

Linscott, Law & Greenspan, Engineers

APPENDIX B-3

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

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

CRITICAL MOVEMENT ANALYSIS

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

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

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

Movement	2002 EXIST. TRAFFIC			2005 W/ AMBIENT GROWTH			2005 W/ OTHER PROJECTS			2005 W/ PROPOSED PROJECT			2005 W/ MITIGATION [2]				
	No. of Lanes	Volume	Lane	Added	Total	No. of Lanes	Volume	Lane	Added	Total	No. of Lanes	Volume	Lane	Added	Total	No. of Lanes	Volume
NB Left	71	1	71	4	75	1	75	1	75	0	75	1	75	0	75	1	75
Comb. L-T	0	-	869	90	1585	1	921	1	949	10	1650	0	954	-200	1450	1	804
NB Thru	1	869	921	1	921	1	949	1	949	1	954	1	954	1	804	1	804
Comb. T-R [1]	0	-	243	15	258	0	258	0	258	0	258	0	258	-100	158	0	-
NB Right	0	-	87	5	92	0	92	0	92	0	92	0	92	0	92	0	92
Comb. L-T-R	0	-	2108	126	2234	2	755	2	805	-12	2369	2	801	-200	2169	2	735
SB Left	87	1	87	5	92	1	92	1	92	0	92	1	92	0	92	1	92
Comb. L-T	0	-	713	2	755	1	755	1	805	0	805	1	801	0	801	1	735
SB Thru	1	713	755	1	755	1	805	1	805	0	805	1	801	0	801	1	735
Comb. T-R	0	-	30	2	32	0	32	0	32	0	32	0	32	0	32	0	-
SB Right	0	-	21	1	22	1	22	1	25	0	25	1	25	0	25	1	25
Comb. L-T-R	0	-	142	9	151	0	151	0	151	-1	150	0	150	0	150	0	-
EB Left	21	1	21	10	169	0	169	0	169	0	169	0	169	0	169	0	-
Comb. L-T	0	-	159	10	169	0	169	0	169	0	169	0	169	0	169	0	-
EB Thru	1	301	319	1	319	1	319	1	319	0	319	1	318	0	318	1	318
Comb. T-R	0	-	521	31	552	1	552	1	552	0	552	1	552	-100	452	1	317
EB Right	0	-	188	11	199	0	199	0	199	1	200	0	200	0	200	0	-
Comb. L-T-R	0	-	81	5	86	0	86	0	86	0	86	0	88	0	88	0	-
WB Left	1	365	387	1	387	1	387	1	387	0	387	1	387	-100	287	1	287
Comb. L-T	0	-	188	11	199	0	199	0	199	1	200	0	200	0	200	0	-
WB Thru	1	213	225	1	225	1	225	1	227	1	227	1	227	0	227	1	212
Comb. T-R	0	-	81	5	86	0	86	0	88	0	88	0	88	0	88	0	-
WB Right	0	-	521	31	552	1	552	1	552	0	552	1	552	-100	452	1	317
Comb. L-T-R	0	-	188	11	199	0	199	0	199	1	200	0	200	0	200	0	-
Crit. Volumes:	N-S:	956	1013	N-S:	1041	N-S:	1041	N-S:	1046	N-S:	1046	N-S:	1046	N-S:	896	N-S:	896
	E-W:	666	706	E-W:	706	E-W:	706	E-W:	705	E-W:	705	E-W:	705	E-W:	635	E-W:	635
	SUM:	1622	1719	SUM:	1719	SUM:	1747	SUM:	1751	SUM:	1751	SUM:	1751	SUM:	1531	SUM:	1531
No. of Phases:	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Volume / Capacity:	1.138	1.206	1.226	1.226	1.226	1.226	1.226	1.226	1.226	1.226	1.226	1.226	1.226	1.226	1.226	1.226	1.074
Level of Service:	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F

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

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

Notes: [1] Northbound curb lane functions as a parking lane, due to parking availability during the AM peak hour.
 [2] Traffic volumes shown in the added volume column reflect redistribution of traffic due to Mason Avenue crossing.

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CRITICAL MOVEMENT ANALYSIS

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

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

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

Movement	2002 EXIST. TRAFFIC				2005 W/ AMBIENT GROWTH				2005 W/ OTHER PROJECTS				2005 W/ PROPOSED PROJECT				2005 W/ MITIGATION [2]			
	No. of Lanes	Volume	Lane Volume	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
NB Left	56	1	56	1	3	59	1	59	0	59	1	59	0	59	1	59	0	59	1	59
Comb. L-T	0	-	-	0	-	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-
NB Thru	2298	2	885	2	138	2436	2	938	155	2591	2	989	19	2610	2	996	-200	2410	2	896
Comb. T-R	1	885	885	1	938	938	1	989	1	989	1	989	0	989	1	989	0	989	1	896
NB Right	356	0	-	0	21	377	0	-	0	377	0	-	0	377	0	-	-100	277	0	-
Comb. L-T-R	0	0	-	0	0	377	0	-	0	377	0	-	0	377	0	-	-100	277	0	-
SB Left	67	1	67	1	4	71	1	71	0	71	1	71	0	71	1	71	0	71	1	71
Comb. L-T	0	-	-	0	-	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-
SB Thru	1341	2	456	2	80	1421	2	483	41	1462	2	497	41	1503	2	511	-200	1303	2	444
Comb. T-R	1	456	456	1	483	483	1	497	1	497	1	497	0	497	1	511	0	511	1	444
SB Right	27	0	-	0	2	29	0	-	0	29	0	-	0	29	0	-	0	29	0	-
Comb. L-T-R	0	0	-	0	0	29	0	-	0	29	0	-	0	29	0	-	0	29	0	-
EB Left	91	1	91	1	5	96	1	96	3	99	1	99	0	99	1	99	0	99	1	99
Comb. L-T	0	-	-	0	-	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-
EB Thru	149	0	-	0	9	158	0	-	0	158	0	-	5	163	0	-	0	163	0	-
Comb. T-R	1	264	264	1	280	280	1	280	0	280	1	280	0	280	1	285	0	285	1	285
EB Right	115	0	-	0	7	122	0	-	0	122	0	-	0	122	0	-	0	122	0	-
Comb. L-T-R	0	0	-	0	0	122	0	-	0	122	0	-	0	122	0	-	0	122	0	-
WB Left	441	1	309	1	26	467	1	327	0	467	1	327	0	467	1	327	-100	367	1	257
Comb. L-T	1	190	190	1	6	105	0	-	0	105	0	-	2	107	0	-	0	107	0	-
WB Thru	99	0	-	0	6	105	0	-	0	105	0	-	0	105	0	-	0	105	0	-
Comb. T-R	1	190	190	1	9	158	0	-	3	160	0	-	0	160	0	-	0	160	0	-
WB Right	149	0	-	0	9	158	0	-	0	158	0	-	0	158	0	-	0	158	0	-
Comb. L-T-R	0	0	-	0	0	158	0	-	0	158	0	-	0	158	0	-	0	158	0	-
Crit. Volumes:	N-S:	952	1009	N-S:	1060	1060	N-S:	1067	1067	1067	N-S:	1067	1067	1067	N-S:	967	967	967	N-S:	967
	E-W:	573	607	E-W:	607	607	E-W:	612	612	612	E-W:	612	612	612	E-W:	542	542	542	E-W:	542
	SUM:	1524	1616	SUM:	1616	1616	SUM:	1667	1667	1667	SUM:	1667	1667	1667	SUM:	1509	1509	1509	SUM:	1509
No. of Phases:	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Volume / Capacity:	1.070	1.134	1.170	1.170	1.170	1.170	1.170	1.170	1.170	1.170	1.170	1.170	1.170	1.170	1.170	1.170	1.170	1.170	1.170	1.059
Level of Service:	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F

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

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CRITICAL MOVEMENT ANALYSIS

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

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

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

Movement	2002 EXIST. TRAFFIC			2005 W/ AMBIENT GROWTH			2005 W/ OTHER PROJECTS			2005 W/ PROPOSED PROJECT			2005 W/ MITIGATION [2]					
	No. of Lanes	Volume	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	
NB Left	60	1	60	4	63	1	63	0	63	1	63	0	63	1	63	0	63	
Comb. L-T	0	-	0	0	-	0	0	0	0	0	0	0	0	0	0	0	0	
NB Thru	1626	2	813	98	1724	2	862	105	1828	2	914	0	1828	2	914	-250	1578	
Comb. T-R	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	0	47	1	47	-3	44	1	44	0	44	
Comb. L-T-R-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
SB Left	100	1	100	6	106	1	106	0	106	1	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	
SB Thru	1367	2	568	82	1449	2	602	51	1499	2	620	0	1499	2	620	-250	1249	
Comb. T-R	0	-	0	0	-	0	0	0	0	0	0	0	0	0	0	0	0	
SB Right	338	0	338	20	359	0	359	3	361	0	361	0	361	0	361	-50	311	
Comb. L-T-R-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
EB Left	229	1	229	14	243	1	243	4	247	1	247	0	247	1	247	-50	197	
Comb. L-T	0	-	0	0	-	0	0	0	0	0	0	0	0	0	0	0	0	
EB Thru	427	1	227	26	453	1	240	86	539	1	283	-4	535	1	281	0	535	
Comb. T-R [1]	0	-	0	0	-	0	0	0	0	0	0	0	0	0	0	0	0	
EB Right	26	0	26	2	28	0	28	0	28	0	28	0	28	0	28	0	28	
Comb. L-T-R-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
WB Left	66	1	66	4	70	1	70	0	70	1	70	3	73	1	73	0	73	
Comb. L-T	0	-	0	0	-	0	0	0	0	0	0	0	0	0	0	0	0	
WB Thru	810	2	405	49	859	2	429	26	885	2	442	4	889	2	444	0	889	
Comb. T-R	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	4	95	1	95	0	95	1	95	0	95	
Comb. L-T-R-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Crit. Volumes:	N-S:	913	N-S:	968	N-S:	1020	N-S:	1020	N-S:	1020	N-S:	1020	N-S:	1020	N-S:	1020	N-S:	895
	E-W:	634	E-W:	672	E-W:	689	E-W:	689	E-W:	691	E-W:	691	E-W:	691	E-W:	691	E-W:	641
	SUM:	1547	SUM:	1640	SUM:	1709	SUM:	1709	SUM:	1711	SUM:	1711	SUM:	1711	SUM:	1711	SUM:	1536
No. of Phases:	2			2			2			2			2			2		
Volume / Capacity:	1.032			1.093			1.139			1.141			1.141			1.024		
Level of Service:	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. 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.

CRITICAL MOVEMENT ANALYSIS

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

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

Worksheet: 1-023166-1

Phase	2005 W/ AMBIENT GROWTH				2005 W/ OTHER PROJECTS				2005 W/ PROPOSED PROJECT				2005 W/ MITIGATION [2]			
	Added	Total	No. of	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane	Added	Total	No. of	Lane
Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume	Volume	Volume	Lanes	Volume	
9	4	62	1	62	0	62	1	62	0	62	1	62	0	62	1	62
2	141	2483	2	850	73	2555	2	875	0	2555	2	878	-250	2305	2	795
2	4	69	0	850	0	850	1	875	10	79	0	878	0	79	1	795
0	0	0	0	0	0	69	0	0	0	79	0	0	0	0	0	0
0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12	8	140	1	140	0	140	1	140	0	140	1	140	0	140	1	140
59	101	1788	2	699	85	1873	2	728	0	1873	2	728	-250	1623	2	628
59	17	308	0	699	3	311	1	728	0	311	0	728	-50	261	1	628
0	0	0	0	0	0	311	0	0	0	311	0	0	0	261	0	0
73	10	183	1	183	3	186	1	186	0	186	1	186	-50	136	1	136
48	58	1018	2	369	11	1029	2	373	15	1044	2	378	0	1044	2	378
48	5	89	0	369	0	89	1	373	0	89	0	378	0	89	1	378
0	0	0	0	0	0	89	0	0	0	89	0	0	0	89	0	0
82	5	87	1	87	0	87	1	87	5	92	1	92	0	92	1	92
50	36	634	2	265	55	689	2	284	7	696	2	287	0	696	2	287
50	9	162	0	265	3	164	1	284	0	164	0	287	0	164	1	287
0	0	0	0	0	0	164	0	0	0	164	0	0	0	164	0	0
335	2	935	2	991	1015	1015	2	1015	2	1018	2	1018	0	1018	2	935
330	0	456	1	456	470	470	1	470	7	472	1	472	0	472	1	469
365	0	1446	1	1446	1485	1485	1	1485	0	1490	1	1490	0	1490	1	1404
2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
0.910	0.964	0.990	0.994	0.990	0.994	0.994	0.994	0.994	0.994	0.994	0.994	0.994	0.994	0.994	0.994	0.936
E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E

of Critical Volumes (Intersection Capacity): 2 Phase=1500, 3 Phase=1425, 4+ Phase=1375, Unsignalized=1200.
 55% of volume is assigned to heavier lane.
 70% of volume is assigned to exclusive lane.
 50% of overlapping left turn.
 shown in the added volume column reflect redistribution of traffic due to Mason Avenue crossing.

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CRITICAL MOVEMENT ANALYSIS

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

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

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

Movement	2002 EXIST. TRAFFIC				2005 W/ AMBIENT GROWTH				2005 W/ OTHER PROJECTS				2005 W/ PROPOSED PROJECT				2005 W/ MITIGATION [2]			
	Volume	No. of Lanes	Lane Volume	Total Volume	Added Volume	No. of Lanes	Lane Volume	Total Volume	Added Volume	No. of Lanes	Lane Volume	Total Volume	Added Volume	No. of Lanes	Lane Volume	Total Volume	Added Volume	No. of Lanes	Lane Volume	Total Volume
NB Left	92	2	51	6	98	2	54	0	98	2	54	0	98	2	54	0	98	2	54	0
Comb. L-T	0	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0
NB Thru	955	2	478	57	1012	2	506	95	1107	2	553	-3	1104	2	552	-200	904	2	452	0
Comb. T-R	0	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0
NB Right [1]	98	1	98	6	104	1	104	0	104	1	104	0	104	1	104	0	104	1	104	0
Comb. L-T-R	0	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0
SB Left	112	2	62	7	119	2	65	0	119	2	65	0	119	2	65	0	119	2	65	0
Comb. L-T	0	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0
SB Thru	1478	2	591	89	1567	2	626	38	1605	2	639	3	1608	2	640	-200	1408	2	573	0
Comb. T-R	1	1	591	1	626	1	626	0	626	1	639	0	639	1	640	0	640	1	640	0
SB Right	294	0	-	18	312	0	-	0	312	0	-	0	312	0	-	0	312	0	-	0
Comb. L-T-R	0	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0
EB Left	251	2	138	15	266	2	146	3	269	2	148	0	269	2	148	0	269	2	148	0
Comb. L-T	0	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0
EB Thru	936	2	331	56	992	2	351	4	996	2	352	-6	990	2	350	0	990	2	350	0
Comb. T-R	1	1	331	1	351	1	351	0	351	1	352	0	350	1	350	0	350	1	350	0
EB Right	56	0	-	3	59	0	-	0	59	0	-	0	59	0	-	0	59	0	-	0
Comb. L-T-R	0	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0
WB Left	201	2	111	12	213	2	117	0	213	2	117	0	213	2	117	0	213	2	117	0
Comb. L-T	0	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0
WB Thru	977	2	355	59	1036	2	376	5	1041	2	378	5	1046	2	380	0	1046	2	380	0
Comb. T-R	1	1	355	1	376	1	376	0	376	1	378	0	380	1	380	0	380	1	380	0
WB Right	87	0	-	5	92	0	-	3	95	0	-	0	95	0	-	0	95	0	-	0
Comb. L-T-R	0	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0
Crit. Volumes:	N-S: 641	N-S: 680	N-S: 692	N-S: 693	E-W: 493	E-W: 522	E-W: 526	E-W: 528	E-W: 528	SUM: 1134	SUM: 1202	SUM: 1219	SUM: 1221	SUM: 1221	SUM: 1221	SUM: 1221	SUM: 1221	SUM: 1221	SUM: 1221	SUM: 1221
No. of Phases:	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4
Volume / Capacity:	0.825	0.874	0.886	0.886	0.886	0.886	0.886	0.886	0.886	0.886	0.886	0.886	0.886	0.886	0.886	0.886	0.886	0.886	0.886	0.886
Level of Service:	D	D	D	D	D	D	D	D	D	D	D	D	D	D	D	D	D	D	D	D

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

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CRITICAL MOVEMENT ANALYSIS

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

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

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

Movement	2002 EXIST. TRAFFIC			2005 W/ AMBIENT GROWTH			2005 W/ OTHER PROJECTS			2005 W/ PROPOSED PROJECT			2005 W/ MITIGATION [2]					
	No. of Lanes	Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Added Volume	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Added Volume	Total Volume	No. of Lanes	Added Volume	Total Volume	
NB Left	140	2	77	8	148	2	82	0	148	2	82	2	0	148	2	0	82	
Comb. L-T	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
NB Thru	1401	2	526	84	1485	2	557	58	1543	2	576	2	10	1553	2	-200	1353	
Comb. T-R	1	1	526	1	527	1	526	1	527	1	526	1	1	527	1	1	526	
NB Right	176	0	0	11	187	0	0	0	187	0	0	0	0	187	0	0	187	
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
SB Left	178	2	98	11	189	2	104	0	189	2	104	2	0	189	2	0	104	
Comb. L-T	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
SB Thru	1128	2	564	68	1196	2	598	78	1273	2	637	2	5	1278	2	-200	1078	
Comb. T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
SB Right [1]	214	1	214	13	227	1	227	0	227	1	227	1	0	227	1	0	227	
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
EB Left	372	2	205	22	394	2	217	3	397	2	218	2	0	397	2	0	218	
Comb. L-T	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
EB Thru	1335	2	480	80	1415	2	508	15	1430	2	513	2	20	1450	2	0	1450	
Comb. T-R	1	1	480	1	481	1	480	1	481	1	480	1	1	481	1	1	480	
EB Right	104	0	0	6	110	0	0	0	110	0	0	0	0	110	0	0	110	
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
WB Left	176	2	97	11	187	2	103	0	187	2	103	2	0	187	2	0	103	
Comb. L-T	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
WB Thru	859	2	323	52	911	2	342	13	924	2	347	2	10	934	2	0	934	
Comb. T-R	1	1	323	1	324	1	323	1	324	1	323	1	1	324	1	1	323	
WB Right	109	0	0	7	116	0	0	3	118	0	0	0	0	118	0	0	118	
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Crit. Volumes:	N-S:	641	N-S:	679	N-S:	718	N-S:	718	N-S:	718	N-S:	721	N-S:	621	N-S:	621	N-S:	621
	E-W:	576	E-W:	611	E-W:	616	E-W:	616	E-W:	616	E-W:	623	E-W:	623	E-W:	623	E-W:	623
	SUM:	1217	SUM:	1291	SUM:	1334	SUM:	1334	SUM:	1334	SUM:	1343	SUM:	1243	SUM:	1243	SUM:	1243
No. of Phases:	4			4			4			4			4			4		
Volume / Capacity:	0.885			0.939			0.970			0.977			0.904			0.904		
Level of Service:	D			E			E			E			E			E		

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

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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 C

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

Movement	2002 EXIST. TRAFFIC				2005 W/ AMBIENT GROWTH				2005 W/ OTHER PROJECTS				2005 W/ PROPOSED PROJECT				2005 W/ MITIGATION			
	No. of Lanes	Volume	Added	Total	No. of Lanes	Volume	Added	Total	No. of Lanes	Volume	Added	Total	No. of Lanes	Volume	Added	Total	No. of Lanes	Volume	Added	Total
NB Left	2	93	10	179	2	99	9	188	2	104	0	188	2	104	-20	168	2	93	0	93
Comb. L-T	0	-	0	0	0	-	0	0	0	-	0	0	0	0	0	0	0	0	0	0
NB Thru	6	0	0	6	0	-	0	6	0	-	0	6	0	-	0	6	0	0	0	0
Comb. T-R	1	86	1	283	1	91	15	298	1	96	0	298	1	96	-20	278	1	90	0	90
NB Right	1	187	16	283	1	198	15	298	1	209	0	298	1	209	-20	278	1	195	0	195
Comb. L-T-R-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SB Left	9	1	1	10	1	10	0	10	1	10	0	10	1	10	0	10	1	10	0	10
Comb. L-T	0	-	0	0	0	-	0	0	0	-	0	0	0	0	0	0	0	0	0	0
SB Thru	5	0	0	5	0	-	-1	5	0	-	0	5	0	-	0	5	0	0	0	0
Comb. T-R	1	14	1	15	1	15	-2	8	1	13	0	8	1	13	0	8	1	13	0	13
SB Right	9	0	1	10	0	-	-2	8	0	-	0	8	0	-	0	8	0	0	0	0
Comb. L-T-R-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EB Left	8	1	0	8	1	8	0	8	1	8	0	8	1	8	0	8	1	8	0	8
Comb. L-T	0	-	45	790	0	-	-17	772	0	-	-3	769	0	-	0	769	0	0	0	0
EB Thru	1	527	1	558	1	558	1	581	1	581	0	581	1	579	0	579	1	569	0	569
Comb. T-R	1	527	1	558	1	558	1	581	1	581	0	581	1	579	0	579	1	569	0	569
EB Right	308	0	18	326	0	-	63	389	0	-	0	389	0	-	-20	369	0	0	0	0
Comb. L-T-R-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WB Left	49	1	3	52	1	52	23	75	1	75	0	75	1	75	-20	55	1	55	0	55
Comb. L-T	0	-	74	1302	0	-	-29	1273	0	-	3	1276	0	-	0	1276	0	0	0	0
WB Thru	1	624	1	661	1	661	1	662	1	662	0	662	1	663	0	663	1	663	0	663
Comb. T-R	1	624	1	661	1	661	1	662	1	662	0	662	1	663	0	663	1	663	0	663
WB Right	20	0	1	21	0	-	30	51	0	-	0	51	0	-	0	51	0	0	0	0
Comb. L-T-R-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Crit. Volumes:		N-S: 171		N-S: 182		N-S: 181		N-S: 181		N-S: 181		N-S: 181		N-S: 181		N-S: 177		N-S: 177		N-S: 177
		E-W: 632		E-W: 670		E-W: 670		E-W: 670		E-W: 670		E-W: 670		E-W: 670		E-W: 672		E-W: 672		E-W: 672
		SUM: 803		SUM: 852		SUM: 851		SUM: 851		SUM: 851		SUM: 851		SUM: 853		SUM: 849		SUM: 849		SUM: 849
No. of Phases:	4		4		4		4		4		4		4		4		4		4	
Volume / Capacity:	0.584		0.519		0.519		0.519		0.520		0.520		0.520		0.517		0.517		0.517	
Level of Service:	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 ATSA/CATCS.

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CRITICAL MOVEMENT ANALYSIS

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

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

Movement	2002 EXIST. TRAFFIC				2005 W/ AMBIENT GROWTH				2005 W/ OTHER PROJECTS				2005 W/ PROPOSED PROJECT				2005 W/ MITIGATION				
	No. of Lanes	Volume	Added	Total	No. of Lanes	Volume	Added	Total	No. of Lanes	Volume	Added	Total	No. of Lanes	Volume	Added	Total	No. of Lanes	Volume	Added	Total	
NB Left	2	162	18	312	2	171	52	363	2	200	0	363	2	200	-20	343	2	189	0	0	
Comb. L-T	0	-	0	-	0	-	0	8	0	0	0	8	0	0	0	8	0	0	0	0	
NB Thru	8	0	0	8	1	242	0	256	1	256	0	256	1	256	0	256	1	250	0	0	
Comb. T-R	1	228	44	777	1	544	48	825	1	578	0	825	1	578	-20	805	1	564	0	0	
NB Right	733	1	513	777	1	544	48	825	1	578	0	825	1	578	-20	805	1	564	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	10	1	10	11	1	11	0	11	1	11	0	11	1	11	0	11	1	11	0	0	
Comb. L-T	0	-	0	-	0	-	-1	10	0	0	0	10	0	0	0	10	0	0	0	0	
SB Thru	10	0	1	11	0	-	0	10	1	19	0	10	1	19	0	10	1	19	0	0	
Comb. T-R	1	20	0	21	1	21	0	21	1	19	0	19	1	19	0	19	1	19	0	0	
SB Right	10	0	1	11	0	-	-2	9	0	0	0	9	0	0	0	9	0	0	0	0	
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
EB Left	17	1	17	18	1	18	3	21	1	21	0	21	1	21	0	21	1	21	0	0	
Comb. L-T	0	-	0	-	0	-	-14	917	0	0	0	917	0	0	0	917	0	0	0	0	
EB Thru	878	1	525	931	1	557	0	557	1	552	10	927	1	557	0	927	1	547	0	0	
Comb. T-R	1	525	10	182	1	557	4	186	0	0	0	186	0	0	-20	166	0	0	0	0	
EB Right	172	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
WB Left	258	1	258	273	1	273	0	273	1	273	0	273	1	273	-20	253	1	253	0	0	
Comb. L-T	0	-	0	-	0	-	-18	713	0	0	5	718	0	0	0	718	0	0	0	0	
WB Thru	690	1	349	731	1	369	0	366	1	366	0	366	1	368	0	368	1	368	0	0	
Comb. T-R	1	349	0	7	1	369	10	18	0	0	0	18	0	0	0	18	0	0	0	0	
WB Right	7	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Crit. Volumes:	N-S:	394		418	N-S:	418		452	N-S:	452		452	N-S:	452		448	N-S:	448			
	E-W:	783		830	E-W:	830		825	E-W:	825		830	E-W:	830		800	E-W:	800			
	SUM:	1177		1248	SUM:	1248		1277	SUM:	1277		1282	SUM:	1282		1248	SUM:	1248			
No. of Phases:	4				4				4				4				4				
Volume / Capacity:	0.856				* 0.807				* 0.828				* 0.832				* 0.807				
Level of Service:	D				D				D				D				D				

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

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CRITICAL MOVEMENT ANALYSIS

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

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

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

Movement	2002 EXIST. TRAFFIC				2005 W/ AMBIENT GROWTH				2005 W/ OTHER PROJECTS				2005 W/ PROPOSED PROJECT				2005 W/ MITIGATION [1]													
	No. of Lanes	Volume	Lane	Total	Added	Volume	Lane	Total	Added	Volume	Lane	Total	Added	Volume	Lane	Total	Added	Volume	Lane	Total	Added	Volume	Lane	Total	Added	Volume	Lane	Total		
NB Left	1	174	1	184	10	184	1	184	0	184	1	184	3	187	1	187	0	187	1	187	0	187	1	187	0	187	1	187		
Comb. L-T	0	-	0	-	28	213	2	213	25	522	2	522	0	522	2	522	-50	472	2	472	-50	422	2	422	-50	372	2	372		
NB Thru	2	201	2	213	28	213	2	213	25	522	2	522	0	522	2	522	-50	472	2	472	-50	422	2	422	-50	372	2	372		
Comb. T-R	1	201	1	213	28	213	1	213	25	522	1	522	0	522	1	522	-50	472	1	472	-50	422	1	422	-50	372	1	372		
NB Right	0	-	0	-	8	143	0	143	0	143	0	143	0	143	0	143	0	143	0	143	0	143	0	143	0	143	0	143		
Comb. L-T-R	0	-	0	-	8	143	0	143	0	143	0	143	0	143	0	143	0	143	0	143	0	143	0	143	0	143	0	143		
SB Left	1	36	1	38	2	38	1	38	0	38	1	38	0	38	1	38	0	38	1	38	0	38	1	38	0	38	1	38		
Comb. L-T	0	-	0	-	48	851	2	851	86	937	2	937	0	937	2	937	-50	887	2	887	-50	837	2	837	-50	787	2	787		
SB Thru	2	272	2	289	48	851	2	851	86	937	2	937	0	937	2	937	-50	887	2	887	-50	837	2	837	-50	787	2	787		
Comb. T-R	1	272	1	289	48	851	1	289	86	937	1	289	0	289	1	289	-50	239	1	239	-50	189	1	189	-50	139	1	139		
SB Right	0	-	0	-	1	15	0	15	0	15	0	15	0	15	0	15	0	15	0	15	0	15	0	15	0	15	0	15		
Comb. L-T-R	0	-	0	-	1	15	0	15	0	15	0	15	0	15	0	15	0	15	0	15	0	15	0	15	0	15	0	15		
EB Left	1	36	1	38	2	38	1	38	0	38	1	38	0	38	1	38	0	38	1	38	0	38	1	38	0	38	1	38		
Comb. L-T	0	-	0	-	44	770	1	770	0	770	1	770	0	770	1	770	0	770	1	770	0	770	1	770	0	770	1	770		
EB Thru	1	484	1	513	44	770	1	513	0	770	1	513	0	770	1	513	0	770	1	513	0	770	1	513	0	770	1	513		
Comb. T-R	1	484	1	513	44	770	1	513	0	770	1	513	0	770	1	513	0	770	1	513	0	770	1	513	0	770	1	513		
EB Right	0	-	0	-	14	255	0	255	0	255	0	255	-3	252	0	252	0	252	0	252	0	252	0	252	0	252	0	252		
Comb. L-T-R	0	-	0	-	14	255	0	255	0	255	0	255	-3	252	0	252	0	252	0	252	0	252	0	252	0	252	0	252		
WB Left	1	237	1	251	14	251	1	251	0	251	1	251	0	251	1	251	0	251	1	251	0	251	1	251	0	251	1	251		
Comb. L-T	0	-	0	-	52	922	1	922	0	922	1	922	0	922	1	922	0	922	1	922	0	922	1	922	0	922	1	922		
WB Thru	1	452	1	479	52	922	1	479	0	922	1	479	0	922	1	479	0	922	1	479	0	922	1	479	0	922	1	479		
Comb. T-R	1	452	1	479	52	922	1	479	0	922	1	479	0	922	1	479	0	922	1	479	0	922	1	479	0	922	1	479		
WB Right	0	-	0	-	2	35	0	35	0	35	0	35	0	35	0	35	0	35	0	35	0	35	0	35	0	35	0	35		
Comb. L-T-R	0	-	0	-	2	35	0	35	0	35	0	35	0	35	0	35	0	35	0	35	0	35	0	35	0	35	0	35		
Crit. Volumes:	N-S:	446	N-S:	473	N-S:	473	N-S:	502	N-S:	505	N-S:	505	N-S:	505	N-S:	505	N-S:	505	N-S:	505	N-S:	505	N-S:	505	N-S:	505	N-S:	505	N-S:	488
	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:	764	E-W:	762
	SUM:	1167	SUM:	1237	SUM:	1237	SUM:	1265	SUM:	1265	SUM:	1265	SUM:	1265	SUM:	1265	SUM:	1265	SUM:	1265	SUM:	1265	SUM:	1265	SUM:	1265	SUM:	1250	SUM:	1250
No. of Phases:	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	
Volume / Capacity:	0.778	0.825	0.825	0.844	0.844	0.844	0.844	0.844	0.844	0.844	0.844	0.844	0.844	0.844	0.844	0.844	0.844	0.844	0.844	0.844	0.844	0.844	0.844	0.844	0.844	0.844	0.844	0.833	0.833	
Level of Service:	C	D	D	D	D	D	D	D	D	D	D	D	D	D	D	D	D	D	D	D	D	D	D	D	D	D	D	D	D	

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

For dual turn lanes, 55% of volume is assigned to heavier lane.
 For one excl. and 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 @ Lassen Street
 Peak Hour: PM
 Annual Growth: 2.00%
 Krausz Property Only Alternative C

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

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

Movement	2002 EXIST. TRAFFIC				2005 W/ AMBIENT GROWTH				2005 W/ OTHER PROJECTS				2005 W/ PROPOSED PROJECT				2005 W/ MITIGATION [1]			
	No. of Lanes	Volume	Lane Volume	Total Volume	No. of Lanes	Volume	Lane Volume	Total Volume	Added Volume	Total Volume	Lane Volume	Total Volume	Added Volume	Total Volume	Lane Volume	Total Volume	Added Volume	Total Volume	Lane Volume	Total Volume
NB Left	133	1	133	8	141	1	141	0	141	1	141	5	146	1	146	0	146	1	146	
Comb. L-T	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
NB Thru	988	2	419	59	1047	2	444	99	1146	2	477	0	1146	2	477	-50	1096	2	461	
Comb. T-R	1	419	1	444	1	444	1	477	1	477	1	477	1	477	1	477	1	461	1	
NB Right	270	0	0	16	286	0	0	0	286	0	0	0	286	0	0	0	286	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	16	1	16	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	0	0	0	0	0	0	
SB Thru	410	2	141	25	435	2	150	6	441	2	151	0	441	2	151	-50	391	2	134	
Comb. T-R	1	141	1	150	1	150	1	151	1	151	1	151	1	151	1	151	1	134	1	
SB Right	14	0	0	1	15	0	0	-3	12	0	0	0	12	0	0	0	12	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	26	1	26	2	28	1	28	1	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	0	0	0	0	0	0	
EB Thru	1064	1	589	64	1128	1	624	0	1128	1	624	0	1128	1	629	0	1128	1	629	
Comb. T-R	1	589	1	624	1	624	1	624	1	624	1	624	1	629	1	629	1	629	1	
EB Right	114	0	0	7	121	0	0	0	121	0	0	10	131	0	0	0	131	0	0	
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
WB Left	123	1	123	7	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	0	0	0	0	0	0	
WB Thru	538	1	283	32	570	1	300	0	570	1	301	0	570	1	301	0	570	1	301	
Comb. T-R	1	283	1	300	1	300	1	301	1	301	1	301	1	301	1	301	1	301	1	
WB Right	28	0	0	2	30	0	0	1	31	0	0	0	31	0	0	0	31	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:	435		461	N-S:	494		494	N-S:	494		494	N-S:	478		478	N-S:	478	
		E-W:	712		755	E-W:	755		755	E-W:	760		760	E-W:	760		760	E-W:	760	
		SUM:	1147		1216	SUM:	1249		1249	SUM:	1254		1254	SUM:	1237		1237	SUM:	1237	
No. of Phases:	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	
Volume / Capacity:	0.765	0.811	0.811	0.811	0.811	0.811	0.833	0.833	0.833	0.833	0.833	0.833	0.833	0.833	0.833	0.833	0.833	0.833	0.833	
Level of Service:	C	D	D	D	D	D	D	D	D	D	D	D	D	D	D	D	D	D	D	

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

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CRITICAL MOVEMENT ANALYSIS

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

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

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

Movement	2002 EXIST. TRAFFIC			2005 W/ AMBIENT GROWTH			2005 W/ OTHER PROJECTS			2005 W/ PROPOSED PROJECT			2005 W/ MITIGATION [1]					
	No. of Lanes	Volume	Lane	Added Volume	Total Volume	No. of Lanes	Volume	Lane	Added Volume	Total Volume	No. of Lanes	Volume	Lane	Added Volume	Total Volume	No. of Lanes	Volume	
NB Left	133	1	133	8	141	1	141	1	141	0	141	1	141	-40	101	1	101	
Comb. L-T	0	-	314	50	891	2	333	2	341	3	915	2	342	-60	858	2	322	
NB Thru	841	2	314	6	107	0	333	1	341	0	107	0	342	0	107	1	322	
Comb. T-R	1	-	314	0	0	0	0	0	0	0	107	0	0	0	107	0	0	
NB Right	101	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	
SB Left	81	1	81	5	86	1	86	1	86	0	86	1	86	0	86	1	86	
Comb. L-T	0	-	554	95	1681	2	587	2	615	-3	1764	2	614	-60	1704	2	594	
SB Thru	1586	2	554	5	80	0	587	1	615	0	80	0	614	0	80	1	594	
Comb. T-R	1	-	554	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
SB Right	75	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	
EB Left	11	1	11	1	12	1	12	1	12	0	12	1	12	0	12	1	12	
Comb. L-T	0	-	282	20	361	1	298	1	298	-3	358	0	297	0	358	0	277	
EB Thru	341	1	282	13	235	0	298	1	298	0	235	0	297	-40	195	1	277	
Comb. T-R	1	-	282	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
EB Right	222	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	
WB Left	293	1	293	18	311	1	311	1	311	0	311	1	311	0	311	1	311	
Comb. L-T	0	-	635	38	673	1	353	1	353	3	676	1	354	0	676	1	354	
WB Thru	635	1	333	2	33	0	353	1	353	0	33	0	354	0	33	0	354	
Comb. T-R	1	-	333	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
WB Right	31	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	
Crit. Volumes:	N-S:	687	N-S:	728	N-S:	756	N-S:	756	N-S:	755	N-S:	755	N-S:	755	N-S:	695	N-S:	695
	E-W:	575	E-W:	609	E-W:	609	E-W:	609	E-W:	607	E-W:	607	E-W:	607	E-W:	587	E-W:	587
	SUM:	1261	SUM:	1337	SUM:	1365	SUM:	1365	SUM:	1363	SUM:	1363	SUM:	1363	SUM:	1283	SUM:	1283
No. of Phases:	2		2		2		2		2		2		2		2		2	
Volume / Capacity:	0.841		0.891		0.910		0.910		0.909		0.909		0.909		0.855		0.855	
Level of Service:	D		D		E		E		E		E		E		D		D	

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

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 C

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: Accuthek

Movement	2002 EXIST. TRAFFIC			2005 W/ AMBIENT GROWTH			2005 W/ OTHER PROJECTS			2005 W/ PROPOSED PROJECT			2005 W/ MITIGATION [1]			
	No. of Lanes	Volume	Total	No. of Lanes	Volume	Total	No. of Lanes	Volume	Total	No. of Lanes	Volume	Total	No. of Lanes	Volume	Total	
NB Left	1	144	9	1	153	0	1	153	0	153	1	153	1	113	1	113
Comb. L-T	0	-	0	0	-	0	0	-	0	-	0	-	0	0	0	-
NB Thru	2	505	81	2	535	91	2	566	5	1519	2	567	2	547	2	547
Comb. T-R	1	505	1	1	535	1	1	566	1	566	1	567	1	547	1	547
NB Right	0	-	10	0	-	0	0	183	0	183	0	-	0	183	0	183
Comb. L-T-R	0	-	0	0	-	0	0	-	0	183	0	-	0	183	0	183
SB Left	1	41	2	1	43	0	1	43	0	43	1	43	1	43	1	43
Comb. L-T	0	-	0	0	-	0	0	-	0	-	0	-	0	0	0	-
SB Thru	2	222	39	2	236	6	2	238	10	700	2	241	2	640	2	640
Comb. T-R	1	222	1	1	236	1	1	238	1	238	1	241	1	221	1	221
SB Right	0	-	1	0	-	0	0	23	0	23	0	-	0	23	0	23
Comb. L-T-R	0	-	0	0	-	0	0	-	0	23	0	-	0	23	0	23
EB Left	1	124	7	1	131	1	1	133	0	133	1	133	1	133	1	133
Comb. L-T	0	-	0	0	-	0	0	-	0	-	0	-	0	0	0	-
EB Thru	1	486	43	1	515	0	1	515	10	770	1	520	1	770	1	770
Comb. T-R	1	486	1	1	515	1	1	515	1	520	1	520	1	500	1	500
EB Right	0	-	15	0	-	0	0	270	0	270	0	-	0	230	0	230
Comb. L-T-R	0	-	0	0	-	0	0	-	0	270	0	-	0	230	0	230
WB Left	1	112	7	1	119	0	1	119	0	119	1	119	1	119	1	119
Comb. L-T	0	-	0	0	-	0	0	-	0	-	0	-	0	0	0	-
WB Thru	1	231	24	1	245	0	1	245	5	421	1	248	1	421	1	421
Comb. T-R	1	231	1	1	245	1	1	245	1	245	1	248	1	248	1	248
WB Right	0	-	4	0	-	1	0	75	0	75	0	-	0	75	0	75
Comb. L-T-R	0	-	0	0	-	0	0	-	0	75	0	-	0	75	0	75
Crit. Volumes:	N-S:	546	N-S:	579	N-S:	609	N-S:	611	N-S:	591	N-S:	611	N-S:	591	N-S:	591
	E-W:	598	E-W:	634	E-W:	634	E-W:	634	E-W:	634	E-W:	634	E-W:	619	E-W:	619
	SUM:	1144	SUM:	1213	SUM:	1243	SUM:	1250	SUM:	1250	SUM:	1250	SUM:	1210	SUM:	1210
No. of Phases:	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Volume / Capacity:	0.763	0.808	0.808	0.829	0.833	0.833	0.833	0.833	0.833	0.833	0.833	0.833	0.833	0.833	0.833	0.806
Level of Service:	C	D	D	D	D	D	D	D	D	D	D	D	D	D	D	D

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

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

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CRITICAL MOVEMENT ANALYSIS

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

Winnetka Avenue @ Prairie Street
Peak Hour: AM
Annual Growth: 2.0%
Project: Krausz Property Only Alternative C

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

Movement	2002 EXIST. TRAFFIC			2005 W/ AMBIENT GROWTH			2005 W/ OTHER PROJECTS			2005 W/ PROPOSED PROJECT			2005 W/ MITIGATION [1]			
	No. of Lanes	Volume	Total	No. of Lanes	Volume	Total	No. of Lanes	Volume	Added	Total	No. of Lanes	Volume	Added	Total	No. of Lanes	Volume
NB Left	1	153	9	1	162	0	1	162	0	162	1	162	0	162	1	162
Comb. L-T	0	-	65	2	477	10	2	511	0	1155	2	509	-100	1055	2	476
NB Thru	2	450	1145	2	477	10	2	511	0	1155	2	509	-100	1055	2	476
Comb. T-R	1	450	16	1	477	94	1	511	-6	373	0	0	0	373	0	-
NB Right	0	-	285	0	-	94	0	-	-6	373	0	0	0	373	0	-
Comb. L-T-R	0	-	0	0	-	0	0	-	0	0	0	0	0	0	0	0
SB Left	1	56	3	1	59	88	1	147	-3	144	1	144	0	144	1	144
Comb. L-T	0	-	118	2	703	-3	2	702	0	2074	2	702	-100	1974	2	669
SB Thru	2	663	2077	2	703	-3	2	702	0	2074	2	702	-100	1974	2	669
Comb. T-R	1	663	2	1	703	0	1	702	0	32	0	0	0	32	0	-
SB Right	0	-	32	0	-	0	0	-	0	32	0	0	0	32	0	-
Comb. L-T-R	0	-	0	0	-	0	0	-	0	32	0	0	0	32	0	-
EB Left	3	1	0	3	0	0	3	0	0	0	3	0	0	0	3	0
Comb. L-T	0	-	2	0	-	176	0	-	-13	196	1	196	0	196	1	196
EB Thru	31	1	33	1	33	176	1	209	-13	196	1	196	0	196	1	196
Comb. T-R	0	-	5	0	-	84	0	-	84	0	84	0	84	0	84	0
EB Right	79	1	79	1	84	0	1	84	0	84	1	84	0	84	1	84
Comb. L-T-R	0	-	0	0	-	0	0	-	0	0	0	0	0	0	0	0
WB Left	44	1	44	1	47	13	1	60	5	65	1	65	0	65	1	65
Comb. L-T	0	-	5	0	-	24	0	-	11	122	0	0	0	122	0	-
WB Thru	82	0	82	0	-	111	1	147	11	122	0	0	0	122	0	-
Comb. T-R	1	105	1	1	111	12	1	147	3	39	0	0	0	39	0	-
WB Right	23	0	23	0	-	36	0	-	3	39	0	0	0	39	0	-
Comb. L-T-R	0	-	0	0	-	0	0	-	0	0	0	0	0	0	0	0
Crit. Volumes:	N-S:	816	N-S:	865	N-S:	864	N-S:	864	N-S:	864	N-S:	864	N-S:	864	N-S:	831
	E-W:	108	E-W:	114	E-W:	289	E-W:	289	E-W:	289	E-W:	289	E-W:	289	E-W:	261
	SUM:	924	SUM:	979	SUM:	1133	SUM:	1133	SUM:	1133	SUM:	1125	SUM:	1125	SUM:	1091
No. of Phases:	2		2		2		2		2		2		2		2	
Volume / Capacity:	0.616		0.653		0.755		0.755		0.755		0.755		0.755		0.728	
Level of Service:	B		B		C		C		C		C		C		C	

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

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CRITICAL MOVEMENT ANALYSIS

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

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

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

Movement	2002 EXIST. TRAFFIC			2005 W/ AMBIENT GROWTH			2005 W/ OTHER PROJECTS			2005 W/ PROPOSED PROJECT			2005 W/ MITIGATION [1]		
	No. of Lanes	Lane Volume	Total Volume	No. of Lanes	Lane Volume	Total Volume	Added Volume	Total Volume	Lane Volume	Added Volume	Total Volume	Lane Volume	Added Volume	Total Volume	Lane Volume
NB Left	65	1	65	4	69	1	69	0	69	1	69	0	69	1	69
Comb. L-T	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0
NB Thru	1595	2	565	96	1691	2	599	23	1713	2	609	0	1613	2	582
Comb. T-R	1	565	565	1	599	1	599	1	609	1	615	1	615	1	582
NB Right	100	0	100	6	106	0	7	113	0	0	20	133	0	133	0
Comb. L-T-R-	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	10	43	1	43
Comb. L-T	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0
SB Thru	907	2	310	54	961	2	329	0	961	2	329	0	861	2	296
Comb. T-R	1	310	310	1	329	1	329	1	329	1	329	1	329	1	296
SB Right	24	0	24	1	25	0	0	0	25	0	0	0	25	0	0
Comb. L-T-R-	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
Comb. L-T	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0
EB Thru	43	1	43	3	46	1	46	12	58	1	58	46	104	1	104
Comb. T-R	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0
EB Right	166	1	166	10	176	1	176	0	176	1	176	0	176	1	176
Comb. L-T-R-	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	10	335	1	335
Comb. L-T	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0
WB Thru	73	0	73	4	77	0	77	132	209	0	209	22	231	0	231
Comb. T-R	1	165	165	1	175	1	175	1	374	1	374	1	401	1	401
WB Right	92	0	92	6	98	0	98	67	165	0	165	5	170	0	170
Comb. L-T-R-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Crit. Volumes:	N-S: 590	E-W: 374	SUM: 964	N-S: 625	E-W: 396	SUM: 1021	N-S: 641	E-W: 467	SUM: 1108	N-S: 658	E-W: 477	SUM: 1135	N-S: 625	E-W: 477	SUM: 1101
No. of Phases:	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Volume / Capacity:	0.642	0.681	0.739	0.642	0.681	0.739	0.642	0.681	0.739	0.642	0.681	0.739	0.642	0.681	0.739
Level of Service:	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 exci. and one opt. turn lane, 70% of volume is assigned to exclusive lane.
 Right turns on red from excl. lanes = 50% of overlapping left turn.
 Notes: [1] 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: Nordhoff Street
 Project: Krausz Companies Northridge / 1-023166-1
 File Name: CMA8
 Counts by: Accutek

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

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

Movement	2002 EXIST. TRAFFIC				2005 W/ AMBIENT GROWTH				2005 W/ OTHER PROJECTS				2005 W/ PROPOSED PROJECT				2005 W/ MITIGATION [2]			
	No. of Lanes	Volume	Lane Volume	Total	No. of Lanes	Volume	Lane Volume	Total	Added	Total	No. of Lanes	Volume	Lane Volume	Total	Added	Total	No. of Lanes	Volume	Lane Volume	Total
NB Left	1	109	7	116	1	116	1	116	0	116	1	116	1	116	0	116	1	116	1	116
Comb. L-T	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-
NB Thru	1	701	79	1389	1	743	36	1425	1	761	1	761	1	758	-60	1359	1	728	1	728
Comb. T-R	1	701	79	1389	1	743	36	1425	1	761	1	761	1	758	-60	1359	1	728	1	728
NB Right	0	-	6	98	0	-	0	98	0	0	0	0	0	98	0	98	0	0	0	0
Comb. L-T-R	0	-	6	98	0	-	0	98	0	0	0	0	0	98	0	98	0	0	0	0
SB Left	1	36	2	38	1	38	0	38	0	38	1	38	1	38	0	38	1	38	1	38
Comb. L-T	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-
SB Thru	2	618	74	1309	2	655	4	1313	2	657	2	659	2	659	-60	1258	2	629	2	629
Comb. T-R	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-
SB Right	1	572	34	606	1	606	8	614	1	614	1	614	1	614	-40	574	1	574	1	574
Comb. L-T-R	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-
EB Left	1	166	10	176	1	176	63	239	1	239	1	239	1	239	-40	199	1	199	1	199
Comb. L-T	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-
EB Thru	2	304	36	643	2	322	23	666	2	333	2	333	2	330	-7	659	2	659	2	659
Comb. T-R	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-
EB Right [1]	1	62	4	66	1	66	0	66	1	66	1	66	1	66	0	66	1	66	1	66
Comb. L-T-R	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-
WB Left	1	90	5	95	1	95	0	95	1	95	1	95	1	95	0	95	1	95	1	95
Comb. L-T	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-
WB Thru	2	595	71	1260	2	630	18	1278	2	639	2	639	2	642	6	1284	2	1284	2	1284
Comb. T-R	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-
WB Right [1]	1	14	1	15	1	15	0	15	1	15	1	15	1	15	0	15	1	15	1	15
Comb. L-T-R	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-
Crit. Volumes:	N-S:	737	781	N-S:	799	799	N-S:	796	N-S:	796	N-S:	796	N-S:	766	E-W:	841	E-W:	841	E-W:	841
	E-W:	761	806	E-W:	878	878	E-W:	881	E-W:	881	E-W:	881	E-W:	841	SUM:	1677	SUM:	1677	SUM:	1607
	SUM:	1498	1587	SUM:	1677	1677	SUM:	1677	SUM:	1677	SUM:	1677	SUM:	1607						
No. of Phases:	2		2		2		2		2		2		2		2		2		2	
Volume / Capacity:	0.998		1.058		1.118		1.118		1.118		1.118		1.118		1.118		1.118		1.072	
Level of Service:	E		F		F		F		F		F		F		F		F		F	

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

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

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CRITICAL MOVEMENT ANALYSIS

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

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

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

Movement	2002 EXIST. TRAFFIC			2005 W/ AMBIENT GROWTH			2005 W/ OTHER PROJECTS			2005 W/ PROPOSED PROJECT			2005 W/ MITIGATION [2]				
	No. of Lanes	Lane Volume	Total Volume	Added Volume	Lane Volume	Total Volume	Added Volume	No. of Lanes	Lane Volume	Total Volume	Added Volume	No. of Lanes	Lane Volume	Total Volume	Added Volume	No. of Lanes	Lane Volume
NB Left	47	1	47	3	50	1	50	1	50	0	50	1	50	0	50	1	50
Comb. L-T	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NB Thru	1194	1	648	72	1266	1	686	1	694	15	1280	1	694	20	1300	1	704
Comb. T-R	1	648	1	648	1	686	1	694	1	694	1	704	1	704	1	704	1
NB Right	101	0	101	6	107	0	107	0	107	0	107	0	107	0	107	0	107
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SB Left	75	1	75	5	80	1	80	1	80	0	80	1	80	0	80	1	80
Comb. L-T	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SB Thru	1164	2	582	70	1234	2	617	2	629	24	1258	2	629	10	1268	2	634
Comb. T-R	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SB Right	265	1	265	16	281	1	281	1	328	47	328	1	328	0	328	1	328
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EB Left	320	1	320	19	339	1	339	1	346	7	346	1	346	0	346	1	346
Comb. L-T	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EB Thru	1335	2	507	80	1415	2	537	2	539	7	1422	2	539	26	1448	2	548
Comb. T-R	1	507	1	507	1	537	1	539	1	539	1	548	1	548	1	548	1
EB Right	185	0	185	11	196	0	196	0	196	0	196	0	196	0	196	0	196
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WB Left	136	1	136	8	144	1	144	1	144	0	144	1	144	0	144	1	144
Comb. L-T	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WB Thru	670	2	252	40	710	2	267	2	271	8	718	2	271	12	730	2	275
Comb. T-R	1	252	1	252	1	267	1	271	1	271	1	275	1	275	1	275	1
WB Right	86	0	86	5	91	0	91	0	91	3	94	0	94	0	94	0	94
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Crit. Volumes:	N-S: 723	E-W: 643	SUM: 1365	N-S: 766	E-W: 681	SUM: 1447	N-S: 773	E-W: 684	SUM: 1457	N-S: 783	E-W: 692	SUM: 1475	N-S: 753	E-W: 692	SUM: 1445		
No. of Phases:	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Volume / Capacity:	0.910	0.965	0.971	0.984	0.964	0.964	0.964	0.964	0.964	0.964	0.964	0.964	0.964	0.964	0.964	0.964	0.964
Level of Service:	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E

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

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

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

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

Movement	2002 EXIST. TRAFFIC			2005 W/ AMBIENT GROWTH			2005 W/ OTHER PROJECTS			2005 W/ PROPOSED PROJECT			2005 W/ MITIGATION [1]				
	No. of Lanes	Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Volume
NB Left	86	1	86	5	91	1	91	0	0	91	1	91	0	0	91	1	91
Comb. L-T	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NB Thru	1253	1	658	75	1328	1	697	35	1363	1	714	1	714	-55	1302	1	684
Comb. T-R	1	658	1	697	1	697	1	714	1	714	1	714	1	711	1	684	1
NB Right	62	0	62	4	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
SB Left	97	1	97	6	103	1	103	0	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
SB Thru	1498	1	814	90	1588	1	863	4	1592	1	865	1	865	5	1542	1	840
Comb. T-R	1	814	1	863	1	863	1	865	1	865	1	865	1	867	1	840	1
SB Right	130	0	130	8	138	0	138	0	138	0	138	0	138	0	138	0	138
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EB Left	113	1	113	7	120	1	120	0	120	0	120	1	120	0	120	1	120
Comb. L-T	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EB Thru	563	1	310	34	597	1	329	0	597	1	329	1	329	-3	594	1	327
Comb. T-R	1	310	1	329	1	329	1	329	1	329	1	327	1	327	1	327	1
EB Right	57	0	57	3	60	0	60	0	60	0	60	0	60	0	60	0	60
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WB Left	113	1	113	7	120	1	120	0	120	0	120	1	120	0	120	1	120
Comb. L-T	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WB Thru	918	1	537	55	973	1	569	1	974	1	569	1	569	3	977	1	571
Comb. T-R	1	537	1	569	1	569	1	569	1	569	1	571	1	571	1	571	1
WB Right	155	0	155	9	164	0	164	0	164	0	164	0	164	0	164	0	164
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Crit. Volumes:	N-S: 900	E-W: 650	SUM: 1550	N-S: 954	E-W: 688	SUM: 1642	N-S: 956	E-W: 689	SUM: 1645	N-S: 959	E-W: 690	SUM: 1649	N-S: 931	E-W: 690	SUM: 1621		
No. of Phases:	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Volume / Capacity:	1,033	1,095	1,097	1,099	1,081	1,081	1,081	1,081	1,081	1,081	1,081	1,081	1,081	1,081	1,081	1,081	1,081
Level of Service:	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F

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

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

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

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

N-S St: Winnetka Avenue
 E-W St: Parthenia Street
 Project: Krausz Companies Northridge / 1-023166-1
 File Name: CMAA9
 Courts 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	Total Volume	No. of Lanes	Volume	Total Volume	No. of Lanes	Volume	Total Volume	No. of Lanes	Volume	Total Volume	Added Volume	Total Volume	No. of Lanes
NB Left	85	1	85	1	90	0	90	1	90	0	90	0	90	1	90
Comb. L-T	0	-	0	0	-	0	0	0	0	0	0	0	0	0	0
NB Thru	1253	1	721	1	764	12	1340	1	770	20	1360	-55	1305	1	752
Comb. T-R	1	721	721	1	764	0	764	1	770	0	770	0	770	1	752
NB Right	188	0	11	0	199	0	199	0	0	0	199	0	199	0	0
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	199	0	199	0	0
SB Left	201	1	201	1	213	0	213	1	213	0	213	0	213	1	213
Comb. L-T	0	-	0	0	-	0	0	0	0	0	0	0	0	0	0
SB Thru	1322	1	733	1	776	24	1425	1	788	10	1435	-55	1380	1	766
Comb. T-R	1	733	733	1	776	0	776	1	788	0	788	0	788	1	766
SB Right	143	0	9	0	152	0	152	0	0	0	152	0	152	0	0
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	152	0	152	0	0
EB Left	168	1	168	1	178	1	179	1	179	0	179	0	179	1	179
Comb. L-T	0	-	0	0	-	0	0	0	0	0	0	0	0	0	0
EB Thru	1053	1	571	1	605	8	1124	1	609	10	1134	0	1134	1	614
Comb. T-R	1	571	571	1	605	0	605	1	609	0	609	0	609	1	614
EB Right	89	0	5	0	94	0	94	0	0	0	94	0	94	0	0
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	94	0	94	0	0
WB Left	184	1	184	1	195	0	195	1	195	0	195	0	195	1	195
Comb. L-T	0	-	0	0	-	0	0	0	0	0	0	0	0	0	0
WB Thru	943	1	533	1	565	6	1006	1	569	5	1011	0	1011	1	571
Comb. T-R	1	533	533	1	565	0	565	1	569	0	569	0	569	1	571
WB Right	123	0	7	0	130	1	132	0	0	0	132	0	132	0	0
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	132	0	132	0	0
Crit. Volumes:	N-S:	922	977	N-S:	977	983	983	N-S:	983	983	983	983	N-S:	983	983
	E-W:	755	800	E-W:	800	804	804	E-W:	804	804	804	804	E-W:	809	809
	SUM:	1677	1777	SUM:	1777	1787	1787	SUM:	1787	1787	1802	1802	SUM:	1775	1775
No. of Phases:	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Volume / Capacity:	1.118	1.185	1.185	1.185	1.185	1.191	1.191	1.191	1.191	1.191	1.201	1.201	1.201	1.183	1.183
Level of Service:	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F

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

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

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

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

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

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CRITICAL MOVEMENT ANALYSIS

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

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

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

Movement	2002 EXIST. TRAFFIC			2005 W/ AMBIENT GROWTH			2005 W/ OTHER PROJECTS			2005 W/ PROPOSED PROJECT			2005 W/ MITIGATION [2]		
	No. of Lanes	Volume	Total	No. of Lanes	Volume	Total	No. of Lanes	Volume	Added	Total	No. of Lanes	Volume	Added	Total	No. of Lanes
NB Left	125	1	125	1	133	0	133	1	133	0	133	0	133	1	133
Comb. L-T	0	-	0	0	-	0	0	0	-	0	-	0	-	0	-
NB Thru	972	2	486	2	515	34	1064	2	532	-4	1060	-50	1010	2	505
Comb. T-R	0	-	0	0	-	0	0	0	-	0	-	0	-	0	-
NB Right [1]	101	1	101	1	107	0	107	1	107	0	107	0	107	1	107
Comb. L-T-R	0	-	0	0	-	0	0	0	-	0	-	0	-	0	-
SB Left	120	1	120	1	127	0	127	1	127	0	127	0	127	1	127
Comb. L-T	0	-	0	0	-	0	0	0	-	0	-	0	-	0	-
SB Thru	1276	1	691	1	732	4	1357	1	734	4	1361	-50	1311	1	711
Comb. T-R	1	691	691	1	732	0	732	1	734	0	734	0	736	1	711
SB Right	106	0	106	0	-	0	112	0	-	0	112	0	112	0	-
Comb. L-T-R	0	-	0	0	-	0	0	0	-	0	0	0	112	0	-
EB Left	169	1	169	1	179	0	179	1	179	0	179	0	179	1	179
Comb. L-T	0	-	0	0	-	0	0	0	-	0	-	0	-	0	-
EB Thru	801	2	303	2	321	4	853	2	322	-7	846	0	846	2	320
Comb. T-R	1	303	303	1	321	0	321	1	322	0	322	0	320	1	320
EB Right	107	0	107	0	-	0	113	0	-	0	113	0	113	0	-
Comb. L-T-R	0	-	0	0	-	0	0	0	-	0	0	0	113	0	-
WB Left	183	1	183	1	194	0	194	1	194	0	194	0	194	1	194
Comb. L-T	0	-	0	0	-	0	0	0	-	0	-	0	-	0	-
WB Thru	993	2	375	2	397	5	1058	2	399	6	1064	0	1064	2	401
Comb. T-R	1	375	375	1	397	0	397	1	399	0	399	0	401	1	401
WB Right	131	0	131	0	-	0	139	0	-	0	139	0	139	0	-
Comb. L-T-R	0	-	0	0	-	0	0	0	-	0	0	0	139	0	-
Crit. Volumes:	N-S: 816	E-W: 544	SUM: 1360	N-S: 865	E-W: 576	SUM: 1441	N-S: 867	E-W: 578	SUM: 1445	N-S: 869	E-W: 580	SUM: 1449	N-S: 844	E-W: 580	SUM: 1424
No. of Phases:	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4
Volume / Capacity:	0.989	1.048	1.051	1.054	1.054	1.054	1.054	1.054	1.054	1.054	1.054	1.054	1.054	1.054	1.054
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=1375, 4+ Phase=1200, Unsignalized=1200.

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

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

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CRITICAL MOVEMENT ANALYSIS

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

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

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

Movement	2002 EXIST. TRAFFIC				2005 W/ AMBIENT GROWTH				2005 W/ OTHER PROJECTS				2005 W/ PROPOSED PROJECT				2005 W/ MITIGATION [2]									
	No. of Lanes	Volume	Lane Volume	Added	Total Volume	No. of Lanes	Volume	Lane Volume	Added	Total Volume	No. of Lanes	Volume	Lane Volume	Added	Total Volume	No. of Lanes	Volume	Lane Volume	Added	Total Volume	No. of Lanes	Volume	Lane Volume			
NB Left	1	141	8	149	1	149	1	149	0	149	1	149	1	149	0	149	1	149	0	149	1	149	1	149		
Comb. L-T	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	0	-	0		
NB Thru	2	494	59	1046	2	523	2	1053	7	1068	2	534	2	1068	15	1068	2	534	-50	1018	2	509	2	509		
Comb. T-R	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	0	-	0		
NB Right	1	126	8	134	1	134	1	134	0	134	1	134	1	134	0	134	1	134	0	134	1	134	1	134		
Comb. L-T-R	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	0	-	0		
SB Left	1	183	11	194	1	194	1	194	0	194	1	194	1	194	0	194	1	194	0	194	1	194	1	194		
Comb. L-T	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	0	-	0		
SB Thru	1	572	63	1115	1	606	24	1139	1	618	1	618	1	618	7	1146	1	622	-50	1096	1	597	1	597		
Comb. T-R	1	572	63	1115	1	606	24	1139	1	618	1	618	1	618	7	1146	1	622	-50	1096	1	597	1	597		
SB Right	0	-	6	98	0	-	0	98	0	98	0	-	0	98	0	98	0	-	0	98	0	98	0	-		
Comb. L-T-R	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	0	-	0		
EB Left	1	153	9	162	1	162	1	163	1	163	1	163	1	163	0	163	1	163	0	163	1	163	1	163		
Comb. L-T	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	0	-	0		
EB Thru	2	405	68	1202	2	430	15	1217	2	435	2	1243	2	443	26	1243	2	443	0	1243	2	443	2	443		
Comb. T-R	1	405	68	1202	1	430	15	1217	1	435	1	443	1	443	26	1243	1	443	0	1243	1	443	1	443		
EB Right	0	-	5	87	0	-	0	87	0	87	0	-	0	87	0	87	0	-	0	87	0	87	0	-		
Comb. L-T-R	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	0	-	0		
WB Left	1	135	8	143	1	143	1	143	0	143	1	143	1	143	0	143	1	143	0	143	1	143	1	143		
Comb. L-T	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	0	-	0		
WB Thru	2	325	52	914	2	344	13	927	2	349	2	939	2	353	12	939	2	353	0	939	2	353	2	353		
Comb. T-R	1	325	52	914	1	344	13	927	1	349	1	353	1	353	12	939	1	353	0	939	1	353	1	353		
WB Right	0	-	7	119	0	-	1	120	0	120	0	-	0	120	0	120	0	-	0	120	0	120	0	-		
Comb. L-T-R	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	0	-	0		
Crit. Volumes:	N-S:	713	N-S:	756	N-S:	768	N-S:	771	N-S:	771	N-S:	771	N-S:	746	E-W:	540	E-W:	573	E-W:	586	E-W:	586	E-W:	586	E-W:	586
	E-W:	1253	E-W:	1329	E-W:	1346	E-W:	1358	E-W:	1358	E-W:	1358	E-W:	1333	SUM:	1358	SUM:	1358	SUM:	1358	SUM:	1358	SUM:	1358	SUM:	1333
No. of Phases:	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	
Volume / Capacity:	0.912	0.966	0.979	0.987	0.987	0.987	0.987	0.987	0.987	0.987	0.987	0.987	0.987	0.987	0.987	0.987	0.987	0.987	0.987	0.987	0.987	0.987	0.987	0.987	0.987	
Level of Service:	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	

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

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

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

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CRITICAL MOVEMENT ANALYSIS

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

Wimetka Avenue @ Victory Boulevard
 Peak Hour: AM
 Annual Growth: 2.0%
 Krausz Property Only Alternative C

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

Movement	2002 EXIST. TRAFFIC				2005 W/ AMBIENT GROWTH				2005 W/ OTHER PROJECTS				2005 W/ PROPOSED PROJECT				2005 W/ MITIGATION [1]			
	No. of Lanes	Volume	Lane Volume	Total Volume	No. of Lanes	Volume	Lane Volume	Total Volume	Added Volume	Total Volume	No. of Lanes	Volume	Lane Volume	Total Volume	Added Volume	Total Volume	No. of Lanes	Volume	Lane Volume	Total Volume
NB Left	66	1	66	4	70	1	70	0	70	0	70	1	70	0	70	1	70	0	70	70
Comb. L-T	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NB Thru	777	1	466	47	823	1	494	0	823	-3	820	1	492	-20	800	1	482	-20	800	482
Comb. T-R	1	466	1	494	1	494	1	494	0	494	1	492	1	492	0	492	1	482	1	482
NB Right	155	0	155	9	164	0	164	0	164	0	164	0	164	0	164	0	164	0	164	164
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SB Left	109	1	109	7	116	1	116	0	116	0	116	1	116	0	116	1	116	0	116	116
Comb. L-T	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SB Thru	1266	2	633	76	1341	2	671	0	1341	3	1344	2	672	-20	1324	2	662	-20	1324	662
Comb. T-R	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SB Right	215	1	215	13	228	1	228	0	228	0	228	1	228	0	228	1	228	0	228	228
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	63	1	63	4	66	1	66	0	66	0	66	1	66	0	66	1	66	0	66	66
Comb. L-T	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EB Thru	1298	2	499	78	1376	2	529	0	1376	0	1376	2	529	0	1376	2	529	0	1376	529
Comb. T-R	1	499	1	529	1	529	1	529	0	529	1	529	1	529	0	529	1	529	1	529
EB Right	198	0	198	12	210	0	210	0	210	0	210	0	210	0	210	0	210	0	210	210
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WB Left	167	1	167	10	177	1	177	0	177	0	177	1	177	0	177	1	177	0	177	177
Comb. L-T	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WB Thru	1437	2	501	86	1523	2	531	0	1523	0	1523	2	531	0	1523	2	531	0	1523	531
Comb. T-R	1	501	1	531	1	531	1	531	0	531	1	531	1	531	0	531	1	531	1	531
WB Right	65	0	65	4	69	0	69	0	69	0	69	0	69	0	69	0	69	0	69	69
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:	698		740	N-S:	740		740		740	N-S:	740		740	N-S:	732		732	732
		E-W:	665		705	E-W:	705		705		705	E-W:	705		705	E-W:	705		705	705
		SUM:	1364		1445	SUM:	1445		1445		1445	SUM:	1447		1447	SUM:	1437		1437	1437
No. of Phases:	3			3				3						3						3
Volume / Capacity:			0.887		0.914		0.914		0.914		0.914		0.915		0.915		0.915		0.915	0.908
Level of Service:			D		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 ATSAC.
 ** V/C ratio includes an additional 0.03 reduction (to the 0.07 reduction) due to the upgrade of ATSAC to ATCS.

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

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CRITICAL MOVEMENT ANALYSIS

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

Winnetka Avenue @ Victory Boulevard
 Peak Hour: PM
 Annual Growth: 2.00%
 Krausz Property Only Alternative C

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

Movement	2002 EXIST. TRAFFIC			2005 W/ AMBIENT GROWTH			2005 W/ OTHER PROJECTS			2005 W/ PROPOSED PROJECT			2005 W/ MITIGATION [1]				
	No. of Lanes	Volume	Lane	Added	Total	No. of Lanes	Volume	Lane	Added	Total	No. of Lanes	Volume	Lane	Added	Total	No. of Lanes	Volume
NB Left	136	1	136	8	145	1	145	1	145	0	145	1	145	0	145	1	145
Comb. L-T	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NB Thru	1209	1	700	73	1282	1	742	1	742	10	1292	1	747	-20	1272	1	737
Comb. T-R	1	700	1	742	1	742	1	742	1	747	1	747	1	747	1	737	737
NB Right	192	0	0	12	203	0	0	0	203	0	203	0	0	0	203	0	0
Comb. L-T-R-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SB Left	105	1	105	6	111	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
SB Thru	796	2	398	48	844	2	422	2	844	5	849	2	424	-20	829	2	414
Comb. T-R	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SB Right	109	1	109	7	116	1	116	1	116	0	116	1	116	0	116	1	116
Comb. L-T-R-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EB Left	236	1	236	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
EB Thru	1742	2	648	105	1847	2	687	2	1847	0	1847	2	687	0	1847	2	687
Comb. T-R	1	648	1	687	1	687	1	687	1	687	1	687	1	687	1	687	687
EB Right	203	0	0	12	215	0	0	0	215	0	215	0	0	0	215	0	0
Comb. L-T-R-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WB Left	153	1	153	9	162	1	162	1	162	0	162	1	162	0	162	1	162
Comb. L-T	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WB Thru	1419	2	514	85	1504	2	545	2	1504	0	1504	2	545	0	1504	2	545
Comb. T-R	1	514	1	545	1	545	1	545	1	545	1	545	1	545	1	545	545
WB Right	123	0	0	7	131	0	0	0	131	0	131	0	0	0	131	0	0
Comb. L-T-R-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Crit. Volumes:	N-S: 805	E-W: 801	SUM: 1606	N-S: 854	E-W: 849	SUM: 1703	N-S: 854	E-W: 849	SUM: 1703	N-S: 854	E-W: 849	SUM: 1708	N-S: 849	E-W: 849	SUM: 1698		
No. of Phases:	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Volume / Capacity:	* 1.057	F	** 1.095	F	** 1.095	F	** 1.095	F	** 1.095	F	** 1.095	F	** 1.091	F	** 1.091	F	** 1.091
Level of Service:	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F

Assumptions: Maximum Sum of Critical Volumes (Intersection Capacity): 2 Phase=1500, 3 Phase=1425, 4+ Phase=1375, Unsignalized=1200.
 For dual turn lanes, 55% of volume is assigned to heavier lane.
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 ** V/C ratio includes an additional 0.03 reduction (to the 0.07 reduction) due to the upgrade of ATSSAC to ATCS.
 [1] Traffic volumes shown in the added volume column reflect redistribution of traffic due to Mason Avenue crossing.

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CRITICAL MOVEMENT ANALYSIS

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

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

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

Movement	2002 EXIST. TRAFFIC				2005 W/ AMBIENT GROWTH				2005 W/ OTHER PROJECTS [1]				2005 W/ PROPOSED PROJECT				2005 W/ MITIGATION [2]									
	No. of Lanes	Volume	Lane Volume	Total Volume	No. of Lanes	Volume	Lane Volume	Total Volume	No. of Lanes	Volume	Lane Volume	Total Volume	Added Volume	Total Volume	No. of Lanes	Volume	Lane Volume	Total Volume	Added Volume	Total Volume	No. of Lanes	Volume	Lane Volume	Total Volume		
NB Left	66	1	66	4	70	1	70	81	151	2	83	0	151	2	83	0	151	2	83	0	151	2	83	0	151	
Comb. L-T	0	-	0	2	39	2	78	24	63	1	63	6	69	1	69	-50	19	1	19	0	19	1	19	0	19	
NB Thru	37	2	74	2	39	2	78	24	63	1	63	6	69	1	69	-50	19	1	19	0	19	1	19	0	19	
Comb. T-R	0	-	0	5	91	0	91	14	105	0	105	0	105	0	105	0	105	0	105	0	105	0	105	0	105	
NB Right	86	1	86	5	91	1	91	14	105	0	105	0	105	0	105	0	105	0	105	0	105	0	105	0	105	
Comb. L-T-R	0	-	0	7	120	1	120	79	198	2	198	0	198	2	198	0	198	2	198	0	198	2	198	0	198	
SB Left	113	1	113	7	120	1	120	79	198	2	198	0	198	2	198	0	198	2	198	0	198	2	198	0	198	
Comb. L-T	0	-	0	5	85	1	85	27	111	1	111	-7	104	1	104	-50	54	1	54	-50	4	4	4	4	4	
SB Thru	80	1	80	5	85	1	85	27	111	1	111	-7	104	1	104	-50	54	1	54	-50	4	4	4	4	4	
Comb. T-R	1	54	54	2	39	2	78	24	63	1	63	6	69	1	69	-50	19	1	19	0	19	1	19	0	19	
SB Right	28	0	28	2	30	0	30	0	30	0	30	0	30	0	30	0	30	0	30	0	30	0	30	0	30	
Comb. L-T-R	0	-	0	2	30	0	30	0	30	0	30	0	30	0	30	0	30	0	30	0	30	0	30	0	30	
EB Left	37	1	37	2	39	1	39	0	39	1	39	0	39	1	39	0	39	1	39	0	39	1	39	0	39	
Comb. L-T	0	-	0	12	215	2	430	126	341	2	430	0	341	2	430	0	341	2	430	0	341	2	430	0	341	
EB Thru	203	2	406	12	215	2	430	126	341	2	430	0	341	2	430	0	341	2	430	0	341	2	430	0	341	
Comb. T-R	0	-	0	23	411	1	411	34	445	1	445	0	445	1	445	0	445	1	445	0	445	1	445	0	445	
EB Right	388	1	388	23	411	1	411	34	445	1	445	0	445	1	445	0	445	1	445	0	445	1	445	0	445	
Comb. L-T-R	0	-	0	26	458	1	458	113	571	1	571	0	571	1	571	0	571	1	571	0	571	1	571	0	571	
WB Left	432	1	432	26	458	1	458	113	571	1	571	0	571	1	571	0	571	1	571	0	571	1	571	0	571	
Comb. L-T	0	-	0	21	369	1	369	234	603	1	603	0	603	1	603	0	603	1	603	0	603	1	603	0	603	
WB Thru	348	1	348	21	369	1	369	234	603	1	603	0	603	1	603	0	603	1	603	0	603	1	603	0	603	
Comb. T-R	1	208	208	4	71	0	71	23	94	0	94	0	94	0	94	0	94	0	94	0	94	0	94	0	94	
WB Right	67	0	67	4	71	0	71	23	94	0	94	0	94	0	94	0	94	0	94	0	94	0	94	0	94	
Comb. L-T-R	0	-	0	132	139	1	271	139	139	1	271	0	271	1	271	0	271	1	271	0	271	1	271	0	271	
Crit. Volumes:		N-S:	132		139		271		271		271		271		271		271		271		271		271		271	
		E-W:	787		834		1621		1621		1621		1621		1621		1621		1621		1621		1621		1621	
		SUM:	919		974		1992		1992		1992		1992		1992		1992		1992		1992		1992		1992	
No. of Phases:	2		2		2		2		2		2		2		2		2		2		2		2		2	
Volume / Capacity:		B	0.612		A	0.549		B	0.693		B	0.693		B	0.693		B	0.693		B	0.693		B	0.693		B
Level of Service:		B			A		B		B		B		B		B		B		B		B		B		B	

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

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

* V/C ratio includes a 0.10 reduction due to the installation of ATSA/CATCS.
 [1] Porter Ranch mitigation includes re-striping the northbound and southbound approaches to provide 2 left-turn lanes, 1 through lane, and 1 shared through/right-turn lane.
 [2] Traffic volumes shown in the added volume column reflect redistribution of traffic due to Mason Avenue crossing.

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CRITICAL MOVEMENT ANALYSIS

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

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

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

Movement	2002 EXIST. TRAFFIC				2005 W/ AMBIENT GROWTH				2005 W/ OTHER PROJECTS [1]				2005 W/ PROPOSED PROJECT				2005 W/ MITIGATION [2]							
	No. of Lanes	Volume	Lane Volume	Total Volume	No. of Lanes	Volume	Lane Volume	Total Volume	Added Volume	No. of Lanes	Volume	Lane Volume	Total Volume	Added Volume	No. of Lanes	Volume	Lane Volume	Total Volume	Added Volume	No. of Lanes	Volume	Lane Volume	Total Volume	
NB Left	1	220	13	233	1	233	203	436	2	240	2	240	0	436	2	240	0	436	0	436	2	240	0	240
Comb. L-T	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	0	0	0	-	-
NB Thru	2	135	8	143	2	72	99	242	1	242	1	254	12	254	1	254	-50	204	-50	204	1	204	-50	204
Comb. T-R	0	-	0	-	0	-	0	-	1	340	1	340	0	340	1	340	0	340	0	340	1	340	0	340
NB Right	1	315	19	334	1	334	6	340	0	-	0	0	0	340	0	0	0	340	0	340	0	0	0	340
Comb. L-T-R	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-
SB Left	1	101	6	107	1	107	135	242	2	133	2	133	0	242	2	133	0	242	0	242	2	133	0	133
Comb. L-T	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-
SB Thru	1	54	4	65	1	57	68	132	1	91	1	104	26	158	1	104	-50	108	-50	108	1	104	-50	108
Comb. T-R	1	54	0	54	1	57	0	57	1	91	1	104	0	104	1	104	0	104	0	104	1	104	0	104
SB Right	0	-	3	49	0	-	1	49	0	-	0	0	0	49	0	0	0	49	0	49	0	0	0	49
Comb. L-T-R	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-
EB Left	1	67	4	71	1	71	1	72	1	72	1	72	0	72	1	72	0	72	0	72	1	72	0	72
Comb. L-T	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-
EB Thru	2	340	41	720	2	360	296	1015	2	508	2	508	0	1015	2	508	0	1015	0	1015	2	508	0	508
Comb. T-R	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-
EB Right	1	124	7	131	1	131	103	234	1	234	1	234	0	234	1	234	0	234	0	234	1	234	0	234
Comb. L-T-R	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-
WB Left	1	167	10	177	1	177	21	198	1	198	1	198	0	198	1	198	0	198	0	198	1	198	0	198
Comb. L-T	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-
WB Thru	1	334	35	616	1	354	253	869	1	536	1	536	0	869	1	536	0	869	0	869	1	536	0	536
Comb. T-R	1	334	0	334	1	354	0	354	1	536	1	536	0	536	1	536	0	536	0	536	1	536	0	536
WB Right	0	-	5	92	0	-	112	204	0	-	0	0	0	204	0	0	0	204	0	204	0	0	0	204
Comb. L-T-R	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-
Crit. Volumes:	N-S:	333	E-W:	507	N-S:	352	E-W:	537	N-S:	473	E-W:	705	N-S:	473	E-W:	705	N-S:	473	E-W:	705	N-S:	473	E-W:	705
	SUM:	839	SUM:	889	SUM:	889	SUM:	889	SUM:	1178	SUM:	1178	SUM:	1178	SUM:	1178	SUM:	1178	SUM:	1178	SUM:	1178	SUM:	1178
No. of Phases:	2				2				2				2				2				2			
Volume / Capacity:	0.559				0.493				0.686				0.686				0.686				0.686			
Level of Service:	A				A				B				B				B				B			

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

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

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

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CRITICAL MOVEMENT ANALYSIS

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

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

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

Movement	2002 EXIST. TRAFFIC			2005 W/ AMBIENT GROWTH			2005 W/ OTHER PROJECTS [2]			2005 W/ PROPOSED PROJECT			2005 W/ MITIGATION [3]				
	No. of Lanes	Volume	Lane Volume	Added	Total	No. of Lanes	Volume	Lane Volume	Added	Total	No. of Lanes	Volume	Lane Volume	Added	Total	No. of Lanes	Volume
NB Left	77	1	77	5	82	1	82	1	80	1	80	1	83	3	83	1	83
Comb. L-T	0	-	-	0	0	0	-	0	-	0	-	0	-	0	-	0	-
NB Thru	215	1	148	13	228	1	157	1	192	1	304	1	197	10	214	1	152
Comb. T-R	1	148	148	1	157	1	157	1	192	1	192	1	197	1	197	1	152
NB Right [1]	270	1	189	16	286	1	200	1	209	1	301	1	211	3	301	1	211
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SB Left	26	1	26	2	28	1	28	1	27	1	27	1	27	0	27	1	27
Comb. L-T	0	-	-	0	0	0	-	0	-	0	-	0	-	0	-	0	-
SB Thru	1056	1	596	63	1119	1	632	2	496	2	1323	2	492	-12	1233	2	462
Comb. T-R	1	596	596	1	632	1	632	1	496	1	496	1	492	1	492	1	462
SB Right	136	0	-	8	144	0	-	0	-	0	155	0	-	0	155	0	-
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	155	0	0	0	155	0	0
EB Left	45	1	45	3	48	1	48	1	61	1	61	1	61	0	61	1	61
Comb. L-T	0	-	-	0	0	0	-	0	-	0	-	0	-	0	-	0	-
EB Thru	1013	2	507	61	1074	2	537	2	551	2	1103	2	551	0	1103	2	551
Comb. T-R	0	-	-	0	0	0	-	0	-	0	-	0	-	0	-	0	-
EB Right	120	1	120	7	127	1	127	1	127	1	124	1	124	-3	124	1	124
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	124	0	0	0	124	0	0
WB Left	570	2	314	34	604	2	332	10	614	2	611	2	336	-3	611	2	336
Comb. L-T	0	-	-	0	0	0	-	0	-	0	-	0	-	0	-	0	-
WB Thru	1552	1	780	93	1645	1	827	10	1655	1	1655	1	830	0	1655	1	830
Comb. T-R	1	780	780	1	827	1	827	1	830	1	830	1	830	1	830	1	830
WB Right	8	0	-	0	8	0	-	-5	4	0	4	0	-	0	4	0	-
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	4	0	0	0	4	0	0
Crit. Volumes:	N-S: 673	E-W: 875	SUM: 1498	N-S: 713	E-W: 890	SUM: 1588	N-S: 576	E-W: 890	SUM: 1467	N-S: 575	E-W: 890	SUM: 1466	N-S: 545	E-W: 890	SUM: 1436		
No. of Phases:	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Volume / Capacity:	1.051	1.014	0.929	0.928	0.907	0.907	0.928	0.928	0.928	0.928	0.928	0.928	0.928	0.928	0.928	0.928	0.928
Level of Service:	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F

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

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CRITICAL MOVEMENT ANALYSIS

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

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

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

Movement	2002 EXIST. TRAFFIC			2005 W/ AMBIENT GROWTH			2005 W/ OTHER PROJECTS [2]			2005 W/ PROPOSED PROJECT			2005 W/ MITIGATION [3]				
	No. of Lanes	Volume	Lane	Added	Total	No. of Lanes	Volume	Lane	Added	Total	No. of Lanes	Volume	Lane	Added	Total	No. of Lanes	Volume
NB Left	108	1	108	6	114	1	114	1	109	5	114	1	114	0	114	1	114
Comb. L-T	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NB Thru	678	1	430	41	719	1	456	1	553	19	949	1	563	-90	859	1	518
Comb. T-R	1	430	1	456	1	456	1	553	1	563	1	563	1	563	1	518	518
NB Right [1]	609	1	426	37	646	1	452	1	410	5	591	1	414	0	591	1	414
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SB Left	29	1	29	2	31	1	31	1	27	0	27	1	27	0	27	1	27
Comb. L-T	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SB Thru	365	1	223	22	387	1	236	2	212	41	578	2	225	-90	488	2	195
Comb. T-R	1	223	1	236	1	236	1	212	1	225	1	225	1	225	1	195	195
SB Right	80	0	0	5	85	0	0	0	14	98	0	0	0	0	98	0	0
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	98	0	0
EB Left	134	1	134	8	142	1	142	1	177	0	177	1	177	0	177	1	177
Comb. L-T	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EB Thru	1404	2	702	84	1488	2	744	2	749	0	1497	2	749	0	1497	2	749
Comb. T-R	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EB Right	103	1	103	6	109	1	109	1	99	10	109	1	109	0	109	1	109
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	109	0	0
WB Left	330	2	182	20	350	2	192	2	189	10	354	2	195	0	354	2	195
Comb. L-T	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WB Thru	938	1	474	56	994	1	502	1	502	0	988	1	502	0	988	1	502
Comb. T-R	1	474	1	502	1	502	1	502	1	502	1	502	1	502	1	502	502
WB Right	10	0	0	1	11	0	0	0	6	16	0	0	0	0	16	0	0
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	16	0	0
Crit. Volumes:	N-S: 459	E-W: 884	SUM: 1343	N-S: 487	E-W: 937	SUM: 1423	N-S: 580	E-W: 938	SUM: 1518	N-S: 590	E-W: 943	SUM: 1533	N-S: 545	E-W: 943	SUM: 1489		
No. of Phases:	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Volume / Capacity:	0.942			0.899			0.965			0.976			0.945				
Level of Service:	E			D			E			E			E				

Assumptions: Maximum Sum of Critical Volumes (Intersection Capacity): 2 Phase=1500, 3 Phase=1425, 4+ Phase=1375, Unsignalized=1200.
 For dual turn lanes, 55% of volume is assigned to heavier lane.
 For one excl. and one opt. turn lane, 70% of volume is assigned to exclusive lane.
 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.
 Northbound right-turn overlapping phase with westbound left-turn phase.
 Porter Ranch mitigation includes resplicing to provide 1left-turn, 2 through, and 1 shared through-right turn lane in the southbound direction.

Notes: [1] Northbound right-turn overlapping phase with westbound left-turn phase.
 [2] Porter Ranch mitigation includes resplicing to provide 1left-turn, 2 through, and 1 shared through-right turn lane in the southbound direction.
 [3] Traffic volumes shown in the added volume column reflect redistribution of traffic due to Mason Avenue Crossing

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

CRITICAL MOVEMENT ANALYSIS

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

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

Movement	2002 EXIST. TRAFFIC			2005 W/ AMBIENT GROWTH			2005 W/ OTHER PROJECTS			2005 W/ PROPOSED PROJECT			2005 W/ MITIGATION [1]					
	No. of Lanes	Volume	Lane	Added	Total	No. of Lanes	Volume	Lane	Added	Total	No. of Lanes	Volume	Lane	Added	Total	No. of Lanes	Volume	
NB Left	1	117	1	7	124	1	124	1	124	0	124	1	124	0	124	1	124	
Comb. L-T	0	-	0	-	-	0	-	0	-	0	-	0	-	0	-	0	-	
NB Thru	2	477	2	29	506	2	253	2	290	74	579	2	298	17	486	2	243	
Comb. T-R	0	-	0	-	-	0	-	0	-	0	-	0	-	0	-	0	-	
NB Right	1	61	1	4	65	1	65	1	65	0	65	1	68	3	68	1	68	
Comb. L-T-R	0	-	0	-	-	0	-	0	-	0	-	0	-	0	-	0	-	
SB Left	1	35	1	2	37	1	37	1	50	13	50	1	50	0	50	1	50	
Comb. L-T	0	-	0	-	-	0	-	0	-	0	-	0	-	0	-	0	-	
SB Thru	1	1566	1	94	1660	1	881	1	975	180	1840	1	965	-19	1711	1	910	
Comb. T-R	1	832	1	832	832	1	881	1	975	0	975	1	965	0	965	1	910	
SB Right	0	-	0	6	103	0	-	0	-	7	110	0	-	0	110	0	-	
Comb. L-T-R	0	-	0	-	-	0	-	0	-	0	-	0	-	0	-	0	-	
EB Left	1	54	1	3	57	1	57	1	58	1	58	1	58	0	58	1	58	
Comb. L-T	0	-	0	-	-	0	-	0	-	0	-	0	-	0	-	0	-	
EB Thru	1	987	1	59	1046	1	583	1	583	0	1046	1	583	0	1046	1	583	
Comb. T-R	1	550	1	550	550	1	583	1	583	0	583	1	583	0	583	1	583	
EB Right	0	-	0	7	120	0	-	0	-	0	120	0	-	0	120	0	-	
Comb. L-T-R	0	-	0	-	-	0	-	0	-	0	-	0	-	0	-	0	-	
WB Left	1	200	1	12	212	1	212	1	212	0	212	1	209	-3	209	1	209	
Comb. L-T	0	-	0	-	-	0	-	0	-	0	-	0	-	0	-	0	-	
WB Thru	1	1149	1	69	1218	1	625	1	626	0	1218	1	626	0	1218	1	626	
Comb. T-R	1	590	1	590	590	1	625	1	626	0	626	1	626	0	626	1	626	
WB Right	0	-	0	2	33	0	-	0	-	1	34	0	-	0	34	0	-	
Comb. L-T-R	0	-	0	-	-	0	-	0	-	0	-	0	-	0	-	0	-	
Crit. Volumes:	N-S:	949	N-S:	1005	N-S:	1099	N-S:	1089	N-S:	1034	N-S:	1034	N-S:	1034	E-W:	792	E-W:	792
	E-W:	750	E-W:	795	E-W:	795	E-W:	792	E-W:	792	E-W:	792	E-W:	792	SUM:	1881	SUM:	1826
	SUM:	1699	SUM:	1800	SUM:	1894	SUM:	1881	SUM:	1881	SUM:	1881	SUM:	1881				
No. of Phases:	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	
Volume / Capacity:	1.132	1.200	1.263	1.254	1.218	1.218	1.254	1.218	1.218	1.254	1.218	1.218	1.218	1.254	1.218	1.218	1.218	
Level of Service:	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	

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

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CRITICAL MOVEMENT ANALYSIS

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

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

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

Movement	2002 EXIST. TRAFFIC			2005 W/ AMBIENT GROWTH			2005 W/ OTHER PROJECTS			2005 W/ PROPOSED PROJECT			2005 W/ MITIGATION [1]					
	No. of Lanes	Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Added Volume	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Added Volume	Total Volume	No. of Lanes	Added Volume	Total Volume	
NB Left	1	153	1	9	162	1	162	0	162	1	162	1	0	162	1	0	162	
Comb. L-T	0	-	0	-	-	0	-	-	-	0	-	0	-	-	0	-	-	
NB Thru	2	687	2	82	1456	2	728	117	1573	2	787	2	31	1604	2	-110	1494	
Comb. T-R	0	-	0	-	-	0	-	-	-	0	-	0	-	-	0	-	-	
NB Right	1	240	1	14	254	1	254	0	254	1	254	1	5	259	1	0	259	
Comb. L-T-R	0	-	0	-	-	0	-	-	-	0	-	0	-	-	0	-	-	
SB Left	1	24	1	1	25	1	25	3	28	1	28	1	0	28	1	0	28	
Comb. L-T	0	-	0	-	-	0	-	-	-	0	-	0	-	-	0	-	-	
SB Thru	1	646	1	39	685	1	374	126	810	1	438	1	66	876	1	-110	766	
Comb. T-R	1	353	1	353	374	1	374	0	374	1	438	1	0	471	1	0	471	
SB Right	0	-	0	4	64	0	-	3	66	0	-	0	0	66	0	0	66	
Comb. L-T-R	0	-	0	-	-	0	-	-	-	0	-	0	-	-	0	-	-	
EB Left	1	67	1	4	71	1	71	3	74	1	74	1	0	74	1	0	74	
Comb. L-T	0	-	0	-	-	0	-	-	-	0	-	0	-	-	0	-	-	
EB Thru	1	1085	1	65	1150	1	625	0	1150	1	625	1	0	1150	1	0	1150	
Comb. T-R	1	590	1	590	625	1	625	0	625	1	625	1	0	625	1	0	625	
EB Right	0	-	0	6	101	0	-	0	101	0	-	0	0	101	0	0	101	
Comb. L-T-R	0	-	0	-	-	0	-	-	-	0	-	0	-	-	0	-	-	
WB Left	1	119	1	7	126	1	126	0	126	1	126	1	10	136	1	0	136	
Comb. L-T	0	-	0	-	-	0	-	-	-	0	-	0	-	-	0	-	-	
WB Thru	1	552	1	33	585	1	311	0	585	1	312	1	0	585	1	0	585	
Comb. T-R	1	294	1	294	311	1	311	0	311	1	312	1	0	312	1	0	312	
WB Right	0	-	0	2	37	0	-	3	40	0	-	0	0	40	0	0	40	
Comb. L-T-R	0	-	0	-	-	0	-	-	-	0	-	0	-	-	0	-	-	
Crit. Volumes:	N-S:	711	N-S:	754	N-S:	754	N-S:	815	N-S:	815	N-S:	830	N-S:	830	N-S:	775	N-S:	775
	E-W:	709	E-W:	752	E-W:	752	E-W:	752	E-W:	752	E-W:	762	E-W:	762	E-W:	762	E-W:	762
	SUM:	1420	SUM:	1505	SUM:	1505	SUM:	1566	SUM:	1566	SUM:	1592	SUM:	1592	SUM:	1537	SUM:	1537
No. of Phases:	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	
Volume / Capacity:	0.947	1.003	1.003	1.003	1.003	1.003	1.044	1.044	1.044	1.044	1.061	1.061	1.061	1.061	1.061	1.061	1.061	
Level of Service:	E	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	

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

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

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CRITICAL MOVEMENT ANALYSIS

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

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

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

Movement	2002 EXIST. TRAFFIC			2005 W/ AMBIENT GROWTH			2005 W/ OTHER PROJECTS			2005 W/ PROPOSED PROJECT			2005 W/ MITIGATION [1]					
	No. of Lanes	Volume	Lane	Added	Total	No. of Lanes	Volume	Lane	Added	Total	No. of Lanes	Volume	Lane	Added	Total	No. of Lanes	Volume	
NB Left	1	137	1	8	145	1	145	1	145	1	146	1	146	-25	121	1	121	
Comb. L-T	0	-	0	-	-	0	-	0	-	0	-	0	-	-	0	0	-	
NB Thru	1	334	1	34	605	1	354	1	389	1	402	1	402	-125	571	2	285	
Comb. T-R	1	334	1	334	354	1	354	1	389	1	402	1	402	0	0	0	-	
NB Right	0	-	0	6	102	0	102	0	6	108	0	108	0	0	108	1	108	
Comb. L-T-R-	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
SB Left	1	96	1	6	102	1	102	1	107	1	107	1	107	0	107	1	107	
Comb. L-T	0	-	0	-	-	0	-	0	-	0	-	0	-	-	0	0	-	
SB Thru	1	1386	1	83	1469	1	853	1	950	1	938	1	938	-125	1510	1	876	
Comb. T-R	1	805	1	805	853	1	853	1	950	1	938	1	938	0	0	1	876	
SB Right	0	-	0	13	236	0	236	0	5	241	0	241	0	0	241	0	-	
Comb. L-T-R-	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
EB Left	1	27	1	2	29	1	29	1	30	1	30	1	30	0	30	1	30	
Comb. L-T	0	-	0	-	-	0	-	0	-	0	-	0	-	-	0	0	-	
EB Thru	1	393	1	24	417	1	275	1	275	1	273	1	273	0	414	1	260	
Comb. T-R	1	259	1	259	275	1	275	1	275	1	273	1	273	0	0	1	260	
EB Right	0	-	0	8	133	0	133	0	-1	132	0	132	0	-25	107	0	-	
Comb. L-T-R-	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
WB Left	1	289	1	17	306	1	306	1	308	1	301	1	301	0	301	1	301	
Comb. L-T	0	-	0	-	-	0	-	0	-	0	-	0	-	-	0	0	-	
WB Thru	1	908	1	54	962	1	489	1	490	1	491	1	491	0	965	1	491	
Comb. T-R	1	462	1	462	489	1	489	1	490	1	491	1	491	0	0	1	491	
WB Right	0	-	0	1	16	0	16	0	0	17	0	17	0	0	17	0	-	
Comb. L-T-R-	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Crit. Volumes:	N-S:	942	N-S:	998	N-S:	1095	N-S:	1084	N-S:	997	N-S:	1084	N-S:	997	E-W:	574	E-W:	561
	E-W:	548	E-W:	581	E-W:	574	E-W:	574	E-W:	561	E-W:	574	E-W:	561	SUM:	1658	SUM:	1558
	SUM:	1490	SUM:	1579	SUM:	1678	SUM:	1658	SUM:	1558	SUM:	1658	SUM:	1558				
No. of Phases:	2	2	2	2	2	2	2	2	2	2	2	2	2					
Volume / Capacity:	0.993	1.053	1.119	1.106	1.039	1.106	1.039	1.106	1.039	1.106	1.039	1.106	1.039					
Level of Service:	E	F	F	F	F	F	F	F	F	F	F	F	F					

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

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

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

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

CRITICAL MOVEMENT ANALYSIS

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

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

Movement	2002 EXIST. TRAFFIC			2005 W/ AMBIENT GROWTH			2005 W/ OTHER PROJECTS			2005 W/ PROPOSED PROJECT			2005 W/ MITIGATION [1]				
	No. of Lanes	Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Added Volume	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Added Volume	Total Volume	No. of Lanes	Added Volume	Total Volume
NB Left	1	121	128	7	128	1	128	0	128	1	128	1	130	-25	105	1	105
Comb. L-T	0	-	-	0	-	0	-	0	-	0	-	0	-	-	0	0	-
NB Thru	1	839	889	85	1500	1	889	124	1624	1	951	1	976	-125	1537	2	768
Comb. T-R	1	839	889	1	889	1	889	1	951	1	951	1	976	0	976	0	-
NB Right	0	-	-	16	279	0	-	0	279	0	-	0	-	0	291	1	291
Comb. L-T-R	0	-	-	0	-	0	-	0	-	0	-	0	-	0	0	0	-
SB Left	1	111	118	7	118	1	118	3	120	1	120	1	120	0	120	1	120
Comb. L-T	0	-	-	0	-	0	-	0	-	0	-	0	-	0	0	0	-
SB Thru	1	355	376	40	699	1	376	115	813	1	434	1	475	-125	770	1	413
Comb. T-R	1	355	376	1	376	1	376	1	434	1	434	1	475	0	475	1	413
SB Right	0	-	-	3	53	0	-	3	56	0	-	0	-	0	56	0	-
Comb. L-T-R	0	-	-	0	-	0	-	0	-	0	-	0	-	0	0	0	-
EB Left	1	268	284	16	284	1	284	3	287	1	287	1	287	0	287	1	287
Comb. L-T	0	-	-	0	-	0	-	0	-	0	-	0	-	0	0	0	-
EB Thru	1	558	591	58	1030	1	591	0	1030	1	591	1	599	0	1040	1	586
Comb. T-R	1	558	591	1	591	1	591	1	591	1	591	1	599	0	599	1	586
EB Right	0	-	-	9	153	0	-	0	153	0	-	0	-	-25	133	0	-
Comb. L-T-R	0	-	-	0	-	0	-	0	-	0	-	0	-	0	0	0	-
WB Left	1	99	105	6	105	1	105	9	114	1	114	1	140	0	140	1	140
Comb. L-T	0	-	-	0	-	0	-	0	-	0	-	0	-	0	0	0	-
WB Thru	1	254	269	25	435	1	269	0	435	1	270	1	272	0	440	1	272
Comb. T-R	1	254	269	1	269	1	269	1	270	1	270	1	272	0	272	1	272
WB Right	0	-	-	6	103	0	-	3	105	0	-	0	-	0	105	0	-
Comb. L-T-R	0	-	-	0	-	0	-	0	-	0	-	0	-	0	0	0	-
Crit. Volumes:	N-S:	950	1007	N-S:	1007	N-S:	1072	N-S:	1072	N-S:	1097	N-S:	1097	N-S:	869	N-S:	869
	E-W:	657	696	E-W:	696	E-W:	705	E-W:	705	E-W:	739	E-W:	739	E-W:	726	E-W:	726
	SUM:	1607	1703	SUM:	1703	SUM:	1777	SUM:	1777	SUM:	1835	SUM:	1835	SUM:	1615	SUM:	1615
No. of Phases:	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Volume / Capacity:	1.071	1.136	1.185	1.185	1.185	1.185	1.185	1.185	1.185	1.185	1.185	1.185	1.185	1.185	1.185	1.185	1.185
Level of Service:	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F

Assumptions: Maximum Sum of Critical Volumes (Intersection Capacity): 2 Phase=1500, 3 Phase=1425, 4+ Phase=1375, Unsignalized=1200.
 For dual turn lanes, 55% of volume is assigned to heavier lane.
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 Notes: [1] Traffic volumes shown in the added volume column reflect redistribution of traffic due to Mason Avenue crossing.

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CRITICAL MOVEMENT ANALYSIS

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

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

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

Movement	2002 EXIST. TRAFFIC			2005 W/ AMBIENT GROWTH			2005 W/ OTHER PROJECTS			2005 W/ PROPOSED PROJECT			2005 W/ MITIGATION [1]				
	No. of Lanes	Volume	Lane	Added Volume	Total Volume	No. of Lanes	Volume	Lane	Added Volume	Total Volume	No. of Lanes	Volume	Lane	Added Volume	Total Volume	No. of Lanes	Volume
NB Left	182	1	182	11	193	1	193	1	193	10	203	1	203	0	203	1	203
Comb. L-T	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NB Thru	1086	1	574	65	1151	1	608	1	639	12	1226	1	645	-150	1076	2	380
Comb. T-R	1	574	574	1	608	1	639	1	639	0	639	1	645	0	645	1	380
NB Right	61	0	-	4	65	0	0	0	0	0	65	0	0	0	65	0	0
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	65	0	0	0	65	0	0
SB Left	40	1	40	2	42	1	42	1	47	5	47	1	47	-16	31	1	31
Comb. L-T	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SB Thru	1225	1	670	74	1299	1	710	1	805	150	1449	1	805	-9	1290	1	725
Comb. T-R	1	670	670	1	710	1	805	1	805	0	805	1	800	0	800	1	725
SB Right	114	0	-	7	121	0	0	0	41	0	161	0	0	0	161	0	0
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	161	0	0	0	161	0	0
EB Left	13	1	13	1	14	1	14	1	20	6	20	1	20	0	20	1	20
Comb. L-T	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EB Thru	15	0	-	1	16	0	0	0	16	0	16	0	0	-9	7	0	0
Comb. T-R	1	43	43	1	46	1	46	1	46	0	46	1	29	0	29	1	29
EB Right	28	0	-	2	30	0	0	0	30	0	30	0	0	-8	22	0	0
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	30	0	0	0	22	0	0
WB Left	18	1	18	1	19	1	19	1	19	0	19	1	19	0	19	1	19
Comb. L-T	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WB Thru	64	0	-	4	68	0	0	0	68	12	80	0	0	0	80	0	0
Comb. T-R	1	82	82	1	87	1	88	1	88	0	88	1	121	0	121	1	121
WB Right	18	0	-	1	19	0	0	0	20	21	41	0	0	0	41	0	0
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	41	0	0	0	41	0	0
Crit. Volumes:	N-S: 852	903	N-S: 998	1003	1003	N-S: 1003	1003	1003	1106	1145	1145	1145	1145	N-S: 928	1003	N-S: 928	1003
	E-W: 95	101	E-W: 108	101	108	E-W: 108	101	108	1106	1145	1145	1145	1145	E-W: 141	141	E-W: 141	141
	SUM: 947	1003	SUM: 1106	1003	1106	SUM: 1106	1106	1106	1145	1145	1145	1145	1145	SUM: 1070	1070	SUM: 1070	1070
No. of Phases:	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Volume / Capacity:	0.631	0.669	0.737	0.669	0.737	0.737	0.737	0.737	0.763	0.763	0.763	0.763	0.763	0.763	0.763	0.763	0.763
Level of Service:	B	B	C	B	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.
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CRITICAL MOVEMENT ANALYSIS

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

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

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

Movement	2002 EXIST. TRAFFIC				2005 W/ AMBIENT GROWTH				2005 W/ OTHER PROJECTS				2005 W/ PROPOSED PROJECT				2005 W/ MITIGATION [1]													
	No. of Lanes	Volume	Lane	No. of Lanes	Added	Volume	Lane	Total	Added	Volume	Lane	Total	Added	Volume	Lane	Total	Added	Volume	Lane	Total	Added	Volume	Lane	Total	Added	Volume	Lane	Total		
NB Left	45	1	45	3	48	1	48	0	48	1	48	25	73	1	73	0	73	0	73	1	73	0	73	1	73	0	73	1	73	
Comb. L-T	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	0	-	0	-	0	0	-	0	0		
NB Thru	1530	1	784	92	1622	1	831	100	1722	1	881	29	1751	1	896	-150	1601	1	896	2	547	1	547	1	547	1	547	2	547	
Comb. T-R	1	784	1	784	1	831	1	881	1	881	1	896	1	896	1	896	1	896	1	896	1	896	1	896	1	896	1	896	2	547
NB Right	38	0	0	2	40	0	0	0	40	0	0	0	40	0	0	0	40	0	40	0	0	0	40	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		
SB Left	34	1	34	2	36	1	36	1	37	1	37	87	124	1	124	0	124	0	124	1	124	0	124	1	124	0	124	1	124	
Comb. L-T	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	0	-	0	-	0	0	-	0	0		
SB Thru	1096	1	571	66	1162	1	605	108	1269	1	661	50	1319	1	686	-150	1169	1	686	1	611	1	611	1	611	1	611	1	611	
Comb. T-R	1	571	1	571	1	605	1	661	1	661	1	686	1	686	1	686	1	686	1	686	1	686	1	686	1	686	1	686	1	611
SB Right	45	0	0	3	48	0	0	4	52	0	0	0	52	0	0	0	52	0	52	0	0	0	52	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	224	1	224	13	237	1	237	31	268	1	268	0	268	1	268	0	268	0	268	1	268	0	268	1	268	0	268	1	268	
Comb. L-T	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	0	-	0	-	0	0	-	0	0		
EB Thru	136	0	0	8	144	0	0	0	144	0	0	50	194	0	194	0	194	0	194	0	0	0	194	0	0	0	0	0		
Comb. T-R	1	274	1	274	1	290	1	290	1	290	1	384	1	384	1	384	1	384	1	384	1	384	1	384	1	384	1	384	1	384
EB Right	138	0	0	8	146	0	0	0	146	0	0	44	190	0	190	0	190	0	190	0	0	0	190	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	83	1	83	5	88	1	88	0	88	1	88	0	88	1	88	0	88	0	88	1	88	0	88	1	88	0	88	1	88	
Comb. L-T	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	0	-	0	-	0	0	-	0	0		
WB Thru	60	0	0	4	64	0	0	0	64	0	0	29	93	0	93	0	93	0	93	0	0	0	93	0	0	0	0	0		
Comb. T-R	1	113	1	113	1	120	1	122	1	122	1	201	1	201	1	201	1	201	1	201	1	201	1	201	1	201	1	201	1	201
WB Right	53	0	0	3	56	0	0	3	59	0	0	50	109	0	109	0	109	0	109	0	0	0	109	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		
Crit. Volumes:	N-S:	818	N-S:	867	N-S:	918	N-S:	1020	N-S:	1020	N-S:	683	N-S:	683	N-S:	683	N-S:	683	N-S:	683	N-S:	683	N-S:	683	N-S:	683	N-S:	683	N-S:	683
	E-W:	357	E-W:	378	E-W:	390	E-W:	472	E-W:	472	E-W:	472	E-W:	472	E-W:	472	E-W:	472	E-W:	472	E-W:	472	E-W:	472	E-W:	472	E-W:	472	E-W:	472
	SUM:	1175	SUM:	1246	SUM:	1309	SUM:	1492	SUM:	1492	SUM:	1156	SUM:	1156	SUM:	1156	SUM:	1156	SUM:	1156	SUM:	1156	SUM:	1156	SUM:	1156	SUM:	1156	SUM:	1156
No. of Phases:	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	
Volume / Capacity:	0.783	0.830	0.872	0.995	0.995	0.995	0.995	0.995	0.995	0.995	0.995	0.995	0.995	0.995	0.995	0.995	0.995	0.995	0.995	0.995	0.995	0.995	0.995	0.995	0.995	0.995	0.995	0.995	0.995	
Level of Service:	C	D	D	D	D	D	D	D	D	D	D	D	D	D	D	D	D	D	D	D	D	D	D	D	D	D	D	D	D	

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

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CRITICAL MOVEMENT ANALYSIS

Corbin Avenue @ Nordhoff Place/Nordhoff Street
 Peak Hour: AM
 Annual Growth: 2.0%
 Krausz Property Only Alternative C

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

N-S St: Corbin Avenue
 E-W St: Nordhoff Place/Nordhoff Street
 Project: Krausz Companies Northridge / 1-023156-1
 File Name: CMA17
 Courts by: Accutek

Movement	2002 EXIST. TRAFFIC			2005 W/ AMBIENT GROWTH			2005 W/ OTHER PROJECTS			2005 W/ PROPOSED PROJECT			2005 W/ MITIGATION [1]						
	No. of Lanes	Volume	Lane	Added	Total	No. of Lanes	Volume	Lane	Added	Total	No. of Lanes	Volume	Lane	Added	Total	No. of Lanes	Volume	Lane	
NB Left	80	1	80	5	85	1	85	1	85	0	85	1	85	0	85	1	85	1	85
Comb. L-T	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NB Thru	957	2	479	57	1015	2	507	2	535	-12	1058	2	529	-160	898	2	303	2	303
Comb. T-R	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NB Right	29	1	29	2	31	1	31	1	31	-20	11	1	11	0	11	0	0	1	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	53	1	53	3	56	1	56	1	61	0	61	1	61	0	61	1	61	1	61
Comb. L-T	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SB Thru	1249	2	430	75	1324	2	456	2	502	15	1477	2	507	-160	1317	2	454	2	454
Comb. T-R	1	430	1	456	1	456	1	502	1	502	0	507	1	507	0	454	1	454	1
SB Right	41	0	41	2	44	0	44	0	45	0	45	0	45	0	45	0	0	0	0
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EB Left	7	1	7	0	7	1	7	1	9	0	9	1	9	0	9	1	9	1	9
Comb. L-T	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EB Thru	5	1	5	0	5	1	5	31	36	-1	35	1	35	0	35	1	35	1	35
Comb. T-R	1	40	1	40	1	43	1	43	1	43	1	43	1	43	1	43	1	43	1
EB Right	40	0	40	2	43	0	43	0	43	0	43	0	43	0	43	0	0	0	0
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WB Left	56	1	56	3	61	1	61	1	61	25	86	1	86	0	86	1	86	1	86
Comb. L-T	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WB Thru	100	1	100	6	106	1	106	232	338	1	339	1	339	0	339	1	339	1	339
Comb. T-R	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WB Right	153	1	153	9	162	1	162	1	163	0	163	1	163	0	163	1	163	1	163
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Crit. Volumes:	N-S: 531	E-W: 133	SUM: 665	N-S: 563	E-W: 141	SUM: 704	N-S: 596	E-W: 347	SUM: 942	N-S: 592	E-W: 348	SUM: 940	N-S: 539	E-W: 348	SUM: 886				
No. of Phases:	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Volume / Capacity:	0.443	0.470	0.628	0.628	0.628	0.628	0.628	0.628	0.628	0.628	0.628	0.628	0.628	0.628	0.628	0.628	0.628	0.628	0.628
Level of Service:	A	A	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B

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

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

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CRITICAL MOVEMENT ANALYSIS

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

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

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

Movement	2002 EXIST. TRAFFIC			2005 W/ AMBIENT GROWTH			2005 W/ OTHER PROJECTS			2005 W/ PROPOSED PROJECT			2005 W/ MITIGATION [1]				
	No. of Lanes	Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Volume
NB Left	46	1	46	3	49	1	49	1	49	0	49	1	49	0	49	1	49
Comb. L-T	0	-	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-
NB Thru	2101	2	1050	126	2227	2	1113	2	1157	62	2376	2	1188	-160	2216	2	807
Comb. T-R	0	-	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-
NB Right	92	1	92	6	97	1	97	1	97	106	203	1	203	0	203	1	807
Comb. L-T-R	0	-	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-
SB Left	74	1	74	4	78	1	78	1	78	3	81	1	81	0	81	1	81
Comb. L-T	0	-	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-
SB Thru	1263	2	431	76	1338	2	457	2	490	36	1472	2	502	-160	1312	2	449
Comb. T-R	1	431	431	2	457	1	457	1	450	0	450	1	502	0	502	1	449
SB Right	31	0	-	2	33	0	-	0	36	0	36	0	36	0	36	0	-
Comb. L-T-R	0	-	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-
EB Left	63	1	63	4	66	1	66	1	69	0	69	1	69	0	69	1	69
Comb. L-T	0	-	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-
EB Thru	101	1	101	6	107	1	107	1	174	6	287	1	233	0	287	1	233
Comb. T-R	1	169	169	10	179	0	-	0	179	0	179	0	179	0	179	0	-
EB Right	169	0	-	10	179	0	-	0	179	0	179	0	179	0	179	0	-
Comb. L-T-R	0	-	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-
WB Left	183	1	183	11	194	1	194	1	194	61	255	1	255	0	255	1	255
Comb. L-T	0	-	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-
WB Thru	85	1	85	5	90	1	90	1	106	4	110	1	110	0	110	1	110
Comb. T-R	0	-	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-
WB Right	161	1	161	10	170	1	170	1	173	0	173	1	173	0	173	1	173
Comb. L-T-R	0	-	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-
Crit. Volumes:	N-S: 1124	E-W: 351	SUM: 1476	N-S: 1192	E-W: 373	SUM: 1564	N-S: 1238	E-W: 424	SUM: 1662	N-S: 1269	E-W: 488	SUM: 1757	N-S: 887	E-W: 488	SUM: 1375		
No. of Phases:	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Volume / Capacity:	0.984	1.043	1.108	1.171	1.171	1.171	1.171	1.171	1.171	1.171	1.171	1.171	1.171	1.171	1.171	1.171	1.171
Level of Service:	E	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	E

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

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: AM
 Annual Growth: 2.0%
 Krausz Property Only Alternative C

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: Accuthek

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	Total	No. of Lanes	Volume	Added	Total	Lane Volume	No. of Lanes	Volume	Added	Total	Lane Volume	No. of Lanes	Volume	Added	Total	Lane Volume	No. of Lanes	Volume		
NB Left	1	176	11	187	1	187	0	187	1	187	0	187	1	187	0	187	0	187	1	187	0	187	
Comb. L-T	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	0	0	-	
NB Thru	2	464	77	1356	2	492	48	1403	2	508	-33	1370	2	497	-150	1220	2	447	2	447	0	447	
Comb. T-R	1	464	1	492	1	492	1	508	1	508	0	508	1	497	0	497	1	447	1	447	0	447	
NB Right	0	-	7	120	0	-	0	120	0	-	0	120	0	-	0	120	0	120	0	0	0	-	
Comb. L-T-R	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	0	0	-	
SB Left	30	1	30	2	32	1	32	3	34	1	34	0	34	1	34	0	34	1	34	1	34	0	34
Comb. L-T	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	0	0	-	
SB Thru	2	988	59	1047	2	524	115	1162	2	581	28	1190	2	595	-150	1040	2	520	2	520	0	520	
Comb. T-R	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	0	0	-	
SB Right [1]	1	240	14	254	1	254	3	257	1	257	6	263	1	263	-10	253	1	253	1	253	0	253	
Comb. L-T-R	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	0	0	-	
EB Left	1	127	8	135	1	135	1	136	1	136	-7	129	1	129	-10	119	1	119	1	119	0	119	
Comb. L-T	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	0	0	-	
EB Thru	2	537	32	569	2	208	23	592	2	215	0	592	2	215	0	592	2	215	2	215	0	215	
Comb. T-R	1	196	1	208	1	208	1	215	1	215	0	215	1	215	0	215	1	215	1	215	0	215	
EB Right	0	-	3	54	0	-	0	54	0	-	0	54	0	-	0	54	0	54	0	0	0	-	
Comb. L-T-R	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	0	0	-	
WB Left	1	153	9	162	1	162	0	162	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	-	
WB Thru	2	1036	62	1098	2	549	18	1116	2	558	0	1116	2	558	0	1116	2	558	2	558	0	558	
Comb. T-R	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	0	0	-	
WB Right	24	1	24	1	25	1	27	1	27	0	27	0	27	1	27	0	27	1	27	1	27	0	27
Comb. L-T-R	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	0	0	-	
Crit. Volumes:	N-S:	670	N-S:	710	N-S:	768	N-S:	782	N-S:	782	N-S:	782	N-S:	782	N-S:	782	N-S:	782	N-S:	707	N-S:	707	N-S:
	E-W:	645	E-W:	684	E-W:	694	E-W:	687	E-W:	687	E-W:	687	E-W:	687	E-W:	687	E-W:	687	E-W:	677	E-W:	677	E-W:
	SUM:	1315	SUM:	1394	SUM:	1462	SUM:	1469	SUM:	1469	SUM:	1469	SUM:	1469	SUM:	1469	SUM:	1469	SUM:	1384	SUM:	1384	SUM:
No. of Phases:	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	
Volume / Capacity:	0.923	0.978	1.026	1.031	1.031	1.031	1.031	1.031	1.031	1.031	1.031	1.031	1.031	1.031	1.031	1.031	1.031	1.031	1.031	1.031	1.031	1.031	
Level of Service:	E	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: [1] Southbound right-turn overlapping phase with eastbound left-turn phase.
 [2] Traffic volumes shown in the added volume column reflect redistribution of traffic due to Mason Avenue crossing.

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CRITICAL MOVEMENT ANALYSIS

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

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]				
	No. of Lanes	Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Volume
NB Left	1	81	81	5	86	1	86	1	86	0	86	1	86	0	86	1	86
Comb. L-T	0	-	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-
NB Thru	2	481	481	77	1363	2	510	2	536	112	1553	2	573	-150	1403	2	523
Comb. T-R	1	481	481	9	166	1	510	1	536	0	166	1	573	0	166	1	523
NB Right	0	-	-	0	166	0	166	0	166	0	166	0	166	0	166	0	166
Comb. L-T-R	0	-	-	0	166	0	166	0	166	0	166	0	166	0	166	0	166
SB Left	1	103	103	6	109	1	109	1	112	3	112	1	112	0	112	1	112
Comb. L-T	0	-	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-
SB Thru	2	704	704	84	1492	2	746	2	790	88	1580	2	816	-150	1483	2	741
Comb. T-R	0	-	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-
SB Right [1]	1	204	204	12	216	1	216	1	219	3	219	1	231	-10	221	1	221
Comb. L-T-R	0	-	-	0	216	0	216	0	219	0	219	0	231	0	219	0	221
EB Left	1	377	377	23	400	1	400	1	402	3	402	1	428	-10	418	1	418
Comb. L-T	0	-	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-
EB Thru	2	472	472	71	1253	2	500	2	502	7	1260	2	502	0	1260	2	502
Comb. T-R	1	472	472	14	247	1	500	1	502	0	247	1	502	0	247	1	502
EB Right	0	-	-	0	247	0	247	0	247	0	247	0	247	0	247	0	247
Comb. L-T-R	0	-	-	0	247	0	247	0	247	0	247	0	247	0	247	0	247
WB Left	1	108	108	6	114	1	114	1	114	0	114	1	114	0	114	1	114
Comb. L-T	0	-	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-
WB Thru	2	258	258	31	547	2	273	2	277	8	555	2	277	0	555	2	277
Comb. T-R	0	-	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-
WB Right	1	70	70	4	74	1	74	1	77	3	77	1	77	0	77	1	77
Comb. L-T-R	0	-	-	0	74	0	74	0	77	0	77	0	77	0	77	0	77
Crit. Volumes:		N-S: 785			N-S: 832		N-S: 876		N-S: 902		N-S: 902		N-S: 902		N-S: 827		N-S: 827
		E-W: 635			E-W: 673		E-W: 680		E-W: 706		E-W: 706		E-W: 706		E-W: 696		E-W: 696
		SUM: 1420			SUM: 1505		SUM: 1555		SUM: 1608		SUM: 1608		SUM: 1608		SUM: 1523		SUM: 1523
No. of Phases:	3		3		3		3		3		3		3		3		3
Volume / Capacity:	0.996		1.056		1.092		1.128		1.128		1.128		1.128		1.069		1.069
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.

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

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CRITICAL MOVEMENT ANALYSIS

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

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

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

Movement	2002 EXIST. TRAFFIC			2005 W/ AMBIENT GROWTH			2005 W/ OTHER PROJECTS			2005 W/ PROPOSED PROJECT			2005 W/ MITIGATION [1]				
	No. of Lanes	Volume	Lane Volume	Added	Total	No. of Lanes	Volume	Lane Volume	Added	Total	No. of Lanes	Volume	Lane Volume	Added	Total	No. of Lanes	Volume
NB Left	1	64	4	68	1	68	1	68	0	68	1	68	0	68	1	68	
Comb. L-T	0	-	-	-	0	-	0	-	-	-	0	-	-	-	0	-	
NB Thru	1	763	86	1521	1	809	1	830	-24	1540	1	818	-130	1410	1	753	
Comb. T-R	1	763	1	809	1	809	1	830			1	818			1	753	
NB Right	0	-	5	96	0	96	0	96	0	96	0	96	0	96	0	96	
Comb. L-T-R	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
SB Left	1	91	5	96	1	96	1	99	4	103	1	103	0	103	1	103	
Comb. L-T	0	-	-	-	0	-	0	-	-	-	0	-	-	-	0	-	
SB Thru	1	573	66	1162	1	607	1	661	20	1287	1	673	-130	1157	1	598	
Comb. T-R	1	573	1	607	1	607	1	661			1	673			1	598	
SB Right	0	-	3	53	0	53	0	56	4	60	0	60	-20	40	0	40	
Comb. L-T-R	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
EB Left	1	86	5	91	1	91	1	92	-4	88	1	88	-20	68	1	68	
Comb. L-T	0	-	-	-	0	-	0	-	-	-	0	-	-	-	0	-	
EB Thru	1	434	50	882	1	460	1	460	0	882	1	460	0	882	1	460	
Comb. T-R	1	434	1	460	1	460	1	460			1	460			1	460	
EB Right	0	-	2	37	0	37	0	37	0	37	0	37	0	37	0	37	
Comb. L-T-R	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
WB Left	1	84	5	89	1	89	1	89	0	89	1	89	0	89	1	89	
Comb. L-T	0	-	-	-	0	-	0	-	-	-	0	-	-	-	0	-	
WB Thru	1	665	69	1219	1	704	1	1220	0	1220	1	703	0	1220	1	703	
Comb. T-R	1	665	1	704	1	704	1	705			1	703			1	703	
WB Right	0	-	11	190	0	190	0	191	-4	187	0	187	0	187	0	187	
Comb. L-T-R	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Crit. Volumes:	N-S:	854	905	N-S:	905	929	N-S:	929	N-S:	921	N-S:	856			N-S:	856	
	E-W:	751	796	E-W:	796	798	E-W:	798	E-W:	792	E-W:	772			E-W:	772	
	SUM:	1605	1701	SUM:	1701	1727	SUM:	1727	SUM:	1713	SUM:	1628			SUM:	1628	
No. of Phases:	2	2	2	2	2	2	2	2	2	2	2	2			2		
Volume / Capacity:	1.070	1.134	1.134	1.134	1.151	1.151	1.151	1.142	1.142	1.142	1.085			1.085			
Level of Service:	F	F	F	F	F	F	F	F	F	F	F			F			

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

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

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

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CRITICAL MOVEMENT ANALYSIS

Corbin Avenue @ Parthenia Street
 Peak Hour: PM
 Annual Growth: 2.00%
 Project: Krausz Companies Northridge / 1-023166-1
 File Name: CMA19
 Counts by: Accutek

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

Movement	2002 EXIST. TRAFFIC				2005 W/ AMBIENT GROWTH				2005 W/ OTHER PROJECTS				2005 W/ PROPOSED PROJECT				2005 W/ MITIGATION [1]			
	No. of Lanes	Volume	Lane Volume	No. of Lanes	Added Volume	Total Volume	Lane Volume	No. of Lanes	Added Volume	Total Volume	Lane Volume	No. of Lanes	Added Volume	Total Volume	Lane Volume	No. of Lanes	Added Volume	Total Volume	Lane Volume	
NB Left	58	1	58	3	61	1	61	0	61	1	61	0	61	1	61	0	61	1	61	
Comb. L-T	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
NB Thru	1326	1	701	80	1406	1	743	68	1473	1	777	82	1555	1	818	-130	1425	1	753	
Comb. T-R	1	701	701	1	743	1	777	1	777	1	818	1	818	1	818	0	818	1	753	
NB Right	76	0	76	5	81	0	81	0	81	0	81	0	81	0	81	0	81	0	81	
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
SB Left	182	1	182	10	172	1	172	3	174	1	174	7	181	1	181	0	181	1	181	
Comb. L-T	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
SB Thru	1183	1	617	71	1254	1	654	78	1331	1	694	38	1369	1	717	-130	1239	1	642	
Comb. T-R	1	617	617	1	654	1	694	1	694	1	717	1	717	1	717	0	717	1	642	
SB Right	51	0	51	3	54	0	54	3	57	0	54	7	64	0	54	-20	44	0	34	
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
EB Left	120	1	120	7	127	1	127	3	130	1	130	15	145	1	145	-20	125	1	125	
Comb. L-T	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
EB Thru	1083	1	568	65	1148	1	602	8	1156	1	606	0	1156	1	606	0	1156	1	606	
Comb. T-R	1	568	568	1	602	1	606	1	606	1	606	1	606	1	606	0	606	1	606	
EB Right	52	0	52	3	55	0	55	0	55	0	55	0	55	0	55	0	55	0	55	
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
WB Left	113	1	113	7	120	1	120	0	120	1	120	0	120	1	120	0	120	1	120	
Comb. L-T	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
WB Thru	975	1	604	59	1034	1	640	6	1040	1	644	0	1040	1	651	0	1040	1	651	
Comb. T-R	1	604	604	1	640	1	644	1	644	1	644	1	644	1	651	0	644	1	651	
WB Right	232	0	232	14	246	0	246	3	248	0	246	15	263	0	263	0	263	0	263	
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Crit. Volumes:	N-S:	863	N-S:	915	N-S:	951	N-S:	999	N-S:	999	N-S:	999	N-S:	999	N-S:	934	N-S:	934	N-S:	934
	E-W:	724	E-W:	767	E-W:	774	E-W:	796	E-W:	796	E-W:	796	E-W:	796	E-W:	776	E-W:	776	E-W:	776
	SUM:	1587	SUM:	1682	SUM:	1725	SUM:	1795	SUM:	1795	SUM:	1795	SUM:	1795	SUM:	1710	SUM:	1710	SUM:	1710
No. of Phases:	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	
Volume / Capacity:	1.058	1.121	1.150	1.197	1.197	1.197	1.197	1.197	1.197	1.197	1.197	1.197	1.197	1.197	1.197	1.197	1.197	1.197	1.197	
Level of Service:	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	

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

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CRITICAL MOVEMENT ANALYSIS

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

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

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

Movement	2002 EXIST. TRAFFIC				2005 W/ AMBIENT GROWTH				2005 W/ OTHER PROJECTS				2005 W/ PROPOSED PROJECT				2005 W/ MITIGATION [2]							
	No. of Lanes	Volume	Added	Total	No. of Lanes	Volume	Added	Total	No. of Lanes	Volume	Added	Total	No. of Lanes	Volume	Added	Total	No. of Lanes	Volume	Added	Total	No. of Lanes	Volume		
NB Left	66	1	66	4	70	1	70	0	70	1	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	0	0	0	0	
NB Thru	921	1	499	55	976	1	528	33	1009	1	545	-9	1000	1	540	-110	890	1	540	-110	890	1	485	
Comb. T-R	1	499	1	499	1	528	1	545	1	545	1	540	1	540	1	540	1	540	1	540	1	540	1	485
NB Right	76	0	76	5	81	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	0	0	0	0	
SB Left	94	1	94	6	100	1	100	5	105	1	105	5	110	1	110	0	110	1	110	0	110	1	110	
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	1240	1	657	74	1314	1	696	80	1394	1	738	8	1402	1	745	-110	1292	1	745	-110	1292	1	690	
Comb. T-R	1	657	1	657	1	696	1	738	1	738	1	745	1	745	1	745	1	745	1	745	1	745	1	690
SB Right	73	0	73	4	77	0	77	5	82	0	82	6	88	0	88	0	88	0	88	0	88	0	88	
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
EB Left	123	1	123	7	130	1	130	1	132	1	132	-7	125	1	125	0	125	1	125	0	125	1	125	
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	1008	2	357	60	1068	2	378	4	1072	2	379	0	1072	2	379	0	1072	2	379	0	1072	2	379	
Comb. T-R	1	357	1	357	1	378	1	378	1	379	1	379	1	379	1	379	1	379	1	379	1	379	1	379
EB Right	62	0	62	4	66	0	66	0	66	0	66	0	66	0	66	0	66	0	66	0	66	0	66	
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
WB Left	97	1	97	6	103	1	103	0	103	1	103	0	103	1	103	0	103	1	103	0	103	1	103	
Comb. L-T	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
WB Thru	939	2	470	56	995	2	498	5	1000	2	500	0	1000	2	500	0	1000	2	500	0	1000	2	500	
Comb. T-R	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
WB Right [1]	156	1	156	9	165	1	165	1	167	1	167	-6	161	1	161	0	161	1	161	0	161	1	161	
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:	723		766		N-S:	808		N-S:	815		N-S:	760		N-S:	815		N-S:	760		N-S:	760	
		E-W:	593		628		E-W:	632		E-W:	625		E-W:	625		E-W:	625		E-W:	625		E-W:	625	
		SUM:	1315		1394		SUM:	1440		SUM:	1440		SUM:	1385		SUM:	1440		SUM:	1385		SUM:	1385	
No. of Phases:	2		2		2		2		2		2		2		2		2		2		2		2	
Volume / Capacity:	0.877		0.929		0.960		0.960		0.960		0.960		0.960		0.960		0.960		0.960		0.960		0.923	
Level of Service:	D		E		E		E		E		E		E		E		E		E		E		E	

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

N-S St: Corbin Avenue
 E-W St: Roscoe Boulevard
 Project: Krausz Companies Northridge / 1-023166-1
 File Name: CMAZ0
 Counts by: Accurtek

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

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

Movement	2002 EXIST. TRAFFIC			2005 W/ AMBIENT GROWTH			2005 W/ OTHER PROJECTS			2005 W/ PROPOSED PROJECT			2005 W/ MITIGATION [2]			
	No. of Lanes	Lane Volume	Total Volume	No. of Lanes	Lane Volume	Total Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Total Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Total Volume
NB Left	92	1	92	1	98	0	98	1	98	0	98	1	98	1	98	0
Comb. L-T	0	-	0	0	-	0	0	0	-	0	0	0	-	0	-	0
NB Thru	1022	1	552	1	585	61	1083	1	613	31	1169	1	628	1	628	-110
Comb. T-R	1	552	552	1	585	1	613	1	613	1	628	1	628	1	628	1059
NB Right	82	0	82	0	87	0	87	0	87	0	87	0	87	0	87	0
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	87	0	87	0	87	0
SB Left	129	1	129	1	137	8	137	1	139	10	149	1	149	1	149	0
Comb. L-T	0	-	0	0	-	0	0	0	-	0	0	0	-	0	-	0
SB Thru	1067	1	592	1	627	64	1131	1	661	14	1210	1	674	1	674	-110
Comb. T-R	1	592	592	1	627	1	661	1	661	1	674	1	674	1	674	1100
SB Right	116	0	116	0	123	7	123	0	123	12	137	0	137	0	137	0
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	137	0	137	0	137	0
EB Left	169	1	169	1	179	10	179	1	182	26	208	1	208	1	208	0
Comb. L-T	0	-	0	0	-	0	0	0	-	0	0	0	-	0	-	0
EB Thru	1178	2	412	2	437	71	1249	2	442	0	1264	2	442	2	442	0
Comb. T-R	1	412	412	1	437	1	442	1	442	1	442	1	442	1	442	1264
EB Right	59	0	59	0	63	4	63	0	63	0	63	0	63	0	63	0
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	63	0	63	0	63	0
WB Left	60	1	60	1	64	4	64	1	64	0	64	1	64	1	64	0
Comb. L-T	0	-	0	0	-	0	0	0	-	0	0	0	-	0	-	0
WB Thru	1068	2	397	2	421	64	1132	2	426	0	1145	2	433	2	433	0
Comb. T-R	1	397	397	1	421	1	421	1	426	1	433	1	433	1	433	1145
WB Right	123	0	123	0	130	7	130	0	130	20	153	0	153	0	153	0
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	153	0	153	0	153	0
Crit. Volumes:	N-S: 684	E-W: 566	SUM: 1250	N-S: 725	E-W: 600	SUM: 1324	N-S: 758	E-W: 608	SUM: 1366	N-S: 777	E-W: 640	SUM: 1418	N-S: 722	E-W: 640	SUM: 1363	
No. of Phases:	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Volume / Capacity:	0.833	0.833	0.833	0.833	0.833	0.833	0.833	0.833	0.833	0.833	0.833	0.833	0.833	0.833	0.833	0.833
Level of Service:	D	D	D	D	D	D	D	D	D	D	D	D	D	D	D	D

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

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

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

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

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

Movement	2002 EXIST. TRAFFIC			2005 W/ AMBIENT GROWTH			2005 W/ OTHER PROJECTS			2005 W/ PROPOSED PROJECT			2005 W/ MITIGATION [1]				
	No. of Lanes	Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Added Volume	Total Volume	No. of Lanes	Added Volume	Total Volume	No. of Lanes	Added Volume	Total Volume	No. of Lanes	Added Volume	Total Volume
NB Left	1	60	60	4	64	1	64	0	64	1	64	0	64	0	64	1	64
Comb. L-T	0	-	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-
NB Thru	1	499	499	51	897	1	529	20	917	1	539	-4	913	-90	823	1	492
Comb. T-R	1	499	499	1	529	1	529	1	539	1	539	1	537	0	537	1	492
NB Right	0	-	-	9	161	0	-	0	161	0	161	0	161	0	161	0	-
Comb. L-T-R	0	-	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-
SB Left	1	131	131	8	139	1	139	4	143	1	143	1	144	0	144	1	144
Comb. L-T	0	-	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-
SB Thru	1	630	630	71	1261	1	667	58	1319	1	698	4	1323	-90	1233	1	655
Comb. T-R	1	630	630	1	667	1	667	1	698	1	698	1	700	0	700	1	655
SB Right	0	-	-	4	73	0	-	4	77	0	-	1	78	0	78	0	-
Comb. L-T-R	0	-	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-
EB Left	1	96	96	6	102	1	102	1	103	1	103	-1	102	0	102	1	102
Comb. L-T	0	-	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-
EB Thru	1	601	601	68	1204	1	637	1	1205	1	638	0	1205	0	1205	1	638
Comb. T-R	1	601	601	1	637	1	637	1	638	1	638	1	638	0	638	1	638
EB Right	0	-	-	4	70	0	-	0	70	0	-	0	70	0	70	0	-
Comb. L-T-R	0	-	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-
WB Left	1	139	139	8	147	1	147	0	147	1	147	0	147	0	147	1	147
Comb. L-T	0	-	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-
WB Thru	1	628	628	69	1227	1	666	1	1228	1	667	0	1228	0	1228	1	666
Comb. T-R	1	628	628	1	666	1	666	1	667	1	667	1	666	0	666	1	666
WB Right	0	-	-	6	104	0	-	1	105	0	-	-1	104	0	104	0	-
Comb. L-T-R	0	-	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-
Crit. Volumes:	N-S:	680	680	N-S:	731	N-S:	761	N-S:	761	N-S:	764	N-S:	764	N-S:	719	N-S:	719
	E-W:	740	740	E-W:	784	E-W:	785	E-W:	785	E-W:	785	E-W:	785	E-W:	785	E-W:	785
	SUM:	1430	1430	SUM:	1515	SUM:	1546	SUM:	1546	SUM:	1549	SUM:	1549	SUM:	1504	SUM:	1504
No. of Phases:	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Volume / Capacity:	0.953	1.010	1.031	1.031	1.031	1.031	1.031	1.031	1.031	1.031	1.031	1.031	1.031	1.031	1.031	1.031	1.003
Level of Service:	E	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F

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

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

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

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

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

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CRITICAL MOVEMENT ANALYSIS

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

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

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	Added	Total	No. of Lanes	Volume	Lane	Added	Total	No. of Lanes	Volume	Lane	Added	Total	No. of Lanes	Volume
NB Left	18	0	-	1	19	0	-	0	19	0	0	3	22	0	22	0	0
Comb. L-T	1	20	1	21													
NB Thru	2	0	-	0	2	0	-	0	2	0	1	3	3	-200	-197	0	-
Comb. T-R	0	-	-	-	-	0	-	-	-	0	0	-	-	-	-	0	-
NB Right	39	1	39	2	41	1	41	41	0	41	10	51	51	0	51	1	51
Comb. L-T-R	0	-	-	0	0	0	-	0	0	0	0	0	0	0	0	0	0
SB Left	12	0	-	1	13	0	-	0	13	0	0	0	13	0	13	0	-
Comb. L-T	0	-	-	0	0	0	-	0	0	0	0	0	0	0	0	0	-
SB Thru	6	0	30	0	6	0	32	0	6	0	32	-1	5	-200	-195	0	-169
Comb. T-R	0	-	-	-	-	0	-	-	-	0	0	-	-	-	-	0	-
SB Right	12	0	-	1	13	0	-	0	13	0	0	0	13	0	13	0	-
Comb. L-T-R	1	-	-	1	1	1	-	1	1	1	1	0	1	0	1	1	-
EB Left	2	1	2	0	2	1	2	0	2	0	2	0	2	0	2	1	2
Comb. L-T	0	-	-	0	0	0	-	0	0	0	0	0	0	0	0	0	-
EB Thru	501	2	251	30	531	2	266	2	533	2	267	6	539	2	539	2	270
Comb. T-R	0	-	-	-	-	0	-	-	-	0	0	-	-	0	-	0	-
EB Right [1]	32	1	32	2	34	1	34	5	39	1	39	-3	36	1	36	1	36
Comb. L-T-R	0	-	-	0	0	0	-	0	0	0	0	0	0	0	0	0	-
WB Left	182	1	182	11	193	1	193	0	193	1	193	-12	181	1	181	1	181
Comb. L-T	0	-	-	0	0	0	-	0	0	0	0	0	0	0	0	0	-
WB Thru	1294	1	650	78	1372	1	689	13	1385	1	696	-7	1378	1	1378	1	692
Comb. T-R	1	650	1	689	1	689	1	696	1	696	1	692	692	1	692	1	692
WB Right	6	0	-	0	6	0	-	0	6	0	0	0	6	0	6	0	-
Comb. L-T-R	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: 53	E-W: 694	SUM: 747	N-S: 53	E-W: 694	SUM: 716		
No. of Phases:	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Volume / Capacity:	0.467	0.495	0.499	0.498	0.498	0.498	0.498	0.498	0.498	0.498	0.498	0.498	0.498	0.498	0.498	0.498	0.477
Level of Service:	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A

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

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CRITICAL MOVEMENT ANALYSIS

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

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

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	Added	Total	No. of Lanes	Volume	Lane	Added	Total	No. of Lanes	Volume	Lane	Added	Total	No. of Lanes	Volume	
NB Left	123	0	-	7	130	0	-	0	0	130	0	-	0	0	130	0	-	
Comb. L-T	1	150	1	159	1	159	1	159	1	159	1	166	1	166	1	166	135	
NB Thru	27	0	-	2	29	0	-	0	0	29	0	-	0	-200	-169	0	-	
Comb. T-R	0	-	-	0	0	0	-	0	0	0	0	-	0	-	0	0	-	
NB Right	354	1	354	21	375	1	375	1	375	375	1	394	1	394	394	1	394	
Comb. L-T-R	0	-	-	0	0	0	-	0	0	0	0	-	0	0	0	0	0	
SB Left	9	0	-	1	10	0	-	0	0	10	0	-	0	0	10	0	-	
Comb. L-T	0	-	-	0	0	0	-	0	0	0	0	-	0	-	0	0	-	
SB Thru	17	0	34	1	18	0	36	0	36	18	0	36	0	41	-177	0	-159	
Comb. T-R	0	-	-	0	0	0	-	0	0	0	0	-	0	-	0	0	-	
SB Right	8	0	-	0	8	0	-	0	0	8	0	-	0	0	8	0	-	
Comb. L-T-R	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
EB Left	24	1	24	1	25	1	25	1	25	25	1	25	1	25	25	1	25	
Comb. L-T	0	-	-	0	0	0	-	0	0	0	0	-	0	0	0	0	-	
EB Thru	1245	2	623	75	1320	2	660	12	1331	12	1343	2	672	0	1343	2	672	
Comb. T-R	0	-	-	0	0	0	-	0	0	0	0	-	0	-	0	0	-	
EB Right [1]	100	1	100	6	106	1	106	1	106	106	1	116	1	116	116	1	116	
Comb. L-T-R	0	-	-	0	0	0	-	0	0	0	0	-	0	0	0	0	-	
WB Left	142	1	142	9	151	1	151	1	151	41	192	1	192	0	192	1	192	
Comb. L-T	0	-	-	0	0	0	-	0	0	0	0	-	0	-	0	0	-	
WB Thru	436	1	226	26	462	1	240	1	241	26	490	1	254	0	490	1	254	
Comb. T-R	1	226	1	226	240	1	240	1	241	241	1	254	1	254	254	1	254	
WB Right	16	0	-	1	17	0	-	0	0	0	17	0	0	0	17	0	0	
Comb. L-T-R	0	-	-	0	0	0	-	0	0	0	0	-	0	0	0	0	-	
Crit. Volumes:	N-S: 292	E-W: 765	SUM: 1057	N-S: 310	E-W: 810	SUM: 1120	N-S: 310	E-W: 816	SUM: 1126	N-S: 308	E-W: 863	SUM: 1171	N-S: 308	E-W: 863	SUM: 1171	N-S: 308	E-W: 863	SUM: 1171
No. of Phases:	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Volume / Capacity:	0.704	0.747	0.750	0.781	0.781	0.781	0.781	0.781	0.781	0.781	0.781	0.781	0.781	0.781	0.781	0.781	0.781	0.781
Level of Service:	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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 Right turns on red from excl. lanes = 50% of overlapping left turn.

Notes: [1] Functional right-turn only lane

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CRITICAL MOVEMENT ANALYSIS

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

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

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	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	5	0	0	0	5	0	0	5	0	0	5	0	0	5	0
Comb. L-T	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NB Thru	9	0	19	1	10	0	20	0	10	0	20	0	0	10	0
Comb. T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	20
NB Right	5	0	0	0	5	0	0	0	5	0	0	0	0	5	0
Comb. L-T-R	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
SB Left	16	0	0	1	17	0	0	17	0	19	36	0	0	36	0
Comb. L-T	1	1	30	1	32	1	32	1	32	1	51	1	0	51	1
SB Thru	14	0	0	1	15	0	0	15	0	15	0	0	0	15	0
Comb. T-R	1	1	57	1	60	1	60	1	60	1	60	1	0	60	1
SB Right	57	0	0	3	60	0	0	60	0	0	60	0	0	60	0
Comb. L-T-R	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	0	38	1
Comb. L-T	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EB Thru	72	1	43	4	76	1	45	36	112	18	130	1	72	130	1
Comb. T-R	1	1	43	1	45	1	45	1	63	1	72	1	72	72	1
EB Right	13	0	0	1	14	0	0	0	14	0	14	0	0	14	0
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WB Left	39	1	39	2	41	1	41	0	41	0	41	1	0	41	1
Comb. L-T	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WB Thru	320	1	214	19	339	1	227	233	572	-14	558	1	329	558	1
Comb. T-R	1	1	214	1	227	1	227	1	343	1	343	1	329	329	1
WB Right	108	0	0	6	114	0	0	0	114	-15	99	0	0	99	0
Comb. L-T-R	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: 367	SUM: 433	N-S: 66	E-W: 367	SUM: 433
No. of Phases:	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Volume / Capacity:	0.208	0.220	0.220	0.220	0.220	0.220	0.298	0.298	0.298	0.289	0.289	0.289	0.289	0.289	0.289
Level of Service:	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A

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

Notes:

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CRITICAL MOVEMENT ANALYSIS

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

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

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	Added Volume	Total Volume	No. of Lanes	Added Volume	Total Volume	Lane Volume	No. of Lanes	Added Volume	Total Volume	Lane Volume	No. of Lanes	Added Volume	Total Volume	Lane Volume
NB Left	18	0	0	1	19	0	0	19	0	0	0	19	0	0	0	19	0
Comb. L-T	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NB Thru	26	0	88	2	28	0	0	28	0	93	0	28	0	0	28	93	0
Comb. T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NB Right	44	0	0	3	47	0	0	47	0	0	0	47	0	0	47	0	0
Comb. L-T-R	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
SB Left	189	0	0	10	179	0	0	179	0	179	0	179	0	0	226	0	0
Comb. L-T	1	169	1	1	179	1	1	179	1	179	1	179	1	226	0	17	0
SB Thru	16	0	0	1	17	0	0	17	0	0	0	17	0	0	17	0	0
Comb. T-R	1	93	1	1	99	1	1	99	1	99	1	99	1	99	0	82	0
SB Right	77	0	0	5	82	0	0	82	0	0	0	82	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
EB Left	142	1	142	9	151	1	151	151	1	151	0	151	1	151	0	151	1
Comb. L-T	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EB Thru	282	1	161	17	299	1	170	475	1	258	43	518	1	280	0	518	1
Comb. T-R	1	161	1	1	170	1	170	258	1	258	1	280	1	280	0	41	0
EB Right	39	0	0	2	41	0	0	41	0	0	0	41	0	0	41	0	0
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WB Left	69	1	69	4	73	1	73	73	1	73	0	73	1	73	0	73	1
Comb. L-T	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WB Thru	259	1	231	16	275	1	245	293	1	254	75	368	1	332	0	368	1
Comb. T-R	1	231	1	1	245	1	245	254	1	254	1	332	1	332	0	296	0
WB Right	203	0	0	12	215	0	0	215	0	0	81	296	0	0	0	296	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: 257	N-S: 272	N-S: 319	N-S: 272	N-S: 319	N-S: 319	N-S: 272	N-S: 319	N-S: 319	N-S: 319	N-S: 319	N-S: 319	N-S: 319	N-S: 319	N-S: 319	N-S: 319	N-S: 319
	E-W: 373	E-W: 395	E-W: 483	E-W: 405	E-W: 483	E-W: 483	E-W: 405	E-W: 483	E-W: 483	E-W: 483	E-W: 483	E-W: 483	E-W: 483	E-W: 483	E-W: 483	E-W: 483	E-W: 483
	SUM: 630	SUM: 668	SUM: 802	SUM: 677	SUM: 802	SUM: 802	SUM: 677	SUM: 802	SUM: 802	SUM: 802	SUM: 802	SUM: 802	SUM: 802	SUM: 802	SUM: 802	SUM: 802	SUM: 802
No. of Phases:	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	0.445	0.451	0.451	0.445	0.451	0.451	0.451	0.451	0.451	0.451	0.451	0.451	0.451	0.451
Level of Service:	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A

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

Notes:

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CRITICAL MOVEMENT ANALYSIS

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

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

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	Lane Volume	Total Volume	No. of Lanes	Lane Volume	Total Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Total Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Total Volume
NB Left	1	0	0	1	0	1	0	1	0	1	0	0	1	0	0	1
Comb. L-T	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NB Thru	4	9	0	4	10	4	0	4	0	4	0	0	4	0	4	10
Comb. T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NB Right	4	0	0	4	0	4	0	4	0	4	0	0	4	0	4	0
Comb. L-T-R-	1	0	0	1	0	1	0	1	0	1	0	0	1	0	1	0
SB Left	51	28	3	54	30	5	59	32	91	32	0	32	91	1	50	0
Comb. L-T	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SB Thru	4	34	0	4	36	0	4	38	4	4	0	38	4	0	53	0
Comb. T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SB Right	7	0	0	7	0	0	7	0	7	0	0	0	7	0	7	0
Comb. L-T-R-	1	0	0	1	0	0	1	0	1	0	0	0	1	0	1	0
EB Left	8	1	0	8	1	0	8	1	8	1	0	1	8	1	8	1
Comb. L-T	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EB Thru	658	220	39	697	233	23	720	241	720	241	0	241	720	2	241	2
Comb. T-R	1	220	0	1	233	0	1	241	1	241	0	1	241	1	241	1
EB Right	1	0	0	1	0	0	1	0	1	0	0	0	1	0	1	0
Comb. L-T-R-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WB Left	5	1	0	5	1	0	5	1	5	1	0	1	5	1	5	1
Comb. L-T	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WB Thru	1166	390	70	1236	413	18	1254	419	1254	419	0	419	1254	2	419	2
Comb. T-R	1	390	0	1	413	0	1	419	1	419	0	1	419	1	419	1
WB Right	3	0	0	3	0	0	3	0	3	0	0	0	3	0	3	0
Comb. L-T-R-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Crit. Volumes:	N-S: 35	E-W: 398	SUM: 433	N-S: 37	E-W: 422	SUM: 459	N-S: 39	E-W: 428	SUM: 467	N-S: 54	E-W: 428	SUM: 481	N-S: 54	E-W: 428	SUM: 481	
No. of Phases:	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Volume / Capacity:	0.304	0.322	0.328	0.322	0.328	0.328	0.328	0.328	0.328	0.328	0.328	0.328	0.328	0.328	0.328	0.328
Level of Service:	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A

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

Notes:

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CRITICAL MOVEMENT ANALYSIS

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

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

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	Added Volume	Total Volume	No. of Lanes	Added Volume	Total Volume	No. of Lanes	Added Volume	Total Volume	No. of Lanes	Added Volume	Total Volume	No. of Lanes	Added Volume	Total Volume
NB Left	20	0	-	1	21	0	0	21	0	21	0	0	0	21	0	0	21
Comb. L-T	0	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NB Thru	37	0	105	2	39	0	0	39	0	39	0	0	0	39	0	0	39
Comb. T-R	0	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NB Right	48	0	-	3	51	0	0	51	0	51	0	0	0	51	0	0	51
Comb. L-T-R	1	1	-	1	1	1	1	1	1	1	1	1	1	1	1	1	1
SB Left	448	1	246	27	475	1	263	477	3	477	60	537	1	296	0	537	1
Comb. L-T	0	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SB Thru	62	0	299	4	66	0	318	66	0	66	0	66	0	345	0	66	0
Comb. T-R	0	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SB Right	35	0	-	2	37	0	0	37	0	37	0	0	0	37	0	0	37
Comb. L-T-R	1	1	-	1	1	1	1	1	1	1	1	1	1	1	1	1	1
EB Left	89	1	89	5	94	1	94	94	0	94	0	94	1	94	0	94	1
Comb. L-T	0	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EB Thru	1194	2	427	72	1266	2	453	1273	7	1273	0	1273	2	455	0	1273	2
Comb. T-R	1	1	427	1	453	1	455	455	1	455	1	455	1	455	1	455	1
EB Right	87	0	-	5	92	0	0	92	0	92	0	92	0	92	0	92	0
Comb. L-T-R	0	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WB Left	20	1	20	1	21	1	21	21	0	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
WB Thru	710	2	238	43	753	2	252	761	8	761	0	761	2	255	0	761	2
Comb. T-R	1	1	238	1	252	1	255	255	1	255	1	255	1	255	1	255	1
WB Right	3	0	-	0	3	0	0	3	0	3	0	3	0	3	0	3	0
Comb. L-T-R	0	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Crit. Volumes:	N-S: 319	E-W: 447	SUM: 766	N-S: 338	E-W: 474	SUM: 812	N-S: 339	E-W: 476	SUM: 815	N-S: 366	E-W: 476	SUM: 842	N-S: 366	E-W: 476	SUM: 842		
No. of Phases:	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	0.591	0.591	0.591	0.591	0.591	0.591	0.591	0.591	0.591	0.591	0.591	0.591	0.591	0.591
Level of Service:	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A

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

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: Accurek

CRITICAL MOVEMENT ANALYSIS

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

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

Movement	2002 EXIST. TRAFFIC			2005 W/ AMBIENT GROWTH			2005 W/ OTHER PROJECTS			2005 W/ PROPOSED PROJECT			2005 W/ MITIGATION [1]		
	Volume	Lane	No. of Lanes	Added Volume	Total Volume	No. of Lanes	Volume	Added Volume	Total Volume	No. of Lanes	Volume	Added Volume	Total Volume	No. of Lanes	Volume
NB Left	262	2	2	16	278	2	153	1	278	2	153	0	278	2	153
Comb. L-T	0	-	0	-	-	0	-	0	-	0	-	0	-	0	-
NB Thru	356	3	3	21	377	3	126	-2	375	3	125	6	381	3	117
Comb. T-R	0	-	0	-	-	0	-	0	0	0	-	0	-30	0	-
NB Right	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	-
SB Left	0	-	0	0	0	0	-	0	0	0	-	0	0	0	-
Comb. L-T	0	-	0	-	-	0	-	0	-	0	-	0	-	0	-
SB Thru	768	2	2	46	814	2	315	47	861	2	319	-7	854	2	307
Comb. T-R	1	297	1	297	315	1	315	1	319	1	319	1	317	1	307
SB Right	124	0	0	7	131	0	-	-35	97	0	-	0	97	0	-
Comb. L-T-R	0	-	0	0	0	0	-	0	0	0	-	0	0	0	-
EB Left	0	-	0	0	0	0	-	0	0	0	-	0	0	0	-
Comb. L-T	0	-	0	-	-	0	-	0	-	0	-	0	-	0	-
EB Thru	0	-	0	0	0	0	-	0	0	0	-	0	0	0	-
Comb. T-R	0	-	0	-	-	0	-	0	-	0	-	0	-	0	-
EB Right	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	-
WB Left	1510	1	1	831	1601	1	880	15	1616	1	889	-7	1609	1	885
Comb. L-T	0	-	0	-	-	0	-	0	-	0	-	0	-	0	-
WB Thru	1	0	0	0	1	0	721	0	1	0	728	0	1	0	725
Comb. T-R	0	-	0	-	-	0	-	0	-	0	-	0	-	0	-
WB Right	169	1	1	169	179	1	179	24	203	1	203	0	203	1	203
Comb. L-T-R	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
Crit. Volumes:	N-S: 441	E-W: 831	SUM: 1272	N-S: 468	E-W: 880	SUM: 1348	N-S: 472	E-W: 889	SUM: 1361	N-S: 470	E-W: 885	SUM: 1355	N-S: 460	E-W: 885	SUM: 1345
No. of Phases:	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Volume / Capacity:	0.893	0.846	0.855	0.851	0.844	0.851	0.851	0.851	0.851	0.851	0.851	0.851	0.851	0.851	0.844
Level of Service:	D	D	D	D	D	D	D	D	D	D	D	D	D	D	D

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

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

For one excl. and one opt. turn lane, 55% of volume is assigned to exclusive lane.

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

* V/C ratio includes a 0.10 reduction due to the installation of ATC/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 @ SR-118 WB Ramps
 Peak Hour: PM
 Annual Growth: 2.00%
 Krausz Property Only Alternative C

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

N-S St: Tampa Avenue
 E-W St: SR-118 WB Ramps
 Project: Krausz Companies Northridge / 1-023156-1
 File Name: CMA25
 Counts by: Accutek

Movement	2002 EXIST. TRAFFIC			2005 W/ AMBIENT GROWTH			2005 W/ OTHER PROJECTS			2005 W/ PROPOSED PROJECT			2005 W/ MITIGATION [1]						
	No. of Lanes	Volume	Lane	Added	Total	No. of Lanes	Volume	Lane	Added	Total	No. of Lanes	Volume	Lane	Added	Total	No. of Lanes	Volume	Lane	
NB Left	376	2	207	23	399	2	219	2	222	0	404	2	222	0	404	2	222	0	222
Comb. L-T	0	-	-	0	0	0	-	0	-	0	0	0	-	0	0	0	0	-	-
NB Thru	797	3	266	48	845	3	282	3	279	12	850	3	283	-30	820	3	273	-30	273
Comb. T-R	0	-	-	0	0	0	-	0	-	0	0	0	-	0	0	0	0	-	-
NB Right	0	0	-	0	0	0	-	0	-	0	0	0	-	0	0	0	0	-	-
Comb. L-T-R	0	0	-	0	0	0	-	0	-	0	0	0	-	0	0	0	0	-	-
SB Left	0	0	-	0	0	0	-	0	-	0	0	0	-	0	0	0	0	-	-
Comb. L-T	0	-	-	0	0	0	-	0	-	0	0	0	-	0	0	0	0	-	-
SB Thru	479	2	199	29	508	2	211	2	235	26	622	2	244	-30	592	2	234	-30	234
Comb. T-R	1	199	-	7	125	0	211	1	235	0	110	0	244	0	110	1	234	0	234
SB Right	118	0	-	0	0	0	-	0	-	0	110	0	-	0	110	0	0	0	0
Comb. L-T-R	0	0	-	0	0	0	-	0	-	0	0	0	-	0	0	0	0	-	-
EB Left	0	0	-	0	0	0	-	0	-	0	0	0	-	0	0	0	0	-	-
Comb. L-T	0	-	-	0	0	0	-	0	-	0	0	0	-	0	0	0	0	-	-
EB Thru	0	0	-	0	0	0	-	0	-	0	0	0	-	0	0	0	0	-	-
Comb. T-R	0	0	-	0	0	0	-	0	-	0	0	0	-	0	0	0	0	-	-
EB Right	0	0	-	0	0	0	-	0	-	0	0	0	-	0	0	0	0	-	-
Comb. L-T-R	0	0	-	0	0	0	-	0	-	0	0	0	-	0	0	0	0	-	-
WB Left	1190	1	655	71	1261	1	684	1	685	26	1272	1	689	0	1272	1	689	0	689
Comb. L-T	0	-	-	0	0	0	-	0	-	0	0	0	-	0	0	0	0	-	-
WB Thru	0	0	536	0	0	0	568	0	561	0	0	0	572	0	0	0	572	0	572
Comb. T-R	0	-	-	0	0	0	-	0	-	0	0	0	-	0	0	0	0	-	-
WB Right	341	1	341	20	361	1	361	1	417	0	417	1	417	0	417	1	417	0	417
Comb. L-T-R	1	1	-	1	361	1	361	1	417	0	417	1	417	0	417	1	417	0	417
Crit. Volumes:	N-S: 406	E-W: 655	SUM: 1060	N-S: 430	E-W: 694	SUM: 1124	N-S: 457	E-W: 685	SUM: 1142	N-S: 466	E-W: 699	SUM: 1165	N-S: 466	E-W: 699	SUM: 1165	N-S: 456	E-W: 699	SUM: 1155	
No. of Phases:	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Volume / Capacity:	0.744	0.689	0.702	0.711	0.718	0.711	0.718	0.711	0.718	0.711	0.718	0.711	0.718	0.711	0.718	0.711	0.718	0.711	0.718
Level of Service:	C	B	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C

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

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

* V/C ratio includes a 0.10 reduction due to the installation of ATSC/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 @ SR-118 EB Ramps
 Date: 03/19/2003
 Date of Count: 2002
 Projection Year: 2005

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

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

Movement	2002 EXIST. TRAFFIC				2005 W/ AMBIENT GROWTH				2005 W/ OTHER PROJECTS				2005 W/ PROPOSED PROJECT				2005 W/ MITIGATION [1]				
	Volume	Lanes	No. of Lanes	Total Volume	Added Volume	Lane Volume	No. of Lanes	Total Volume	Added Volume	Lane Volume	No. of Lanes	Total Volume	Added Volume	Lane Volume	No. of Lanes	Total Volume	Added Volume	Lane Volume	No. of Lanes	Total Volume	
NB Left	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	262	31	277	2	566	12	283	2	572	6	286	2	542	-30	286	2	271	2	
Comb. T-R	1	1	458	1	485	1	488	1	488	1	488	1	491	1	491	0	491	1	491	1	
NB Right	1017	1	559	61	593	1	1085	7	597	1	1091	6	600	1	1091	0	600	1	600	1	
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
SB Left	429	1	429	26	455	1	456	1	456	1	456	0	456	1	456	0	456	1	456	1	
Comb. L-T	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
SB Thru	1902	3	634	114	672	3	2077	61	692	3	2062	-15	687	3	2032	-30	687	3	677	3	
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	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	
EB Left	69	0	0	4	73	0	60	-13	60	0	60	0	60	0	60	0	60	0	60	0	
Comb. L-T	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
EB Thru	0	0	0	0	352	0	352	0	353	0	353	0	353	0	353	0	353	0	353	0	
Comb. T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
EB Right	595	1	332	36	352	1	652	21	358	1	652	0	358	1	652	0	358	1	652	1	
Comb. L-T-R	1	1	332	36	631	1	652	21	358	1	652	0	358	1	652	0	358	1	652	1	
WB 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	
WB Thru	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Comb. T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
WB Right	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	
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: 1414	N-S: 1056	E-W: 358	SUM: 1414	N-S: 1056	E-W: 358	SUM: 1414	N-S: 1056	E-W: 358	SUM: 1414	N-S: 1056	E-W: 358	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	
Volume / Capacity:	0.880	0.833	0.833	0.841	0.843	0.843	0.843	0.843	0.843	0.843	0.843	0.843	0.843	0.843	0.843	0.843	0.843	0.843	0.843	0.843	
Level of Service:	D	D	D	D	D	D	D	D	D	D	D	D	D	D	D	D	D	D	D	D	

Assumptions:
 Maximum Sum of Critical Volumes (Intersection Capacity): 2 Phase=1500, 3 Phase=1425, 4+ Phase=1375, Unsignalized=1200.
 For dual turn lanes, 55% of volume is assigned to heavier lane.
 For one excl. and one opt. turn lane, 50% of volume is assigned to exclusive lane.
 Right turns on red from excl. lanes = 50% of overlapping left turn.
 * V/C ratio includes a 0.10 reduction due to the installation of ATSA/CATCS.
 [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: SR-118 EB Ramps
 Project: Krausz Companies Northridge / 1-023166-1
 File Name: CMA26
 Counts by: Accutek

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

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

Movement	2002 EXIST. TRAFFIC			2005 W/ AMBIENT GROWTH			2005 W/ OTHER PROJECTS			2005 W/ PROPOSED PROJECT			2005 W/ MITIGATION [1]			
	No. of Lanes	Volume	Total	No. of Lanes	Volume	Total	No. of Lanes	Volume	Added	Total	No. of Lanes	Volume	Added	Total	No. of Lanes	Volume
NB Left	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
NB Thru	979	2	490	519	2	1063	2	532	12	1075	2	538	-30	1045	2	523
Comb. T-R	1	622	1	659	1	662	1	662	1	667	1	667	1	667	1	667
NB Right	1382	1	760	806	1	1465	1	809	12	1483	1	815	0	1483	1	815
Comb. L-T-R-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SB Left	207	1	207	219	1	219	1	268	0	268	1	268	0	268	1	268
Comb. L-T	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SB Thru	1404	3	468	496	3	1498	3	499	51	1549	3	516	-30	1519	3	506
Comb. T-R	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	0	12	0	0	0	12	0	0
Comb. L-T-R-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EB Left	177	0	11	188	0	188	0	-27	0	160	0	0	0	160	0	0
Comb. L-T	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EB Thru	1	0	298	316	0	1	0	304	0	1	0	304	0	1	0	304
Comb. T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EB Right	418	1	298	25	443	1	316	4	447	1	304	0	447	0	447	1
Comb. L-T-R-	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
Comb. L-T	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
Comb. T-R	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
Comb. L-T-R-	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: 1083	E-W: 304	SUM: 1387	N-S: 1083	E-W: 304	SUM: 1387	
No. of Phases:	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Volume / Capacity:	0.843	0.794	0.821	0.825	0.825	0.825	0.825	0.825	0.825	0.825	0.825	0.825	0.825	0.825	0.825	0.825
Level of Service:	D	C	D	D	D	D	D	D	D	D	D	D	D	D	D	D

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

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

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

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CRITICAL MOVEMENT ANALYSIS

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

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

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

Movement	2002 EXIST. TRAFFIC			2005 W/ AMBIENT GROWTH			2005 W/ OTHER PROJECTS [1]			2005 W/ PROPOSED PROJECT			2005 W/ MITIGATION [2]			
	No. of Lanes	Lane Volume	Total Volume	No. of Lanes	Lane Volume	Total Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Total Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Total Volume
NB Left	7	1	7	0	8	8	18	26	1	26	0	26	0	26	1	26
Comb. L-T	0	-	0	0	-	0	-	0	0	0	-	0	-	0	0	-
NB Thru	1096	3	365	66	1162	3	387	-8	1154	3	313	13	1167	3	316	-30
Comb. T-R	0	-	0	0	-	0	-	0	0	0	-	0	-	0	0	-
NB Right	93	1	93	6	99	1	99	0	99	0	0	0	99	0	0	99
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SB Left	101	1	101	6	107	1	107	5	112	1	112	0	112	1	112	0
Comb. L-T	0	-	0	0	-	0	-	0	0	0	-	0	-	0	0	-
SB Thru	2246	2	754	135	2381	2	799	63	2444	2	824	-15	2429	2	819	-30
Comb. T-R	1	754	754	1	799	1	799	0	799	1	824	0	824	1	819	0
SB Right	16	0	16	1	17	0	12	28	0	0	0	0	28	0	0	28
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EB Left	62	0	62	4	66	0	7	73	0	73	0	0	73	0	73	0
Comb. L-T	1	72	72	1	76	1	4	72	1	82	1	82	0	82	1	82
EB Thru	64	0	64	4	68	0	4	72	0	72	0	0	72	0	72	0
Comb. T-R	1	72	72	1	76	1	76	0	76	1	82	0	82	1	82	0
EB Right	18	0	18	1	19	0	-1	19	0	19	0	0	19	0	19	0
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WB Left	286	2	157	17	303	2	167	-34	269	2	148	0	269	2	148	0
Comb. L-T	0	-	0	0	-	0	-	0	0	0	-	0	0	0	0	-
WB Thru	140	1	140	8	148	1	148	47	195	1	195	0	195	1	195	0
Comb. T-R	0	-	0	0	-	0	-	0	0	0	-	0	0	0	0	-
WB Right	56	1	56	3	59	1	59	15	74	1	74	0	74	1	74	0
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Crit. Volumes:	N-S:	761	807	N-S:	850	850	N-S:	845	845	N-S:	845	N-S:	835	N-S:	835	
	E-W:	229	243	E-W:	268	268	E-W:	268	268	E-W:	268	E-W:	268	E-W:	268	
	SUM:	990	1050	SUM:	1118	1118	SUM:	1113	1113	SUM:	1113	SUM:	1103	SUM:	1103	
No. of Phases:	3			3			3			3			3			
Volume / Capacity:	0.695			0.637			0.684			0.681			0.674			
Level of Service:	B			B			B			B			B			

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

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

Notes:
 [1] Porter Ranch mitigation includes restriping to provide 1 left-turn, 3 through, and one shared through-right turn lane in the northbound direction.
 [2] Traffic volumes shown in the added volume column reflect redistribution of traffic due to Mason Avenue crossing.

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CRITICAL MOVEMENT ANALYSIS

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

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

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

Movement	2002 EXIST. TRAFFIC				2005 W/ AMBIENT GROWTH				2005 W/ OTHER PROJECTS [1]				2005 W/ PROPOSED PROJECT				2005 W/ MITIGATION [2]				
	No. of Lanes	Volume	Lane	Total	No. of Lanes	Volume	Lane	Total	Added	Total	No. of Lanes	Volume	Lane	Total	Added	Total	No. of Lanes	Volume	Lane	Total	
NB Left	12	1	12	13	1	13	1	38	26	38	1	38	1	38	0	38	1	38	1	38	
Comb. L-T	0	-	0	-	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
NB Thru	1963	3	654	118	2081	3	694	35	2115	3	574	24	2139	3	580	-30	2109	3	572	572	
Comb. T-R	0	-	0	-	0	-	0	574	574	1	574	1	580	1	580	0	580	1	572	572	
NB Right	183	1	183	11	194	1	194	-15	179	0	0	0	179	0	0	0	179	0	0	0	
Comb. L-T-R-	0	-	0	-	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
SB Left	122	1	122	7	129	1	129	6	135	1	135	0	135	1	135	0	135	1	135	135	
Comb. L-T	0	-	0	-	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
SB Thru	1585	2	561	95	1680	2	595	11	1691	2	601	51	1742	2	618	-30	1712	2	608	608	
Comb. T-R	1	561	561	595	595	1	595	601	601	1	601	0	618	1	618	0	618	1	608	608	
SB Right	99	0	99	6	105	0	105	8	113	0	0	0	113	0	0	0	113	0	0	0	
Comb. L-T-R-	0	-	0	-	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
EB Left	46	0	46	3	49	0	49	-1	48	0	0	0	48	0	0	0	48	0	0	0	
Comb. L-T	1	77	77	82	159	1	161	64	156	0	115	0	156	0	115	0	156	0	115	115	
EB Thru	87	0	87	5	92	0	92	82	156	0	115	0	156	0	115	0	156	0	115	115	
Comb. T-R	1	77	77	82	159	1	161	82	156	0	115	0	156	0	115	0	156	0	115	115	
EB Right	21	0	21	1	22	0	22	4	27	0	0	0	27	0	0	0	27	0	0	0	
Comb. L-T-R-	0	-	0	-	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
WB Left	130	2	72	8	138	2	76	-29	109	2	60	0	109	2	60	0	109	2	60	60	
Comb. L-T	0	-	0	-	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
WB Thru	60	1	60	4	64	1	64	111	174	1	174	0	174	1	174	0	174	1	174	174	
Comb. T-R	0	-	0	-	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
WB Right	113	1	113	7	120	1	120	0	120	1	120	0	120	1	120	0	120	1	120	120	
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: 776	E-W: 149	SUM: 925	N-S: 823	E-W: 157	SUM: 980	N-S: 708	E-W: 222	SUM: 930	N-S: 714	E-W: 222	SUM: 936	N-S: 707	E-W: 222	SUM: 929	N-S: 707	E-W: 222	SUM: 929	N-S: 707	E-W: 222	SUM: 929
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:	0.649	0.588	0.553	0.553	0.553	0.553	0.553	0.553	0.553	0.553	0.553	0.553	0.553	0.553	0.553	0.553	0.553	0.553	0.553	0.553	
Level of Service:	B	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.
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 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] 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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N-S St: Tampa Avenue
 E-W St: Devonshire Street
 Project: Krausz Companies Northridge / 1-023166-1
 File Name: CMA28
 Courts by: Accufek

CRITICAL MOVEMENT ANALYSIS

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

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

Movement	2002 EXIST. TRAFFIC				2005 W/ AMBIENT GROWTH				2005 W/ OTHER PROJECTS				2005 W/ PROPOSED PROJECT				2005 W/ MITIGATION [1]			
	No. of Lanes	Volume	Lane Volume	Total	No. of Lanes	Volume	Lane Volume	Total	Added	Volume	Lane Volume	Total	Added	Volume	Lane Volume	Total	Added	Volume	Lane Volume	
NB Left	40	1	40	2	42	1	42	3	45	1	45	0	45	1	45	-10	35	1	35	
Comb. L-T	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	13	910	2	367	-50	860	2	350	
Comb. T-R	1	337	337	1	357	1	357	1	363	1	363	1	367	1	367	0	367	1	350	
NB Right	181	0	-	11	192	0	-	-1	191	0	-	0	191	0	0	0	191	0	-	
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
SB Left	46	1	46	3	49	1	49	13	62	1	62	0	62	1	62	0	62	1	62	
Comb. L-T	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	-15	1749	3	583	-50	1699	3	566	
Comb. T-R	0	-	0	-	0	-	0	-	0	0	0	-	0	0	0	-	0	0	-	
SB Right	102	1	102	6	108	1	108	-9	99	1	99	0	99	1	99	0	99	1	99	
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
EB Left	75	2	41	5	80	2	44	-13	66	2	36	0	66	2	36	0	66	2	36	
Comb. L-T	0	-	0	-	0	-	0	-	0	0	0	-	0	0	0	-	0	0	-	
EB Thru	784	1	421	47	831	1	446	45	876	1	468	3	879	1	470	0	879	1	465	
Comb. T-R	1	421	421	1	446	1	446	1	468	1	468	1	470	1	470	0	470	1	465	
EB Right	57	0	-	3	60	0	-	1	61	0	0	0	61	0	0	-10	51	0	-	
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
WB Left	186	2	102	11	197	2	108	-7	191	2	105	0	191	2	105	0	191	2	105	
Comb. L-T	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	-3	1301	1	674	0	1301	1	674	
Comb. T-R	1	606	606	1	642	1	642	1	675	1	675	1	674	1	674	0	674	1	674	
WB Right	32	0	-	2	34	0	-	14	47	0	0	0	47	0	0	0	47	0	-	
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Crit. Volumes:	N-S: 563	E-W: 647	SUM: 1210	N-S: 597	E-W: 686	SUM: 1283	N-S: 633	E-W: 712	SUM: 1345	N-S: 628	E-W: 710	SUM: 1339	N-S: 602	E-W: 710	SUM: 1312					
No. of Phases:	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	
Volume / Capacity:	0.849	0.849	0.849	0.849	0.849	0.849	0.849	0.849	0.849	0.849	0.849	0.849	0.849	0.849	0.849	0.849	0.849	0.849	0.849	
Level of Service:	D	D	D	D	D	D	D	D	D	D	D	D	D	D	D	D	D	D	D	

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

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

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

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

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

[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: Devonshire Street
 Project: Krausz Companies Northridge / 1-023166-1
 File Name: CMA28
 Counts by: Accutek

CRITICAL MOVEMENT ANALYSIS

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

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

Movement	2002 EXIST. TRAFFIC			2005 W/ AMBIENT GROWTH			2005 W/ OTHER PROJECTS			2005 W/ PROPOSED PROJECT			2005 W/ MITIGATION [1]		
	No. of Lanes	Lane Volume	Total Volume	Added Volume	Total Volume	Lane Volume	Added Volume	Total Volume	Lane Volume	Added Volume	Total Volume	Lane Volume	Added Volume	Total Volume	Lane Volume
NB Left	30	1	30	2	32	1	32	9	41	1	41	0	41	1	31
Comb. L-T	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NB Thru	1608	2	604	96	1704	2	641	87	1791	2	671	24	1815	2	662
Comb. T-R	1	604	604	1	641	1	671	1	671	1	671	1	679	1	662
NB Right	205	0	205	12	217	0	217	5	222	0	222	0	222	0	222
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SB Left	51	1	51	3	54	1	54	6	60	1	60	0	60	1	60
Comb. L-T	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SB Thru	1085	3	362	65	1150	3	383	34	1184	3	395	51	1235	3	395
Comb. T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SB Right	57	1	57	3	60	1	60	-9	52	1	52	0	52	1	52
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EB Left	82	2	45	5	87	2	48	-23	64	2	35	0	64	2	35
Comb. L-T	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EB Thru	1141	1	593	68	1209	1	628	48	1257	1	656	5	1262	1	654
Comb. T-R	1	593	593	1	628	1	656	1	656	1	656	1	659	1	654
EB Right	44	0	44	3	47	0	47	9	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
WB Left	191	2	105	11	202	2	111	-6	197	2	108	0	197	2	108
Comb. L-T	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WB Thru	626	1	340	38	664	1	360	42	706	1	384	10	716	1	389
Comb. T-R	1	340	340	1	360	1	360	1	384	1	384	1	389	1	389
WB Right	54	0	54	3	57	0	57	4	61	0	61	0	61	0	61
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Crit. Volumes:		N-S:	655		695		695		731		731		739		723
		E-W:	698		739		739		765		765		767		762
		SUM:	1353		1434		1434		1496		1496		1506		1485
No. of Phases:			3		3		3		3		3		3		3
Volume / Capacity:			0.949		0.906		0.906		0.950		0.950		0.957		0.942
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.

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

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

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CRITICAL MOVEMENT ANALYSIS

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

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

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]			
	No. of Lanes	Lane Volume	Total Volume	No. of Lanes	Lane Volume	Total Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Total Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Total Volume
NB Left	89	1	89	5	94	1	94	0	94	1	94	0	94	1	94	0
Comb. L-T	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	13	937	2	341	-65
Comb. T-R	1	312	312	1	330	1	336	1	336	1	341	0	341	1	341	0
NB Right	80	0	80	5	85	0	85	0	85	0	85	0	85	0	85	0
Comb. L-T-R-	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	0
Comb. L-T	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	-15	1819	2	644	-65
Comb. T-R	1	583	583	1	618	1	618	1	618	1	649	0	649	1	644	0
SB Right	107	0	107	6	113	0	113	0	113	0	113	0	113	0	113	0
Comb. L-T-R-	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	0
Comb. L-T	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	3	982	1	515	0
Comb. T-R	1	480	480	1	508	1	508	1	513	1	513	0	513	1	515	0
EB Right	45	0	45	3	48	0	48	0	48	0	48	0	48	0	48	0
Comb. L-T-R-	0	-	0	0	-	0	0	0	0	0	0	0	0	0	0	0
WB Left	153	1	153	9	162	1	162	0	162	1	162	0	162	1	162	0
Comb. L-T	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	-3	1178	1	710	0
Comb. T-R	1	671	671	1	711	1	711	1	711	1	711	0	711	1	710	0
WB Right	227	0	227	14	241	0	241	1	242	0	242	0	242	0	242	0
Comb. L-T-R-	0	-	0	0	-	0	0	0	0	0	0	0	0	0	0	0
Crit. Volumes:	N-S: 672	E-W: 780	SUM: 1451	N-S: 712	E-W: 826	SUM: 1538	N-S: 744	E-W: 827	SUM: 1570	N-S: 739	E-W: 825	SUM: 1564	N-S: 717	E-W: 825	SUM: 1542	
No. of Phases:	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Volume / Capacity:	0.967	1.025	1.047	1.043	1.043	1.043	1.043	1.043	1.043	1.043	1.043	1.043	1.043	1.043	1.043	1.043
Level of Service:	E	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

Tampa Avenue @ Lassen Street
 Peak Hour: PM
 Annual Growth: 2.00%
 Project: Krausz Property Only Alternative C
 File Name: CMA29
 Counts by: Accutrek

Tampa Avenue @ Lassen Street
 Peak Hour: PM
 Annual Growth: 2.00%
 Project: Krausz Property Only Alternative C
 File Name: CMA29
 Counts by: Accutrek

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

Movement	2002 EXIST. TRAFFIC			2005 W/ AMBIENT GROWTH			2005 W/ OTHER PROJECTS			2005 W/ PROPOSED PROJECT			2005 W/ MITIGATION [1]						
	No. of Lanes	Volume	Lane	Added	Total	No. of Lanes	Volume	Lane	Added	Total	No. of Lanes	Volume	Lane	Added	Total	No. of Lanes	Volume	Lane	
NB Left	49	1	49	3	52	1	52	1	52	0	52	1	52	0	52	1	52	1	52
Comb. L-T	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NB Thru	1618	2	589	97	1715	2	624	2	656	24	1834	2	664	-65	1769	2	642	2	642
Comb. T-R	1	589	1	589	1	624	1	656	1	656	1	664	1	664	1	642	1	642	1
NB Right	148	0	0	9	157	0	0	0	0	0	157	0	0	0	157	0	0	0	0
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SB Left	45	1	45	3	48	1	48	1	49	0	49	1	49	0	49	1	49	1	49
Comb. L-T	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SB Thru	1208	2	420	72	1280	2	445	2	456	51	1383	2	473	-65	1298	2	452	2	452
Comb. T-R	1	420	1	420	1	445	1	456	1	456	1	473	1	473	1	452	1	452	1
SB Right	52	0	0	3	55	0	0	0	0	0	55	0	0	0	55	0	0	0	0
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EB Left	104	1	104	6	110	1	110	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
EB Thru	1261	1	664	76	1337	1	704	1	704	5	1342	1	706	0	1342	1	706	1	706
Comb. T-R	1	664	1	664	1	704	1	704	1	704	1	706	1	706	1	706	1	706	1
EB Right	67	0	0	4	71	0	0	0	0	0	71	0	0	0	71	0	0	0	0
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WB Left	125	1	125	8	133	1	133	1	133	0	133	1	133	0	133	1	133	1	133
Comb. L-T	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WB Thru	665	1	350	40	705	1	371	1	372	10	715	1	377	0	715	1	377	1	377
Comb. T-R	1	350	1	350	1	371	1	372	1	372	1	377	1	377	1	377	1	377	1
WB Right	35	0	0	2	37	0	0	0	0	0	37	0	0	0	37	0	0	0	0
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Crit. Volumes:	N-S: 634	E-W: 789	SUM: 1423	N-S: 672	E-W: 836	SUM: 1508	N-S: 705	E-W: 836	SUM: 1541	N-S: 713	E-W: 839	SUM: 1551	N-S: 691	E-W: 839	SUM: 1530				
No. of Phases:	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2				
Volume / Capacity:	0.948	1.005	1.027	1.034	1.020														
Level of Service:	E	F	F	F	F														

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

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CRITICAL MOVEMENT ANALYSIS

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

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

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

Movement	2002 EXIST. TRAFFIC				2005 W/ AMBIENT GROWTH				2005 W/ OTHER PROJECTS				2005 W/ PROPOSED PROJECT				2005 W/ MITIGATION [1]						
	No. of Lanes	Volume	Lane 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	Added Volume	Total Volume	No. of Lanes	Volume	Lane Volume
NB Left	67	1	67	4	71	1	71	1	71	0	71	1	71	0	71	1	71	1	71	0	71	1	71
Comb. L-T	0	-	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	0	-	-
NB Thru	884	2	322	53	937	2	341	2	347	17	954	2	347	6	960	2	349	2	349	-80	880	2	322
Comb. T-R	1	322	322	1	341	1	341	1	347	1	347	1	347	1	349	1	349	1	349	1	322	1	322
NB Right	82	0	-	5	87	0	-	0	87	0	87	0	-	0	87	0	-	0	87	0	87	0	-
Comb. L-T-R	0	0	-	0	0	0	-	0	0	0	87	0	0	0	87	0	0	0	87	0	87	0	0
SB Left	63	1	63	4	67	1	67	1	67	0	67	1	67	0	67	1	67	1	67	0	67	1	67
Comb. L-T	0	-	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	0	-	-
SB Thru	1367	2	592	82	1449	2	627	2	659	95	1544	2	659	-7	1537	2	663	2	663	-80	1457	2	627
Comb. T-R	1	592	592	1	627	1	627	1	659	1	659	1	659	1	653	1	653	1	653	1	627	1	627
SB Right	408	0	-	24	432	0	-	0	432	0	432	0	-	-10	422	0	-	0	422	0	422	0	-
Comb. L-T-R	0	0	-	0	0	0	-	0	0	0	432	0	0	-10	422	0	0	0	422	0	422	0	0
EB Left	92	2	51	6	98	2	54	2	54	0	98	2	54	9	107	2	59	2	59	0	107	2	59
Comb. L-T	0	-	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	0	-	-
EB Thru	352	1	231	21	373	1	245	1	246	2	375	1	246	8	383	1	250	1	250	0	383	1	250
Comb. T-R	1	231	231	1	245	1	245	1	246	1	246	1	246	1	250	1	250	1	250	0	383	1	250
EB Right	110	0	-	7	117	0	-	0	117	0	117	0	-	0	117	0	-	0	117	0	117	0	-
Comb. L-T-R	0	0	-	0	0	0	-	0	0	0	117	0	0	0	117	0	0	0	117	0	117	0	0
WB Left	217	1	217	13	230	1	230	1	230	0	230	1	230	0	230	1	230	1	230	0	230	1	230
Comb. L-T	0	-	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	0	-	-
WB Thru	991	1	515	59	1050	1	546	1	552	13	1063	1	552	-9	1054	1	548	1	548	0	1054	1	548
Comb. T-R	1	515	515	1	546	1	546	1	552	1	552	1	552	1	548	1	548	1	548	0	1054	1	548
WB Right	39	0	-	2	41	0	-	0	41	0	41	0	-	0	41	0	-	0	41	0	41	0	-
Comb. L-T-R	0	0	-	0	0	0	-	0	0	0	41	0	0	0	41	0	0	0	41	0	41	0	0
Crit. Volumes:	N-S: 659	E-W: 566	SUM: 1224	N-S: 698	E-W: 600	SUM: 1298	N-S: 730	E-W: 606	SUM: 1336	N-S: 724	E-W: 606	SUM: 1331	N-S: 698	E-W: 606	SUM: 1304								
No. of Phases:	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3								
Volume / Capacity:	0.859	0.911	0.937	0.911	0.937	0.934	0.915	0.915	0.915	0.915	0.915	0.915	0.915	0.915	0.915								
Level of Service:	D	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

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

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: 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	Total Volume	No. of Lanes	Volume	Total Volume	Added Volume	Total Volume	No. of Lanes	Volume	Total Volume	Added Volume	Total Volume	No. of Lanes	Volume	Total Volume
NB Left	82	1	82	1	87	0	87	1	87	0	87	0	87	1	87	87
Comb. L-T	0	-	0	0	-	0	-	0	-	0	-	0	-	0	-	-
NB Thru	1247	2	462	2	490	90	1412	2	520	12	1424	-80	1344	2	524	497
Comb. T-R	1	462	1	490	1	520	1	520	1	524	1	524	1	524	1	497
NB Right	139	0	-	0	-	0	147	0	-	0	147	0	147	0	-	-
Comb. L-T-R	0	0	0	0	0	0	147	0	0	0	147	0	147	0	0	-
SB Left	35	1	35	1	37	1	38	1	38	0	38	0	38	1	38	38
Comb. L-T	0	-	0	0	-	0	-	0	-	0	-	0	-	0	-	-
SB Thru	1090	2	439	2	465	27	1182	2	474	26	1208	-80	1128	2	495	468
Comb. T-R	1	439	1	465	1	474	1	474	1	495	1	495	1	495	1	468
SB Right	226	0	-	0	-	14	240	0	-	36	277	0	277	0	-	-
Comb. L-T-R	0	0	0	0	0	14	240	0	0	36	277	0	277	0	0	-
EB Left	537	2	295	2	313	32	569	2	314	17	587	0	587	2	323	323
Comb. L-T	0	-	0	0	-	0	-	0	-	0	-	0	-	0	-	-
EB Thru	1141	1	676	1	716	68	1209	1	721	14	1232	0	1232	1	728	728
Comb. T-R	1	676	1	716	1	721	1	721	1	728	1	728	1	728	1	728
EB Right	210	0	-	0	-	13	223	0	-	0	223	0	223	0	-	-
Comb. L-T-R	0	0	0	0	0	13	223	0	0	0	223	0	223	0	0	-
WB Left	108	1	108	1	114	6	114	1	114	0	114	0	114	1	114	114
Comb. L-T	0	-	0	0	-	0	-	0	-	0	-	0	-	0	-	-
WB Thru	406	1	225	1	239	24	430	1	431	31	462	0	462	1	255	255
Comb. T-R	1	225	1	239	1	240	1	240	1	240	1	255	1	255	1	255
WB Right	44	0	-	0	-	3	47	0	-	0	48	0	48	0	-	-
Comb. L-T-R	0	0	0	0	0	3	47	0	0	0	48	0	48	0	0	-
Crit. Volumes:	N-S:	521	N-S:	552	N-S:	561	N-S:	561	N-S:	561	N-S:	562	N-S:	555	N-S:	555
	E-W:	784	E-W:	831	E-W:	835	E-W:	835	E-W:	842	E-W:	842	E-W:	842	E-W:	842
	SUM:	1304	SUM:	1382	SUM:	1396	SUM:	1396	SUM:	1424	SUM:	1424	SUM:	1397	SUM:	1397
No. of Phases:	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Volume / Capacity:	0.915	0.970	0.980	0.980	0.980	0.980	0.980	0.980	0.980	0.980	0.980	0.980	0.981	0.980	0.981	0.981
Level of Service:	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 Phases=1425, 4+ Phase=1375, Unsignalized=1200.
 For dual turn lanes, 55% of volume is assigned to heavier lane.
 For one excl. and one opt. turn lane, 70% of volume is assigned to exclusive lane.
 Right turns on red from excl. lanes = 50% of overlapping left turn.

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: Nordhoff Street
 Project: Krausz Companies Northridge / 1-023166-1
 File Name: CMA31
 Counts by: Acutek

CRITICAL MOVEMENT ANALYSIS

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

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

Movement	2002 EXIST. TRAFFIC			2005 W/ AMBIENT GROWTH			2005 W/ OTHER PROJECTS			2005 W/ PROPOSED PROJECT			2005 W/ MITIGATION [2]		
	Volume	No. of Lanes	Lane Volume	Added	Total	No. of Lanes	Volume	Added	Total	No. of Lanes	Volume	Added	Total	No. of Lanes	Volume
NB Left	214	2	118	13	227	2	125	69	296	2	163	-12	284	2	156
Comb. L-T	0	0	-	0	-	0	-	0	0	0	-	0	0	0	0
NB Thru	1027	2	514	62	1089	2	544	4	1092	2	546	0	1092	2	546
Comb. T-R	0	0	-	0	-	0	-	0	0	0	-	0	0	0	0
NB Right [1]	174	1	174	10	184	1	184	0	184	1	184	0	184	1	184
Comb. L-T-R	0	0	-	0	-	0	-	0	0	0	-	0	0	0	0
SB Left	105	2	58	6	111	2	61	-1	110	2	61	0	110	2	61
Comb. L-T	0	0	-	0	-	0	-	0	0	0	-	0	0	0	0
SB Thru	1441	2	551	86	1527	2	584	-3	1525	2	616	0	1525	2	613
Comb. T-R	0	0	-	0	-	0	-	0	0	0	-	0	0	0	0
SB Right	211	1	211	13	224	1	224	99	322	1	616	-7	315	1	613
Comb. L-T-R	0	0	-	0	-	0	-	0	0	0	-	0	0	0	0
EB Left	125	2	69	8	133	2	73	13	146	2	80	6	152	2	83
Comb. L-T	0	0	-	0	-	0	-	0	0	0	-	0	0	0	0
EB Thru	660	2	227	40	700	2	240	31	731	2	254	15	746	2	262
Comb. T-R	0	0	-	0	-	0	-	0	0	0	-	0	0	0	0
EB Right	20	1	20	1	21	1	21	9	30	0	254	10	40	1	262
Comb. L-T-R	0	0	-	0	-	0	-	0	0	0	-	0	0	0	0
WB Left	405	2	223	24	429	2	236	0	429	2	236	0	429	2	236
Comb. L-T	0	0	-	0	-	0	-	0	0	0	-	0	0	0	0
WB Thru	1214	2	607	73	1287	2	643	81	1368	2	684	-18	1350	2	675
Comb. T-R	0	0	-	0	-	0	-	0	0	0	-	0	0	0	0
WB Right [1]	44	1	44	3	47	1	47	0	47	1	47	0	47	1	47
Comb. L-T-R	0	0	-	0	-	0	-	0	0	0	-	0	0	0	0
Crit. Volumes:		N-S:	668		708		779		N-S:		770		N-S:		737
		E-W:	676		716		764		E-W:		758		E-W:		758
		SUM:	1344		1425		1542		SUM:		1528		SUM:		1496
No. of Phases:	4			4				4				4			
Volume / Capacity:	0.978			1.036				1.122				1.111			
Level of Service:	E			F				F				F			F

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

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

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

CRITICAL MOVEMENT ANALYSIS

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

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

Movement	2002 EXIST. TRAFFIC				2005 W/ AMBIENT GROWTH				2005 W/ OTHER PROJECTS				2005 W/ PROPOSED PROJECT				2005 W/ MITIGATION [2]					
	No. of Lanes	Volume	Lane Volume	Total Volume	No. of Lanes	Volume	Lane Volume	Total Volume	Added Volume	Total Volume	No. of Lanes	Volume	Lane Volume	Total Volume	Added Volume	Total Volume	No. of Lanes	Volume	Lane Volume	Total Volume		
NB Left	2	106	2	113	2	113	2	210	2	115	2	138	2	241	-10	241	2	132	2	132		
Comb. L-T	0	-	0	-	0	-	0	-	0	-	0	-	0	-	-	-	0	-	0	-		
NB Thru	2	532	2	564	2	564	2	1349	2	567	2	567	2	1269	-80	1269	2	537	2	537		
Comb. T-R	1	532	1	564	1	564	1	353	1	567	1	567	1	343	-10	343	1	537	1	537		
NB Right	0	-	0	-	0	-	0	353	0	-	0	-	0	353	0	353	0	-	0	-		
Comb. L-T-R	0	-	0	-	0	-	0	353	0	-	0	-	0	353	0	353	0	-	0	-		
SB Left	2	146	2	154	2	154	2	282	1	155	2	155	2	282	0	282	2	155	2	155		
Comb. L-T	0	-	0	-	0	-	0	-	0	-	0	-	0	-	-	-	0	-	0	-		
SB Thru	2	376	2	399	2	399	2	1105	2	406	2	415	2	1025	-80	1025	2	388	2	388		
Comb. T-R	1	376	1	399	1	399	1	114	1	406	1	415	1	140	0	140	1	388	1	388		
SB Right	0	-	0	-	0	-	0	114	0	-	0	-	0	140	0	140	0	-	0	-		
Comb. L-T-R	0	-	0	-	0	-	0	114	0	-	0	-	0	140	0	140	0	-	0	-		
EB Left	2	165	2	175	2	175	2	394	2	217	2	223	2	406	0	406	2	223	2	223		
Comb. L-T	0	-	0	-	0	-	0	-	0	-	0	-	0	-	-	-	0	-	0	-		
EB Thru	2	643	2	682	2	682	2	1417	2	709	2	723	2	1446	0	1446	2	723	2	723		
Comb. T-R	0	-	0	-	0	-	0	-	0	-	0	-	0	-	-	-	0	-	0	-		
EB Right [1]	1	76	1	81	1	81	1	133	1	133	1	152	1	142	-10	142	1	142	1	142		
Comb. L-T-R	0	-	0	-	0	-	0	133	0	-	0	-	0	142	0	142	0	-	0	-		
WB Left	2	182	2	192	2	192	2	350	2	192	2	192	2	340	-10	340	2	187	2	187		
Comb. L-T	0	-	0	-	0	-	0	-	0	-	0	-	0	-	-	-	0	-	0	-		
WB Thru	2	331	2	351	2	351	2	893	2	355	2	375	2	954	0	954	2	375	2	375		
Comb. T-R	1	331	1	351	1	351	1	172	1	355	1	375	1	172	0	172	1	375	1	375		
WB Right	0	-	0	-	0	-	0	172	0	-	0	-	0	172	0	172	0	-	0	-		
Comb. L-T-R	0	-	0	-	0	-	0	172	0	-	0	-	0	172	0	172	0	-	0	-		
Crit. Volumes:	N-S:	678	N-S:	718	N-S:	722	N-S:	722	N-S:	722	N-S:	722	N-S:	692	E-W:	910	E-W:	915	E-W:	910	E-W:	915
	E-W:	825	E-W:	874	E-W:	901	E-W:	901	E-W:	901	E-W:	915	E-W:	1602	SUM:	1638	SUM:	1638	SUM:	1602	SUM:	1602
	SUM:	1502	SUM:	1592	SUM:	1623	SUM:	1623	SUM:	1623	SUM:	1638	SUM:	1602								
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:	1.093	1.158	1.181	1.181	1.181	1.181	1.181	1.181	1.181	1.181	1.181	1.181	1.181	1.181	1.181	1.181	1.181	1.181	1.181	1.181	1.181	
Level of Service:	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	

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

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

[1] Eastbound 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: Tampa Avenue
 E-W St: Roscoe Boulevard
 Project: Krausz Companies Northridge / 1-023166-1
 File Name: CMA32
 Courts by: Accurtek

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

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

Movement	2002 EXIST. TRAFFIC				2005 W/ AMBIENT GROWTH				2005 W/ OTHER PROJECTS				2005 W/ PROPOSED PROJECT				2005 W/ MITIGATION [2]			
	No. of Lanes	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	95	1	95	6	101	1	101	0	101	1	101	0	101	1	101	0	101	1	101	
Comb. L-T	0	-	0	-	0	-	0	-	0	0	-	0	-	0	-	0	-	0	-	
NB Thru	993	2	497	60	1053	2	526	69	1122	2	561	-7	1115	2	557	-50	1065	2	532	
Comb. T-R	0	-	0	-	0	-	0	-	0	0	-	0	-	0	-	0	-	0	-	
NB Right [1]	94	1	94	6	100	1	100	0	100	1	100	0	100	1	100	0	100	1	100	
Comb. L-T-R-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
SB Left	116	1	116	7	123	1	123	0	123	1	123	0	123	1	123	0	123	1	123	
Comb. L-T	0	-	0	-	0	-	0	-	0	0	-	0	-	0	-	0	-	0	-	
SB Thru	1357	2	679	81	1438	2	719	9	1447	2	724	6	1453	2	727	-50	1403	2	702	
Comb. T-R	0	-	0	-	0	-	0	-	0	0	-	0	-	0	-	0	-	0	-	
SB Right [1]	71	1	71	4	75	1	75	0	75	1	75	0	75	1	75	0	75	1	75	
Comb. L-T-R-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
EB Left	103	1	103	6	109	1	109	0	109	1	109	0	109	1	109	0	109	1	109	
Comb. L-T	0	-	0	-	0	-	0	-	0	0	-	0	-	0	-	0	-	0	-	
EB Thru	1084	2	396	65	1149	2	420	4	1153	2	421	5	1158	2	423	0	1158	2	423	
Comb. T-R	1	396	1	420	1	420	1	421	1	421	1	423	1	423	1	423	1	423	1	
EB Right	105	0	-	6	111	0	-	0	111	0	-	0	111	0	-	0	111	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	122	1	122	7	129	1	129	0	129	1	129	0	129	1	129	0	129	1	129	
Comb. L-T	0	-	0	-	0	-	0	-	0	0	-	0	-	0	-	0	-	0	-	
WB Thru	1093	2	547	66	1159	2	579	5	1164	2	582	-6	1158	2	579	0	1158	2	579	
Comb. T-R	0	-	0	-	0	-	0	-	0	0	-	0	-	0	-	0	-	0	-	
WB Right [1]	139	1	139	8	147	1	147	0	147	1	147	0	147	1	147	0	147	1	147	
Comb. L-T-R-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Crit. Volumes:	N-S: 774	E-W: 650	SUM: 1423	N-S: 820	E-W: 691	SUM: 1515	N-S: 824	E-W: 688	SUM: 1515	N-S: 827	E-W: 688	SUM: 1515	N-S: 802	E-W: 688	SUM: 1490					
No. of Phases:	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	
Volume / Capacity:	0.949	1.006	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	1.010	
Level of Service:	E	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	E	

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

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

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

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

CRITICAL MOVEMENT ANALYSIS

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

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

Movement	2002 EXIST. TRAFFIC			2005 W/ AMBIENT GROWTH			2005 W/ OTHER PROJECTS			2005 W/ PROPOSED PROJECT			2005 W/ MITIGATION [2]					
	No. of Lanes	Lane Volume	Total Volume	No. of Lanes	Lane Volume	Total Volume	Added Volume	No. of Lanes	Lane Volume	Total Volume	Added Volume	No. of Lanes	Lane Volume	Total Volume	Added Volume	No. of Lanes	Lane Volume	
NB Left	1	100	6	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	-	
NB Thru	2	419	69	2	444	8	1230	2	447	26	1256	2	455	-50	1206	2	439	
Comb. T-R	1	419	1	1	444	1	447	1	447	1	455	1	455	0	110	1	439	
NB Right	0	-	6	0	-	0	110	0	-	0	110	0	-	0	110	0	-	
Comb. L-T-R	0	-	0	0	-	0	110	0	-	0	110	0	-	0	110	0	-	
SB Left	1	194	12	1	206	1	207	1	207	0	207	1	207	0	207	1	207	
Comb. L-T	0	-	0	0	-	0	-	0	-	0	-	0	-	0	-	0	-	
SB Thru	2	416	70	2	441	57	1288	2	460	12	1300	2	464	-50	1250	2	447	
Comb. T-R	1	416	1	1	441	1	460	1	460	1	464	1	464	0	92	1	447	
SB Right	0	-	5	0	-	1	92	0	-	0	92	0	-	0	92	0	-	
Comb. L-T-R	0	-	0	0	-	0	92	0	-	0	92	0	-	0	92	0	-	
EB Left	1	132	8	1	140	0	140	1	140	0	140	1	140	0	140	1	140	
Comb. L-T	0	-	0	0	-	0	-	0	-	0	-	0	-	0	-	0	-	
EB Thru	2	455	77	2	482	15	1375	2	487	10	1385	2	491	0	1385	2	491	
Comb. T-R	1	455	1	1	482	1	487	1	487	1	491	1	491	0	87	1	491	
EB Right	0	-	5	0	-	0	87	0	-	0	87	0	-	0	87	0	-	
Comb. L-T-R	0	-	0	0	-	0	87	0	-	0	87	0	-	0	87	0	-	
WB Left	1	99	6	1	105	0	105	1	105	0	105	1	105	0	105	1	105	
Comb. L-T	0	-	0	0	-	0	-	0	-	0	-	0	-	0	-	0	-	
WB Thru	2	456	67	2	483	13	1200	2	488	20	1220	2	494	0	1220	2	494	
Comb. T-R	1	456	1	1	483	1	488	1	488	1	494	1	494	0	263	1	494	
WB Right	0	-	15	0	-	0	263	0	-	0	263	0	-	0	263	0	-	
Comb. L-T-R	0	-	0	0	-	0	263	0	-	0	263	0	-	0	263	0	-	
Crit. Volumes:	N-S:	613	N-S:	650	N-S:	654	N-S:	662	N-S:	662	N-S:	646	N-S:	646	E-W:	634	E-W:	634
	E-W:	588	E-W:	623	E-W:	628	E-W:	634	E-W:	634	E-W:	634	E-W:	634	SUM:	1296	SUM:	1296
	SUM:	1201	SUM:	1273	SUM:	1281	SUM:	1281	SUM:	1281	SUM:	1280	SUM:	1280				
No. of Phases:	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	0.854	0.854	0.864	0.864	0.864	0.864	0.864	0.853	0.853	0.853					
Level of Service:	D	D	D	D	D	D	D	D	D	D	D	D	D					

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

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

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

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

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

Movement	2002 EXIST. TRAFFIC			2005 W/ AMBIENT GROWTH			2005 W/ OTHER PROJECTS			2005 W/ PROPOSED PROJECT			2005 W/ MITIGATION [2]						
	No. of Lanes	Volume	Lane 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	77	1	77	5	82	1	82	1	82	0	82	1	82	0	82	1	82	1	82
Comb. L-T	0	-	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-
NB Thru	894	2	447	54	948	2	474	2	508	-4	1013	2	506	-40	973	2	486	2	486
Comb. T-R	0	-	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-
NB Right [1]	48	1	48	3	51	1	51	1	51	0	51	1	51	0	51	1	51	1	51
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	152	1	152	9	161	1	161	1	161	1	162	1	162	0	162	1	162	1	162
Comb. L-T	0	-	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-
SB Thru	1238	2	619	74	1312	2	656	2	661	4	1325	2	663	-40	1285	2	643	2	643
Comb. T-R	0	-	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-
SB Right [1]	79	1	79	5	84	1	84	1	84	0	84	1	84	0	84	1	84	1	84
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	1	82	5	87	1	87	1	87	0	87	1	87	0	87	1	87	1	87
Comb. L-T	0	-	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-
EB Thru	1170	1	626	70	1240	1	663	1	664	0	1241	1	664	0	1241	1	664	1	664
Comb. T-R	1	626	626	1	663	1	664	1	664	0	664	1	664	0	664	1	664	1	664
EB Right	81	0	-	5	86	0	-	0	86	0	86	0	-	0	86	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	91	1	91	5	96	1	96	1	96	0	96	1	96	0	96	1	96	1	96
Comb. L-T	0	-	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-
WB Thru	1143	1	628	69	1212	1	666	1	666	0	1213	1	666	0	1213	1	666	1	666
Comb. T-R	1	628	628	1	666	1	666	1	666	0	666	1	666	0	666	1	666	1	666
WB Right	113	0	-	7	120	0	-	0	120	-1	119	0	-	0	119	0	-	0	-
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Crit. Volumes:	N-S: 696	E-W: 717	SUM: 1413	N-S: 738	E-W: 759	SUM: 1497	N-S: 742	E-W: 760	SUM: 1502	N-S: 744	E-W: 760	SUM: 1504	N-S: 744	E-W: 760	SUM: 1504	N-S: 724	E-W: 760	SUM: 1484	
No. of Phases:	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Volume / Capacity:	0.942	0.998	1.002	0.998	1.002	1.003	0.990	0.990	0.990	0.990	0.990	0.990	0.990	0.990	0.990	0.990	0.990	0.990	0.990
Level of Service:	E	E	E	E	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 southbound curb lanes function as right-turn only lanes, due to parking availability on the departure leg.
 [2] Traffic volumes shown in the added volume column reflect redistribution of traffic due to Mason Avenue crossing.

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CRITICAL MOVEMENT ANALYSIS

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

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

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

Movement	2002 EXIST. TRAFFIC			2005 W/ AMBIENT GROWTH			2005 W/ OTHER PROJECTS			2005 W/ PROPOSED PROJECT			2005 W/ MITIGATION [2]			
	No. of Lanes	Volume	Total	No. of Lanes	Volume	Total	No. of Lanes	Volume	Added	Total	No. of Lanes	Volume	Added	Total	No. of Lanes	Volume
NB Left	1	120	7	1	127	0	1	127	0	127	1	127	0	127	1	127
Comb. L-T	0	-	0	0	-	0	0	-	0	-	0	-	0	-	0	-
NB Thru	2	434	74	2	460	6	2	462	15	1328	2	467	-40	1288	2	453
Comb. T-R	1	434	1	1	460	1	1	462	1	467	1	467	0	467	1	453
NB Right	0	-	4	0	0	0	0	0	0	72	0	0	0	72	0	0
Comb. L-T-R	0	0	0	0	0	0	0	0	0	72	0	0	0	72	0	0
SB Left	1	167	10	1	177	0	1	177	2	179	1	179	0	179	1	179
Comb. L-T	0	-	0	0	-	0	0	-	0	-	0	-	0	-	0	-
SB Thru	2	427	70	2	452	55	2	470	7	1303	2	473	-40	1263	2	459
Comb. T-R	1	427	1	1	452	1	1	470	1	473	1	473	0	473	1	459
SB Right	0	-	7	0	0	0	0	0	0	116	0	0	0	116	0	0
Comb. L-T-R	0	0	0	0	0	0	0	0	0	116	0	0	0	116	0	0
EB Left	1	86	5	1	91	0	1	91	0	91	1	91	0	91	1	91
Comb. L-T	0	-	0	0	-	0	0	-	0	-	0	-	0	-	0	-
EB Thru	1	707	81	1	749	1	1	749	0	1428	1	749	0	1428	1	749
Comb. T-R	1	707	1	1	749	1	1	749	1	1428	1	749	0	1428	1	749
EB Right	0	-	4	0	0	0	0	0	0	71	0	0	0	71	0	0
Comb. L-T-R	0	0	0	0	0	0	0	0	0	71	0	0	0	71	0	0
WB Left	1	74	4	1	78	0	1	78	0	78	1	78	0	78	1	78
Comb. L-T	0	-	0	0	-	0	0	-	0	-	0	-	0	-	0	-
WB Thru	1	654	72	1	693	1	1	693	0	1278	1	696	0	1278	1	696
Comb. T-R	1	654	1	1	693	1	1	693	1	1278	1	696	0	1278	1	696
WB Right	0	-	6	0	0	0	0	0	5	113	0	0	0	113	0	0
Comb. L-T-R	0	0	0	0	0	0	0	0	5	113	0	0	0	113	0	0
Crit. Volumes:	N-S:	601	N-S:	637	N-S:	639	N-S:	646	N-S:	646	N-S:	646	N-S:	632	N-S:	632
	E-W:	781	E-W:	827	E-W:	828	E-W:	828	E-W:	828	E-W:	828	E-W:	828	E-W:	828
	SUM:	1381	SUM:	1464	SUM:	1467	SUM:	1474	SUM:	1474	SUM:	1474	SUM:	1460	SUM:	1460
No. of Phases:	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Volume / Capacity:	0.921	0.976	0.976	0.976	0.976	0.976	0.982	0.982	0.982	0.982	0.982	0.982	0.974	0.974	0.974	0.974
Level of Service:	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E

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

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

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

CRITICAL MOVEMENT ANALYSIS

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

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	Added	Total	No. of Lanes	Added	Total	No. of Lanes	Added	Total	No. of Lanes	Added	Total	No. of Lanes	Volume		
NB Left	92	1	92	6	98	1	98	0	98	1	98	0	98	0	98	1	98	
Comb. L-T	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	-	
NB Thru	303	1	168	18	321	1	178	1	323	1	179	0	323	0	323	1	179	
Comb. T-R	1	168	178	1	178	1	178	1	179	1	179	0	179	0	179	1	179	
NB Right	32	0	32	2	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	
SB Left	110	1	110	7	117	1	117	5	122	1	122	0	122	0	122	1	122	
Comb. L-T	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	-	
SB Thru	678	1	522	41	719	1	553	15	734	1	561	-1	733	0	733	1	560	
Comb. T-R	1	522	553	1	553	1	553	1	561	1	561	0	560	0	560	1	560	
SB Right	366	0	366	22	388	0	388	0	388	0	387	-1	387	0	387	0	-	
Comb. L-T-R	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	
Comb. L-T	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	-	
EB Thru	386	1	221	23	409	1	234	2	411	1	235	6	417	0	417	1	238	
Comb. T-R	1	221	234	1	234	1	235	1	235	1	238	1	238	0	238	1	238	
EB Right	56	0	56	3	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	
WB Left	4	1	4	0	4	1	4	0	4	1	4	0	4	0	4	1	4	
Comb. L-T	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	-	
WB Thru	556	1	303	33	589	1	321	13	602	1	327	-7	595	0	595	1	324	
Comb. T-R	1	303	321	1	321	1	327	1	327	1	324	1	324	0	324	1	324	
WB Right	49	0	49	3	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	
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: 657	E-W: 389	SUM: 1047	N-S: 657	E-W: 389	SUM: 1047	N-S: 657	E-W: 389	SUM: 1047
No. of Phases:	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Volume / Capacity:	0.652	0.691	0.691	0.700	0.698	0.698	0.700	0.698	0.698	0.698	0.698	0.698	0.698	0.698	0.698	0.698	0.698	0.698
Level of Service:	B	B	B	C	B	B	C	B	B	B	B	B	B	B	B	B	B	B

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

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

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

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	Added Volume	Total Volume	No. of Lanes	Added Volume	Total Volume	Lane	Added Volume	Total Volume	No. of Lanes	Added Volume	Total Volume	Lane	Added Volume	Total Volume
NB Left	77	1	77	5	82	1	82	0	82	1	82	0	82	0	82	1	82
Comb. L-T	0	-	-	0	-	0	-	-	-	0	-	0	-	-	0	0	-
NB Thru	500	1	261	30	530	1	276	-3	528	1	275	2	530	0	530	1	276
Comb. T-R	1	261	261	1	276	1	275	1	275	1	276	1	276	1	276	1	276
NB Right	21	0	-	1	22	0	-	0	22	0	22	0	22	0	22	0	22
Comb. L-T-R	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	0	54	0	54	1	54
Comb. L-T	0	-	-	0	-	0	-	-	-	0	-	0	-	-	0	0	-
SB Thru	337	1	215	20	357	1	228	0	357	1	228	5	362	0	362	1	233
Comb. T-R	1	215	215	1	228	1	228	1	228	1	233	1	233	1	233	1	233
SB Right	93	0	-	6	99	0	-	0	99	0	99	5	104	0	104	0	104
Comb. L-T-R	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	2	305	0	305	1	305
Comb. L-T	0	-	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-
EB Thru	843	1	460	51	894	1	488	9	903	1	492	12	915	0	915	1	498
Comb. T-R	1	460	460	1	488	1	488	1	492	1	492	1	498	1	498	1	498
EB Right	77	0	-	5	82	0	-	0	82	0	82	0	82	0	82	0	82
Comb. L-T-R	0	0	-	0	0	0	-	0	0	0	0	0	0	0	0	0	0
WB Left	28	1	28	2	30	1	30	0	30	1	30	0	30	0	30	1	30
Comb. L-T	0	-	-	0	-	0	-	-	-	0	-	0	-	0	-	0	-
WB Thru	419	1	239	25	444	1	253	1	445	1	253	26	471	0	471	1	266
Comb. T-R	1	239	239	1	253	1	253	1	253	1	253	1	266	1	266	1	266
WB Right	59	0	-	4	63	0	-	-1	61	0	61	0	61	0	61	0	61
Comb. L-T-R	0	0	-	0	0	0	-	0	0	0	0	0	0	0	0	0	0
Crit. Volumes:	N-S:	312		N-S:	330		N-S:	329		N-S:	330		N-S:	330		N-S:	330
	E-W:	526		E-W:	558		E-W:	556		E-W:	571		E-W:	571		E-W:	571
	SUM:	838		SUM:	888		SUM:	885		SUM:	901		SUM:	901		SUM:	901
No. of Phases:	2		2		2		2		2		2		2		2		2
Volume / Capacity:	0.558		0.592		0.590		0.601		0.601		0.601		0.601		0.601		0.601
Level of Service:	A		A		A		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.
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N-S St: Wilbur Avenue
 E-W St: Nordhoff Street
 Project: Krausz Companies Northridge / 1-023166-1
 File Name: CMA35
 Courts by: Accutek

CRITICAL MOVEMENT ANALYSIS

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

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	Added	Total	No. of Lanes	Volume	Lane	Added	Total	No. of Lanes	Volume	Lane	Added	Total	No. of Lanes	Volume	Lane		
NB Left	45	1	45	3	48	1	48	1	48	0	48	1	48	0	48	1	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	1	68	0	126	1	68	0	126	1	68	1	68	
Comb. T-R	1	65	65	1	68	1	68	1	68	0	68	1	68	0	68	1	68	1	68	
NB Right	10	0	10	1	11	0	11	0	11	0	11	0	11	0	11	0	11	0	11	
Comb. L-T-R-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
SB Left	243	1	243	15	258	1	258	1	258	8	265	1	265	0	265	1	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	1	243	4	246	1	246	0	246	1	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	1	231	4	235	1	235	-3	232	1	232	1	232	
Comb. L-T-R-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
EB Left	114	1	114	7	121	1	121	1	121	0	121	1	121	3	124	1	124	1	124	
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	2	372	31	1077	2	372	11	1088	2	376	2	376	
Comb. T-R	1	341	341	1	362	1	362	1	372	1	372	1	376	1	376	1	376	1	376	
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	1	12	0	12	1	12	0	12	1	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	2	534	81	1495	2	534	-13	1482	2	529	2	529	
Comb. T-R	1	478	478	1	507	1	507	1	534	1	534	1	534	1	529	1	529	1	529	
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	N-S:	326	N-S:	333	N-S:	333	N-S:	333	N-S:	333	N-S:	333	N-S:	333	N-S:	333	N-S:	333
	E-W:	592	E-W:	628	E-W:	655	E-W:	655	E-W:	655	E-W:	655	E-W:	655	E-W:	655	E-W:	655	E-W:	655
	SUM:	900	SUM:	953	SUM:	988	SUM:	988	SUM:	988	SUM:	988	SUM:	987	SUM:	987	SUM:	987	SUM:	987
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	0.636	0.636	0.636	0.636	0.636	0.636	0.636	0.636	0.636	0.636	0.636	0.636	0.636	0.636	0.636	0.636	0.636	0.636	
Level of Service:	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B

Assumptions: Maximum Sum of Critical Volumes (Intersection Capacity): 2 Phase=1500, 3 Phase=1425, 4+ Phase=1375, Unsignalized=1200.
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N-S St: Wilbur Avenue
 E-W St: Nordhoff Street
 Project: Krausz Companies Northridge / 1-023166-1
 File Name: CMA35
 Counts by: Accutek

CRITICAL MOVEMENT ANALYSIS

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

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	Added	Total	No. of Lanes	Volume	Lane	Added	Total	No. of Lanes	Volume	Lane	Added	Total	No. of Lanes	Volume	Lane		
NB Left	73	1	73	4	77	1	77	1	77	0	77	1	77	0	77	1	77	1	77	
Comb. L-T	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
NB Thru	172	1	91	10	182	1	96	1	96	0	182	1	96	0	182	1	96	1	96	
Comb. T-R	1	91	91	1	96	1	96	1	96	0	96	1	96	0	96	1	96	1	96	
NB Right	9	0	9	1	10	0	10	0	10	0	10	0	10	0	10	0	10	0	10	
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
SB Left	131	1	131	8	139	1	139	1	139	0	139	1	139	0	139	1	139	1	139	
Comb. L-T	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
SB Thru	117	1	117	7	124	1	124	1	124	0	124	1	124	0	124	1	124	1	124	
Comb. T-R	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
SB Right	104	1	104	6	110	1	110	1	110	10	120	1	120	0	120	1	120	1	120	
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
EB Left	209	1	209	13	222	1	222	1	220	-1	220	1	220	5	225	1	225	1	225	
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	2	561	54	1630	2	561	22	1652	2	569	2	569	
Comb. T-R	1	513	513	1	543	1	543	1	561	1	561	1	569	1	569	1	569	1	569	
EB Right	51	0	51	3	54	0	54	0	54	0	54	0	54	0	54	0	54	0	54	
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
WB Left	12	1	12	1	13	1	13	1	13	0	13	1	13	0	13	1	13	1	13	
Comb. L-T	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
WB Thru	1125	2	442	68	1193	2	469	2	472	12	1205	2	472	46	1251	2	488	2	488	
Comb. T-R	1	442	442	1	469	1	469	1	472	1	472	1	488	1	488	1	488	1	488	
WB Right	202	0	202	12	214	0	214	0	213	-1	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	N-S:	235	N-S:	235	N-S:	235	N-S:	235	N-S:	235	N-S:	235	N-S:	235	N-S:	235	N-S:	
	E-W:	651	E-W:	690	E-W:	690	E-W:	693	E-W:	713	E-W:	713	E-W:	713	E-W:	713	E-W:	713	E-W:	
	SUM:	873	SUM:	925	SUM:	925	SUM:	928	SUM:	948	SUM:	948	SUM:	948	SUM:	948	SUM:	948	SUM:	
No. of Phases:	2		2		2		2		2		2		2		2		2		2	
Volume / Capacity:	0.582		0.617		0.617		0.618		0.632		0.632		0.632		0.632		0.632		0.632	
Level of Service:	A		B		B		B		B		B		B		B		B		B	

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

Notes:

LINSCOTT, LAW & GREENSPAN, ENGINEERS
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CRITICAL MOVEMENT ANALYSIS

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

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

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	Added	Total	No. of Lanes	Volume	Lane	Added	Total	No. of Lanes	Volume	Lane	Added	Total	No. of Lanes	Volume	Lane			
NB Left	1	125	1	8	133	1	133	1	0	133	1	133	1	0	133	1	133	1	133		
Comb. L-T	0	-	0	-	-	0	-	0	-	-	0	-	0	-	-	0	-	0	-		
NB Thru	1	423	1	43	466	1	466	1	10	476	1	476	1	0	476	1	476	1	476		
Comb. T-R	1	423	1	448	871	1	871	1	448	1319	1	1319	1	453	1772	1	1772	1	1772		
NB Right	0	-	0	8	137	0	137	0	0	137	0	137	0	0	137	0	137	0	137		
Comb. L-T-R	0	-	0	8	137	0	137	0	0	137	0	137	0	0	137	0	137	0	137		
SB Left	1	211	1	13	224	1	224	1	0	224	1	224	1	0	224	1	224	1	224		
Comb. L-T	0	-	0	-	-	0	-	0	-	-	0	-	0	-	-	0	-	0	-		
SB Thru	1	695	1	72	767	1	767	1	-23	744	1	744	1	0	744	1	744	1	744		
Comb. T-R	1	695	1	736	1431	1	1431	1	731	2162	1	2162	1	730	2892	1	2892	1	2892		
SB Right	0	-	0	11	200	0	200	0	13	213	0	213	0	-3	210	0	210	0	210		
Comb. L-T-R	0	-	0	11	200	0	200	0	13	213	0	213	0	-3	210	0	210	0	210		
EB Left	1	173	1	10	183	1	183	1	2	185	1	185	1	3	188	1	188	1	188		
Comb. L-T	0	-	0	-	-	0	-	0	-	-	0	-	0	-	-	0	-	0	-		
EB Thru	1	208	1	13	221	1	221	1	1	222	1	222	1	3	225	1	225	1	225		
Comb. T-R	1	208	1	220	428	1	428	1	222	650	1	650	1	224	874	1	874	1	874		
EB Right	0	-	0	12	207	0	207	0	4	211	0	211	0	0	211	0	211	0	211		
Comb. L-T-R	0	-	0	12	207	0	207	0	4	211	0	211	0	0	211	0	211	0	211		
WB Left	8	8	1	0	8	1	8	1	0	8	1	8	1	0	8	1	8	1	8		
Comb. L-T	0	-	0	-	-	0	-	0	-	-	0	-	0	-	-	0	-	0	-		
WB Thru	1	28	1	2	30	1	30	1	0	30	1	30	1	-3	27	1	27	1	27		
Comb. T-R	1	56	1	59	115	1	115	1	59	174	1	174	1	59	233	1	233	1	233		
WB Right	0	-	0	3	59	0	59	0	0	59	0	59	0	0	59	0	59	0	59		
Comb. L-T-R	0	-	0	3	59	0	59	0	0	59	0	59	0	0	59	0	59	0	59		
Crit. Volumes:	N-S:	820	N-S:	869	N-S:	864	N-S:	864	N-S:	864	N-S:	864	N-S:	862	N-S:	862	N-S:	862	N-S:	757	
	E-W:	229	E-W:	243	E-W:	245	E-W:	245	E-W:	248	E-W:	248	E-W:	248	E-W:	248	E-W:	248	E-W:	248	
	SUM:	1049	SUM:	1111	SUM:	1109	SUM:	1109	SUM:	1112	SUM:	1112	SUM:	1110	SUM:	1110	SUM:	1110	SUM:	1005	
No. of Phases:	2			2			2			2			2			2			2		
Volume / Capacity:	0.699			0.741			0.739			0.740			0.670			0.670			0.670		
Level of Service:	B			C			C			C			C			B			B		

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

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

CRITICAL MOVEMENT ANALYSIS

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

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	Total Volume	No. of Lanes	Volume	Lane Volume	Total Volume	Added Volume	Total Volume	No. of Lanes	Volume	Lane Volume	Total Volume	Added Volume	Total Volume	No. of Lanes	Volume	Lane Volume	Total Volume
NB Left	1	105	1	111	1	111	1	111	0	111	1	111	1	111	0	111	1	111	1	111
Comb. L-T	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-
NB Thru	1	704	1	1390	1	746	1	1408	18	1408	1	755	1	1408	0	1408	1	755	1	755
Comb. T-R	1	704	1	1390	1	746	1	1408	18	1408	1	755	1	1408	0	1408	1	755	1	755
NB Right	0	-	0	102	0	-	0	102	0	102	0	-	0	102	0	102	0	-	0	-
Comb. L-T-R	0	-	0	102	0	-	0	102	0	102	0	-	0	102	0	102	0	-	0	-
SB Left	1	229	1	243	1	243	1	245	3	245	1	245	1	245	0	245	1	245	1	245
Comb. L-T	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-
SB Thru	1	1218	1	2499	1	1291	1	2550	51	2550	1	1318	1	2550	0	2550	2	1275	2	1275
Comb. T-R	1	1218	1	2499	1	1291	1	2550	51	2550	1	1318	1	2550	0	2550	2	1275	2	1275
SB Right	0	-	0	83	0	-	0	86	4	86	0	-	0	86	10	96	0	96	1	96
Comb. L-T-R	0	-	0	83	0	-	0	86	4	86	0	-	0	86	10	96	0	96	1	96
EB Left	1	277	1	294	1	294	1	303	9	303	1	303	1	308	5	308	1	308	1	308
Comb. L-T	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-
EB Thru	1	227	1	263	1	241	1	263	0	263	1	241	1	268	5	268	1	243	1	243
Comb. T-R	1	227	1	263	1	241	1	263	0	263	1	241	1	268	5	268	1	243	1	243
EB Right	0	-	0	218	0	-	0	218	0	218	0	-	0	218	0	218	0	218	0	218
Comb. L-T-R	0	-	0	218	0	-	0	218	0	218	0	-	0	218	0	218	0	218	0	218
WB Left	1	103	1	109	1	109	1	109	0	109	1	109	1	109	0	109	1	109	1	109
Comb. L-T	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-
WB Thru	1	192	1	252	1	204	1	252	0	252	1	204	1	262	10	262	1	209	1	209
Comb. T-R	1	192	1	252	1	204	1	252	0	252	1	204	1	262	10	262	1	209	1	209
WB Right	0	-	0	155	0	-	0	155	0	155	0	-	0	155	0	155	0	155	0	155
Comb. L-T-R	0	-	0	155	0	-	0	155	0	155	0	-	0	155	0	155	0	155	0	155
Crit. Volumes:	N-S:	1323	N-S:	1402	N-S:	1430	N-S:	1430	N-S:	1430	N-S:	1435	N-S:	1387	E-W:	469	E-W:	506	E-W:	516
	E-W:	1792	E-W:	1907	E-W:	1936	E-W:	1936	E-W:	1936	E-W:	1951	E-W:	1951	SUM:	1951	SUM:	1951	SUM:	1951
	SUM:	1792	SUM:	1907	SUM:	1936	SUM:	1936	SUM:	1936	SUM:	1951	SUM:	1951	SUM:	1951	SUM:	1951	SUM:	1951
No. of Phases:	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Volume / Capacity:	1.195	1.266	1.266	1.266	1.266	1.266	1.266	1.266	1.266	1.266	1.266	1.266	1.266	1.266	1.266	1.266	1.266	1.266	1.266	1.266
Level of Service:	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F

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

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

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

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

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

Movement	2002 EXIST. TRAFFIC				2005 W/ AMBIENT GROWTH				2005 W/ OTHER PROJECTS				2005 W/ PROPOSED PROJECT				2005 W/ MITIGATION					
	No. of Lanes	Volume	Lane Volume	Total Volume	No. of Lanes	Volume	Lane Volume	Total Volume	Added Volume	Total Volume	No. of Lanes	Volume	Lane Volume	Total Volume	Added Volume	Total Volume	No. of Lanes	Volume	Lane Volume	Total Volume		
NB Left	2	135	74	8	143	2	79	0	143	2	79	2	139	-4	139	2	77	0	139	2	77	
Comb. L-T	0	-	-	-	-	0	-	-	-	0	-	0	-	-	-	0	-	-	-	0	-	
NB Thru	2	733	367	44	777	2	388	3	779	2	390	2	779	0	779	2	390	0	779	2	390	
Comb. T-R	0	-	-	-	-	0	-	-	-	0	-	0	-	-	-	0	-	-	-	0	-	
NB Right	1	146	146	9	155	1	155	12	167	1	167	1	167	0	167	1	167	0	167	1	167	
Comb. L-T-R	0	-	-	-	-	0	-	-	-	0	-	0	-	-	-	0	-	-	-	0	-	
SB Left	2	336	185	20	356	2	196	16	372	2	205	2	372	0	372	2	205	0	372	2	205	
Comb. L-T	0	-	-	-	-	0	-	-	-	0	-	0	-	-	-	0	-	-	-	0	-	
SB Thru	2	844	422	51	895	2	447	-31	864	2	432	2	864	0	864	2	432	0	864	2	432	
Comb. T-R	0	-	-	-	-	0	-	-	-	0	-	0	-	-	-	0	-	-	-	0	-	
SB Right	1	84	84	5	89	1	89	0	89	1	89	1	89	0	89	1	89	0	89	1	89	
Comb. L-T-R	0	-	-	-	-	0	-	-	-	0	-	0	-	-	-	0	-	-	-	0	-	
EB Left	2	168	92	10	178	2	98	0	178	2	98	2	178	0	178	2	98	0	178	2	98	
Comb. L-T	0	-	-	-	-	0	-	-	-	0	-	0	-	-	-	0	-	-	-	0	-	
EB Thru	2	880	335	53	933	2	355	39	971	2	368	2	977	6	977	2	371	0	977	2	371	
Comb. T-R	1	335	335	7	355	1	355	1	368	1	368	1	371	1	371	1	371	0	371	1	371	
EB Right	0	-	-	-	-	0	-	0	131	0	0	0	135	4	135	0	0	0	135	0	0	
Comb. L-T-R	0	-	-	-	-	0	-	-	-	0	-	0	-	-	-	0	-	-	-	0	-	
WB Left	2	223	123	13	236	2	130	9	245	2	135	2	245	0	245	2	135	0	245	2	135	
Comb. L-T	0	-	-	-	-	0	-	-	-	0	-	0	-	-	-	0	-	-	-	0	-	
WB Thru	2	1224	483	73	1297	2	512	81	1378	2	542	2	1371	-7	1371	2	540	0	1371	2	540	
Comb. T-R	1	483	483	14	240	1	240	9	249	1	249	1	249	0	249	1	249	0	249	1	249	
WB Right	0	-	-	-	-	0	-	-	-	0	-	0	-	-	-	0	-	-	-	0	-	
Comb. L-T-R	0	-	-	-	-	0	-	-	-	0	-	0	-	-	-	0	-	-	-	0	-	
Crit. Volumes:		N-S: 551	E-W: 576	SUM: 1127	N-S: 584	E-W: 610	SUM: 1195	N-S: 594	E-W: 640	SUM: 1235	N-S: 594	E-W: 638	SUM: 1232	N-S: 594	E-W: 638	SUM: 1232	N-S: 594	E-W: 638	SUM: 1232	N-S: 594	E-W: 638	SUM: 1232
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:		0.820	0.820	0.869	0.869	0.869	0.869	0.898	0.898	0.898	0.898	0.898	0.898	0.898	0.898	0.898	0.898	0.898	0.898	0.898	0.898	
Level of Service:		D	D	D	D	D	D	D	D	D	D	D	D	D	D	D	D	D	D	D	D	

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

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

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

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	Lane Volume	Total Volume	No. of Lanes	Lane Volume	Total Volume	Added Volume	Total Volume	Lane Volume	Added Volume	Total Volume	Lane Volume	Added Volume	Total Volume	Lane Volume	
NB Left	2	128	14	246	2	135	0	246	2	135	2	144	0	261	2	144
Comb. L-T	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-
NB Thru	2	479	57	1014	2	507	14	1028	2	514	2	514	0	1028	2	514
Comb. T-R	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-
NB Right	1	195	12	207	1	207	3	210	1	210	1	210	0	210	1	210
Comb. L-T-R	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-
SB Left	2	228	25	439	2	241	6	444	2	244	2	244	0	444	2	244
Comb. L-T	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-
SB Thru	2	486	58	1030	2	515	38	1068	2	534	2	534	0	1068	2	534
Comb. T-R	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-
SB Right	1	154	9	163	1	163	3	166	1	166	1	166	0	166	1	166
Comb. L-T-R	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-
EB Left	2	149	16	287	2	158	0	287	2	158	2	158	0	287	2	158
Comb. L-T	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-
EB Thru	2	429	67	1187	2	454	54	1241	2	472	2	479	12	1253	2	479
Comb. T-R	1	429	1	454	1	454	1	472	1	472	1	479	7	183	1	479
EB Right	0	-	10	176	0	-	0	176	0	-	0	-	0	183	0	-
Comb. L-T-R	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-
WB Left	2	134	15	258	2	142	4	262	2	144	2	144	0	262	2	144
Comb. L-T	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-
WB Thru	2	473	65	1144	2	502	12	1156	2	507	2	516	26	1182	2	516
Comb. T-R	1	473	1	502	1	502	1	507	1	507	1	516	0	365	1	516
WB Right	0	-	20	361	0	-	4	365	0	-	0	-	0	365	0	-
Comb. L-T-R	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-
Crit. Volumes:	N-S:	706	N-S:	749	N-S:	759	N-S:	759	N-S:	759	N-S:	759	N-S:	759	N-S:	759
	E-W:	622	E-W:	660	E-W:	665	E-W:	674	E-W:	674	E-W:	674	E-W:	674	E-W:	674
	SUM:	1329	SUM:	1408	SUM:	1424	SUM:	1432	SUM:	1432	SUM:	1432	SUM:	1432	SUM:	1432
No. of Phases:	4			4			4			4			4			
Volume / Capacity:	0.966			1.024			1.035			1.042			1.042			
Level of Service:	E			F			F			F			F			

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

Notes:

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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: AM
 Annual Growth: 2.0%
 Krausz Property Only Alternative C

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

Movement	2002 EXIST. TRAFFIC				2005 W/ AMBIENT GROWTH				2005 W/ OTHER PROJECTS				2005 W/ PROPOSED PROJECT				2005 W/ MITIGATION				
	No. of Lanes	Volume	Lane	Total	Added	Volume	Lane	Total	Added	Volume	Lane	Total	Added	Volume	Lane	Total	Added	Volume	Lane	Total	
NB Left	84	1	84	5	89	1	89	0	89	1	89	0	89	0	89	1	89	0	89	1	89
Comb. L-T	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NB Thru	744	1	442	45	789	1	469	13	802	1	475	-3	799	1	474	1	474	0	799	1	474
Comb. T-R	1	442	442	1	469	1	469	1	475	1	475	1	474	1	474	1	474	1	474	1	474
NB Right	140	0	-	8	148	0	-	0	148	0	-	0	148	0	148	0	148	0	148	0	148
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SB Left	122	1	122	7	129	1	129	1	130	1	130	0	130	0	130	1	130	0	130	1	130
Comb. L-T	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SB Thru	993	1	584	60	1053	1	619	4	1056	1	620	3	1059	1	622	1	622	0	1059	1	622
Comb. T-R	1	584	584	1	619	1	619	1	620	1	620	1	622	1	622	1	622	1	622	1	622
SB Right	174	0	-	10	184	0	-	0	184	0	-	0	184	0	184	0	184	0	184	0	184
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EB Left	83	1	83	5	88	1	88	0	88	1	88	0	88	0	88	1	88	0	88	1	88
Comb. L-T	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EB Thru	1730	2	602	104	1834	2	638	0	1834	2	638	0	1834	0	1834	2	638	0	1834	2	638
Comb. T-R	1	602	602	1	638	1	638	1	638	1	638	1	638	1	638	1	638	1	638	1	638
EB Right	76	0	-	5	81	0	-	0	81	0	-	0	81	0	81	0	81	0	81	0	81
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WB Left	126	1	126	8	134	1	134	0	134	1	134	0	134	0	134	1	134	0	134	1	134
Comb. L-T	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WB Thru	1687	2	844	101	1788	2	894	0	1788	2	894	0	1788	0	1788	2	894	0	1788	2	894
Comb. T-R	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WB Right	90	1	90	5	95	1	95	0	95	1	95	0	95	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
Crit. Volumes:	N-S: 668	E-W: 927	SUM: 1594	N-S: 708	E-W: 982	SUM: 1690	N-S: 709	E-W: 982	SUM: 1691	N-S: 711	E-W: 982	SUM: 1693	N-S: 711	E-W: 982	SUM: 1693	N-S: 711	E-W: 982	SUM: 1693	N-S: 711	E-W: 982	SUM: 1693
No. of Phases:	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Volume / Capacity:	0.993	1.026	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	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	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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CRITICAL MOVEMENT ANALYSIS

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

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

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		
	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	158	1	158	9	167	1	167	0	167	1	167	0	167	1	167
Comb. L-T	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NB Thru	884	1	546	53	937	1	579	8	945	1	583	10	955	1	588
Comb. T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NB Right	208	0	0	12	220	0	0	0	220	0	0	0	220	0	0
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SB Left	124	1	124	7	131	1	131	3	134	1	134	0	134	1	134
Comb. L-T	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SB Thru	848	1	483	51	899	1	511	8	907	1	515	5	912	1	518
Comb. T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SB Right	117	0	0	7	124	0	0	0	124	0	0	0	124	0	0
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EB Left	110	1	110	7	117	1	117	0	117	1	117	0	117	1	117
Comb. L-T	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EB Thru	1867	2	652	112	1979	2	691	0	1979	2	691	0	1979	2	691
Comb. T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EB Right	90	0	0	5	95	0	0	0	95	0	0	0	95	0	0
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WB Left	90	1	90	5	95	1	95	0	95	1	95	0	95	1	95
Comb. L-T	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WB Thru	1369	2	685	82	1451	2	726	0	1451	2	726	0	1451	2	726
Comb. T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WB Right	153	1	153	9	162	1	162	4	166	1	166	0	166	1	166
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Crit. Volumes:	N-S: 670	N-S: 710	N-S: 717	N-S: 722				N-S: 722				N-S: 722			
	E-W: 795	E-W: 842	E-W: 842	E-W: 842				E-W: 842				E-W: 842			
	SUM: 1465	SUM: 1552	SUM: 1559	SUM: 1564				SUM: 1564				SUM: 1564			
No. of Phases:	2	2	2	2				2				2			
Volume / Capacity:	* 0.906	** 0.935	** 0.940	** 0.943				** 0.943				** 0.943			
Level of Service:	E	E	E	E				E				E			

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

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

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CRITICAL MOVEMENT ANALYSIS

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

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

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

Movement	2002 EXIST. TRAFFIC			2005 W/ AMBIENT GROWTH			2005 W/ OTHER PROJECTS			2005 W/ PROPOSED PROJECT			2005 W/ MITIGATION								
	Volume	Lanes	No. of Lanes	Added Volume	Total Volume	No. of Lanes	Volume	Lane	No. of Lanes	Added Volume	Total Volume	No. of Lanes	Volume	Lane	No. of Lanes	Added Volume	Total Volume	No. of Lanes	Volume	Lane	No. of Lanes
NB Left	19	1	1	19	20	1	20	1	20	0	20	1	20	1	20	0	20	1	20	1	20
Comb. L-T	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NB Thru	207	0	0	12	219	0	219	0	219	0	219	0	219	0	219	0	219	0	219	0	219
Comb. T-R	0	1	1	226	240	1	240	1	240	0	240	1	240	1	240	0	240	1	240	1	240
NB Right	19	0	0	1	20	0	20	0	20	0	20	0	20	0	20	0	20	0	20	0	20
Comb. L-T-R-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SB Left	76	1	1	76	81	1	81	1	107	26	107	1	107	1	107	0	107	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	0	0	0
SB Thru	148	0	0	148	157	1	157	1	157	0	157	1	157	1	157	0	157	1	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	0	0
SB Right [1]	867	2	2	477	919	2	919	2	954	35	954	2	954	2	954	0	954	2	954	2	954
Comb. L-T-R-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EB Left	391	2	2	215	414	2	414	2	461	47	461	2	461	2	461	0	461	2	461	2	461
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	886	2	2	300	939	2	939	2	958	19	958	2	964	2	964	6	964	2	964	2	964
Comb. T-R	0	1	1	300	318	1	318	1	324	16	324	1	324	1	324	0	324	1	324	1	324
EB Right	14	0	0	1	15	0	15	0	15	0	15	0	15	0	15	0	15	0	15	0	15
Comb. L-T-R-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WB Left	53	1	1	53	56	1	56	1	56	0	56	1	56	1	56	0	56	1	56	1	56
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	1849	2	2	717	1960	2	1960	2	2023	63	2023	2	2016	2	2016	-7	2016	2	2016	2	2016
Comb. T-R	0	1	1	717	760	1	760	1	792	75	792	1	790	1	790	0	790	1	790	1	790
WB Right	301	0	0	18	319	0	319	0	354	35	354	0	354	0	354	0	354	0	354	0	354
Comb. L-T-R-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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: 1044	E-W: 1044	E-W: 1044	E-W: 1044	E-W: 1044	E-W: 1044	E-W: 1044	E-W: 1044
	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: 1390	SUM: 1390	SUM: 1390	SUM: 1390	SUM: 1390	SUM: 1390	SUM: 1390	SUM: 1390
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	1.011	1.011	1.011	1.011	1.011	1.011	1.011	1.011
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.
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 Right turns on red from excl. lanes = 50% of overlapping left turn.
 Notes: [1] Southbound right-turn overlapping phase with eastbound left-turn phase.

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CRITICAL MOVEMENT ANALYSIS

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

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

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	Added Volume	Total Volume	No. of Lanes	Added Volume	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Added Volume	Total Volume	Lane Volume
NB Left	1	14	1	15	1	15	0	15	1	15	0	15	0	15	1
Comb. L-T	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0
NB Thru	254	0	15	269	0	269	0	269	0	269	0	269	0	269	0
Comb. T-R	1	292	1	310	1	310	1	310	1	310	1	310	1	310	1
NB Right	0	-	2	40	0	40	0	40	0	40	0	40	0	40	0
Comb. L-T-R	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0
SB Left	1	159	10	169	1	169	11	180	1	180	0	180	0	180	1
Comb. L-T	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0
SB Thru	1	108	6	114	1	114	0	114	1	114	0	114	0	114	1
Comb. T-R	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0
SB Right [1]	703	2	387	42	745	2	410	15	760	2	418	0	760	2	418
Comb. L-T-R	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0
EB Left	2	268	2	285	2	285	13	530	2	292	0	530	0	530	2
Comb. L-T	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0
EB Thru	1843	2	624	111	1954	2	661	50	2003	2	678	12	2015	2	682
Comb. T-R	1	624	1	661	1	661	1	678	1	678	1	682	1	682	1
EB Right	29	0	2	31	0	31	0	31	0	31	0	31	0	31	0
Comb. L-T-R	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0
WB Left	24	1	24	1	25	1	25	0	25	1	25	0	25	1	25
Comb. L-T	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0
WB Thru	1318	2	484	79	1397	2	513	4	1401	2	518	26	1427	2	527
Comb. T-R	1	484	1	513	1	513	1	518	1	518	1	527	1	527	1
WB Right	135	0	8	143	0	143	10	153	0	153	0	153	0	153	0
Comb. L-T-R	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0
Crit. Volumes:	N-S: 451	753	N-S: 478	798	N-S: 489	810	N-S: 489	818	N-S: 489	818	N-S: 489	818	N-S: 489	818	N-S: 489
	E-W: 1204	1204	E-W: 1276	1276	E-W: 1299	1299	E-W: 1307	1307	E-W: 1307	1307	E-W: 1307	1307	E-W: 1307	1307	E-W: 1307
	SUM: 1204	1204	SUM: 1276	1276	SUM: 1299	1299	SUM: 1307	1307	SUM: 1307	1307	SUM: 1307	1307	SUM: 1307	1307	SUM: 1307
No. of Phases:	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4
Volume / Capacity:	0.875	0.928	0.945	0.951	0.951	0.951	0.951	0.951	0.951	0.951	0.951	0.951	0.951	0.951	0.951
Level of Service:	D	E	E	E	E	E	E	E	E	E	E	E	E	E	E

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

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Notes: