0	3	0	3	0	255	
WB Right	3	0	0	0	3	0	3	0	3	0	3	0	3	0	3	0	3	0	3	0	3	0	255	
Comb. L-T-R	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	-	
Crit. Volumes:	N-S: 319	E-W: 447	SUM: 766	N-S: 338	E-W: 474	SUM: 812	N-S: 339	E-W: 476	SUM: 815	N-S: 412	E-W: 476	SUM: 888	N-S: 412	E-W: 476	SUM: 888	N-S: 412	E-W: 476	SUM: 888	N-S: 412	E-W: 476	SUM: 888	N-S: 396	E-W: 476	SUM: 872
No. of Phases:	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	
Volume / Capacity:	0.537	0.569	0.572	0.623	0.623	0.623	0.623	0.623	0.623	0.623	0.623	0.623	0.623	0.623	0.623	0.623	0.623	0.623	0.623	0.623	0.623	0.612	0.612	
Level of Service:	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	B	B	

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

Notes:

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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

CRITICAL MOVEMENT ANALYSIS

Tampa Avenue @ SR-118 WB Ramps
 Peak Hour: PM
 Annual Growth: 2.00%
 Krausz Property Only Alternative B

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

Movement	2002 EXIST. TRAFFIC			2005 W/ AMBIENT GROWTH			2005 W/ OTHER PROJECTS			2005 W/ PROPOSED PROJECT			2005 W/ MITIGATION [1]			2005 W/ TDM			
	No. of Lanes	Volume	Lane	Added Volume	Total Volume	No. of Lanes	Added Volume	Total Volume	No. of Lanes	Added Volume	Total Volume	No. of Lanes	Added Volume	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	
NB Left	2	207	2	219	2	222	0	404	2	222	0	404	2	222	0	404	2	222	
Comb. L-T	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	0	
NB Thru	3	266	48	282	3	279	32	870	3	290	-30	840	3	280	-7	833	3	278	
Comb. T-R	0	-	0	-	0	-	0	0	0	0	0	0	0	0	0	0	0	0	
NB Right	0	-	0	-	0	-	0	0	0	0	0	0	0	0	0	0	0	0	
Comb. L-T-R	0	-	0	-	0	-	0	0	0	0	0	0	0	0	0	0	0	0	
SB Left	0	-	0	-	0	-	0	0	0	0	0	0	0	0	0	0	0	0	
Comb. L-T	0	-	0	-	0	-	0	0	0	0	0	0	0	0	0	0	0	0	
SB Thru	2	199	29	211	2	235	8	604	2	238	-30	574	2	228	-2	572	2	227	
Comb. T-R	1	199	1	211	1	235	0	110	1	238	0	110	1	228	0	110	1	227	
SB Right	118	0	7	125	0	-15	0	110	0	0	0	110	0	0	0	110	0	0	
Comb. L-T-R	0	-	0	-	0	-	0	0	0	0	0	0	0	0	0	0	0	0	
EB Left	0	-	0	-	0	-	0	0	0	0	0	0	0	0	0	0	0	0	
Comb. L-T	0	-	0	-	0	-	0	0	0	0	0	0	0	0	0	0	0	0	
EB Thru	0	-	0	-	0	-	0	0	0	0	0	0	0	0	0	0	0	0	
Comb. T-R	0	-	0	-	0	-	0	0	0	0	0	0	0	0	0	0	0	0	
EB Right	0	-	0	-	0	-	0	0	0	0	0	0	0	0	0	0	0	0	
Comb. L-T-R	0	-	0	-	0	-	0	0	0	0	0	0	0	0	0	0	0	0	
WB Left	1190	1	655	71	1261	1	694	-16	1246	1	685	8	1254	1	690	-2	1252	1	689
Comb. L-T	0	-	0	-	0	-	0	0	0	0	0	0	0	0	0	0	0	0	
WB Thru	0	-	536	0	0	0	568	0	0	0	561	0	0	0	564	0	0	0	
Comb. T-R	0	-	0	-	0	-	0	0	0	0	0	0	0	0	0	0	0	0	
WB Right	341	1	341	20	361	1	361	56	417	1	417	0	417	1	417	0	417	1	417
Comb. L-T-R	1	-	0	-	1	-	0	0	0	0	0	0	0	0	0	0	0	0	
Crit. Volumes:	N-S: 406	N-S: 430	N-S: 457	N-S: 460	N-S: 460	N-S: 450	N-S: 460	N-S: 460	N-S: 460	N-S: 460	N-S: 460	N-S: 460	N-S: 460	N-S: 460	N-S: 450	N-S: 450	N-S: 450	N-S: 450	
	E-W: 655	E-W: 694	E-W: 685	E-W: 690	E-W: 690	E-W: 685	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: 689	E-W: 689	E-W: 689	E-W: 689	
	SUM: 1060	SUM: 1124	SUM: 1142	SUM: 1150	SUM: 1150	SUM: 1142	SUM: 1150	SUM: 1150	SUM: 1150	SUM: 1150	SUM: 1142	SUM: 1150	SUM: 1150	SUM: 1140	SUM: 1140	SUM: 1138	SUM: 1138	SUM: 1138	
No. of Phases:	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	0.707	0.707	0.702	0.707	0.707	0.707	0.707	0.702	0.707	0.707	0.700	0.700	0.699	0.699	0.699	
Level of Service:	C	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, 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

Tampa Avenue @ SR-118 EB Ramps
 Peak Hour: AM
 Annual Growth: 2.0%
 Krausz Property Only Alternative B

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

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

Movement	2002 EXIST. TRAFFIC				2005 W/ AMBIENT GROWTH				2005 W/ OTHER PROJECTS				2005 W/ MITIGATION [1]				2005 W/ TDM				
	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	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	
NB Thru	523	2	282	31	554	2	277	12	566	2	283	4	570	2	285	-30	540	2	270	-1	539
Comb. T-R	1	458	1	485	1	488	1	490	1	490	1	490	1	490	1	490	1	490	1	490	1
NB Right	1017	1	559	61	1078	1	593	7	1085	1	597	4	1089	1	599	0	1089	1	599	-1	1088
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	429	1	429	26	455	1	455	1	456	1	456	0	456	1	456	0	456	1	456	0	456
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	1902	3	634	114	2016	3	672	61	2077	3	692	67	2144	3	715	-30	2114	3	705	-15	2099
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	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EB Left	69	0	0	4	73	0	-13	60	0	0	0	0	60	0	0	0	60	0	0	0	60
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	332	0	0	0	352	0	0	0	353	0	0	0	353	0	0	0	353	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	595	1	332	36	631	1	352	21	652	1	358	0	652	1	358	0	652	1	358	0	652
Comb. L-T-R	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
WB 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
WB 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
WB Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Crit. Volumes:	N-S: 988	E-W: 332	SUM: 1320	N-S: 1048	E-W: 352	SUM: 1400	N-S: 1053	E-W: 358	SUM: 1411	N-S: 1055	E-W: 358	SUM: 1413	N-S: 1055	E-W: 358	SUM: 1413	N-S: 1055	E-W: 358	SUM: 1413	N-S: 1055	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	2
Volume / Capacity:	0.880	0.880	0.833	0.841	0.841	0.841	0.841	0.841	0.841	0.841	0.841	0.841	0.841	0.841	0.841	0.841	0.841	0.841	0.841	0.841	0.841
Level of Service:	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, 55% of volume is assigned to exclusive lane.
 Right turns on red from excl. lanes = 50% of overlapping left turn.
 * V/C ratio includes a 0.10 reduction due to the installation of ATCS/ATCS.
 [1] Traffic volumes shown in the added volume column reflect redistribution of traffic due to Mason Avenue crossing

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

CRITICAL MOVEMENT ANALYSIS

Tampa Avenue @ SR-118 EB Ramps
 Peak Hour: PM
 Annual Growth: 2.00%
 Krausz Property Only Alternative B

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

Movement	2002 EXIST. TRAFFIC				2005 W/ AMBIENT GROWTH				2005 W/ OTHER PROJECTS				2005 W/ PROPOSED PROJECT				2005 W/ MITIGATION [1]				2005 W/ TDM									
	No. of Lanes	Volume	Added Volume	Total Volume	No. of Lanes	Volume	Added Volume	Total Volume	No. of Lanes	Volume	Added Volume	Total Volume	No. of Lanes	Volume	Added Volume	Total Volume	No. of Lanes	Volume	Added Volume	Total Volume	No. of Lanes	Volume	Added Volume	Total Volume	No. of Lanes	Volume	Added Volume	Total Volume		
NB Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Comb. L-T	0	0	0	0	0	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	979	2	490	59	1038	2	519	26	1063	2	532	32	1095	2	548	-30	1065	2	533	-7	1058	2	529	0	0	0	0	0	0	
Comb. T-R	1	622	1	622	1	659	1	662	1	662	1	662	1	662	1	676	1	676	1	676	1	676	1	673	0	0	0	0	0	0
NB Right	1362	1	760	83	1465	1	806	6	1471	1	809	32	1503	1	826	0	1503	1	826	-7	1496	1	823	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	207	1	207	12	219	1	219	49	268	1	268	0	268	1	268	0	268	1	268	0	268	1	268	0	0	0	0	0	0	0
Comb. L-T	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
SB Thru	1404	3	468	84	1488	3	496	10	1498	3	499	17	1515	3	505	-30	1485	3	495	-3	1482	3	494	0	0	0	0	0	0	0
Comb. T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
SB Right	0	0	0	0	0	0	0	12	12	0	0	0	12	0	0	0	12	0	0	0	12	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	177	0	0	11	188	0	0	-27	160	0	0	0	160	0	0	0	160	0	0	0	160	0	0	0	0	0	0	0	0	
Comb. L-T	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
EB Thru	1	0	298	0	1	0	316	0	1	0	304	0	1	0	304	0	1	0	304	0	1	0	0	0	0	0	0	0	0	
Comb. T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
EB Right	418	1	298	25	443	1	316	4	447	1	304	0	447	1	304	0	447	1	304	0	447	1	304	0	0	0	0	0	0	0
Comb. L-T-R	1	1	298	25	443	1	316	4	447	1	304	0	447	1	304	0	447	1	304	0	447	1	304	0	0	0	0	0	0	0
WB Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Comb. L-T	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
WB Thru	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Comb. T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
WB Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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	
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: 1094	E-W: 304	SUM: 1399	N-S: 1094	E-W: 304	SUM: 1399	N-S: 1094	E-W: 304	SUM: 1399	N-S: 1094	E-W: 304	SUM: 1399	N-S: 1094	E-W: 304	SUM: 1399	N-S: 1091	E-W: 304	SUM: 1395			
No. of Phases:	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2		
Volume / Capacity:	0.843	0.794	0.821	0.832	0.832	0.832	0.832	0.832	0.832	0.832	0.832	0.832	0.832	0.832	0.832	0.832	0.832	0.832	0.832	0.832	0.832	0.832	0.832	0.832	0.832	0.832	0.832	0.832		
Level of Service:	D	C	D	D	D	D	D	D	D	D	D	D	D	D	D	D	D	D	D	D	D	D	D	D	D	D	D	D		

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

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

CRITICAL MOVEMENT ANALYSIS

Tampa Avenue @ Chatsworth Street
 Peak Hour: AM
 Annual Growth: 2.0%
 Krausz Property Only Alternative B

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

Movement	2002 EXIST. TRAFFIC				2005 W/ AMBIENT GROWTH				2005 W/ OTHER PROJECTS [1]				2005 W/ PROPOSED PROJECT				2005 W/ MITIGATION [2]				2005 W/ TOM				
	No. of Lanes	Volume	Lane Volume	No. of Lanes	Added Volume	Total Volume	Lane Volume	No. of Lanes	Added Volume	Total Volume	Lane Volume	No. of Lanes	Added Volume	Total Volume	Lane Volume	No. of Lanes	Added Volume	Total Volume	Lane Volume	No. of Lanes	Added Volume	Total Volume	Lane Volume	No. of Lanes	
NB Left	7	1	7	0	8	1	8	1	26	1	26	1	26	0	26	1	26	0	26	1	26	0	26	1	26
Comb. L-T	0	-	365	0	-	387	0	-	313	3	313	0	-	315	3	308	-2	1130	3	307	0	1130	3	307	
NB Thru	1096	3	365	66	1162	3	387	3	1154	3	313	8	1162	3	1132	3	308	-2	1130	3	307	0	1130	3	307
Comb. T-R	0	-	-	0	-	99	0	-	313	1	313	0	-	315	1	308	0	99	0	99	0	99	0	99	0
NB Right	93	1	93	6	99	1	99	0	99	0	99	0	99	0	99	0	99	0	99	0	99	0	99	0	
Comb. L-T-R	0	-	-	0	-	99	0	-	99	0	99	0	-	99	0	99	0	99	0	99	0	99	0	99	0
SB Left	101	1	101	6	107	1	107	1	112	5	112	1	112	0	112	1	112	0	112	1	112	0	112	1	112
Comb. L-T	0	-	754	135	2381	2	799	0	824	63	2444	2	824	67	2511	2	846	-30	2481	2	836	-15	2466	2	832
NB Thru	2246	2	754	135	2381	2	799	0	824	63	2444	2	824	67	2511	2	846	-30	2481	2	836	-15	2466	2	832
Comb. T-R	0	-	754	1	754	1	799	1	824	1	824	1	824	0	28	0	28	0	28	0	28	0	28	0	28
SB Right	16	0	-	1	17	0	-	0	28	0	28	0	28	0	28	0	28	0	28	0	28	0	28	0	28
Comb. L-T-R	0	-	-	0	-	17	0	-	28	0	28	0	-	28	0	28	0	28	0	28	0	28	0	28	0
EB Left	62	0	-	4	66	0	-	73	0	73	0	73	0	73	0	73	0	73	0	73	0	73	0	73	0
Comb. L-T	0	-	72	4	76	1	76	1	82	7	73	0	82	0	73	0	82	0	73	0	82	0	73	0	82
NB Thru	64	0	-	4	68	0	-	72	0	72	4	72	0	72	0	72	0	72	0	72	0	72	0	72	0
Comb. T-R	0	-	72	1	76	1	76	1	82	1	82	1	82	0	72	1	82	0	72	1	82	0	72	1	82
EB Right	18	0	-	1	19	0	-	19	0	19	0	19	0	19	0	19	0	19	0	19	0	19	0	19	0
Comb. L-T-R	0	-	-	0	-	19	0	-	19	0	19	0	-	19	0	19	0	19	0	19	0	19	0	19	0
WB Left	286	2	157	17	303	2	167	-34	269	2	148	0	269	2	148	2	148	0	269	2	148	0	269	2	148
Comb. L-T	0	-	140	8	148	1	148	47	195	0	195	0	195	0	195	0	195	0	195	0	195	0	195	0	195
NB Thru	140	1	140	8	148	1	148	47	195	0	195	0	195	0	195	1	195	0	195	1	195	0	195	1	195
Comb. T-R	0	-	-	0	-	59	1	59	15	74	1	74	0	74	1	74	0	74	1	74	0	74	1	74	0
WB Right	56	1	56	3	59	1	59	15	74	1	74	0	74	0	74	1	74	0	74	1	74	0	74	1	74
Comb. L-T-R	0	-	-	0	-	59	1	59	15	74	1	74	0	74	1	74	0	74	1	74	0	74	1	74	0
Crit. Volumes:	N-S: 761	807	N-S: 850	872	N-S: 872	268	1140	268	1130	268	1130	268	1130	268	1130	268	1130	268	1130	268	1130	268	1130	268	1125
E-W:	229	243	E-W: 268	268	E-W: 268	1118	1140	268	1140	268	1140	268	1140	268	1140	268	1140	268	1140	268	1140	268	1140	268	1125
SUM:	990	1050	SUM: 1118	1118	SUM: 1118	1118	1140	1118	1140	1118	1140	1118	1140	1118	1140	1118	1140	1118	1140	1118	1140	1118	1140	1118	1125
No. of Phases:	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Volume / Capacity:	0.695	0.637	0.684	0.700	0.693	0.693	0.700	0.693	0.693	0.693	0.693	0.693	0.693	0.693	0.693	0.693	0.693	0.693	0.693	0.693	0.693	0.693	0.693	0.693	0.690
Level of Service:	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B

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

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

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

[1] Porter Ranch mitigation includes respicing 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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N-S St: Tampa Avenue
 E-W St: Chatsworth Street
 Project: Krausz Companies Northridge / 1-023166-1
 File Name: CMAZ7
 Counts by: Accutek

CRITICAL MOVEMENT ANALYSIS

Tampa Avenue @ Chatsworth Street
 Peak Hour: PM
 Annual Growth: 2.00%
 Krausz Property Only Alternative B

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 Volume	No. of Lanes	Added Volume	Total Volume	Lane Volume	No. of Lanes	Added Volume	Total Volume	Lane Volume	No. of Lanes	Added Volume	Total Volume	Lane Volume	No. of Lanes	Added Volume	Total Volume	Lane Volume	No. of Lanes	Added Volume	Total Volume	Lane Volume	No. of Lanes	15% Volume	
NB Left	12	1	12	1	13	1	13	1	26	38	1	38	0	38	1	38	0	38	1	38	0	38	1	38	1	38
Comb. L-T	0	-	0	0	-	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NB Thru	1963	3	654	118	2081	3	694	3	35	2115	3	574	65	2180	3	590	-30	2150	3	582	-14	2136	3	579	3	579
Comb. T-R	0	-	0	0	-	0	-	0	-15	179	0	179	0	179	0	179	0	179	0	179	0	179	0	179	0	179
NB Right	183	1	183	1	194	1	194	0	0	179	0	179	0	179	0	179	0	179	0	179	0	179	0	179	0	179
Comb. L-T-R	0	-	0	0	-	0	-	0	0	179	0	179	0	179	0	179	0	179	0	179	0	179	0	179	0	179
SB Left	122	1	122	7	129	1	129	1	6	135	1	135	0	135	1	135	0	135	1	135	0	135	1	135	1	135
Comb. L-T	0	-	0	0	-	0	-	0	11	1691	2	601	17	1708	2	607	-30	1678	2	597	-3	1676	2	596	2	596
SB Thru	1585	2	561	95	1680	2	595	2	601	1691	2	601	0	1691	2	607	0	1678	2	597	0	1676	2	596	2	596
Comb. T-R	1	561	561	1	595	1	595	1	8	113	0	113	0	113	0	113	0	113	0	113	0	113	0	113	0	113
SB Right	99	0	99	0	105	0	105	0	0	113	0	113	0	113	0	113	0	113	0	113	0	113	0	113	0	113
Comb. L-T-R	0	-	0	0	-	0	-	0	0	113	0	113	0	113	0	113	0	113	0	113	0	113	0	113	0	113
EB Left	46	0	46	3	49	0	49	0	-1	48	0	48	0	48	0	48	0	48	0	48	0	48	0	48	0	48
Comb. L-T	1	77	77	1	82	1	82	1	64	156	0	156	0	156	0	156	0	156	0	156	0	156	0	156	0	156
EB Thru	87	0	87	5	92	0	92	0	0	92	0	92	0	92	0	92	0	92	0	92	0	92	0	92	0	92
Comb. T-R	1	77	77	1	82	1	82	1	4	27	0	27	0	27	0	27	0	27	0	27	0	27	0	27	0	27
EB Right	21	0	21	1	22	0	22	0	0	27	0	27	0	27	0	27	0	27	0	27	0	27	0	27	0	27
Comb. L-T-R	0	-	0	0	-	0	-	0	0	27	0	27	0	27	0	27	0	27	0	27	0	27	0	27	0	27
WB Left	130	2	72	8	138	2	76	2	-29	109	2	60	0	109	2	60	0	109	2	60	0	109	2	60	2	60
Comb. L-T	0	-	0	0	-	0	-	0	111	174	1	174	0	174	1	174	0	174	1	174	0	174	1	174	1	174
WB Thru	60	1	60	4	64	1	64	1	0	64	1	64	0	64	1	64	0	64	1	64	0	64	1	64	1	64
Comb. T-R	0	-	0	0	-	0	-	0	0	64	0	64	0	64	0	64	0	64	0	64	0	64	0	64	0	64
WB Right	113	1	113	7	120	1	120	1	0	120	1	120	0	120	1	120	0	120	1	120	0	120	1	120	1	120
Comb. L-T-R	0	-	0	0	-	0	-	0	0	120	0	120	0	120	0	120	0	120	0	120	0	120	0	120	0	120
Crit. Volumes:	N-S: 776	E-W: 149	SUM: 925	N-S: 823	E-W: 157	SUM: 980	N-S: 708	E-W: 222	SUM: 930	N-S: 725	E-W: 222	SUM: 947	N-S: 717	E-W: 222	SUM: 939	N-S: 714	E-W: 222	SUM: 936								
No. of Phases:	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3								
Volume / Capacity:	0.649	0.588	0.553	0.564	0.559	0.557	0.559	0.559	0.559	0.559	0.559	0.559	0.559	0.559	0.559	0.559	0.559	0.559								
Level of Service:	B	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A								

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

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

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CRITICAL MOVEMENT ANALYSIS

Tampa Avenue @ Devonshire Street
 Peak Hour: AM
 Annual Growth: 2.0%
 Krausz Property Only Alternative B

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: Accuttek

Movement	2002 EXIST. TRAFFIC			2005 W/ AMBIENT GROWTH			2005 W/ OTHER PROJECTS			2005 W/ PROPOSED PROJECT			2005 W/ MITIGATION [1]			2005 W/ TDM 15%					
	No. of Lanes	Volume	Total	Added	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	3	45	1	45	0	45	1	35	1	35	0	35	1	35
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	830	2	337	50	880	2	357	17	897	2	363	8	905	2	349	2	853	-2	853	2	348
Comb. T-R	1	337	337	1	357	1	363	1	363	1	363	1	365	1	349	1	348	1	348	1	348
NB Right	181	0	181	11	192	0	0	-1	191	0	0	0	191	0	0	0	191	0	191	0	0
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SB Left	46	1	46	3	49	1	49	13	62	1	62	0	62	1	62	1	62	0	62	1	62
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	1569	3	523	94	1663	3	554	101	1764	3	588	67	1831	3	610	3	594	-15	1766	3	589
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	102	1	102	6	108	1	108	-9	99	1	99	0	99	1	99	1	99	0	99	1	99
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EB Left	75	2	41	5	80	2	44	-13	66	2	36	0	66	2	36	2	36	0	66	2	36
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	784	1	421	47	831	1	446	45	876	1	468	2	878	1	469	1	464	-0	877	1	464
Comb. T-R	1	421	421	1	446	1	446	1	468	1	468	1	468	1	468	1	464	0	464	1	464
EB Right	57	0	57	3	60	0	0	1	61	0	0	0	61	0	0	0	51	-10	51	0	51
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WB Left	186	2	102	11	197	2	108	-7	191	2	105	0	191	2	105	2	105	0	191	2	105
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	1180	1	606	71	1251	1	642	53	1304	1	675	13	1317	1	682	1	682	-3	1314	1	681
Comb. T-R	1	606	606	1	642	1	642	1	675	1	675	1	682	1	682	1	682	0	681	1	681
WB Right	32	0	32	2	34	0	0	14	47	0	0	0	47	0	0	0	47	0	47	0	47
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Crit. Volumes:	N-S:	563	N-S:	597	N-S:	633	N-S:	656	N-S:	629	N-S:	624	N-S:	624							
	E-W:	647	E-W:	686	E-W:	712	E-W:	718	E-W:	718	E-W:	717	E-W:	717							
	SUM:	1210	SUM:	1283	SUM:	1345	SUM:	1374	SUM:	1347	SUM:	1341	SUM:	1341							
No. of Phases:	3	3	3	3	3	3	3	3	3	3	3	3	3								
Volume / Capacity:	0.849	0.800	0.844	0.864	0.846	0.841	0.841	0.841	0.841	0.841	0.841	0.841	0.841								
Level of Service:	D	C	D	D	D	D	D	D	D	D	D	D	D								

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

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

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

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

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

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

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CRITICAL MOVEMENT ANALYSIS

Tampa Avenue @ Devonshire Street
 Peak Hour: PM
 Annual Growth: 2.00%
 Krausz Property Only Alternative B

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

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

Movement	2002 EXIST. TRAFFIC			2005 W/ AMBIENT GROWTH			2005 W/ OTHER PROJECTS			2005 W/ PROPOSED PROJECT			2005 W/ MITIGATION [1]			2005 W/ TDM			
	No. of Lanes	Volume	Lane 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	30	1	30	2	32	1	32	1	41	1	41	1	41	-10	31	1	31	0	31
Comb. L-T	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NB Thru	1608	2	604	96	1704	2	641	2	671	2	693	2	693	-50	1806	2	676	-14	1792
Comb. T-R	0	1	604	0	604	1	641	1	671	1	693	1	693	0	0	1	676	0	671
NB Right	205	0	0	12	217	0	0	0	222	0	0	0	0	0	222	0	0	0	222
Comb. L-T-R-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SB Left	51	1	51	3	54	1	54	1	60	1	60	1	60	0	60	1	60	0	60
Comb. L-T	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SB Thru	1085	3	362	65	1150	3	383	3	395	3	400	3	400	-50	1151	3	384	-3	1148
Comb. T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SB Right	57	1	57	3	60	1	60	1	52	1	52	1	52	0	52	1	52	0	52
Comb. L-T-R-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EB Left	82	2	45	5	87	2	48	2	35	2	35	2	35	0	64	2	35	0	64
Comb. L-T	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EB Thru	1141	1	593	68	1209	1	628	1	656	1	663	1	663	0	1270	1	658	-3	1267
Comb. T-R	0	1	593	0	593	1	628	1	656	1	663	1	663	-10	45	1	658	0	45
EB Right	44	0	0	3	47	0	0	0	55	0	0	0	0	0	45	0	0	0	45
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	191	2	105	11	202	2	111	2	108	2	108	2	108	0	197	2	108	0	197
Comb. L-T	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WB Thru	626	1	340	38	664	1	360	1	384	1	385	1	385	0	709	1	385	-1	708
Comb. T-R	0	1	340	0	340	1	360	1	384	1	385	1	385	0	61	1	385	0	61
WB Right	54	0	0	3	57	0	0	0	4	0	0	0	0	0	61	0	0	0	61
Comb. L-T-R-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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: 753	E-W: 771	SUM: 1524	N-S: 736	E-W: 766	SUM: 1502	N-S: 732	E-W: 765	SUM: 1496	
No. of Phases:	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Volume / Capacity:	0.949	0.906	0.950	0.969	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:	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 0.10 reduction due to the installation of ATSAC/ATCS.
 [1] Traffic volumes shown in the added volume column reflect redistribution of traffic due to Mason Avenue crossing.

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CRITICAL MOVEMENT ANALYSIS

Tampa Avenue @ Lassen Street
 Peak Hour: AM
 Annual Growth: 2.0%
 Krausz Property Only Alternative B

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

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

Movement	2002 EXIST. TRAFFIC				2005 W/ AMBIENT GROWTH				2005 W/ OTHER PROJECTS				2005 W/ PROPOSED PROJECT				2005 W/ MITIGATION [1]				2005 W/ TDM				
	No. of Lanes	Volume	Lane Volume	No. of Lanes	Added Volume	Total Volume	Lane Volume	No. of Lanes	Added Volume	Total Volume	Lane Volume	No. of Lanes	Added Volume	Total Volume	Lane Volume	No. of Lanes	Added Volume	Total Volume	Lane Volume	No. of Lanes	Added Volume	Total Volume	Lane Volume	No. of Lanes	
NB Left	89	1	89	5	94	1	94	0	94	1	94	0	94	0	94	1	94	0	94	1	94	0	94	1	94
Comb. L-T	0	-	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	855	2	312	51	906	2	330	18	924	2	336	8	932	2	339	2	339	-65	867	2	317	-2	865	2	317
Comb. T-R	1	312	1	312	1	330	1	336	1	336	1	339	1	339	1	339	1	339	1	317	1	317	1	317	1
NB Right	80	0	80	5	85	0	85	0	85	0	85	0	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	0	0	0	0	0	0	0	0
SB Left	73	1	73	4	77	1	77	0	77	1	77	0	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	0	0	0	0	0	0	0	0
SB Thru	1641	2	583	98	1739	2	618	95	1834	2	649	67	1901	2	672	2	672	-65	1836	2	650	-15	1822	2	645
Comb. T-R	1	583	1	583	1	618	1	649	1	649	1	672	1	672	1	672	1	672	1	650	1	650	1	645	1
SB Right	107	0	107	6	113	0	113	0	113	0	113	0	113	0	113	0	113	0	113	0	113	0	113	0	113
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EB Left	109	1	109	7	116	1	116	0	116	1	116	0	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	0	0	0	0	0	0	0	0
EB Thru	914	1	480	55	969	1	508	10	979	1	513	2	981	1	514	1	514	0	981	1	514	-0	980	1	514
Comb. T-R	1	480	1	480	1	508	1	513	1	513	1	514	1	514	1	514	1	514	1	514	1	514	1	514	1
EB Right	45	0	45	3	48	0	48	0	48	0	48	0	48	0	48	0	48	0	48	0	48	0	48	0	48
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WB Left	153	1	153	9	162	1	162	0	162	1	162	0	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	0	0	0	0	0	0	0	0
WB Thru	1114	1	671	67	1181	1	711	0	1181	1	711	13	1194	1	718	1	718	0	1194	1	718	-3	1191	1	716
Comb. T-R	1	671	1	671	1	711	1	711	1	711	1	718	1	718	1	718	1	718	1	718	1	718	1	716	1
WB Right	227	0	227	14	241	0	241	1	242	0	242	0	242	0	242	0	242	0	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	0	0	0	0	0	0	0	0
Crit. Volumes:	N-S: 672	N-S: 712	N-S: 744	N-S: 766	N-S: 744	N-S: 766	N-S: 744	N-S: 766	N-S: 744	N-S: 766	N-S: 744	N-S: 766	N-S: 744	N-S: 766	N-S: 744	N-S: 766	N-S: 744	N-S: 766	N-S: 744	N-S: 766	N-S: 744	N-S: 766	N-S: 744	N-S: 766	N-S: 744
	E-W: 780	E-W: 826	E-W: 827	E-W: 833	E-W: 827	E-W: 833	E-W: 827	E-W: 833	E-W: 827	E-W: 833	E-W: 827	E-W: 833	E-W: 827	E-W: 833	E-W: 827	E-W: 833	E-W: 827	E-W: 833	E-W: 827	E-W: 833	E-W: 827	E-W: 833	E-W: 827	E-W: 833	E-W: 827
	SUM: 1451	SUM: 1538	SUM: 1570	SUM: 1599	SUM: 1570	SUM: 1599	SUM: 1570	SUM: 1599	SUM: 1570	SUM: 1599	SUM: 1570	SUM: 1599	SUM: 1570	SUM: 1599	SUM: 1570	SUM: 1599	SUM: 1570	SUM: 1599	SUM: 1570	SUM: 1599	SUM: 1570	SUM: 1599	SUM: 1570	SUM: 1599	SUM: 1570
No. of Phases:	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Volume / Capacity:	0.967	1.025	1.047	1.066	1.047	1.066	1.047	1.066	1.047	1.066	1.047	1.066	1.047	1.066	1.047	1.066	1.047	1.066	1.047	1.066	1.047	1.066	1.047	1.066	
Level of Service:	E	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F

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

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

LINSCOTT, LAW & GREENSPAN, ENGINEERS
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N-S St: Tampa Avenue
 E-W St: Lassen Street
 Project: Krausz Companies Northridge / 1-023166-1
 File Name: CMA29
 Counts by: Acotek

CRITICAL MOVEMENT ANALYSIS

Tampa Avenue @ Lassen Street
 Peak Hour: PM
 Annual Growth: 2.00%
 Krausz Property Only Alternative B

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

Movement	2002 EXIST. TRAFFIC			2005 W/ AMBIENT GROWTH			2005 W/ OTHER PROJECTS			2005 W/ PROPOSED PROJECT			2005 W/ MITIGATION [1]			2005 W/ TDM			
	No. of Lanes	Lane Volume	Total Volume	Added Volume	Lane Volume	No. of Lanes	Added Volume	Lane Volume	Total Volume	Added Volume	Lane Volume	No. of Lanes	Added Volume	Lane Volume	Total Volume	Added Volume	Lane Volume	Total Volume	
NB Left	49	1	49	3	52	1	52	0	52	1	52	0	52	0	52	0	52	1	52
Comb. L-T	0	-	0	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NB Thru	1618	2	589	97	1715	2	624	95	1810	2	656	65	1875	2	677	-65	1810	2	656
Comb. T-R	1	589	1	624	1	656	1	677	1	677	1	656	1	656	1	656	1	651	2
NB Right	148	0	148	9	157	0	157	0	157	0	157	0	157	0	157	0	157	0	157
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SB Left	45	1	45	3	48	1	48	1	49	1	49	0	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
SB Thru	1208	2	420	72	1280	2	445	32	1312	2	456	17	1329	2	462	-65	1264	2	440
Comb. T-R	1	420	1	445	1	456	1	462	1	462	1	456	1	462	1	440	1	440	2
SB Right	52	0	52	3	55	0	55	1	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	0
EB Left	104	1	104	6	110	1	110	1	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
EB Thru	1261	1	664	76	1337	1	704	0	1337	1	704	13	1350	1	710	0	1350	1	710
Comb. T-R	1	664	1	704	1	704	1	704	1	704	1	704	1	710	1	710	1	710	1
EB Right	67	0	67	4	71	0	71	0	71	0	71	0	71	0	71	0	71	0	71
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WB Left	125	1	125	8	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
WB Thru	665	1	350	40	705	1	371	0	705	1	372	3	708	1	373	0	708	1	373
Comb. T-R	1	350	1	371	1	371	1	372	1	372	1	372	1	373	1	373	1	373	1
WB Right	35	0	35	2	37	0	37	1	38	0	38	0	38	0	38	0	38	0	38
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: 634	E-W: 789	SUM: 1423	N-S: 672	E-W: 836	SUM: 1508	N-S: 705	E-W: 836	SUM: 1541	N-S: 726	E-W: 843	SUM: 1569	N-S: 705	E-W: 843	SUM: 1547	N-S: 700	E-W: 841	SUM: 1541	
No. of Phases:	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Volume / Capacity:	0.948	1.005	1.027	1.046	1.028	1.028	1.028	1.028	1.028	1.028	1.028	1.028	1.028	1.028	1.028	1.028	1.028	1.028	1.028
Level of Service:	E	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F

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

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

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CRITICAL MOVEMENT ANALYSIS

Tampa Avenue @ Plummer Street
 Peak Hour: AM
 Annual Growth: 2.0%
 Krausz Property Only Alternative B

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

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

Movement	2002 EXIST. TRAFFIC			2005 W/ AMBIENT GROWTH			2005 W/ OTHER PROJECTS			2005 W/ PROPOSED PROJECT			2005 W/ MITIGATION [1]			2005 W/ TDM					
	No. of Lanes	Volume	Lane	Added Volume	Total Volume	No. of Lanes	Added Volume	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Added Volume	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes			
NB Left	67	1	67	4	71	1	71	0	71	1	71	1	0	71	1	0	71	1	71		
Comb. L-T	0	-	322	53	937	2	341	17	954	2	347	2	348	-80	878	2	322	-1	877		
NB Thru	884	2	322	53	937	2	341	17	954	2	347	2	348	-80	878	2	322	-1	877		
Comb. T-R	1	322	1	341	1	347	1	347	0	87	0	0	87	0	87	0	0	87	0		
NB Right	82	0	322	53	937	2	341	17	954	2	347	2	348	-80	878	2	322	-1	877		
Comb. L-T-R	0	-	322	53	937	2	341	17	954	2	347	2	348	-80	878	2	322	-1	877		
SB Left	63	1	63	4	67	1	67	0	67	1	67	1	67	0	67	1	67	0	67		
Comb. L-T	0	-	592	82	1449	2	627	95	1544	2	659	2	686	-80	1497	2	659	-7	1490		
SB Thru	1367	2	592	82	1449	2	627	95	1544	2	659	2	686	-80	1497	2	659	-7	1490		
Comb. T-R	1	592	1	627	1	627	0	432	0	479	0	479	0	479	0	479	0	469	0		
SB Right	408	0	592	82	1449	2	627	95	1544	2	659	2	686	-80	1497	2	659	-7	1490		
Comb. L-T-R	0	-	592	82	1449	2	627	95	1544	2	659	2	686	-80	1497	2	659	-7	1490		
EB Left	92	2	51	6	98	2	54	0	98	2	54	2	57	0	104	2	57	-1	102		
Comb. L-T	0	-	231	21	373	1	245	2	375	1	246	1	248	0	380	1	248	-1	379		
EB Thru	352	1	231	21	373	1	245	2	375	1	246	1	248	0	380	1	248	-1	379		
Comb. T-R	1	231	1	245	1	245	0	117	0	117	0	117	0	117	0	117	0	117	0		
EB Right	110	0	231	21	373	1	245	2	375	1	246	1	248	0	380	1	248	-1	379		
Comb. L-T-R	0	-	231	21	373	1	245	2	375	1	246	1	248	0	380	1	248	-1	379		
WB Left	217	1	217	13	230	1	230	0	230	1	230	1	230	0	230	1	230	0	230		
Comb. L-T	0	-	515	59	1050	1	546	13	1063	1	552	40	1103	0	1103	1	572	-9	1095		
WB Thru	981	1	515	59	1050	1	546	13	1063	1	552	40	1103	0	1103	1	572	-9	1095		
Comb. T-R	1	515	1	546	1	546	0	41	0	41	0	41	0	41	0	41	0	41	0		
WB Right	39	0	515	59	1050	1	546	13	1063	1	552	40	1103	0	1103	1	572	-9	1095		
Comb. L-T-R	0	-	515	59	1050	1	546	13	1063	1	552	40	1103	0	1103	1	572	-9	1095		
Crit. Volumes:	N-S:	659	N-S:	688	N-S:	730	N-S:	757	N-S:	757	N-S:	730	N-S:	730	N-S:	730	N-S:	724			
	E-W:	566	E-W:	600	E-W:	606	E-W:	629	E-W:	629	E-W:	606	E-W:	629	E-W:	629	E-W:	624			
	SUM:	1224	SUM:	1298	SUM:	1336	SUM:	1386	SUM:	1386	SUM:	1336	SUM:	1386	SUM:	1359	SUM:	1348			
No. of Phases:	3			3			3			3			3			3			3		
Volume / Capacity:	0.859			0.911			0.937			0.973			0.954			0.946			0.946		
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.
 Traffic volumes shown in the added volume column reflect redistribution of traffic due to Mason Avenue crossing.

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

CRITICAL MOVEMENT ANALYSIS

Tampa Avenue @ Plummer Street
 Peak Hour: PM
 Annual Growth: 2.00%
 Krausz Property Only Alternative B

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

Movement	2002 EXIST. TRAFFIC			2005 W/ AMBIENT GROWTH			2005 W/ OTHER PROJECTS			2005 W/ PROPOSED PROJECT			2005 W/ MITIGATION [1]			2005 W/ TDM			
	No. of Lanes	Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Added Volume	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Added Volume	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	
NB Left	82	1	82	5	87	1	87	0	87	1	87	1	87	0	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	0
NB Thru	1247	2	462	75	1322	2	490	90	1412	2	520	2	530	-80	1364	2	504	-7	1357
Comb. T-R	1	462	1	462	1	490	1	520	1	520	1	530	1	504	1	504	1	501	1
NB Right	139	0	-	8	147	0	0	147	0	0	147	0	0	0	147	0	147	0	0
Comb. L-T-R -	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SB Left	35	1	35	2	37	1	37	1	38	1	38	1	38	0	38	0	38	1	38
Comb. L-T	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SB Thru	1090	2	439	65	1155	2	465	27	1182	2	474	8	1190	-80	1110	2	454	-2	1109
Comb. T-R	1	439	1	465	1	465	1	474	1	474	1	481	1	454	1	454	1	453	1
SB Right	226	0	-	14	240	0	0	1	241	0	0	12	253	0	253	0	251	0	0
Comb. L-T-R -	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EB Left	537	2	295	32	569	2	313	1	570	2	314	45	615	0	615	2	339	-10	606
Comb. L-T	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EB Thru	1141	1	676	68	1209	1	716	9	1218	1	721	39	1257	0	1257	1	740	-8	1249
Comb. T-R	1	676	1	716	1	716	1	721	1	721	1	740	1	740	1	740	1	736	1
EB Right	210	0	-	13	223	0	0	0	223	0	0	0	223	0	223	0	223	0	0
Comb. L-T-R -	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WB Left	108	1	108	6	114	1	114	0	114	1	114	0	114	0	114	1	114	0	114
Comb. L-T	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WB Thru	406	1	225	24	430	1	239	1	431	1	240	10	441	0	441	1	245	-2	440
Comb. T-R	1	225	1	239	1	239	1	240	1	240	1	245	1	245	1	245	1	244	1
WB Right	44	0	-	3	47	0	0	1	48	0	0	0	48	0	48	0	48	0	0
Comb. L-T-R -	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Crit. Volumes:	N-S: 521	E-W: 784	SUM: 1304	N-S: 552	E-W: 831	SUM: 1382	N-S: 561	E-W: 835	SUM: 1396	N-S: 569	E-W: 855	SUM: 1423	N-S: 542	E-W: 855	SUM: 1397	N-S: 540	E-W: 850	SUM: 1390	
No. of Phases:	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Volume / Capacity:	E 0.915	E 0.970	E 0.980	E 0.999	E 0.980	E 0.980	E 0.980	E 0.980	E 0.980	E 0.980	E 0.980	E 0.980	E 0.980	E 0.980	E 0.980	E 0.980	E 0.980	E 0.980	E 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: Northhoff Street
 Project: Krausz Companies Northridge / 1-023166-1
 File Name: CMA31
 Counts by: Accuthek

Tampa Avenue @ Northhoff Street
 Peak Hour: AM
 Annual Growth: 2.0%
 Krausz Property Only Alternative B

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

Movement	2002 EXIST. TRAFFIC				2005 W/ AMBIENT GROWTH				2005 W/ OTHER PROJECTS				2005 W/ PROPOSED PROJECT				2005 W/ MITIGATION [2]				2005 W/ TDM 15%								
	No. of Lanes	Volume	Added Volume	Total Volume	No. of Lanes	Volume	Added Volume	Total Volume	No. of Lanes	Volume	Added Volume	Total Volume	No. of Lanes	Volume	Added Volume	Total Volume	No. of Lanes	Volume	Added Volume	Total Volume	No. of Lanes	Volume	Added Volume	Total Volume	No. of Lanes	Volume	Added Volume	Total Volume	
NB Left	2	118	13	133	2	125	69	296	2	163	53	349	2	192	-10	339	2	186	-12	327	2	180	0	180	0	180	0	180	
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	2	514	62	1027	2	544	4	1092	2	546	0	1092	2	546	-80	1012	2	506	0	1012	2	506	0	506	0	506	0	506	
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 [1]	1	174	10	184	1	184	0	184	1	184	0	184	1	184	-10	174	1	174	0	174	1	174	0	174	0	174	0	174	
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
SB Left	2	58	6	111	2	61	-1	110	2	61	0	110	2	61	0	110	2	61	0	110	2	61	0	61	0	61	0	61	
Comb. L-T	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
SB Thru	2	551	86	1527	2	584	-3	1525	2	616	0	1525	2	627	-80	1445	2	600	0	1445	2	598	0	598	0	598	0	598	
Comb. T-R	1	551	1	584	1	584	0	584	1	616	0	616	1	627	0	627	1	600	0	600	1	598	0	598	0	598	0	598	
SB Right	0	0	13	224	0	0	99	322	0	0	33	355	0	0	0	355	0	0	-7	348	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	
EB Left	2	69	8	133	2	73	13	146	2	80	4	150	2	82	0	150	2	82	-1	148	2	82	0	82	0	82	0	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	0	0	0	0	0	0	0	
EB Thru	2	227	40	700	2	240	31	731	2	254	10	741	2	259	0	741	2	256	-2	738	2	255	0	255	0	255	0	255	
Comb. T-R	1	227	1	240	1	240	0	240	1	254	0	254	1	259	-10	27	1	256	-2	26	1	255	0	255	0	255	0	255	
EB Right	0	0	1	21	0	0	9	30	0	0	7	37	0	0	0	37	0	0	0	26	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	
WB Left	2	223	24	429	2	236	0	429	2	236	0	429	2	236	-10	419	2	231	0	419	2	231	0	231	0	231	0	231	
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	2	607	73	1287	2	643	81	1368	2	684	80	1448	2	724	0	1448	2	724	-17	1430	2	715	0	715	0	715	0	715	
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 [1]	1	44	3	47	1	47	0	47	1	47	0	47	1	47	0	47	1	47	0	47	1	47	0	47	0	47	0	47	
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Crit. Volumes:	N-S:	668	708	N-S:	779	819	N-S:	819	N-S:	779	819	N-S:	819	N-S:	786	786	N-S:	786	786	786	N-S:	778	778	778	778	778	778	778	778
	E-W:	676	716	E-W:	764	806	E-W:	806	E-W:	764	806	E-W:	806	E-W:	806	806	E-W:	806	806	806	E-W:	797	797	797	797	797	797	797	797
	SUM:	1344	1425	SUM:	1542	1625	SUM:	1625	SUM:	1542	1625	SUM:	1625	SUM:	1593	1593	SUM:	1593	1593	SUM:	1574	1574	1574	1574	1574	1574	1574	1574	
No. of Phases:	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	
Volume / Capacity:	E	0.978	F	1.036	F	1.122	F	1.182	F	1.182	F	1.182	F	1.182	F	1.182	F	1.058	F	1.045	F	1.045	F	1.045	F	1.045	F	1.045	
Level of Service:	E		F		F		F		F		F		F		F		F		F		F		F		F		F		F

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

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

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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
 Counts by: Accutiek

Tampa Avenue @ Northhoff Street
 Peak Hour: PM
 Annual Growth: 2.00%
 Krausz Property Only Alternative B

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

Movement	2002 EXIST. TRAFFIC			2005 W/ AMBIENT GROWTH			2005 W/ OTHER PROJECTS			2005 W/ MITIGATION [2]			2005 W/ TDM			15% Lanes						
	No. of Lanes	Lane Volume	Total 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							
NB Left	193	2	106	12	205	2	113	5	210	2	115	14	224	2	123	2	117	-2	211	2	116	
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	1263	2	532	76	1339	2	564	10	1349	2	567	0	1349	2	567	2	537	0	1269	2	537	537
Comb. T-R	1	1	532	1	564	1	564	1	567	1	567	1	567	1	567	1	537	1	1269	1	537	537
NB Right	333	0	0	20	353	0	0	0	353	0	0	0	353	0	0	0	0	0	343	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	343	0	0	0
SB Left	265	2	146	16	281	2	154	1	282	2	155	0	282	2	155	2	155	0	282	2	155	155
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	1028	2	376	62	1090	2	399	15	1105	2	406	0	1105	2	409	2	382	0	1025	2	382	382
Comb. T-R	1	1	376	1	399	1	399	1	406	1	406	1	409	1	409	1	382	1	1025	1	382	382
SB Right	100	0	0	6	106	0	0	8	114	0	0	8	122	0	0	0	0	0	122	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	122	0	0	0
EB Left	300	2	165	18	318	2	175	76	394	2	217	32	426	2	234	2	234	0	426	2	234	234
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	1286	2	643	77	1363	2	682	54	1417	2	709	78	1495	2	748	2	748	0	1495	2	748	748
Comb. T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EB Right (1)	76	1	76	5	81	1	81	52	133	1	133	52	185	1	185	1	175	-10	175	1	175	175
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	330	2	182	20	350	2	192	0	350	2	192	0	350	2	192	2	187	-10	340	2	187	187
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	831	2	331	50	881	2	351	12	893	2	355	20	913	2	362	2	362	0	913	2	362	360
Comb. T-R	1	1	331	1	351	1	351	1	355	1	355	1	362	1	362	1	362	0	913	1	362	360
WB Right	161	0	0	10	171	0	0	1	172	0	0	0	172	0	0	0	0	0	172	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
Crit. Volumes:	N-S: 678	E-W: 825	SUM: 1502	N-S: 718	E-W: 874	SUM: 1592	N-S: 722	E-W: 901	SUM: 1623	N-S: 722	E-W: 940	SUM: 1662	N-S: 722	E-W: 934	SUM: 1627	N-S: 692	E-W: 834	SUM: 1619	N-S: 692	E-W: 834	SUM: 1619	
No. of Phases:	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4
Volume / Capacity:	1.093	F	1.158	F	1.181	F	1.209	F	1.083	F	1.077	F	1.077	F	1.077	F	1.077	F	1.077	F	1.077	F

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

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CRITICAL MOVEMENT ANALYSIS

Tampa Avenue @ Roscoe Boulevard
 Peak Hour: AM
 Annual Growth: 2.0%
 Krausz Property Only Alternative B

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

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

Movement	2002 EXIST. TRAFFIC			2005 W/ AMBIENT GROWTH			2005 W/ OTHER PROJECTS			2005 W/ PROPOSED PROJECT			2005 W/ TDM			15% No. of Lanes
	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		
NB Left	95	1	95	1	101	0	101	0	101	1	101	0	101	1	101	1
Comb. L-T	0	-	0	0	-	0	-	0	-	0	-	0	-	0	-	0
NB Thru	993	2	497	60	526	69	1122	2	561	2	577	-50	1105	2	552	2
Comb. T-R	0	-	0	0	-	0	-	0	-	0	-	0	-	0	-	0
NB Right [1]	94	1	94	6	100	0	100	1	100	1	100	0	100	1	100	1
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SB Left	116	1	116	7	123	0	123	1	123	1	123	0	123	1	123	1
Comb. L-T	0	-	0	0	-	0	-	0	-	0	-	0	-	0	-	0
SB Thru	1357	2	679	81	1438	9	1447	2	724	2	726	-50	1401	2	701	2
Comb. T-R	0	-	0	0	-	0	-	0	-	0	-	0	-	0	-	0
SB Right [1]	71	1	71	4	75	0	75	1	75	1	75	0	75	1	75	1
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EB Left	103	1	103	6	109	0	109	1	109	1	109	0	109	1	109	1
Comb. L-T	0	-	0	0	-	0	-	0	-	0	-	0	-	0	-	0
EB Thru	1084	2	396	65	1149	4	1153	2	421	2	422	0	1156	2	422	2
Comb. T-R	1	396	396	1	420	1	421	1	421	1	422	0	422	1	422	1
EB Right	105	0	105	6	111	0	111	0	111	0	111	0	111	0	111	0
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WB Left	122	1	122	7	129	0	129	1	129	1	129	0	129	1	129	1
Comb. L-T	0	-	0	0	-	0	-	0	-	0	-	0	-	0	-	0
WB Thru	1093	2	547	66	1159	2	579	2	582	2	595	0	1191	2	595	2
Comb. T-R	0	-	0	0	-	0	-	0	-	0	-	0	-	0	-	0
WB Right [1]	139	1	139	8	147	0	147	1	147	1	147	0	147	1	147	1
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Crit. Volumes:	N-S:	774	820	N-S:	824	826	N-S:	826	N-S:	801	801	N-S:	801	N-S:	801	801
	E-W:	650	688	E-W:	691	704	E-W:	704	E-W:	704	704	E-W:	704	E-W:	702	702
	SUM:	1423	1508	SUM:	1515	1531	SUM:	1531	SUM:	1506	1506	SUM:	1506	SUM:	1502	1502
No. of Phases:	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Volume / Capacity:	E	0.949	F	1.006	F	1.010	F	1.021	F	1.004	F	1.004	F	1.002	F	1.002
Level of Service:	E		F		F		F		F		F		F		F	F

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

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

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CRITICAL MOVEMENT ANALYSIS

Tampa Avenue @ Roscoe Boulevard
 Peak Hour: PM
 Annual Growth: 2.00%
 Krausz Property Only Alternative B

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

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

Movement	2002 EXIST. TRAFFIC			2005 W/ AMBIENT GROWTH			2005 W/ OTHER PROJECTS			2005 W/ PROPOSED PROJECT			2005 W/ MITIGATION [2]			2005 W/ TDM						
	No. of Lanes	Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Added Volume	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Added Volume	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Added Volume	Total Volume		
NB Left	100	1	100	6	106	1	106	0	106	1	106	0	106	0	106	0	106	1	106	0	106	
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	1153	2	419	69	1222	2	444	8	1238	2	449	8	1188	-50	1188	-2	1186	2	433	-2	1186	
Comb. T-R	1	419	1	444	1	447	1	449	1	449	1	449	1	433	1	433	1	432	1	432	1	432
NB Right	104	0	0	6	110	0	0	0	110	0	0	0	110	0	110	0	110	0	0	0	0	
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
SB Left	194	1	194	12	206	1	206	1	207	1	207	0	207	0	207	0	207	1	207	0	207	
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	1161	2	416	70	1231	2	441	57	1288	2	471	32	1320	-50	1270	-7	1263	2	454	-7	1263	
Comb. T-R	1	416	1	441	1	441	1	460	1	471	1	471	1	454	1	454	1	452	1	452	1	452
SB Right	86	0	0	5	91	0	0	1	92	0	0	0	92	0	92	0	92	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	132	1	132	8	140	1	140	0	140	1	140	0	140	0	140	0	140	1	140	0	140	
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	1283	2	455	77	1360	2	482	15	1375	2	496	26	1401	0	1401	0	1395	2	496	-6	1395	
Comb. T-R	1	455	1	482	1	487	1	487	1	496	1	496	1	496	1	496	1	494	1	494	1	494
EB Right	82	0	0	5	87	0	0	0	87	0	0	0	87	0	87	0	87	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	99	1	99	6	105	1	105	0	105	1	105	0	105	0	105	0	105	1	105	0	105	
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	1120	2	456	67	1187	2	483	13	1200	2	490	7	1207	0	1207	-1	1206	2	490	-1	1206	
Comb. T-R	1	456	1	483	1	488	1	488	1	490	1	490	1	490	1	490	1	490	1	490	1	490
WB Right	248	0	0	15	263	0	0	0	263	0	0	0	263	0	263	0	263	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: 613	E-W: 588	SUM: 1201	N-S: 650	E-W: 623	SUM: 1273	N-S: 654	E-W: 628	SUM: 1281	N-S: 654	E-W: 628	SUM: 1281	N-S: 656	E-W: 630	SUM: 1286	N-S: 640	E-W: 630	SUM: 1269	N-S: 639	E-W: 630	SUM: 1269	
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:	0.801	0.849	0.854	0.857	0.846	0.846	0.846	0.846	0.846	0.846	0.846	0.846	0.846	0.846	0.846	0.846	0.846	0.846	0.846	0.846	0.846	
Level of Service:	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.
 [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: Tampa Avenue
 E-W St: Saltcoy Street
 Project: Krausz Companies Northridge / 1-023186-1
 File Name: CMA33
 Counts by: Accutek

CRITICAL MOVEMENT ANALYSIS

Tampa Avenue @ Saltcoy Street
 Peak Hour: AM
 Annual Growth: 2.0%
 Krausz Property Only Alternative B

Date: 03/29/2003
 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	Added Volume	Total Volume	No. of Lanes	Volume	Added Volume	Total Volume	No. of Lanes	Volume	Added Volume	Total Volume	No. of Lanes	Volume	Added Volume	Total Volume	No. of Lanes	Volume	Added Volume	Total Volume	No. of Lanes	Volume	Added Volume	Total Volume	
NB Left	77	1	77	5	82	1	82	0	82	1	82	0	82	0	82	1	82	0	82	0	82	1	82	0	82
Comb. L-T	0	-	0	-	0	-	0	-	0	0	-	0	-	0	-	0	0	-	0	-	0	0	-	0	-
NB Thru	894	2	447	54	948	2	474	69	1017	2	508	20	1037	2	518	2	997	-40	997	2	498	2	498	-4	992
Comb. T-R	0	-	0	-	0	-	0	-	0	0	-	0	-	0	-	0	0	-	0	-	0	0	-	0	-
NB Right [1]	48	1	48	3	51	1	51	0	51	1	51	0	51	1	51	1	51	0	51	1	51	1	51	0	51
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SB Left	152	1	152	9	161	1	161	0	161	1	161	1	162	0	162	1	162	0	162	0	162	1	162	-0	162
Comb. L-T	0	-	0	-	0	-	0	-	0	0	-	0	-	0	-	0	0	-	0	-	0	0	-	0	-
SB Thru	1238	2	619	74	1312	2	656	9	1321	2	661	2	1323	2	662	2	1283	-40	1283	2	642	2	642	-1	1283
Comb. T-R	0	-	0	-	0	-	0	-	0	0	-	0	-	0	-	0	0	-	0	-	0	0	-	0	-
SB Right [1]	79	1	79	5	84	1	84	0	84	1	84	0	84	1	84	1	84	0	84	1	84	1	84	0	84
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EB Left	82	1	82	5	87	1	87	0	87	1	87	0	87	1	87	1	87	0	87	1	87	1	87	0	87
Comb. L-T	0	-	0	-	0	-	0	-	0	0	-	0	-	0	-	0	0	-	0	-	0	0	-	0	-
EB Thru	1170	1	626	70	1240	1	663	1	1241	1	664	0	1241	1	664	1	1241	0	1241	1	664	1	664	0	1241
Comb. T-R	1	626	1	626	1	663	1	664	1	664	1	664	1	664	1	664	1	664	1	664	1	664	1	664	1
EB Right	81	0	-	5	86	0	-	0	86	0	-	0	86	0	-	0	86	0	86	0	-	0	86	0	86
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WB Left	91	1	91	5	96	1	96	0	96	1	96	0	96	1	96	1	96	0	96	1	96	1	96	0	96
Comb. L-T	0	-	0	-	0	-	0	-	0	0	-	0	-	0	-	0	0	-	0	-	0	0	-	0	-
WB Thru	1143	1	628	69	1212	1	666	1	1213	1	666	0	1213	1	670	1	1213	0	1213	1	670	1	670	0	1213
Comb. T-R	1	628	1	628	1	666	1	666	1	666	1	666	1	670	1	670	1	670	1	670	1	670	1	669	1
WB Right	113	0	-	7	120	0	-	0	120	0	-	7	127	0	-	0	127	0	127	0	-	0	-2	125	0
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Crit. Volumes:	N-S:	696	738	N-S:	742	743	N-S:	743	N-S:	723	723	N-S:	723	N-S:	723	723	N-S:	723	N-S:	723	723	N-S:	723	N-S:	723
	E-W:	717	759	E-W:	760	760	E-W:	760	E-W:	760	760	E-W:	760	E-W:	760	760	E-W:	760	E-W:	760	760	E-W:	760	E-W:	760
	SUM:	1413	1497	SUM:	1502	1503	SUM:	1503	SUM:	1483	1483	SUM:	1483	SUM:	1483	1483	SUM:	1483	SUM:	1483	1483	SUM:	1483	SUM:	1483
No. of Phases:	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Volume / Capacity:	E	0.942	E	0.988	F	1.002	F	1.002	F	1.002	F	1.002	F	1.002	F	1.002	F	1.002	F	1.002	F	1.002	F	1.002	F
Level of Service:	E		E		F		F		F		F		F		F		F		F		F		F		F

Assumptions:
 Maximum Sum of Critical Volumes (Intersection Capacity): 2 Phase=1500, 3 Phase=1425, 4+ Phase=1375, Unsignalized=1200.
 For dual turn lanes, 55% of volume is assigned to heavier lane.
 For one excl. and one opt. turn lane, 70% of volume is assigned to exclusive lane.
 Right turns on red from excl. lanes = 50% of overlapping left turn.
 [1] 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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N-S St: Tampa Avenue
 E-W St: Satcoy Street
 Project: Krausz Companies Northridge / 1-023166-1
 File Name: CMA33
 Counts by: Accutek

CRITICAL MOVEMENT ANALYSIS

Tampa Avenue @ Satcoy Street
 Peak Hour: PM
 Annual Growth: 2.00%
 Krausz Property Only Alternative B

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	Added Volume	Total Volume	No. of Lanes	Volume	Added Volume	Total Volume	No. of Lanes	Volume	Added Volume	Total Volume	No. of Lanes	Volume	Added Volume	Total Volume	No. of Lanes	Volume	Added Volume	Total Volume	No. of Lanes	Volume	Added Volume	Total Volume	15% No. of Lanes	Volume
NB Left	1	120	7	127	1	127	0	127	1	127	0	127	1	127	0	127	1	127	0	127	1	127	0	127	1	127
Comb. L-T	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-
NB Thru	2	434	74	1307	2	460	6	1313	2	463	5	1318	2	463	-40	1278	2	463	-1	1277	2	450	-1	1277	2	450
Comb. T-R	1	434	1	460	1	460	1	463	1	463	1	463	1	463	0	463	1	463	0	463	1	450	0	450	1	450
NB Right	0	-	4	72	0	-	0	72	0	72	0	72	0	72	0	72	0	72	0	72	0	72	0	72	0	72
Comb. L-T-R	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-
SB Left	1	167	10	177	1	177	0	177	1	177	6	183	1	183	0	183	1	183	-1	182	1	182	-1	182	1	182
Comb. L-T	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-
SB Thru	2	427	70	1241	2	452	55	1296	2	470	19	1315	2	477	-40	1275	2	463	-4	1271	2	462	-4	1271	2	462
Comb. T-R	1	427	1	470	1	452	1	470	1	470	1	477	1	477	0	477	1	463	0	463	1	462	0	462	1	462
SB Right	0	-	7	116	0	-	0	116	0	116	0	116	0	116	0	116	0	116	0	116	0	116	0	116	0	116
Comb. L-T-R	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-
EB Left	0	-	86	91	1	91	0	91	1	91	0	91	1	91	0	91	1	91	0	91	1	91	0	91	1	91
Comb. L-T	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-
EB Thru	1	707	81	1427	1	749	1	1428	1	749	0	1428	1	749	0	1428	1	749	0	1428	1	749	0	1428	1	749
Comb. T-R	1	707	1	749	1	749	1	749	1	749	1	749	1	749	0	749	1	749	0	749	1	749	0	749	1	749
EB Right	0	-	4	71	0	-	0	71	0	71	0	71	0	71	0	71	0	71	0	71	0	71	0	71	0	71
Comb. L-T-R	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-
WB Left	1	74	4	78	1	78	0	78	1	78	0	78	1	78	0	78	1	78	0	78	1	78	0	78	1	78
Comb. L-T	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-
WB Thru	1	654	72	1277	1	693	1	1278	1	693	0	1278	1	694	0	1278	1	694	0	1278	1	694	0	1278	1	694
Comb. T-R	1	654	1	693	1	693	1	693	1	694	1	694	1	694	0	694	1	694	0	694	1	694	0	694	1	694
WB Right	0	-	6	108	0	-	0	108	0	108	2	110	0	110	0	110	0	110	0	110	0	110	0	110	0	110
Comb. L-T-R	0	-	0	-	0	-	0	-	0	-	2	110	0	110	0	110	0	110	0	110	0	110	0	110	0	110
Crit. Volumes:	N-S:	601			N-S:	637			N-S:	639			N-S:	646			N-S:	633			N-S:	631			N-S:	631
	E-W:	781			E-W:	827			E-W:	828			E-W:	828			E-W:	828			E-W:	828			E-W:	828
	SUM:	1381			SUM:	1464			SUM:	1467			SUM:	1474			SUM:	1461			SUM:	1461			SUM:	1459
No. of Phases:		2				2				2				2				2				2				2
Volume / Capacity:		0.921				0.976				0.978				0.983				0.974				0.974				0.973
Level of Service:		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.
 [2] Traffic volumes shown in the added volume column reflect redistribution of traffic due to Mason Avenue crossing.

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CRITICAL MOVEMENT ANALYSIS

Wilbur Avenue @ Plummer Street
 Peak Hour: AM
 Annual Growth: 2.0%
 Krausz Property Only Alternative B

Date: 03/12/2003
 Date of Count: 2002
 Projection Year: 2005

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

Movement	2002 EXIST. TRAFFIC			2005 W/ AMBIENT GROWTH			2005 W/ OTHER PROJECTS			2005 W/ PROPOSED PROJECT			2005 W/ MITIGATION			2005 W/ TDM					
	No. of Lanes	Volume	Lane	Added	Total	No. of Lanes	Volume	Lane	Added	Total	No. of Lanes	Volume	Lane	Added	Total	No. of Lanes	Volume	Lane			
NB Left	92	1	92	6	98	1	98	1	98	0	98	1	98	0	98	1	98	1	98		
Comb. L-T	0	-	-	178	1	178	0	-	-	179	1	179	0	-	-	0	-	-	0		
NB Thru	303	1	168	18	321	1	322	1	323	1	323	1	323	0	323	1	323	1	179		
Comb. T-R	1	168	1	178	1	178	1	179	1	179	1	179	1	179	1	179	1	179	1		
NB Right	32	0	-	2	34	0	34	0	34	0	34	0	34	0	34	0	34	0	-		
Comb. L-T-R	0	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
SB Left	110	1	110	7	117	1	117	5	122	1	122	1	122	0	122	1	122	1	122		
Comb. L-T	0	-	-	553	1	553	0	-	-	568	1	568	0	-	-	0	-	-	0		
SB Thru	678	1	522	41	719	1	734	15	741	1	741	1	741	0	741	1	739	1	566		
Comb. T-R	1	522	1	553	1	553	1	561	1	568	1	568	1	568	1	568	1	566	1		
SB Right	366	0	-	22	388	0	388	0	388	0	388	0	388	0	388	0	393	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	61	1	61	4	65	1	65	0	65	1	66	1	66	0	66	1	66	1	66		
Comb. L-T	0	-	-	234	1	234	0	-	-	235	1	235	0	-	-	0	-	-	0		
EB Thru	386	1	221	23	409	1	411	2	413	1	415	1	415	0	415	1	414	1	237		
Comb. T-R	1	221	1	234	1	234	1	235	1	237	1	237	1	237	1	237	1	237	1		
EB Right	56	0	-	3	59	0	59	0	59	0	59	0	59	0	59	0	59	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	4	1	4	0	4	1	4	0	4	1	4	1	4	0	4	1	4	1	4		
Comb. L-T	0	-	-	321	1	321	0	-	-	327	1	327	0	-	-	0	-	-	0		
WB Thru	556	1	303	33	589	1	602	13	635	1	635	1	635	0	635	1	628	1	340		
Comb. T-R	1	303	1	321	1	321	1	327	1	344	1	344	1	344	1	344	1	340	1		
WB Right	49	0	-	3	52	0	52	0	52	0	52	0	52	0	52	0	52	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: 614	E-W: 364	SUM: 978	N-S: 651	E-W: 385	SUM: 1036	N-S: 658	E-W: 392	SUM: 1050	N-S: 665	E-W: 409	SUM: 1075	N-S: 665	E-W: 409	SUM: 1075	N-S: 665	E-W: 409	SUM: 1075	N-S: 664	E-W: 405	SUM: 1069
No. of Phases:	2			2			2			2			2			2			2		
Volume / Capacity:	0.652			0.691			0.700			0.716			0.716			0.716			0.713		
Level of Service:	B			B			C			C			C			C			C		

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

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

CRITICAL MOVEMENT ANALYSIS

Wilbur Avenue @ Plummer Street
 Peak Hour: PM
 Annual Growth: 2.00%
 Krausz Property Only Alternative B

Date: 03/12/2003
 Date of Count: 2002
 Projection Year: 2005

Movement	2002 EXIST. TRAFFIC				2005 W/ AMBIENT GROWTH				2005 W/ OTHER PROJECTS				2005 W/ PROPOSED PROJECT				2005 W/ MITIGATION				2005 W/ TDM				
	No. of Lanes	Volume	Lane Volume	No. of Lanes	Added Volume	Total Volume	Lane Volume	No. of Lanes	Added Volume	Total Volume	Lane Volume	No. of Lanes	Added Volume	Total Volume	Lane Volume	No. of Lanes	Added Volume	Total Volume	Lane Volume	No. of Lanes	Added Volume	Total Volume	Lane Volume	No. of Lanes	
NB Left	77	1	77	5	82	1	82	0	82	1	82	1	82	0	82	1	82	0	82	1	82	0	82	1	82
Comb. L-T	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NB Thru	500	1	261	30	530	1	276	1	528	1	275	1	534	6	534	1	278	1	532	1	278	-1	532	1	277
Comb. T-R	1	1	261	1	276	1	276	1	275	1	275	1	278	1	278	1	278	1	278	1	278	1	278	1	277
NB Right	21	0	-	1	22	0	0	0	22	0	0	0	22	0	22	0	0	0	22	0	0	0	22	0	0
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SB Left	51	1	51	3	54	1	54	0	54	1	54	1	54	0	54	1	54	0	54	1	54	0	54	1	54
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	337	1	215	20	357	1	228	0	357	1	228	1	359	2	359	1	230	0	359	1	230	-0	359	1	230
Comb. T-R	1	1	215	1	228	1	228	1	228	1	228	1	230	1	230	1	230	1	230	1	230	1	230	1	230
SB Right	93	0	-	6	99	0	0	0	99	0	0	0	101	2	101	0	0	0	101	0	0	-0	100	0	0
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EB Left	287	1	287	17	304	1	304	-1	303	1	303	1	309	6	309	1	309	0	309	1	309	-1	308	1	308
Comb. L-T	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EB Thru	843	1	460	51	894	1	488	9	903	1	492	1	935	32	935	1	508	0	935	1	508	-7	928	1	505
Comb. T-R	1	1	460	1	488	1	488	1	492	1	492	1	508	1	508	1	508	1	508	1	508	1	508	1	505
EB Right	77	0	-	5	82	0	0	0	82	0	0	0	82	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	0	0	0
WB Left	28	1	28	2	30	1	30	0	30	1	30	1	30	0	30	1	30	0	30	1	30	0	30	1	30
Comb. L-T	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WB Thru	419	1	239	25	444	1	253	1	445	1	253	1	453	8	453	1	257	0	453	1	257	-2	452	1	256
Comb. T-R	1	1	239	1	253	1	253	1	253	1	253	1	257	1	257	1	257	1	257	1	257	1	257	1	256
WB Right	59	0	-	4	63	0	0	-1	61	0	0	0	61	0	61	0	0	0	61	0	0	0	61	0	0
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Crit. Volumes:	N-S: 312	E-W: 526	SUM: 838	N-S: 330	E-W: 558	SUM: 888	N-S: 329	E-W: 556	SUM: 885	N-S: 332	E-W: 566	SUM: 898	N-S: 332	E-W: 566	SUM: 898	N-S: 332	E-W: 566	SUM: 898	N-S: 332	E-W: 566	SUM: 898	N-S: 332	E-W: 566	SUM: 898	
No. of Phases:	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Volume / Capacity:	0.558	0.592	0.592	0.558	0.592	0.592	0.558	0.592	0.592	0.592	0.592	0.592	0.592	0.592	0.592	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	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A

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

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N-S St: 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: AM
 Annual Growth: 2.0%
 Krausz Property Only Alternative B

Date: 03/12/2003
 Date of Count: 2002
 Projection Year: 2005

Movement	2002 EXIST. TRAFFIC				2005 W/ AMBIENT GROWTH				2005 W/ OTHER PROJECTS				2005 W/ MITIGATION				Lane Volume	15% No. of Lanes	
	No. of Lanes	Volume	Added Volume	Total Volume	No. of Lanes	Volume	Added Volume	Total Volume	No. of Lanes	Volume	Added Volume	Total Volume	No. of Lanes	Volume	Added Volume	Total Volume			
NB Left	45	1	45	3	48	1	48	0	48	1	48	0	48	1	48	0	48	1	48
Comb. L-T	0	-	0	0	0	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	1	68
Comb. T-R	1	65	1	65	1	68	1	68	1	68	1	68	1	68	1	68	1	68	1
NB Right	10	0	1	1	11	0	0	0	11	0	0	0	11	0	0	0	11	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	243	1	243	15	258	1	258	8	265	1	265	0	265	1	265	0	265	1	265
Comb. L-T	0	-	0	0	0	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	1	246
Comb. T-R	0	-	0	0	0	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	13	248	1	248	0	248	1	245
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-3	245	1	245
EB Left	114	1	114	7	121	1	121	0	121	1	121	2	123	1	123	0	122	1	122
Comb. L-T	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EB Thru	987	2	341	59	1046	2	362	31	1077	2	372	7	1084	2	374	0	1082	2	374
Comb. T-R	1	341	1	341	1	362	1	362	1	372	1	374	1	374	1	374	1	374	1
EB Right	37	0	37	2	39	0	39	0	39	0	39	0	39	0	39	0	39	0	39
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WB Left	11	1	11	1	12	1	12	0	12	1	12	0	12	1	12	0	12	1	12
Comb. L-T	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WB Thru	1334	2	478	80	1414	2	507	81	1495	2	534	60	1555	2	554	-13	1542	2	549
Comb. T-R	1	478	1	478	1	507	1	507	1	534	1	554	1	554	1	554	1	549	1
WB Right	100	0	100	6	106	0	106	0	106	0	106	0	106	0	106	0	106	0	106
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Crit. Volumes:	N-S: 308	E-W: 592	SUM: 900	N-S: 326	E-W: 628	SUM: 953	N-S: 333	E-W: 655	SUM: 988	N-S: 333	E-W: 677	SUM: 1010	N-S: 333	E-W: 677	SUM: 1010	N-S: 333	E-W: 672	SUM: 1005	
No. of Phases:	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Volume / Capacity:	0.600	0.600	0.636	0.636	0.659	0.659	0.673	0.673	0.673	0.673	0.673	0.673	0.673	0.673	0.673	0.673	0.673	0.673	
Level of Service:	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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Notes:

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 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%
 Krausz Property Only Alternative B

Date: 03/12/2003
 Date of Count: 2002
 Projection Year: 2005

Movement	2002 EXIST. TRAFFIC			2005 W/ AMBIENT GROWTH			2005 W/ OTHER PROJECTS			2005 W/ PROPOSED PROJECT			2005 W/ MITIGATION			2005 W/ TDM			15% No. of Lanes
	No. of Lanes	Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Added Volume	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Added Volume	Total Volume	Lane Volume	Added Volume	Total Volume		
NB Left	73	1	73	4	77	1	77	0	77	1	77	1	77	0	77	0	77	1	77
Comb. L-T	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	96	1	96	1	96	0	96	0	182	1	96
Comb. T-R	1	91	96	1	96	1	96	1	96	1	96	1	96	1	96	1	96	1	96
NB Right	9	0	-	1	10	0	0	0	10	0	10	0	10	0	10	0	10	0	10
Comb. L-T-R-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SB Left	131	1	131	8	139	1	139	0	139	1	139	1	139	0	139	0	139	1	139
Comb. L-T	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	1	124	0	124	0	124	1	124
Comb. T-R	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	1	110	0	110	0	110	1	110
Comb. L-T-R-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EB Left	209	1	209	13	222	1	222	-1	220	1	220	1	220	13	233	0	233	1	233
Comb. L-T	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	2	561	58	1688	0	1688	2	581
Comb. T-R	1	513	543	1	543	1	543	1	543	1	543	1	543	1	543	1	543	1	543
EB Right	51	0	-	3	54	0	0	0	54	0	54	0	54	0	54	0	54	0	54
Comb. L-T-R-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WB Left	12	1	12	1	13	1	13	0	13	1	13	1	13	0	13	0	13	1	13
Comb. L-T	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	2	472	15	1220	0	1220	2	477
Comb. T-R	1	442	469	1	469	1	469	1	469	1	469	1	469	1	469	1	469	1	469
WB Right	202	0	-	12	214	0	0	-1	213	0	213	0	213	0	213	0	213	0	213
Comb. L-T-R-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Crit. Volumes:	N-S:	222	235	N-S:	690	235	693	N-S:	693	235	711	N-S:	711	235	711	N-S:	711	235	711
	E-W:	873	925	E-W:	925	693	925	E-W:	925	693	946	E-W:	946	711	946	E-W:	946	711	946
	SUM:	873	925	SUM:	925	693	925	SUM:	925	693	946	SUM:	946	711	946	SUM:	946	711	946
No. of Phases:	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Volume / Capacity:	0.582	0.617	0.618	0.618	0.618	0.618	0.618	0.618	0.618	0.618	0.618	0.618	0.618	0.618	0.618	0.618	0.618	0.618	0.618
Level of Service:	A	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B

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

Notes:

LINSCOTT, LAW & GREENSPAN, ENGINEERS
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 626.796.2322 Fax 626.792.0941

CRITICAL MOVEMENT ANALYSIS

Reseda Boulevard @ Plummer Street
 Peak Hour: AM
 Annual Growth: 2.0%
 Krausz Property Only Alternative B

Date: 03/12/2003
 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/ MITIGATION				2005 W/ TDM					
	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	125	1	125	8	133	1	133	0	133	1	133	0	133	1	133	0	133	1	133	0	133	
Comb. L-T	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
NB Thru	716	1	423	43	759	1	448	10	769	1	453	0	769	1	453	0	769	1	453	0	769	
Comb. T-R	1	423	1	423	1	448	1	453	1	453	1	453	1	453	1	453	1	453	1	453	1	453
NB Right	129	0	0	8	137	0	0	0	137	0	0	0	137	0	0	0	137	0	0	0	137	
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
SB Left	211	1	211	13	224	1	224	0	224	1	224	0	224	1	224	0	224	1	224	0	224	
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	1200	1	695	72	1272	1	736	-23	1249	1	731	0	1249	1	738	0	1249	1	736	0	1249	
Comb. T-R	1	695	1	695	1	736	1	731	1	731	1	738	1	738	1	738	1	736	1	736	1	736
SB Right	189	0	0	11	200	0	0	13	213	0	0	13	226	0	0	13	223	0	0	-3	223	
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	173	1	173	10	183	1	183	2	185	1	185	2	187	1	187	0	187	1	187	0	187	
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	220	1	208	13	233	1	220	1	234	1	222	2	236	1	223	0	236	1	223	0	236	
Comb. T-R	1	208	1	208	1	220	1	222	1	222	1	223	1	223	1	223	1	223	1	223	1	223
EB Right	195	0	0	12	207	0	0	4	210	0	0	0	210	0	0	0	210	0	0	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	0	
WB Left	8	1	8	0	8	1	8	0	8	1	8	0	8	1	8	0	8	1	8	0	8	
Comb. L-T	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
WB Thru	28	1	28	2	30	1	30	0	30	1	30	13	43	1	43	0	43	1	40	-3	40	
Comb. T-R	1	56	1	56	1	59	1	59	1	59	1	59	1	59	1	59	1	59	1	59	1	59
WB Right	56	0	0	3	59	0	0	0	59	0	0	0	59	0	0	0	59	0	0	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	0	
Crit. Volumes:	N-S: 820	E-W: 229	SUM: 1049	N-S: 869	E-W: 243	SUM: 1111	N-S: 864	E-W: 245	SUM: 1108	N-S: 870	E-W: 247	SUM: 1117	N-S: 870	E-W: 247	SUM: 1117	N-S: 870	E-W: 247	SUM: 1117	N-S: 869	E-W: 246	SUM: 1115	
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:	0.699	0.741	0.741	0.739	0.745	0.745	0.745	0.745	0.745	0.745	0.745	0.745	0.745	0.745	0.745	0.745	0.745	0.745	0.745	0.745	0.743	
Level of Service:	B	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	

Assumptions: Maximum Sum of Critical Volumes (Intersection Capacity): 2 Phase=1500, 3 Phase=1425, 4+ Phase=1375, Unsignalized=1200.
 For dual turn lanes, 55% of volume is assigned to heavier lane.
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 E-W St: Plummer Street
 Project: Krausz Companies Northridge / 1-023166-1
 File Name: CMA36
 Counts by: Accutek

CRITICAL MOVEMENT ANALYSIS

Reseda Boulevard @ Plummer Street
 Peak Hour: PM
 Annual Growth: 2.00%
 Krausz Property Only Alternative B

Date: 03/12/2003
 Date of Count: 2002
 Projection Year: 2005

Movement	2002 EXIST. TRAFFIC			2005 W/ AMBIENT GROWTH			2005 W/ OTHER PROJECTS			2005 W/ PROPOSED PROJECT			2005 W/ MITIGATION			2005 W/ TDM								
	No. of Lanes	Volume	Lane Volume	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	Added Volume	Total Volume	No. of Lanes	Volume	Lane Volume		
NB Left	105	1	105	6	111	1	111	0	111	1	111	1	111	0	111	1	111	0	111	1	111	1	111	
Comb. L-T	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
NB Thru	1311	1	704	79	1390	1	746	18	1408	1	755	1	755	0	1408	1	755	0	1408	1	755	1	755	
Comb. T-R	1	704	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
NB Right	96	0	0	6	102	0	0	0	102	0	0	0	0	0	102	0	0	0	102	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	229	1	229	14	243	1	243	3	245	1	245	1	245	0	245	1	245	0	245	1	245	1	245	
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	2358	1	1218	141	2499	1	1291	51	2550	1	1318	1	1318	0	2550	1	1320	0	2550	1	1320	1	1320	
Comb. T-R	1	1218	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
SB Right	78	0	0	5	83	0	0	4	86	0	0	0	3	89	0	89	0	0	89	0	89	0	89	
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
EB Left	277	1	277	17	294	1	294	9	303	1	303	1	303	13	316	1	316	0	316	1	316	1	316	
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	248	1	227	15	263	1	241	0	263	1	241	1	241	13	276	1	247	0	276	1	247	1	246	
Comb. T-R	1	227	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
EB Right	206	0	0	12	218	0	0	0	218	0	0	0	0	218	0	218	0	0	218	0	218	0	218	
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	103	1	103	6	109	1	109	0	109	1	109	1	109	0	109	1	109	0	109	1	109	1	109	
Comb. L-T	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
WB Thru	238	1	192	14	252	1	204	0	252	1	204	1	204	3	255	1	205	0	255	1	205	1	205	
Comb. T-R	1	192	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
WB Right	146	0	0	9	155	0	0	0	155	0	0	0	0	155	0	155	0	0	155	0	155	0	155	
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Crit. Volumes:	N-S:	1323	N-S:	1402	N-S:	1430	N-S:	1430	N-S:	1431	N-S:	1431	N-S:	1431	N-S:	1431	N-S:	1431	N-S:	1431	N-S:	1431	N-S:	1431
	E-W:	469	E-W:	497	E-W:	506	E-W:	506	E-W:	521	E-W:	521	E-W:	521	E-W:	521	E-W:	521	E-W:	521	E-W:	521	E-W:	521
	SUM:	1792	SUM:	1900	SUM:	1936	SUM:	1936	SUM:	1952	SUM:	1952	SUM:	1952	SUM:	1952	SUM:	1952	SUM:	1952	SUM:	1952	SUM:	1948
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:	F	1.195	F	1.266	F	1.291	F	1.291	F	1.301	F	1.301	F	1.301	F	1.301	F	1.301	F	1.301	F	1.301	F	
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.
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N-S St: Reseda Boulevard
 E-W St: Nordhoff Street
 Project: Krausz Companies Northridge / 1-023166-1
 File Name: CMA37
 Counts by: Accutek

CRITICAL MOVEMENT ANALYSIS

Reseda Boulevard @ Nordhoff Street
 Peak Hour: AM
 Annual Growth: 2.0%
 Krausz Property Only Alternative B

Date: 03/12/2003
 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	Added	Total		
NB Left	135	2	74	8	143	2	79	0	143	2	79	20	163	2	90	0	163	2	90	-4	159	2	87	0	87	
Comb. L-T	0	-	367	44	777	0	388	3	779	0	390	0	779	0	390	0	779	2	390	0	779	0	390	0	390	
NB Thru	733	2	367	44	777	0	388	3	779	0	390	0	779	0	390	0	779	2	390	0	779	0	390	0	390	
Comb. T-R	0	-	483	14	483	0	483	14	483	0	483	0	483	0	483	0	483	1	483	0	483	0	483	0	483	
NB Right	146	1	146	9	155	1	155	12	167	1	167	0	167	1	167	0	167	1	167	0	167	0	167	0	167	
Comb. L-T-R	0	-	146	9	155	0	155	12	167	0	167	0	167	1	167	0	167	1	167	0	167	0	167	0	167	
SB Left	336	2	185	20	356	2	196	16	372	2	205	0	372	2	205	0	372	2	205	0	372	2	205	0	205	
Comb. L-T	0	-	422	51	895	2	447	-31	864	2	432	0	864	2	432	0	864	2	432	0	864	2	432	0	432	
SB Thru	844	2	422	51	895	2	447	-31	864	2	432	0	864	2	432	0	864	2	432	0	864	2	432	0	432	
Comb. T-R	0	-	84	5	89	1	89	0	89	1	89	0	89	1	89	0	89	1	89	0	89	1	89	0	89	
SB Right	84	1	84	5	89	1	89	0	89	1	89	0	89	1	89	0	89	1	89	0	89	1	89	0	89	
Comb. L-T-R	0	-	84	5	89	0	89	0	89	0	89	0	89	0	89	0	89	0	89	0	89	0	89	0	89	
EB Left	168	2	92	10	178	2	98	0	178	2	98	0	178	2	98	0	178	2	98	0	178	2	98	0	98	
Comb. L-T	0	-	335	53	833	2	355	39	971	2	368	4	975	2	370	0	975	2	370	-1	974	2	369	-1	369	
EB Thru	880	2	335	53	833	2	355	39	971	2	368	4	975	2	370	0	975	2	370	-1	974	2	369	-1	369	
Comb. T-R	1	335	1	335	1	335	1	335	1	335	1	335	1	335	1	335	1	335	1	335	1	335	1	335	1	335
EB Right	124	0	124	7	131	0	131	0	131	0	131	2	133	0	133	0	133	0	133	-1	133	0	133	-1	133	
Comb. L-T-R	0	-	124	7	131	0	131	0	131	0	131	2	133	0	133	0	133	0	133	-1	133	0	133	-1	133	
WB Left	223	2	123	13	236	2	130	9	245	2	135	0	245	2	135	0	245	2	135	0	245	2	135	0	135	
Comb. L-T	0	-	483	73	1297	2	512	81	1378	2	542	33	1411	2	553	0	1411	2	553	-7	1404	2	551	-7	551	
WB Thru	1224	2	483	73	1297	2	512	81	1378	2	542	33	1411	2	553	0	1411	2	553	-7	1404	2	551	-7	551	
Comb. T-R	1	483	1	483	1	483	1	483	1	483	1	483	1	483	1	483	1	483	1	483	1	483	1	483	1	483
WB Right	226	0	226	14	240	0	240	9	249	0	249	0	249	0	249	0	249	0	249	0	249	0	249	0	249	
Comb. L-T-R	0	-	226	14	240	0	240	9	249	0	249	0	249	0	249	0	249	0	249	0	249	0	249	0	249	
Crit. Volumes:	N-S:	551	576	1127	584	610	1195	594	640	1235	594	651	1246	594	651	1246	594	651	1246	594	651	1246	594	651	1246	
	E-W:	576	576	1127	610	610	1195	640	640	1235	640	651	1246	640	651	1246	640	651	1246	640	651	1246	640	651	1246	
	SUM:	1127	1127	1127	1195	1195	1195	1235	1235	1235	1235	1246	1246	1246	1246	1246	1246	1246	1246	1246	1246	1246	1246	1246	1246	
No. of Phases:	D	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	
Volume / Capacity:	D	0.820	0.820	0.820	0.869	0.869	0.869	0.869	0.869	0.869	0.869	0.869	0.869	0.869	0.869	0.869	0.869	0.869	0.869	0.869	0.869	0.869	0.869	0.869	0.869	
Level of Service:	D	D	D	D	D	D	D	D	D	D	D	D	D	D	D	D	D	D	D	D	D	D	D	D	D	

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

Reseda Boulevard @ Nordhoff Street
 Peak Hour: PM
 Annual Growth: 2.00%
 Project: Krausz Companies Northridge / 1-023166-1
 File Name: CMA37
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N-S St: Reseda Boulevard
 E-W St: Nordhoff Street
 Project: Krausz Companies Northridge / 1-023166-1
 File Name: CMA37
 Counts by: Acutek

Movement	2002 EXIST. TRAFFIC			2005 W/ AMBIENT GROWTH			2005 W/ OTHER PROJECTS			2005 W/ PROPOSED PROJECT			2005 W/ MITIGATION			2005 W/ TDM						
	No. of Lanes	Volume	Total	No. of Lanes	Volume	Total	No. of Lanes	Volume	Total	No. of Lanes	Volume	Total	No. of Lanes	Volume	Total	No. of Lanes	Volume	Total				
NB Left	232	2	128	2	135	0	246	2	135	2	251	2	138	0	251	2	138	-1	250	2	138	
Comb. L-T	0	-	-	0	-	-	0	-	-	0	-	0	-	-	0	0	-	-	0	0	0	-
NB Thru	957	2	479	2	507	14	1028	2	514	0	1028	2	514	0	1028	2	514	0	1028	2	514	
Comb. T-R	0	-	-	0	-	-	0	-	-	0	-	0	-	-	0	0	-	-	0	0	0	-
NB Right	195	1	195	1	207	3	210	1	210	0	210	1	210	0	210	1	210	0	210	1	210	
Comb. L-T-R	0	-	-	0	-	-	0	-	-	0	-	0	-	-	0	0	-	-	0	0	0	-
SB Left	414	2	228	2	241	6	444	2	244	0	444	2	244	0	444	2	244	0	444	2	244	
Comb. L-T	0	-	-	0	-	-	0	-	-	0	-	0	-	-	0	0	-	-	0	0	0	-
SB Thru	972	2	486	2	515	38	1068	2	534	0	1068	2	534	0	1068	2	534	0	1068	2	534	
Comb. T-R	0	-	-	0	-	-	0	-	-	0	-	0	-	-	0	0	-	-	0	0	0	-
SB Right	154	1	154	1	163	3	166	1	166	0	166	1	166	0	166	1	166	0	166	1	166	
Comb. L-T-R	0	-	-	0	-	-	0	-	-	0	-	0	-	-	0	0	-	-	0	0	0	-
EB Left	271	2	149	2	158	0	287	2	158	0	287	2	158	0	287	2	158	0	287	2	158	
Comb. L-T	0	-	-	0	-	-	0	-	-	0	-	0	-	-	0	0	-	-	0	0	0	-
EB Thru	1120	2	429	2	454	54	1241	2	472	32	1273	2	489	0	1273	2	489	-7	1266	2	486	
Comb. T-R	0	-	-	0	-	-	0	-	-	0	-	0	-	-	0	0	-	-	0	0	0	-
EB Right	166	0	166	0	176	0	176	0	176	19	195	0	195	0	195	0	195	-4	191	0	166	
Comb. L-T-R	0	-	-	0	-	-	0	-	-	0	-	0	-	-	0	0	-	-	0	0	0	-
WB Left	243	2	134	2	142	4	262	2	144	0	262	2	144	0	262	2	144	0	262	2	144	
Comb. L-T	0	-	-	0	-	-	0	-	-	0	-	0	-	-	0	0	-	-	0	0	0	-
WB Thru	1079	2	473	2	502	12	1156	2	507	8	1164	2	510	0	1164	2	510	-2	1162	2	509	
Comb. T-R	0	-	-	0	-	-	0	-	-	0	-	0	-	-	0	0	-	-	0	0	0	-
WB Right	341	1	341	1	361	4	365	0	365	0	365	0	365	0	365	0	365	0	365	0	365	
Comb. L-T-R	0	-	-	0	-	-	0	-	-	0	-	0	-	-	0	0	-	-	0	0	0	-
Crit. Volumes:	N-S: 706	E-W: 622	SUM: 1329	N-S: 749	E-W: 660	SUM: 1408	N-S: 759	E-W: 665	SUM: 1424	N-S: 759	E-W: 668	SUM: 1426	N-S: 759	E-W: 668	SUM: 1426	N-S: 759	E-W: 668	SUM: 1426	N-S: 759	E-W: 668	SUM: 1426	
No. of Phases:	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	
Volume / Capacity:	0.966	1.024	1.035	1.037	1.037	1.037	1.037	1.037	1.037	1.037	1.037	1.037	1.037	1.037	1.037	1.037	1.037	1.037	1.037	1.037	1.037	
Level of Service:	E	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	

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

Notes:

LINSCOTT, LAW & GREENSPAN, ENGINEERS
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N-S St: Reseda Boulevard
 E-W St: Victory Boulevard
 Project: Krausz Companies Northridge / 1-023166-1
 File Name: CMA38
 Counts by: Accutiek

CRITICAL MOVEMENT ANALYSIS

Reseda Boulevard @ Victory Boulevard
 Peak Hour: AM
 Annual Growth: 2.0%
 Krausz Property Only Alternative B

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			15% TDM				
	No. of Lanes	Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Added Volume	Total Volume	No. of Lanes	Added Volume	Total Volume	No. of Lanes	Added Volume	Total Volume	No. of Lanes	Added Volume	Total Volume	No. of Lanes		
NB Left	84	1	84	5	89	1	89	0	89	1	89	0	89	0	89	0	89	1	89	
Comb. L-T	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
NB Thru	744	1	442	45	789	1	469	13	802	1	475	13	815	0	482	-3	812	1	480	
Comb. T-R	1	442	442	1	469	1	469	1	475	1	482	1	482	1	482	1	482	1	480	
NB Right	140	0	0	8	148	0	0	0	148	0	0	0	148	0	0	0	148	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	130	1	130	0	130	0	130	0	130	1	130	
Comb. L-T	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
SB Thru	993	1	584	60	1053	1	619	4	1056	1	620	2	1058	0	1058	-0	1058	1	621	
Comb. T-R	1	584	584	1	619	1	619	1	620	1	621	1	621	1	621	1	621	1	621	
SB Right	174	0	0	10	184	0	0	0	184	0	0	0	184	0	184	0	184	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	83	1	83	5	88	1	88	0	88	1	88	0	88	0	88	0	88	1	88	
Comb. L-T	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
EB Thru	1730	2	602	104	1834	2	638	0	1834	2	638	0	1834	0	1834	0	1834	2	638	
Comb. T-R	1	602	602	1	638	1	638	1	638	1	638	1	638	1	638	1	638	1	638	
EB Right	76	0	0	5	81	0	0	0	81	0	0	0	81	0	81	0	81	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	126	1	126	8	134	1	134	0	134	1	134	0	134	0	134	0	134	1	134	
Comb. L-T	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
WB Thru	1687	2	844	101	1788	2	894	0	1788	2	894	0	1788	0	1788	0	1788	2	894	
Comb. T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
WB Right	90	1	90	5	95	1	95	0	95	1	95	0	95	0	95	0	95	1	95	
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Crit. Volumes:	N-S:	668	N-S:	708	N-S:	709	N-S:	710	N-S:	710	N-S:	710	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	E-W:	982	E-W:	982	E-W:
SUM:	1594	SUM:	1690	SUM:	1691	SUM:	1692	SUM:	1692	SUM:	1692	SUM:	1692	SUM:	1692	SUM:	1692	SUM:	1692	SUM:
No. of Phases:	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	
Volume / Capacity:	0.993	0.993	0.993	0.993	0.993	0.993	0.993	0.993	0.993	0.993	0.993	0.993	0.993	0.993	0.993	0.993	0.993	0.993	0.993	
Level of Service:	E	E	E	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	

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

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

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

CRITICAL MOVEMENT ANALYSIS

Reseda Boulevard @ Victory Boulevard
 Peak Hour: PM
 Annual Growth: 2.00%
 Krausz Property Only Alternative B

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				2005 W/ TOM			
	No. of Lanes	Volume	Added Volume	Total Volume	No. of Lanes	Volume	Added Volume	Total Volume	No. of Lanes	Volume	Added Volume	Total Volume	No. of Lanes	Volume	Added Volume	Total Volume	No. of Lanes	Volume	Added Volume	Total Volume	No. of Lanes	Volume	Added Volume	Total Volume
NB Left	1	158	9	167	1	167	0	167	1	167	0	167	1	167	0	167	1	167	0	167	1	167	0	167
Comb. L-T	0	-	-	-	0	-	-	-	0	-	-	-	0	-	-	-	0	-	-	-	0	-	-	-
NB Thru	1	546	53	599	1	579	8	587	1	583	3	586	1	584	0	584	1	584	-1	583	1	584	-1	583
Comb. T-R	1	546	-	546	1	579	-	579	1	583	-	583	1	584	-	584	1	584	-	584	1	584	-	584
NB Right	0	-	12	12	0	-	0	12	0	12	0	12	0	12	0	12	0	12	0	12	0	12	0	12
Comb. L-T-R	0	-	-	-	0	-	-	-	0	-	-	-	0	-	-	-	0	-	-	-	0	-	-	-
SB Left	1	124	7	131	1	131	3	134	1	134	0	134	1	134	0	134	1	134	0	134	1	134	0	134
Comb. L-T	0	-	-	-	0	-	-	-	0	-	-	-	0	-	-	-	0	-	-	-	0	-	-	-
SB Thru	1	483	51	534	1	511	8	519	1	515	13	528	1	522	0	522	1	522	-3	519	1	521	-3	518
Comb. T-R	1	483	-	483	1	511	-	511	1	515	-	515	1	522	-	522	1	522	-	522	1	521	-	521
SB Right	0	-	7	7	0	-	0	7	0	7	0	7	0	7	0	7	0	7	0	7	0	7	0	7
Comb. L-T-R	0	-	-	-	0	-	-	-	0	-	-	-	0	-	-	-	0	-	-	-	0	-	-	-
EB Left	1	110	7	117	1	117	0	117	1	117	0	117	1	117	0	117	1	117	0	117	1	117	0	117
Comb. L-T	0	-	-	-	0	-	-	-	0	-	-	-	0	-	-	-	0	-	-	-	0	-	-	-
EB Thru	2	652	112	764	2	691	0	691	2	691	0	691	2	691	0	691	2	691	0	691	2	691	0	691
Comb. T-R	1	652	-	652	1	691	-	691	1	691	-	691	1	691	-	691	1	691	-	691	1	691	-	691
EB Right	0	-	5	5	0	-	0	5	0	5	0	5	0	5	0	5	0	5	0	5	0	5	0	5
Comb. L-T-R	0	-	-	-	0	-	-	-	0	-	-	-	0	-	-	-	0	-	-	-	0	-	-	-
WB Left	1	90	5	95	1	95	0	95	1	95	0	95	1	95	0	95	1	95	0	95	1	95	0	95
Comb. L-T	0	-	-	-	0	-	-	-	0	-	-	-	0	-	-	-	0	-	-	-	0	-	-	-
WB Thru	2	685	82	767	2	726	0	726	2	726	0	726	2	726	0	726	2	726	0	726	2	726	0	726
Comb. T-R	0	-	-	-	0	-	-	-	0	-	-	-	0	-	-	-	0	-	-	-	0	-	-	-
WB Right	1	153	9	162	1	162	4	166	1	166	0	166	1	166	0	166	1	166	0	166	1	166	0	166
Comb. L-T-R	0	-	-	-	0	-	-	-	0	-	-	-	0	-	-	-	0	-	-	-	0	-	-	-
Crit. Volumes:	N-S:	670		710	N-S:	710		717	N-S:	717		719	N-S:	719		719	N-S:	719		719	N-S:	718		718
	E-W:	795		842	E-W:	842		842	E-W:	842		842	E-W:	842		842	E-W:	842		842	E-W:	842		842
	SUM:	1465		1552	SUM:	1552		1559	SUM:	1559		1561	SUM:	1561		1561	SUM:	1561		1561	SUM:	1561		1561
No. of Phases:		2		2		2		2		2		2		2		2		2		2		2		2
Volume / Capacity:		0.906		0.935		0.940		0.941		0.941		0.941		0.941		0.941		0.941		0.941		0.941		0.940
Level of Service:		E		E		E		E		E		E		E		E		E		E		E		E

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

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

CRITICAL MOVEMENT ANALYSIS

Zelzah Avenue @ Nordhoff Street
 Peak Hour: AM
 Annual Growth: 2.0%
 Krausz Property Only Alternative B

Date: 03/12/2003
 Date of Count: 2002
 Projection Year: 2005

Movement	2002 EXIST. TRAFFIC				2005 W/ AMBIENT GROWTH				2005 W/ OTHER PROJECTS				2005 W/ PROPOSED PROJECT				2005 W/ MITIGATION				
	No. of Lanes	Volume	Lane Volume	No. of Lanes	Added Volume	Total Volume	Lane Volume	No. of Lanes	Added Volume	Total Volume	Lane Volume	No. of Lanes	Added Volume	Total Volume	Lane Volume	No. of Lanes	Added Volume	Total Volume	Lane Volume	No. of Lanes	
NB Left	19	1	19	1	20	0	20	1	20	0	20	1	20	0	20	1	20	0	20	1	20
Comb. L-T	0	-	0	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-
NB Thru	207	0	12	219	0	0	219	0	0	0	219	0	0	0	219	0	0	219	0	0	-
Comb. T-R	1	226	1	240	1	240	1	240	1	240	1	240	1	240	1	240	1	240	1	240	1
NB Right	19	0	1	20	0	0	20	0	0	0	20	0	0	0	20	0	0	20	0	0	-
Comb. L-T-R	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SB Left	76	1	76	5	81	1	81	1	107	26	107	1	107	0	107	1	107	0	107	1	107
Comb. L-T	0	-	0	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-
SB Thru	148	1	148	9	157	1	157	1	157	0	157	1	157	0	157	1	157	0	157	1	157
Comb. T-R	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-
SB Right [1]	867	2	477	52	919	2	505	2	525	35	954	2	525	0	954	2	525	0	954	2	525
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	391	2	215	23	414	2	228	47	461	2	254	2	254	0	461	2	254	0	461	2	254
Comb. L-T	0	-	0	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-
EB Thru	886	2	300	53	939	2	318	19	958	2	324	4	962	0	962	2	326	-1	961	2	325
Comb. T-R	1	300	1	318	1	318	1	324	1	324	1	324	1	326	1	326	1	326	1	326	1
EB Right	14	0	1	15	0	15	0	15	0	0	15	0	15	0	15	0	15	0	15	0	0
Comb. L-T-R	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WB Left	53	1	53	3	56	1	56	0	56	0	56	1	56	0	56	1	56	0	56	1	56
Comb. L-T	0	-	0	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-
WB Thru	1849	2	717	111	1960	2	760	63	2023	63	2023	2	792	33	2056	2	803	-7	2049	2	801
Comb. T-R	1	717	1	760	1	760	1	792	1	792	1	803	1	803	1	803	1	803	1	803	1
WB Right	301	0	18	319	0	319	0	354	0	354	0	354	0	354	0	354	0	354	0	354	0
Comb. L-T-R	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Crit. Volumes:	N-S: 302	N-S: 320	N-S: 346	N-S: 346	N-S: 346	N-S: 346	N-S: 346	N-S: 346	N-S: 346	N-S: 346	N-S: 346	N-S: 346	N-S: 346	N-S: 346	N-S: 346	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: 1046	E-W: 1046	E-W: 1046	E-W: 1046	E-W: 1046	E-W: 1046	E-W: 1046	E-W: 1046	E-W: 1046	E-W: 1046	E-W: 1046	E-W: 1046	E-W: 1046	E-W: 1046	E-W: 1046
	SUM: 1234	SUM: 1308	SUM: 1392	SUM: 1392	SUM: 1392	SUM: 1392	SUM: 1392	SUM: 1392	SUM: 1392	SUM: 1392	SUM: 1392	SUM: 1392	SUM: 1392	SUM: 1392	SUM: 1392	SUM: 1392	SUM: 1392	SUM: 1392	SUM: 1392	SUM: 1392	SUM: 1392
No. of Phases:	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4
Volume / Capacity:	0.897	0.951	1.013	1.013	1.013	1.013	1.013	1.013	1.013	1.013	1.013	1.013	1.013	1.013	1.013	1.013	1.013	1.013	1.013	1.013	1.013
Level of Service:	D	E	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F

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

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

CRITICAL MOVEMENT ANALYSIS

Zelzah Avenue @ Northhoff Street
 Peak Hour: PM
 Annual Growth: 2.00%
 Krausz Property Only Alternative B

Date: 03/12/2003
 Date of Count: 2002
 Projection Year: 2005

Movement	2002 EXIST. TRAFFIC				2005 W/ AMBIENT GROWTH				2005 W/ OTHER PROJECTS				2005 W/ PROPOSED PROJECT				2005 W/ MITIGATION				
	Volume	Lanes	No. of Lanes	Total Volume	Added Volume	Lane Volume	No. of Lanes	Total Volume	Added Volume	Lane Volume	No. of Lanes	Total Volume	Added Volume	Lane Volume	No. of Lanes	Total Volume	Added Volume	Lane Volume	No. of Lanes	Total Volume	
NB Left	14	1	15	15	1	15	1	15	1	15	1	15	0	15	1	15	0	15	1	15	
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	254	0	269	269	0	269	0	269	0	269	0	269	0	269	0	269	0	269	0	269	
Comb. T-R	1	292	310	310	1	310	1	310	1	310	1	310	0	310	1	310	0	310	1	310	
NB Right	38	0	40	40	0	40	0	40	0	40	0	40	0	40	0	40	0	40	0	40	
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
SB Left	159	1	169	169	11	180	1	180	0	180	1	180	0	180	1	180	0	180	1	180	
Comb. L-T	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
SB Thru	108	1	114	114	0	114	1	114	0	114	1	114	0	114	1	114	0	114	1	114	
Comb. T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
SB Right [1]	703	2	387	410	15	760	2	760	0	760	2	760	0	760	2	760	0	760	2	760	
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	488	2	268	285	13	530	2	530	0	530	2	530	0	530	2	530	0	530	2	530	
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	1843	2	624	661	50	2003	2	2035	32	2035	2	2035	0	2035	2	2035	0	2035	2	2035	
Comb. T-R	1	624	661	661	1	678	1	689	1	689	1	689	0	689	1	689	0	689	1	689	
EB Right	29	0	31	31	0	31	0	31	0	31	0	31	0	31	0	31	0	31	0	31	
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
WB Left	24	1	24	25	0	25	1	25	0	25	1	25	0	25	1	25	0	25	1	25	
Comb. L-T	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
WB Thru	1318	2	484	513	4	1401	2	1409	8	1409	2	1409	0	1409	2	1408	-2	1408	2	1408	
Comb. T-R	1	484	513	513	1	518	1	521	1	521	1	521	0	521	1	521	0	521	1	521	
WB Right	135	0	143	143	10	153	0	153	0	153	0	153	0	153	0	153	0	153	0	153	
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
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: 812	SUM: 1301	N-S: 489	E-W: 812	SUM: 1301	N-S: 489	E-W: 812	SUM: 1301	N-S: 489	E-W: 812	SUM: 1301
No. of Phases:	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	
Volume / Capacity:	0.875	0.928	0.945	0.947	0.947	0.947	0.947	0.947	0.947	0.947	0.947	0.947	0.947	0.947	0.947	0.947	0.947	0.947	0.947	0.947	
Level of Service:	D	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	

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

LINSCOTT, LAW & GREENSPAN, ENGINEERS
 234 E. Colorado Blvd., Suite 400 Pasadena, CA 91101
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N-S St: Mason Avenue Avenue
 E-W St: Devonshire Street
 Project: Krausz Companies Northridge / 1-023166-1
 File Name: CMA40
 Counts by: Accutek

CRITICAL MOVEMENT ANALYSIS

Mason Avenue Avenue @ Devonshire Street
 Peak Hour: AM
 Annual Growth: 2.0%
 Krausz Property Only Alternative B

Date: 04/09/2003
 Date of Count: 2003
 Projection Year: 2005

Movement	2003 EXIST. TRAFFIC				2005 W/ AMBIENT GROWTH				2005 W/ OTHER PROJECTS				2005 W/ PROPOSED PROJECT				2005 W/ MITIGATION											
	No. of Lanes	Volume	Lane	No. of Lanes	Added Volume	Total Volume	Lane	No. of Lanes	Added Volume	Total Volume	Lane	No. of Lanes	Added Volume	Total Volume	Lane	No. of Lanes	Added Volume	Total Volume	Lane	No. of Lanes	Added Volume	Total Volume	Lane	No. of Lanes	Added Volume	Total Volume		
NB Left	66	1	66	1	69	1	68	1	68	0	68	1	68	30	98	1	98	0	98	1	98	0	98	1	98	0	98	
Comb. L-T	0	-	0	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	
NB Thru	312	1	183	1	190	1	192	1	192	10	334	1	192	300	634	1	352	0	634	1	352	0	634	1	352	0	634	
Comb. T-R	1	183	1	190	1	192	1	192	1	192	1	192	1	192	1	352	1	352	1	352	1	352	1	352	1	352	1	352
NB Right	53	0	-	0	-	55	0	-	51	-5	51	0	-	20	71	0	-	0	71	0	-	0	71	0	-	0	71	
Comb. L-T-R	0	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	
SB Left	164	1	164	1	171	1	173	1	173	3	173	1	173	0	173	1	173	0	173	1	173	0	173	1	173	0	173	
Comb. L-T	0	-	0	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	
SB Thru	1059	2	530	2	551	2	598	2	598	95	1196	2	598	300	1496	2	748	0	1496	2	748	0	1496	2	748	0	1496	
Comb. T-R	0	-	0	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	
SB Right [1]	186	1	186	1	193	1	217	1	217	24	217	1	217	0	217	1	217	0	217	1	217	0	217	1	217	0	217	
Comb. L-T-R	0	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	
EB Left	117	1	117	1	122	1	127	1	127	5	127	1	127	0	127	1	127	0	127	1	127	0	127	1	127	0	127	
Comb. L-T	0	-	0	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	
EB Thru	692	2	346	2	360	2	395	2	395	71	790	2	402	0	803	2	402	-3	801	2	400	-3	801	2	400	-3	801	
Comb. T-R	0	-	0	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	
EB Right	158	1	158	1	164	1	161	1	161	-4	161	1	161	30	191	1	191	0	191	1	191	0	191	1	191	0	191	
Comb. L-T-R	0	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	
WB Left	265	1	265	1	276	1	275	1	275	-1	275	1	275	20	295	1	295	0	295	1	295	0	295	1	295	0	295	
Comb. L-T	0	-	0	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	
WB Thru	920	2	460	2	478	2	472	2	472	-13	944	2	473	0	946	2	473	-0	946	2	473	-0	946	2	473	-0	946	
Comb. T-R	0	-	0	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	
WB Right	57	1	57	1	59	1	64	1	64	5	64	1	64	0	64	1	64	0	64	1	64	0	64	1	64	0	64	
Comb. L-T-R	0	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	
Crit. Volumes:	N-S: 596	E-W: 611	SUM: 1207	N-S: 619	E-W: 635	SUM: 1255	N-S: 666	E-W: 670	SUM: 1336	N-S: 666	E-W: 677	SUM: 1342	N-S: 666	E-W: 697	SUM: 1542	N-S: 846	E-W: 695	SUM: 1541	N-S: 846	E-W: 695	SUM: 1541	N-S: 846	E-W: 695	SUM: 1541	N-S: 846	E-W: 695	SUM: 1541	
No. of Phases:	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	
Volume / Capacity:	0.877	0.913	0.972	0.972	0.972	0.972	0.972	0.972	0.972	0.972	0.972	0.972	0.972	0.972	0.972	0.972	0.972	0.972	0.972	0.972	0.972	0.972	0.972	0.972	0.972	0.972	0.972	
Level of Service:	D	E	E	E	E	E	E	E	E	E	E	E	E	E	E	F	F	F	F	F	F	F	F	F	F	F	F	

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