

Linscott, Law & Greenspan, Engineers

APPENDIX B-4

**Krausz Property Only Alternative D 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

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

CRITICAL MOVEMENT ANALYSIS

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

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

Movement	2002 EXIST. TRAFFIC				2005 W/ AMBIENT GROWTH				2005 W/ OTHER PROJECTS				2005 W/ PROPOSED PROJECT				2005 W/ MITIGATION [2]							
	No. of Lanes	Volume	Added Volume	Total Volume	No. of Lanes	Volume	Added Volume	Total Volume	No. of Lanes	Volume	Added Volume	Total Volume	No. of Lanes	Volume	Added Volume	Total Volume	No. of Lanes	Volume	Added Volume	Total Volume	No. of Lanes	Volume	Added Volume	Total Volume
NB Left	1	71	4	75	1	75	0	75	1	75	0	75	1	75	0	75	1	75	0	75	1	75	0	75
Comb. L-T	0	-	-	-	0	-	-	-	0	-	-	-	0	-	-	-	0	-	-	-	0	-	-	-
NB Thru	1	869	90	959	1	949	12	961	1	955	-200	755	1	805	-1	752	1	805	-1	752	1	805	-1	752
Comb. T-R [1]	1	869	90	959	1	949	12	961	1	955	-200	755	1	805	-1	752	1	805	-1	752	1	805	-1	752
NB Right	243	0	15	258	0	0	0	258	0	0	0	258	0	0	0	258	0	0	0	258	0	0	0	258
Comb. L-T-R	0	-	-	-	0	-	-	-	0	-	-	-	0	-	-	-	0	-	-	-	0	-	-	-
SB Left	1	87	5	92	1	92	0	92	1	92	0	92	1	92	0	92	1	92	0	92	1	92	0	92
Comb. L-T	0	-	-	-	0	-	-	-	0	-	-	-	0	-	-	-	0	-	-	-	0	-	-	-
SB Thru	2	713	126	839	2	805	147	952	2	818	39	857	2	752	-200	557	2	752	-200	552	2	749	-200	549
Comb. T-R	1	713	126	839	1	755	147	902	1	818	39	857	1	752	-200	557	1	752	-200	552	1	749	-200	549
SB Right	30	0	2	32	0	0	3	34	0	0	0	34	0	0	0	34	0	0	0	34	0	0	0	34
Comb. L-T-R	0	-	-	-	0	-	-	-	0	-	-	-	0	-	-	-	0	-	-	-	0	-	-	-
EB Left	21	21	1	22	1	22	3	25	1	25	0	25	1	25	0	25	1	25	0	25	1	25	0	25
Comb. L-T	0	-	-	-	0	-	-	-	0	-	-	-	0	-	-	-	0	-	-	-	0	-	-	-
EB Thru	142	0	9	151	0	0	0	151	0	0	5	156	0	0	0	156	0	0	0	154	0	0	0	154
Comb. T-R	1	301	10	311	1	319	10	329	1	324	0	324	1	324	0	324	1	324	0	324	1	324	0	324
EB Right	159	0	10	169	0	0	0	169	0	0	0	169	0	0	0	169	0	0	0	169	0	0	0	169
Comb. L-T-R	0	-	-	-	0	-	-	-	0	-	-	-	0	-	-	-	0	-	-	-	0	-	-	-
WB Left	521	1	365	31	552	1	387	0	552	1	387	-100	452	1	317	0	452	1	317	0	452	1	317	
Comb. L-T	1	213	11	224	1	225	0	225	1	227	1	227	1	212	0	212	1	212	0	212	1	212	0	212
WB Thru	188	0	11	199	0	0	0	199	0	0	1	200	0	0	0	200	0	0	0	200	0	0	0	200
Comb. T-R	1	213	11	224	1	225	0	225	1	227	1	227	1	212	0	212	1	212	0	212	1	212	0	212
WB Right	81	0	5	86	0	0	3	88	0	0	0	88	0	0	0	88	0	0	0	88	0	0	0	88
Comb. L-T-R	0	-	-	-	0	-	-	-	0	-	-	-	0	-	-	-	0	-	-	-	0	-	-	-
Crit. Volumes:	N-S:	956		1013	N-S:	1041		1041	N-S:	1047		1047	N-S:	897		897	N-S:	896		896	N-S:	896		896
	E-W:	666		706	E-W:	706		706	E-W:	711		711	E-W:	641		641	E-W:	639		639	E-W:	639		639
	SUM:	1622		1719	SUM:	1747		1747	SUM:	1758		1758	SUM:	1538		1538	SUM:	1536		1536	SUM:	1536		1536
No. of Phases:		3		3		3		3		3		3		3		3		3		3		3		3
Volume / Capacity:		1.138		1.206		1.226		1.233		1.233		1.233		1.079		1.079		1.078		1.078		1.078		1.078
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.
 [1] Northbound curb lane functions as a parking lane, due to parking availability during the AM peak hour.
 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: Plummer Street
 Project: Krausz Companies Northridge / 1-023166-1
 File Name: CMA1
 Counts by: Accuthek

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

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

Movement	2002 EXIST. TRAFFIC			2005 W/ AMBIENT GROWTH			2005 W/ OTHER PROJECTS			2005 W/ PROPOSED PROJECT			2005 W/ MITIGATION [2]			2005 W/ TDM			
	No. of Lanes	Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Added Volume	Total Volume	No. of Lanes	Added Volume	Total Volume	No. of Lanes	Added Volume	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	
NB Left	56	1	56	3	59	1	59	0	59	1	59	1	59	0	59	0	59	1	59
Comb. L-T	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NB Thru	2298	2	885	138	2436	2	938	155	2591	2	989	2	1002	-200	2429	2	2420	2	899
Comb. T-R	1	885	1	938	1	989	1	1002	1	1002	1	1002	1	902	902	1	902	1	899
NB Right	356	0	-	21	377	0	0	0	377	0	0	0	-100	277	0	0	277	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	67	1	67	4	71	1	71	0	71	1	71	1	71	0	71	0	71	1	71
Comb. L-T	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SB Thru	1341	2	456	80	1421	2	483	41	1462	2	497	2	503	-200	1279	2	1278	2	435
Comb. T-R	1	456	1	483	1	497	1	497	1	503	1	503	1	436	436	1	436	1	435
SB Right	27	0	-	2	29	0	0	0	29	0	0	0	0	0	29	0	29	0	0
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EB Left	91	1	91	5	96	1	96	3	99	1	99	1	99	0	99	0	99	1	99
Comb. L-T	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EB Thru	149	0	-	9	158	0	0	0	158	0	0	0	2	160	0	160	0	0	0
Comb. T-R	1	264	1	280	1	280	1	280	1	280	1	282	0	282	1	282	0	282	1
EB Right	115	0	-	7	122	0	0	0	122	0	0	0	0	122	0	122	0	0	0
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WB Left	441	1	309	26	467	1	327	0	467	1	327	1	327	-100	367	1	367	1	257
Comb. L-T	1	190	1	202	1	202	1	203	1	203	1	205	1	190	190	1	190	1	190
WB Thru	99	0	-	6	105	0	0	0	105	0	0	0	5	110	0	110	-1	109	0
Comb. T-R	1	190	1	202	1	202	1	203	1	203	1	205	1	190	190	1	190	1	190
WB Right	149	0	-	9	158	0	0	0	160	0	0	0	0	160	0	160	0	160	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:	952	1009	N-S:	1060	N-S:	1073	N-S:	1073	N-S:	1073	N-S:	973	N-S:	970	N-S:	970	N-S:	970
	E-W:	573	607	E-W:	607	E-W:	609	E-W:	609	E-W:	609	E-W:	539	E-W:	539	E-W:	539	E-W:	539
	SUM:	1524	1616	SUM:	1667	SUM:	1682	SUM:	1682	SUM:	1682	SUM:	1512	SUM:	1509	SUM:	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
Volume / Capacity:	F	1.070	F	1.134	F	1.170	F	1.180	F	1.180	F	1.061	F	1.059	F	1.059	F	1.059	F
Level of Service:	F		F		F		F		F		F		F		F		F		F

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

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

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CRITICAL MOVEMENT ANALYSIS

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

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

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

Movement	2002 EXIST. TRAFFIC			2005 W/ AMBIENT GROWTH			2005 W/ OTHER PROJECTS			2005 W/ PROPOSED PROJECT			2005 W/ MITIGATION [2]			2005 W/ TDM			
	No. of Lanes	Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Added Volume	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Added Volume	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	15% Volume
NB Left	60	1	60	4	63	1	63	0	63	1	63	1	63	0	63	0	63	1	63
Comb. L-T	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	2	914	-250	1578	0	1578	2	789
Comb. T-R	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	1	47	0	57	0	57	1	55
Comb. L-T-R	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	1	106	0	106	0	106	1	106
Comb. L-T	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	2	620	-250	1249	0	1249	2	520
Comb. T-R	1	568	1	568	1	602	1	602	1	620	1	620	1	620	1	520	0	520	1
SB Right	338	0	-	20	359	0	-	3	361	0	-	0	361	0	311	0	311	0	-
Comb. L-T-R	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	1	247	0	247	0	247	1	197
Comb. L-T	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	1	290	14	553	0	553	1	290
Comb. T-R [1]	1	227	1	227	1	240	1	240	1	283	1	290	1	290	1	290	1	290	1
EB Right	26	0	-	2	28	0	-	0	28	0	-	0	28	0	28	0	28	0	-
Comb. L-T-R	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	1	70	3	73	0	73	1	72
Comb. L-T	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	4	889	0	888	2	444
Comb. T-R	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	1	95	0	95	0	95	1	95
Comb. L-T-R	0	-	0	-	0	0	-	0	0	0	-	0	0	-	0	-	0	0	-
Crit. Volumes:	N-S:	913	N-S:	968	N-S:	1020	N-S:	1020	N-S:	1020	N-S:	1020	N-S:	895	N-S:	895	N-S:	895	N-S:
	E-W:	634	E-W:	672	E-W:	689	E-W:	689	E-W:	691	E-W:	691	E-W:	641	E-W:	641	E-W:	641	E-W:
	SUM:	1547	SUM:	1640	SUM:	1709	SUM:	1709	SUM:	1711	SUM:	1711	SUM:	1536	SUM:	1536	SUM:	1536	SUM:
No. of Phases:	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Volume / Capacity:	F	1.032	F	1.033	F	1.139	F	1.139	F	1.141	F	1.141	F	1.024	F	1.024	F	1.024	F
Level of Service:	F		F		F		F		F		F		F		F		F		F

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

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

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 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: PM
 Annual Growth: 2.00%
 Krausz Property Only Alternative D

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

CRITICAL MOVEMENT ANALYSIS

Movement	2002 EXIST. TRAFFIC				2005 W/ AMBIENT GROWTH				2005 W/ OTHER PROJECTS				2005 W/ PROPOSED PROJECT				2005 W/ MITIGATION [2]				2005 W/ TDM				
	No. of Lanes	Volume	Lane Volume	No. of Lanes	Added Volume	Total Volume	Lane Volume	No. of Lanes	Added Volume	Total Volume	Lane Volume	No. of Lanes	Added Volume	Total Volume	Lane Volume	No. of Lanes	Added Volume	Total Volume	Lane Volume	No. of Lanes	Added Volume	Total Volume	Lane Volume	No. of Lanes	
NB Left	59	1	59	4	62	1	62	1	62	0	62	1	62	0	62	1	62	0	62	0	62	1	62	1	62
Comb. L-T	0	-	802	141	2483	2	850	2	875	0	2555	2	876	-250	2305	2	793	0	2305	2	793	0	2305	2	792
NB Thru	2342	2	802	141	2483	2	850	2	875	0	2555	2	876	-250	2305	2	793	0	2305	2	793	0	2305	2	792
Comb. T-R	1	802	802	141	2483	2	850	2	875	0	2555	2	876	-250	2305	2	793	0	2305	2	793	0	2305	2	792
NB Right	65	0	-	4	69	0	-	0	69	0	69	0	-	0	73	0	-	0	73	0	-	0	72	0	-
Comb. L-T-R	0	-	-	4	69	0	-	0	69	0	69	0	-	0	73	0	-	0	73	0	-	0	72	0	-
SB Left	132	1	132	8	140	1	140	1	140	0	140	1	140	0	140	1	140	0	140	1	140	0	140	1	140
Comb. L-T	0	-	659	101	1788	2	699	2	728	0	1873	2	728	-250	1623	2	628	0	1623	2	628	0	1623	2	628
NB Thru	1687	2	659	101	1788	2	699	2	728	0	1873	2	728	-250	1623	2	628	0	1623	2	628	0	1623	2	628
Comb. T-R	1	659	659	101	1788	2	699	2	728	0	1873	2	728	-250	1623	2	628	0	1623	2	628	0	1623	2	628
SB Right	291	0	-	17	308	0	-	3	311	0	311	0	-	0	261	0	-	0	261	0	-	0	261	0	-
Comb. L-T-R	0	-	-	17	308	0	-	3	311	0	311	0	-	0	261	0	-	0	261	0	-	0	261	0	-
EB Left	173	1	173	10	183	1	183	1	186	3	186	1	186	0	136	1	136	0	136	1	136	0	136	1	136
Comb. L-T	0	-	348	58	1018	2	369	2	373	11	1029	2	375	0	1035	2	375	-1	1035	2	375	-1	1035	2	374
NB Thru	961	2	348	58	1018	2	369	2	373	11	1029	2	375	0	1035	2	375	-1	1035	2	375	-1	1035	2	374
Comb. T-R	1	348	348	58	1018	2	369	2	373	11	1029	2	375	0	1035	2	375	-1	1035	2	375	-1	1035	2	374
EB Right	84	0	-	5	89	0	-	0	89	0	89	0	-	0	89	0	-	0	89	0	-	0	89	0	-
Comb. L-T-R	0	-	-	5	89	0	-	0	89	0	89	0	-	0	89	0	-	0	89	0	-	0	89	0	-
WB Left	82	1	82	5	87	1	87	1	87	0	87	1	87	9	96	1	96	0	96	1	96	-2	94	1	94
Comb. L-T	0	-	250	36	634	2	265	2	284	55	689	2	284	14	703	2	289	0	703	2	289	-3	700	2	288
NB Thru	598	2	250	36	634	2	265	2	284	55	689	2	284	14	703	2	289	0	703	2	289	-3	700	2	288
Comb. T-R	1	250	250	36	634	2	265	2	284	55	689	2	284	14	703	2	289	0	703	2	289	-3	700	2	288
WB Right	153	0	-	9	162	0	-	3	164	0	164	0	-	0	164	0	-	0	164	0	-	0	164	0	-
Comb. L-T-R	0	-	-	9	162	0	-	3	164	0	164	0	-	0	164	0	-	0	164	0	-	0	164	0	-
Crit. Volumes:	N-S: 935	N-S: 991	N-S: 1015	N-S: 1016	N-S: 1016	N-S: 1016	N-S: 1016	N-S: 1016	N-S: 1016	N-S: 1016	N-S: 1016	N-S: 1016	N-S: 1016	N-S: 1016	N-S: 1016	N-S: 1016	N-S: 1016	N-S: 1016	N-S: 1016	N-S: 1016	N-S: 1016	N-S: 1016	N-S: 1016	N-S: 1016	N-S: 1016
	E-W: 430	E-W: 456	E-W: 470	E-W: 475	E-W: 475	E-W: 475	E-W: 475	E-W: 475	E-W: 475	E-W: 475	E-W: 475	E-W: 475	E-W: 475	E-W: 475	E-W: 475	E-W: 475	E-W: 475	E-W: 475	E-W: 475	E-W: 475	E-W: 475	E-W: 475	E-W: 475	E-W: 475	E-W: 475
	SUM: 1365	SUM: 1446	SUM: 1485	SUM: 1491	SUM: 1491	SUM: 1491	SUM: 1491	SUM: 1491	SUM: 1491	SUM: 1491	SUM: 1491	SUM: 1491	SUM: 1491	SUM: 1491	SUM: 1491	SUM: 1491	SUM: 1491	SUM: 1491	SUM: 1491	SUM: 1491	SUM: 1491	SUM: 1491	SUM: 1491	SUM: 1491	SUM: 1491
No. of Phases:	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Volume / Capacity:	0.910	0.964	0.990	0.994	0.990	0.994	0.990	0.994	0.990	0.994	0.990	0.994	0.990	0.994	0.990	0.994	0.990	0.994	0.990	0.994	0.990	0.994	0.990	0.994	
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: [2] Traffic volumes shown in the added volume column reflect redistribution of traffic due to Mason Avenue crossing.

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CRITICAL MOVEMENT ANALYSIS

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

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	No. of Lanes	Added Volume	Total Volume	Lane Volume	No. of Lanes	Added Volume	Total Volume	Lane Volume	No. of Lanes	Added Volume	Total Volume	Lane Volume	No. of Lanes	Added Volume	Total Volume	Lane Volume	No. of Lanes		
NB Left	92	2	51	6	98	2	54	2	98	0	98	2	54	2	98	0	98	2	54	2	54	
Comb. L-T	0	-	478	57	1012	2	506	2	1107	2	553	2	558	2	917	-200	915	2	458	2	457	
NB Thru	955	2	478	57	1012	2	506	2	1107	2	553	2	558	2	917	-200	915	2	458	2	457	
Comb. T-R	0	-	98	6	104	0	104	0	104	0	104	0	104	0	104	0	104	0	104	0	104	
NB Right [1]	98	1	98	6	104	0	104	0	104	0	104	0	104	0	104	0	104	0	104	0	104	
Comb. L-T-R	0	-	112	7	119	2	65	2	119	0	119	2	65	2	119	0	119	2	65	2	65	
SB Left	112	2	62	7	119	2	65	2	119	0	119	2	65	2	119	0	119	2	65	2	65	
Comb. L-T	0	-	1478	89	1567	2	626	2	1605	3	1608	2	640	2	1408	-200	1408	2	573	2	573	
SB Thru	1478	2	591	89	1567	2	626	2	1605	3	1608	2	640	2	1408	-200	1408	2	573	2	573	
Comb. T-R	1	591	1	626	1	639	1	639	1	640	1	640	1	640	0	312	0	312	0	312	0	
SB Right	294	0	18	312	0	312	0	312	0	312	0	312	0	312	0	312	0	312	0	312	0	
Comb. L-T-R	0	-	251	15	266	2	146	2	269	0	269	2	148	2	269	0	269	2	148	2	148	
EB Left	251	2	138	15	266	2	146	2	269	0	269	2	148	2	269	0	269	2	148	2	148	
Comb. L-T	0	-	936	56	992	2	351	2	996	4	1015	2	358	2	1015	0	1011	2	357	2	357	
EB Thru	936	2	331	56	992	2	351	2	996	4	1015	2	358	2	1015	0	1011	2	357	2	357	
Comb. T-R	1	331	1	351	1	352	1	352	1	358	1	358	1	358	0	59	0	59	0	59	0	
EB Right	56	0	331	3	59	0	59	0	59	0	59	0	59	0	59	0	59	0	59	0	59	
Comb. L-T-R	0	-	201	12	213	2	117	2	213	0	213	2	117	2	213	0	213	2	117	2	117	
WB Left	201	2	111	12	213	2	117	2	213	0	213	2	117	2	213	0	213	2	117	2	117	
Comb. L-T	0	-	977	59	1036	2	376	2	1041	6	1047	2	380	2	1047	0	1046	2	380	2	380	
WB Thru	977	2	355	59	1036	2	376	2	1041	6	1047	2	380	2	1047	0	1046	2	380	2	380	
Comb. T-R	1	355	1	376	1	378	1	378	1	380	1	380	1	380	0	95	0	95	0	95	0	
WB Right	87	0	355	5	92	0	92	0	95	0	95	0	95	0	95	0	95	0	95	0	95	
Comb. L-T-R	0	-	641	12	653	2	380	2	653	6	659	2	380	2	659	0	658	2	380	2	380	
Crit. Volumes:	N-S:	641	N-S:	680	N-S:	692	N-S:	693	N-S:	693	N-S:	693	N-S:	693	N-S:	627	N-S:	627	N-S:	627	N-S:	627
	E-W:	493	E-W:	522	E-W:	526	E-W:	528	E-W:	526	E-W:	526	E-W:	528	E-W:	528	E-W:	528	E-W:	528	E-W:	528
	SUM:	1134	SUM:	1202	SUM:	1219	SUM:	1222	SUM:	1219	SUM:	1222	SUM:	1222	SUM:	1155	SUM:	1155	SUM:	1155	SUM:	1155
No. of Phases:	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	
Volume / Capacity:	0.825	0.874	0.874	0.874	0.874	0.874	0.874	0.874	0.874	0.874	0.874	0.874	0.874	0.874	0.874	0.874	0.874	0.874	0.874	0.874	0.874	
Level of Service:	D	D	D	D	D	D	D	D	D	D	D	D	D	D	D	D	D	D	D	D	D	

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

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: Accuflex

Movement	2002 EXIST. TRAFFIC				2005 W/ AMBIENT GROWTH				2005 W/ OTHER PROJECTS				2005 W/ PROPOSED PROJECT				2005 W/ MITIGATION [2]				2005 W/ TDM				
	No. of Lanes	Volume	Lane Volume	No. of Lanes	Added Volume	Total Volume	Lane Volume	No. of Lanes	Added Volume	Total Volume	Lane Volume	No. of Lanes	Added Volume	Total Volume	Lane Volume	No. of Lanes	Added Volume	Total Volume	Lane Volume	No. of Lanes	Added Volume	Total Volume	Lane Volume	No. of Lanes	
NB Left	140	2	77	8	82	2	82	2	82	0	148	2	82	2	82	0	148	2	82	0	148	2	82	2	82
Comb. L-T	0	-	526	84	557	2	557	2	576	4	1547	2	578	2	578	-200	1347	2	511	0	-	1346	2	511	0
NB Thru	1401	2	526	84	557	1	557	1	576	1	576	1	578	1	578	0	187	0	187	0	187	0	187	0	187
Comb. T-R	1	526	1	526	1	557	1	576	1	576	1	578	1	578	0	187	0	187	0	187	0	187	0	187	0
NB Right	176	0	-	11	187	0	187	0	-	0	187	0	-	0	187	0	187	0	-	0	187	0	-	0	187
Comb. L-T-R	0	0	-	0	187	0	187	0	0	0	187	0	0	0	187	0	187	0	0	0	187	0	0	0	187
SB Left	178	2	98	11	104	2	104	2	104	0	189	2	104	2	104	0	189	2	104	0	189	2	104	2	104
Comb. L-T	0	-	564	68	598	2	598	2	637	9	1282	2	641	2	641	-200	1082	2	541	0	-	1080	2	540	0
SB Thru	1128	2	564	68	598	2	598	2	637	9	1282	2	641	2	641	-200	1082	2	541	0	-	1080	2	540	0
Comb. T-R	0	-	214	13	227	0	227	0	227	0	227	0	227	0	227	0	227	0	227	0	227	0	227	0	227
SB Right [1]	214	1	214	13	227	1	227	1	227	0	227	1	227	1	227	0	227	1	227	1	227	0	227	1	227
Comb. L-T-R	0	0	-	0	227	0	227	0	227	0	227	0	227	0	227	0	227	0	227	0	227	0	227	0	227
EB Left	372	2	205	22	217	2	217	2	218	0	397	2	218	2	218	0	397	2	218	0	397	2	218	2	218
Comb. L-T	0	-	480	80	508	0	508	0	513	15	1430	2	516	2	516	0	1439	2	516	0	1438	2	516	0	1438
EB Thru	1335	2	480	80	508	1	508	1	513	9	1439	2	516	2	516	0	1439	2	516	0	1438	2	516	0	1438
Comb. T-R	1	480	1	480	1	508	1	513	1	513	1	516	1	516	0	110	0	110	0	110	0	110	0	110	0
EB Right	104	0	-	6	110	0	110	0	-	0	110	0	-	0	110	0	110	0	-	0	110	0	-	0	110
Comb. L-T-R	0	0	-	0	110	0	110	0	0	0	110	0	0	0	110	0	110	0	0	0	110	0	0	0	110
WB Left	176	2	97	11	103	2	103	2	103	0	187	2	103	2	103	0	187	2	103	0	187	2	103	2	103
Comb. L-T	0	-	323	52	342	0	342	0	347	19	943	2	354	2	354	0	943	2	354	0	938	2	352	0	938
WB Thru	859	2	323	52	342	1	342	1	347	1	354	1	354	1	354	0	943	2	354	0	938	2	352	0	938
Comb. T-R	1	323	1	323	1	342	1	347	1	354	1	354	1	354	0	118	0	118	0	118	0	118	0	118	0
WB Right	109	0	-	7	116	0	116	0	-	3	118	0	-	0	118	0	118	0	-	0	118	0	-	0	118
Comb. L-T-R	0	0	-	0	116	0	116	0	0	0	118	0	0	0	118	0	118	0	0	0	118	0	0	0	118
Crit. Volumes:	N-S: 641	E-W: 576	SUM: 1217	N-S: 679	E-W: 611	SUM: 1291	N-S: 718	E-W: 616	SUM: 1334	N-S: 723	E-W: 619	SUM: 1342	N-S: 723	E-W: 619	SUM: 1342	N-S: 623	E-W: 619	SUM: 1242	N-S: 623	E-W: 619	SUM: 1242	N-S: 622	E-W: 619	SUM: 1240	
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:	0.885	0.939	0.970	0.976	0.903	0.903	0.903	0.903	0.903	0.903	0.903	0.903	0.903	0.903	0.903	0.903	0.903	0.903	0.903	0.903	0.903	0.903	0.903	0.903	0.903
Level of Service:	D	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.
 [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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N-S St: Winnetka Avenue
 E-W St: Devonshire Street
 Project: Krausz Companies Northridge / 1-023166-1
 File Name: CMA4
 Counts by: Accutek

CRITICAL MOVEMENT ANALYSIS

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

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

Movement	2002 EXIST. TRAFFIC			2005 W/ AMBIENT GROWTH			2005 W/ OTHER PROJECTS			2005 W/ PROPOSED PROJECT			2005 W/ MITIGATION			2005 W/ TDM			15% No. of Lanes					
	No. of Lanes	Volume	Lane Volume	Added	Total	No. of Lanes	Volume	Lane Volume	Added	Total	No. of Lanes	Volume	Lane Volume	Added	Total	No. of Lanes	Volume	Lane Volume						
NB Left	169	2	93	10	179	2	99	9	188	2	104	0	188	2	104	2	93	0	168	2	93			
Comb. L-T	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
NB Thru	6	0	0	0	6	0	0	0	6	0	0	0	6	0	6	0	0	0	0	6	0	0		
Comb. T-R	1	86	1	91	1	96	1	96	1	96	1	96	1	96	1	96	1	90	0	278	1	195		
NB Right	267	1	187	16	283	1	198	15	298	1	209	0	298	1	209	1	195	0	278	1	195	0		
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
SB Left	9	1	9	1	10	1	10	0	10	1	10	0	10	1	10	1	10	0	10	1	10	1		
Comb. L-T	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
SB Thru	5	0	0	0	5	0	0	-1	5	0	0	0	5	0	5	0	0	0	5	0	0	0		
Comb. T-R	1	14	1	15	1	15	1	13	1	13	1	13	1	13	1	13	1	13	0	8	0	0		
SB Right	9	0	0	0	0	0	0	-2	8	0	0	0	8	0	8	0	0	0	8	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		
EB Left	8	1	8	0	8	1	8	0	8	1	8	0	8	1	8	1	8	0	8	1	8	1		
Comb. L-T	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
EB Thru	745	1	527	45	790	1	558	-17	772	1	581	10	782	1	586	1	576	-2	780	1	575	1		
Comb. T-R	1	527	1	558	1	558	1	581	1	581	1	586	1	586	1	576	1	576	0	369	1	575		
EB Right	308	0	0	18	326	0	0	63	389	0	0	0	389	0	0	0	0	0	369	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		
WB Left	49	1	49	3	52	1	52	23	75	1	75	0	75	1	75	1	55	0	55	1	55	1		
Comb. L-T	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
WB Thru	1228	1	624	74	1302	1	661	-29	1273	1	662	3	1276	1	663	1	663	-0	1275	1	663	1		
Comb. T-R	1	624	1	661	1	661	1	662	1	662	1	663	1	663	1	663	1	663	0	51	1	663		
WB Right	20	0	0	1	21	0	0	30	51	0	0	0	51	0	51	0	0	0	51	0	0	0		
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Crit. Volumes:	N-S:	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	0	55	1	177	177	
	E-W:	632	E-W:	670	E-W:	670	E-W:	672	E-W:	672	E-W:	672	E-W:	672	E-W:	672	E-W:	672	0	55	1	672	672	
	SUM:	803	SUM:	852	SUM:	851	SUM:	853	SUM:	853	SUM:	853	SUM:	853	SUM:	849	SUM:	849	0	55	1	849	848	
No. of Phases:	4			4			4			4			4			4			4			4		
Volume / Capacity:	0.584			0.519			0.519			0.520			0.517			0.517			0.517			0.517		
Level of Service:	A			A			A			A			A			A			A			A		

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

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CRITICAL MOVEMENT ANALYSIS

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

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

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

Movement	2002 EXIST. TRAFFIC			2005 W/ AMBIENT GROWTH			2005 W/ OTHER PROJECTS			2005 W/ PROPOSED PROJECT			2005 W/ MITIGATION			2005 W/ TDM			
	No. of Lanes	Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Added Volume	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Added Volume	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	
NB Left	2	162	18	171	2	363	2	200	0	363	2	200	-20	343	2	189	0	343	2
Comb. L-T	0	-	0	-	0	0	0	-	0	0	0	0	0	0	0	0	0	0	0
NB Thru	8	0	0	0	8	0	0	0	0	8	0	0	0	8	0	0	0	8	0
Comb. T-R	1	228	1	242	1	256	1	256	1	256	1	256	0	256	1	250	0	250	1
NB Right	733	1	513	44	777	1	544	48	825	1	578	0	578	-20	805	1	564	0	805
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	10	1	10	11	11	0	11	0	11	0	11	1	11	0	11	1	11	0	11
Comb. L-T	0	-	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SB Thru	10	0	1	11	10	0	10	0	10	0	10	0	0	10	0	0	10	0	10
Comb. T-R	1	20	1	21	1	19	1	19	1	19	1	19	0	19	1	19	0	19	1
SB Right	10	0	1	11	0	9	0	9	0	9	0	9	0	9	0	9	0	9	0
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EB Left	17	1	17	18	1	21	0	21	1	21	1	21	0	21	1	21	0	21	1
Comb. L-T	0	-	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EB Thru	878	1	525	53	931	1	552	-14	921	4	921	1	554	0	921	1	544	-0	920
Comb. T-R	1	525	1	557	1	552	1	552	1	554	1	554	0	554	1	544	0	543	1
EB Right	172	0	10	182	0	186	0	186	0	186	0	186	0	186	0	166	0	166	0
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WB Left	258	1	258	15	273	1	273	0	273	1	273	1	273	-20	253	1	253	0	253
Comb. L-T	0	-	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WB Thru	690	1	349	41	731	1	366	-18	722	9	722	1	370	0	722	1	370	-2	720
Comb. T-R	1	349	1	369	1	370	1	366	1	370	1	370	0	370	1	370	0	369	1
WB Right	7	0	0	0	7	0	7	0	7	0	7	0	7	0	7	0	7	0	7
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Crit. Volumes:	N-S: 394	E-W: 783	SUM: 1177	N-S: 418	E-W: 830	SUM: 1248	N-S: 452	E-W: 827	SUM: 1279	N-S: 452	E-W: 827	SUM: 1279	N-S: 448	E-W: 797	SUM: 1245	N-S: 448	E-W: 797	SUM: 1244	
No. of Phases:	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4
Volume / Capacity:	0.856	0.807	0.830	0.828	0.805	0.830	0.830	0.805	0.805	0.805	0.805	0.805	0.805	0.805	0.805	0.805	0.805	0.805	0.805
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 ATSSA/ATCS.

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CRITICAL MOVEMENT ANALYSIS

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

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	No. of Lanes	Volume	Lane Volume	Total Volume	No. of Lanes	Volume	Lane Volume	Total Volume	No. of Lanes	Volume	Lane Volume	Total Volume				
NB Left	174	1	174	10	184	1	184	0	184	1	184	3	187	1	187	0	187	1	187	-0	187	1	187	
Comb. L-T	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
NB Thru	469	2	201	28	497	2	213	25	522	2	222	0	522	2	222	-50	472	2	205	0	472	2	205	
Comb. T-R	1	201	1	201	1	213	1	222	1	222	1	222	0	222	1	222	0	205	1	205	0	205	1	205
NB Right	135	0	0	8	143	0	0	0	143	0	0	0	143	0	0	0	143	0	0	0	143	0	0	
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
SB Left	36	1	36	2	38	1	38	0	38	1	38	0	38	1	38	0	38	1	38	0	38	1	38	
Comb. L-T	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
SB Thru	803	2	272	48	851	2	289	86	937	2	317	0	937	2	317	-50	887	2	301	0	887	2	301	
Comb. T-R	1	272	1	289	1	289	1	317	1	317	1	317	0	317	1	317	0	301	1	301	0	301	1	301
SB Right	14	0	0	1	15	0	0	0	15	0	0	0	15	0	0	0	15	0	0	0	15	0	0	
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
EB Left	36	1	36	2	38	1	38	0	38	1	38	0	38	1	38	0	38	1	38	0	38	1	38	
Comb. L-T	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
EB Thru	726	1	484	44	770	1	513	0	770	1	513	0	770	1	518	0	770	1	518	0	770	1	516	
Comb. T-R	1	484	1	513	1	513	1	513	1	513	1	513	0	513	1	518	0	518	1	518	0	263	0	
EB Right	241	0	0	14	255	0	0	0	255	0	0	10	265	0	0	0	265	0	0	-2	263	0	0	
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
WB Left	237	1	237	14	251	1	251	0	251	1	251	0	251	1	251	0	251	1	251	0	251	1	251	
Comb. L-T	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
WB Thru	870	1	452	52	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	1	479	1	479	1	479	1	479	0	479	1	479	0	479	1	479	0	479	1	479
WB Right	33	0	0	2	35	0	0	0	35	0	0	0	35	0	0	0	35	0	0	0	35	0	0	
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Crit. Volumes:	N-S: 446	E-W: 721	SUM: 1167	N-S: 473	E-W: 764	SUM: 1237	N-S: 502	E-W: 764	SUM: 1265	N-S: 505	E-W: 769	SUM: 1273	N-S: 488	E-W: 768	SUM: 1257	N-S: 488	E-W: 768	SUM: 1255						
No. of Phases:	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2						
Volume / Capacity:	0.778	0.825	0.844	0.849	0.838	0.837	0.838	0.838	0.838	0.838	0.838	0.838	0.838	0.838	0.838	0.838	0.838	0.838						
Level of Service:	C	D	D	D	D	D	D	D	D	D	D	D	D	D	D	D	D	D						

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

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]			2005 W/ TDM			
	No. of Lanes	Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Added Volume	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Added Volume	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	
NB Left	133	1	133	8	141	1	141	0	141	1	141	1	150	0	150	0	150	1	148
Comb. L-T	0	-	0	-	444	0	444	0	444	0	444	0	477	-50	461	0	461	0	461
NB Thru	988	2	419	59	1047	2	477	99	1146	2	477	2	477	1096	2	1096	0	1096	2
Comb. T-R	1	419	1	444	1	477	1	477	1	477	1	477	0	286	0	286	0	286	0
NB Right	270	0	-	16	286	0	286	0	286	0	286	0	0	0	0	0	0	286	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	1	17	0	17	0	17	1	17
Comb. L-T	0	-	0	-	150	0	150	0	150	0	150	0	151	-50	134	0	134	0	134
SB Thru	410	2	141	25	435	2	151	6	441	2	151	2	151	391	2	391	0	391	2
Comb. T-R	1	141	1	150	1	151	1	151	1	151	1	151	0	12	0	12	0	12	0
SB Right	14	0	-	1	15	0	15	-3	12	0	12	0	0	0	0	0	0	12	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	1	29	0	29	0	29	1	29
Comb. L-T	0	-	0	-	1128	0	1128	0	1128	0	1128	0	624	0	626	0	626	0	626
EB Thru	1064	1	589	64	1128	1	624	0	1128	1	624	1	624	1128	1	1128	0	1128	1
Comb. T-R	1	589	1	624	1	624	1	624	1	624	1	624	0	125	0	125	0	124	0
EB Right	114	0	-	7	121	0	121	0	121	0	121	0	4	0	4	0	4	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	1	130	0	130	0	130	1	130
Comb. L-T	0	-	0	-	570	0	570	0	570	0	570	0	301	0	570	0	570	0	570
WB Thru	538	1	283	32	570	1	301	0	570	1	301	1	301	0	301	0	301	1	301
Comb. T-R	1	283	1	300	1	300	1	301	1	301	1	301	0	31	0	31	0	31	0
WB Right	28	0	-	2	30	0	30	1	31	0	31	0	0	0	0	0	0	0	0
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Crit. Volumes:	N-S: 435	E-W: 712	SUM: 1147	N-S: 461	E-W: 755	SUM: 1216	N-S: 494	E-W: 755	SUM: 1249	N-S: 494	E-W: 757	SUM: 1251	N-S: 478	E-W: 757	SUM: 1234	N-S: 478	E-W: 756	SUM: 1234	
No. of Phases:	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Volume / Capacity:	0.765	0.811	0.833	0.834	0.823	0.823	0.823	0.823	0.823	0.823	0.823	0.823	0.823	0.823	0.823	0.823	0.823	0.823	0.823
Level of Service:	C	D	D	D	D	D	D	D	D	D	D	D	D	D	D	D	D	D	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: AM
 Annual Growth: 2.0%
 Krausz Property Only Alternative D

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: Accufek

Movement	2002 EXIST. TRAFFIC				2005 W/ AMBIENT GROWTH				2005 W/ OTHER PROJECTS				2005 W/ MITIGATION [1]				2005 W/ TDM						
	No. of Lanes	Volume	Added Volume	Total Volume	No. of Lanes	Volume	Added Volume	Total Volume	No. of Lanes	Volume	Added Volume	Total Volume	No. of Lanes	Volume	Added Volume	Total Volume	No. of Lanes	Volume	Added Volume	Total Volume			
NB Left	133	1	133	8	141	1	141	0	141	1	141	0	141	1	141	0	141	0	101	0	101	1	101
Comb. L-T	0	-	0	-	0	-	0	-	0	0	-	0	-	0	0	-	0	-	0	0	0	0	0
NB Thru	841	2	314	50	891	2	333	23	915	2	341	3	918	2	342	-60	858	2	322	-0	857	2	321
Comb. T-R	1	314	1	333	1	341	1	341	0	0	107	0	107	0	0	0	107	0	0	0	107	0	0
NB Right	101	0	0	6	107	0	0	0	107	0	0	0	107	0	0	0	107	0	0	0	107	0	0
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SB Left	81	1	81	5	86	1	86	0	86	1	86	0	86	1	86	0	86	1	86	0	86	1	86
Comb. L-T	0	-	0	-	0	-	0	-	0	0	-	0	-	0	0	-	0	-	0	0	0	0	0
SB Thru	1586	2	554	95	1681	2	587	86	1767	2	615	10	1777	2	619	-60	1717	2	599	-2	1714	2	598
Comb. T-R	1	554	1	587	1	587	1	587	0	0	80	0	80	0	0	0	80	0	0	0	80	0	0
SB Right	75	0	0	5	80	0	0	0	80	0	0	0	80	0	0	0	80	0	0	0	80	0	0
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EB Left	11	1	11	1	12	1	12	0	12	1	12	0	12	1	12	0	12	1	12	0	12	1	12
Comb. L-T	0	-	0	-	0	-	0	-	0	0	-	0	-	0	0	-	0	-	0	0	0	0	0
EB Thru	341	1	282	20	361	1	298	0	361	1	298	10	371	1	303	0	371	1	283	-2	369	1	282
Comb. T-R	1	282	1	298	1	298	1	298	0	0	235	0	235	0	0	-40	195	0	0	0	195	0	0
EB Right	222	0	0	13	235	0	0	0	235	0	0	0	235	0	0	0	235	0	0	0	195	0	0
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WB Left	293	1	293	18	311	1	311	0	311	1	311	0	311	1	311	0	311	1	311	0	311	1	311
Comb. L-T	0	-	0	-	0	-	0	-	0	0	-	0	-	0	0	-	0	-	0	0	0	0	0
WB Thru	635	1	333	38	673	1	353	0	673	3	353	3	676	1	354	0	676	1	354	-0	676	1	354
Comb. T-R	1	333	1	353	1	353	1	353	0	0	33	0	33	0	0	0	33	0	0	0	33	0	0
WB Right	31	0	0	2	33	0	0	0	33	0	0	0	33	0	0	0	33	0	0	0	33	0	0
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Crit. Volumes:	N-S: 687	E-W: 575	SUM: 1261	N-S: 728	E-W: 609	SUM: 1337	N-S: 756	E-W: 609	SUM: 1365	N-S: 760	E-W: 614	SUM: 1374	N-S: 700	E-W: 594	SUM: 1294	N-S: 699	E-W: 593	SUM: 1292					
No. of Phases:	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Volume / Capacity:	0.841	0.841	0.891	0.891	0.910	0.910	0.916	0.916	0.862	0.862	0.861	0.861	0.862	0.862	0.861	0.861	0.861	0.861	0.861	0.861	0.861	0.861	0.861
Level of Service:	D	D	D	D	E	E	E	E	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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N-S St: Winnetka Avenue
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 Project: Krausz Companies Northridge / 1-023166-1
 File Name: CMA6
 Counts by: Accutek

CRITICAL MOVEMENT ANALYSIS

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

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

Movement	2002 EXIST. TRAFFIC				2005 W/ AMBIENT GROWTH				2005 W/ OTHER PROJECTS				2005 W/ PROPOSED PROJECT				2005 W/ MITIGATION [1]				2005 W/ TDM									
	No. of Lanes	Volume	Added	Total	No. of Lanes	Volume	Added	Total	No. of Lanes	Volume	Added	Total	No. of Lanes	Volume	Added	Total	No. of Lanes	Volume	Added	Total	No. of Lanes	Volume	Added	Total	No. of Lanes	Volume	Added	Total		
NB Left	1	144	9	153	1	153	0	153	1	153	0	153	1	153	0	153	1	153	0	153	1	153	0	153	1	153	0	153	1	153
Comb. L-T	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-
NB Thru	2	505	81	1423	2	535	91	1514	2	566	9	1523	2	569	-60	1463	2	549	-2	1460	2	548	-2	1460	2	548	-2	1460	2	548
Comb. T-R	1	505	1	535	1	535	1	566	1	569	1	569	1	569	1	569	1	549	1	549	1	548	1	549	1	548	1	548	1	548
NB Right	0	-	10	183	0	-	0	183	0	-	0	183	0	-	0	183	0	-	0	183	0	-	0	183	0	-	0	183	0	-
Comb. L-T-R	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-
SB Left	1	41	2	43	1	43	0	43	1	43	0	43	1	43	0	43	1	43	0	43	1	43	0	43	1	43	0	43	1	43
Comb. L-T	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-
SB Thru	2	222	39	684	2	236	6	690	2	238	4	694	2	239	-60	634	2	219	-0	633	2	219	-0	633	2	219	-0	633	2	219
Comb. T-R	1	222	1	236	1	236	1	238	1	238	1	238	1	239	1	239	1	219	1	219	1	219	1	219	1	219	1	219	1	219
SB Right	22	0	1	23	0	-	0	23	0	-	0	23	0	-	0	23	0	-	0	23	0	-	0	23	0	-	0	23	0	-
Comb. L-T-R	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-
EB Left	1	124	7	131	1	131	1	133	1	133	0	133	1	133	0	133	1	133	0	133	1	133	0	133	1	133	0	133	1	133
Comb. L-T	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-
EB Thru	1	486	43	760	1	515	0	760	1	515	4	764	1	517	0	764	1	497	-0	764	1	497	-0	764	1	497	-0	764	1	497
Comb. T-R	1	486	1	515	1	515	1	515	1	515	1	517	1	517	1	517	1	497	1	497	1	497	1	497	1	497	1	497	1	497
EB Right	255	0	15	270	0	-	0	270	0	-	0	270	0	-	-40	230	0	-	0	230	0	-	0	230	0	-	0	230	0	-
Comb. L-T-R	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-
WB Left	1	112	7	119	1	119	0	119	1	119	0	119	1	119	0	119	1	119	0	119	1	119	0	119	1	119	0	119	1	119
Comb. L-T	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-
WB Thru	1	231	24	416	1	245	0	416	1	245	9	425	1	250	0	425	1	250	-2	422	1	249	-2	422	1	249	-2	422	1	249
Comb. T-R	1	231	1	245	1	245	1	245	1	245	1	250	1	250	1	250	1	250	1	250	1	249	1	250	1	249	1	249	1	249
WB Right	70	0	4	74	0	-	1	75	0	-	0	75	0	-	0	75	0	-	0	75	0	-	0	75	0	-	0	75	0	-
Comb. L-T-R	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-
Crit. Volumes:	N-S:	546	579	609	N-S:	579	609	612	N-S:	609	612	612	N-S:	612	612	612	N-S:	592	592	592	N-S:	591	591	591	N-S:	591	591	591	N-S:	591
	E-W:	598	634	634	E-W:	634	634	636	E-W:	634	636	636	E-W:	636	636	636	E-W:	616	616	616	E-W:	616	616	616	E-W:	616	616	616	E-W:	616
	SUM:	1144	1213	1243	SUM:	1213	1243	1248	SUM:	1243	1248	1248	SUM:	1248	1248	1248	SUM:	1208	1208	1208	SUM:	1207	1207	1207	SUM:	1207	1207	1207	SUM:	1207
No. of Phases:	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Volume / Capacity:	0.763	0.808	0.829	0.832	0.832	0.832	0.832	0.832	0.832	0.832	0.832	0.832	0.832	0.832	0.832	0.832	0.832	0.832	0.832	0.832	0.832	0.832	0.832	0.832	0.832	0.832	0.832	0.832	0.832	0.832
Level of Service:	C	D	D	D	D	D	D	D	D	D	D	D	D	D	D	D	D	D	D	D	D	D	D	D	D	D	D	D	D	D

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

Notes: [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%
 Krausz Property Only Alternative D

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

Movement	2002 EXIST. TRAFFIC				2005 W/ AMBIENT GROWTH				2005 W/ OTHER PROJECTS				2005 W/ PROPOSED PROJECT				2005 W/ MITIGATION [1]				2005 W/ TDM								
	No. of Lanes	Volume	Lane Volume	No. of Lanes	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume			
NB Left	1	153	1	162	0	162	1	162	0	162	1	162	0	162	1	162	0	162	1	162	0	162	1	162	0	162	1	162	
Comb. L-T	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	0	-	0	0	0	-	0	0	-	
NB Thru	2	450	2	477	10	1155	2	511	0	1155	2	511	0	1155	2	511	0	1155	2	484	0	1055	2	483	0	1055	2	483	
Comb. T-R	1	450	1	477	0	477	1	477	0	477	1	477	0	477	1	477	0	477	1	484	0	1055	1	483	0	1055	1	483	
NB Right	0	-	0	-	16	285	0	-	94	379	0	-	19	398	0	-	0	398	0	-	-5	393	0	-	0	-	0	0	
Comb. L-T-R	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	0	-	0	0	-	0	-	0	0	
SB Left	1	56	1	59	3	59	1	59	88	147	1	147	10	157	1	157	0	157	1	157	-2	155	1	155	-2	153	1	155	
Comb. L-T	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	0	-	0	0	-	0	-	0	0	
SB Thru	2	663	2	703	118	2077	2	703	-3	2074	2	702	0	2074	2	702	-100	1974	2	669	0	1974	2	669	0	1974	2	669	
Comb. T-R	1	663	1	703	0	703	1	702	0	702	1	702	0	702	1	702	0	702	1	669	0	1974	1	669	0	1974	1	669	
SB Right	0	-	0	-	2	32	0	-	0	32	0	-	0	32	0	-	0	32	0	-	0	32	0	-	0	32	0	32	
Comb. L-T-R	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	0	-	0	0	-	0	-	0	0	
EB Left	3	1	3	0	0	3	1	3	0	3	1	3	0	3	1	3	0	3	1	3	0	3	1	3	0	3	1	3	
Comb. L-T	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	0	-	0	0	-	0	-	0	0	
EB Thru	31	1	31	2	33	176	209	1	209	43	252	1	252	0	252	1	252	0	252	1	252	-10	242	1	242	-10	232	1	242
Comb. T-R	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	0	-	0	0	-	0	-	0	0	
EB Right	79	1	79	5	84	0	84	1	84	0	84	1	84	0	84	1	84	0	84	1	84	0	84	1	84	0	84	1	84
Comb. L-T-R	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	0	-	0	0	-	0	-	0	0	
WB Left	44	1	44	3	47	13	60	1	60	6	66	1	66	0	66	1	66	0	66	1	66	-1	65	1	65	-1	64	1	65
Comb. L-T	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	0	-	0	0	-	0	-	0	0	
WB Thru	82	1	82	5	87	24	111	1	111	13	124	0	124	0	124	0	124	0	124	0	124	-1	123	0	123	-1	122	0	123
Comb. T-R	1	105	1	111	0	111	1	147	0	147	1	147	0	147	1	147	0	147	1	163	0	163	1	163	0	163	1	163	
WB Right	23	0	23	0	24	0	24	0	24	3	27	0	27	0	27	0	27	0	27	0	27	-0	27	0	27	-0	27	0	27
Comb. L-T-R	0	-	0	-	0	-	0	-	0	-	0	-	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:	864	N-S:	864	N-S:	831	N-S:	831	N-S:	831	N-S:	831	N-S:	831	
	E-W:	108	E-W:	114	E-W:	269	E-W:	269	E-W:	269	E-W:	269	E-W:	269	E-W:	269	E-W:	269	E-W:	318	E-W:	318	E-W:	307	E-W:	307	E-W:	307	
	SUM:	924	SUM:	979	SUM:	1133	SUM:	1133	SUM:	1133	SUM:	1133	SUM:	1133	SUM:	1133	SUM:	1133	SUM:	1182	SUM:	1148	SUM:	1137	SUM:	1137	SUM:	1137	
No. of Phases:	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	
Volume / Capacity:	0.616	0.653	0.755	0.788	0.755	0.788	0.755	0.788	0.755	0.788	0.755	0.788	0.755	0.788	0.755	0.788	0.755	0.788	0.755	0.788	0.755	0.788	0.755	0.788	0.755	0.788	0.755	0.788	
Level of Service:	B	B	C	C	B	C	C	C	B	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	

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

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

CRITICAL MOVEMENT ANALYSIS

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

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

Movement	2002 EXIST. TRAFFIC			2005 W/ AMBIENT GROWTH			2005 W/ OTHER PROJECTS			2005 W/ PROPOSED PROJECT			2005 W/ MITIGATION [1]			2005 W/ TDM			
	No. of Lanes	Volume	Total Volume	No. of Lanes	Volume	Total Volume	No. of Lanes	Volume	Total Volume	No. of Lanes	Volume	Total Volume	No. of Lanes	Volume	Total Volume	No. of Lanes	Volume	Total Volume	
NB Left	65	1	65	1	69	0	69	1	69	0	69	1	69	0	69	1	69	0	69
Comb. L-T	0	-	0	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NB Thru	1595	2	565	2	599	23	1713	2	609	0	1713	2	612	-100	1613	2	578	0	1613
Comb. T-R	1	565	1	599	1	599	1	609	1	612	1	612	1	578	1	578	1	578	1
NB Right	100	0	6	106	0	7	113	0	0	9	122	0	0	0	122	0	-1	121	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	25	1	25	2	27	6	33	1	33	4	37	1	37	0	37	1	37	-0	36
Comb. L-T	0	-	0	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SB Thru	907	2	310	2	329	0	961	2	329	0	961	2	329	-100	861	2	296	0	861
Comb. T-R	1	310	1	329	1	329	1	329	1	329	1	329	1	296	1	296	1	296	1
SB Right	24	0	1	25	0	0	25	0	0	0	25	0	0	0	25	0	0	0	25
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EB Left	39	1	39	2	41	1	43	1	43	0	43	1	43	0	43	1	43	0	43
Comb. L-T	0	-	0	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EB Thru	43	1	43	3	46	12	58	1	58	19	77	1	77	0	77	1	77	-2	75
Comb. T-R	0	-	0	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EB Right	166	1	166	10	176	0	176	1	176	0	176	1	176	0	176	1	176	0	176
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WB Left	240	1	240	14	254	71	325	1	325	19	344	1	344	0	344	1	344	-4	340
Comb. L-T	0	-	0	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WB Thru	73	0	4	77	0	132	209	0	132	42	251	0	251	0	251	0	251	-10	242
Comb. T-R	1	165	1	165	1	175	1	175	1	374	1	425	1	425	1	425	1	425	1
WB Right	92	0	6	98	0	67	165	0	67	9	174	0	174	0	174	0	174	-2	172
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:	590	625	N-S:	641	648	N-S:	648	N-S:	648	648	N-S:	615	615	615	N-S:	615	615	615
	E-W:	374	396	E-W:	467	486	E-W:	486	E-W:	486	486	E-W:	486	486	486	E-W:	486	486	486
	SUM:	964	1021	SUM:	1108	1134	SUM:	1134	SUM:	1134	1134	SUM:	1101	1101	1101	SUM:	1096	1096	1096
No. of Phases:	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Volume / Capacity:	0.642	0.681	0.739	0.739	0.739	0.739	0.739	0.739	0.739	0.739	0.739	0.739	0.739	0.739	0.739	0.739	0.739	0.739	0.739
Level of Service:	B	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, 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

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

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

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

Movement	2002 EXIST. TRAFFIC				2005 W/ AMBIENT GROWTH				2005 W/ OTHER PROJECTS				2005 W/ MITIGATION [2]				2005 W/ TDM				
	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	
NB Left	1	109	7	116	1	116	0	116	1	116	0	116	1	116	0	116	1	116	0	116	
Comb. L-T	0	-	-	-	0	-	-	-	0	-	-	-	0	-	-	-	0	-	-	-	
NB Thru	1	701	79	1389	1	743	36	1425	1	761	19	1444	1	771	-60	1384	1	741	-5	1379	
Comb. T-R	1	701	-	743	1	743	-	761	1	761	-	771	1	771	-	741	1	741	-	738	
NB Right	0	-	6	98	0	-	0	98	0	-	0	98	0	-	0	98	0	-	0	98	
Comb. L-T-R	0	-	-	-	0	-	-	-	0	-	-	-	0	-	-	-	0	-	-	-	
SB Left	36	1	36	2	38	1	38	0	38	1	38	0	38	1	38	0	38	1	38	0	
Comb. L-T	0	-	-	-	0	-	-	-	0	-	-	-	0	-	-	-	0	-	-	-	
SB Thru	2	618	74	1309	2	655	4	1313	2	657	6	1319	2	660	-60	1259	2	630	-1	1259	
Comb. T-R	0	-	-	-	0	-	-	-	0	-	-	-	0	-	-	-	0	-	-	-	
SB Right	1	572	34	606	1	606	8	614	1	614	0	614	1	614	-40	574	1	574	0	574	
Comb. L-T-R	0	-	-	-	0	-	-	-	0	-	-	-	0	-	-	-	0	-	-	-	
EB Left	1	166	10	176	1	176	63	239	1	239	0	239	1	239	-40	199	1	199	0	199	
Comb. L-T	0	-	304	36	643	2	322	23	666	2	333	24	690	2	345	0	690	2	345	-6	
EB Thru	0	-	-	-	0	-	-	-	0	-	-	-	0	-	-	-	0	-	-	-	
Comb. T-R	0	-	62	4	66	1	66	0	66	1	66	0	66	1	66	0	66	1	66	0	
EB Right [1]	0	-	-	-	0	-	-	-	0	-	-	-	0	-	-	-	0	-	-	-	
Comb. L-T-R	0	-	-	-	0	-	-	-	0	-	-	-	0	-	-	-	0	-	-	-	
WB Left	90	1	90	5	95	1	95	0	95	1	95	0	95	1	95	0	95	1	95	0	
Comb. L-T	0	-	-	-	0	-	-	-	0	-	-	-	0	-	-	-	0	-	-	-	
WB Thru	2	595	71	1260	2	630	18	1278	2	639	7	1285	2	643	0	1285	2	643	-1	1285	
Comb. T-R	0	-	-	-	0	-	-	-	0	-	-	-	0	-	-	-	0	-	-	-	
WB Right [1]	1	14	1	15	1	15	0	15	1	15	0	15	1	15	0	15	1	15	0	15	
Comb. L-T-R	0	-	-	-	0	-	-	-	0	-	-	-	0	-	-	-	0	-	-	-	
Crit. Volumes:	N-S: 737	E-W: 761	SUM: 1498	N-S: 781	E-W: 806	SUM: 1587	N-S: 799	E-W: 878	SUM: 1677	N-S: 809	E-W: 882	SUM: 1690	N-S: 809	E-W: 882	SUM: 1690	N-S: 809	E-W: 882	SUM: 1690	N-S: 809	E-W: 882	SUM: 1690
No. of Phases:	2		2		2		2		2		2		2		2		2		2		
Volume / Capacity:	0.998		1.058		1.118		1.127		1.080		1.078		1.078		1.078		1.078		1.078		
Level of Service:	E		F		F		F		F		F		F		F		F		F		

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

Notes: [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 D

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

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

Movement	2002 EXIST. TRAFFIC			2005 W/ AMBIENT GROWTH			2005 W/ OTHER PROJECTS			2005 W/ PROPOSED PROJECT			2005 W/ MITIGATION [2]			2005 W/ TDM			
	No. of Lanes	Volume	Lane	Added Volume	Total Volume	No. of Lanes	Volume	Lane	Added Volume	Total Volume	No. of Lanes	Volume	Lane	Added Volume	Total Volume	No. of Lanes	Volume	Lane	
NB Left	47	1	47	3	50	1	50	1	50	0	50	1	50	0	50	1	50	1	50
Comb. L-T	0	-	-	-	-	0	-	0	-	-	0	-	0	-	-	0	-	0	-
NB Thru	1194	1	648	72	1266	1	686	1	694	15	1280	1	694	9	1289	1	698	1	1228
Comb. T-R	1	648	1	648	1	686	1	694	1	694	1	698	1	698	1	668	1	668	1
NB Right	101	0	-	6	107	0	-	0	107	0	107	0	-	0	107	0	-	0	107
Comb. L-T-R	0	-	-	-	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-
SB Left	75	1	75	5	80	1	80	1	80	0	80	1	80	0	80	1	80	1	80
Comb. L-T	0	-	-	-	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-
SB Thru	1164	2	582	70	1234	2	617	2	629	24	1258	2	638	19	1277	2	608	2	1213
Comb. T-R	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	288	1	288
Comb. L-T-R	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	306	1	306
Comb. L-T	0	-	-	-	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-
EB Thru	1335	2	507	80	1415	2	537	2	539	7	1422	2	543	11	1433	2	543	2	1432
Comb. T-R	1	507	1	507	1	537	1	539	1	539	1	543	1	543	1	543	1	543	1
EB Right	185	0	-	11	196	0	-	0	196	0	196	0	-	0	196	0	-	0	196
Comb. L-T-R	0	-	-	-	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-
WB Left	136	1	136	8	144	1	144	1	144	0	144	1	144	0	144	1	144	1	144
Comb. L-T	0	-	-	-	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-
WB Thru	670	2	252	40	710	2	267	2	271	8	718	2	279	24	742	2	279	2	737
Comb. T-R	1	252	1	252	1	267	1	271	1	271	1	279	1	279	1	279	1	277	1
WB Right	86	0	-	5	91	0	-	0	94	3	94	0	-	0	94	0	-	0	94
Comb. L-T-R	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: 778	E-W: 687	SUM: 1465	N-S: 748	E-W: 687	SUM: 1435	N-S: 748	E-W: 687	SUM: 1434	
No. of Phases:	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Volume / Capacity:	0.910	0.965	0.971	0.977	0.956	0.957	0.977	0.971	0.977	0.956	0.957	0.977	0.956	0.957	0.977	0.956	0.957	0.977	
Level of Service:	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E

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

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

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CRITICAL MOVEMENT ANALYSIS

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

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

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

Movement	2002 EXIST. TRAFFIC				2005 W/ AMBIENT GROWTH				2005 W/ OTHER PROJECTS				2005 W/ PROPOSED PROJECT				2005 W/ MITIGATION [1]				2005 W/ TDM				
	No. of Lanes	Volume	Lane Volume	No. of Lanes	Added Volume	Total Volume	Lane Volume	No. of Lanes	Added Volume	Total Volume	Lane Volume	No. of Lanes	Added Volume	Total Volume	Lane Volume	No. of Lanes	Added Volume	Total Volume	Lane Volume	No. of Lanes	Added Volume	Total Volume	Lane Volume	No. of Lanes	
NB Left	86	1	86	5	91	1	91	0	91	1	91	0	91	1	91	0	91	0	91	1	91	0	91	1	91
Comb. L-T	0	-	0	-	0	-	0	-	0	0	0	-	0	0	0	-	0	-	0	0	0	-	0	0	0
NB Thru	1253	1	658	75	1328	1	697	35	1363	1	714	19	1382	1	724	-55	1327	1	686	1	696	-5	1322	1	694
Comb. T-R	1	658	1	658	1	697	1	714	1	714	1	724	1	724	1	696	1	696	1	696	1	694	1	694	1
NB Right	62	0	-	4	66	0	66	0	66	0	66	0	66	0	66	0	66	0	66	0	66	0	66	0	66
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SB Left	97	1	97	6	103	1	103	0	103	1	103	0	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	0
SB Thru	1498	1	814	90	1588	1	863	4	1592	1	865	6	1598	1	868	-55	1543	1	840	1	840	-1	1542	1	840
Comb. T-R	1	814	1	814	1	863	1	863	1	865	1	868	1	868	1	840	1	840	1	840	1	840	1	840	1
SB Right	130	0	-	8	138	0	138	0	138	0	138	0	138	0	138	0	138	0	138	0	138	0	138	0	138
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EB Left	113	1	113	7	120	1	120	0	120	1	120	0	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	0
EB Thru	563	1	310	34	597	1	329	0	597	1	329	10	607	1	334	0	607	0	607	1	334	-2	605	1	332
Comb. T-R	1	310	1	310	1	329	1	329	1	329	1	334	1	334	1	334	1	334	1	334	1	334	1	332	1
EB Right	57	0	-	3	60	0	60	0	60	0	60	0	60	0	60	0	60	0	60	0	60	0	60	0	60
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WB Left	113	1	113	7	120	1	120	0	120	1	120	0	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	0
WB Thru	918	1	537	55	973	1	569	1	974	1	569	3	977	1	571	0	977	0	977	1	571	-0	977	1	571
Comb. T-R	1	537	1	537	1	569	1	569	1	569	1	571	1	571	1	571	1	571	1	571	1	571	1	571	1
WB Right	155	0	-	9	164	0	164	0	164	0	164	0	164	0	164	0	164	0	164	0	164	0	164	0	164
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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: 932	E-W: 690	SUM: 1622	N-S: 931	E-W: 690	SUM: 1622	N-S: 931	E-W: 690	SUM: 1622	N-S: 931	E-W: 690	SUM: 1622	
No. of Phases:	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Volume / Capacity:	1.033	F	1.095	F	1.097	F	1.100	F	1.081	F	1.081	F	1.081	F	1.081	F	1.081	F	1.081	F	1.081	F	1.081	F	1.081
Level of Service:	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F

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

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

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

CRITICAL MOVEMENT ANALYSIS

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

Movement	2002 EXIST. TRAFFIC				2005 W/ AMBIENT GROWTH				2005 W/ OTHER PROJECTS				2005 W/ MITIGATION [1]				2005 W/ TDM			
	No. of Lanes	Volume	Added Volume	Total Volume	No. of Lanes	Volume	Added Volume	Total Volume	No. of Lanes	Volume	Added Volume	Total Volume	No. of Lanes	Volume	Added Volume	Total Volume	No. of Lanes	Volume	Added Volume	Total Volume
NB Left	85	1	85	90	1	90	0	90	1	90	0	90	1	90	0	90	1	90	0	90
Comb. L-T	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NB Thru	1253	1	721	1328	1	764	12	1340	1	770	9	1349	1	774	-55	1294	1	747	-1	1293
Comb. T-R	1	721	721	764	1	770	0	770	1	774	0	774	1	774	0	774	1	747	0	746
NB Right	188	0	11	199	0	0	0	199	0	0	0	199	0	0	0	199	0	0	0	199
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SB Left	201	1	201	213	1	213	0	213	1	213	0	213	1	213	0	213	1	213	0	213
Comb. L-T	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SB Thru	1322	1	733	1401	1	776	24	1425	1	788	19	1444	1	798	-55	1389	1	770	-4	1385
Comb. T-R	1	733	733	776	1	788	0	788	1	798	0	798	1	798	0	798	1	770	0	768
SB Right	143	0	9	152	0	0	0	152	0	0	0	152	0	0	0	152	0	0	0	152
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EB Left	168	1	168	178	1	178	1	179	1	179	0	179	1	179	0	179	1	179	0	179
Comb. L-T	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EB Thru	1053	1	571	1116	1	605	8	1124	1	611	4	1128	1	611	0	1128	1	611	-0	1128
Comb. T-R	1	571	571	605	1	609	0	609	1	611	0	611	1	611	0	611	1	611	0	611
EB Right	89	0	5	94	0	0	0	94	0	0	0	94	0	0	0	94	0	0	0	94
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WB Left	184	1	184	195	1	195	0	195	1	195	0	195	1	195	0	195	1	195	0	195
Comb. L-T	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WB Thru	943	1	533	1000	1	565	6	1006	1	569	9	1015	1	573	0	1015	1	573	-2	1012
Comb. T-R	1	533	533	565	1	569	0	569	1	573	0	573	1	573	0	573	1	573	0	572
WB Right	123	0	7	130	0	0	1	132	0	0	0	132	0	0	0	132	0	0	0	132
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Crit. Volumes:	N-S: 922	E-W: 755	SUM: 1677	N-S: 977	E-W: 800	SUM: 1777	N-S: 983	E-W: 804	SUM: 1787	N-S: 987	E-W: 806	SUM: 1794	N-S: 960	E-W: 806	SUM: 1766	N-S: 959	E-W: 806	SUM: 1765		
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:	1.118	1.185	1.191	1.196	1.177	1.177	1.177	1.177	1.177	1.177	1.177	1.177	1.177	1.177	1.177	1.177	1.177	1.177	1.177	1.177
Level of Service:	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F

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

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

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CRITICAL MOVEMENT ANALYSIS

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

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: Accutek

Movement	2002 EXIST. TRAFFIC			2005 W/ AMBIENT GROWTH			2005 W/ OTHER PROJECTS			2005 W/ PROPOSED PROJECT			2005 W/ MITIGATION [2]			2005 W/ TDM			15% No. of Lanes	Lane Volume				
	No. of Lanes	Lane Volume	Total Volume	Added Volume	Total Volume	No. of Lanes	Added Volume	Total Volume	Added Volume	Total Volume	No. of Lanes	Added Volume	Total Volume	Added Volume	Total Volume	No. of Lanes	Added Volume	Total Volume						
NB Left	125	1	125	0	133	1	133	0	133	1	133	0	133	0	133	1	133	0	133	1	133			
Comb. L-T	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
NB Thru	972	2	486	58	515	2	532	34	1064	2	539	-50	1028	2	514	2	1024	-3	1024	2	512			
Comb. T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
NB Right [1]	101	1	101	0	107	1	107	0	107	0	107	0	107	1	107	1	107	0	107	1	107			
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	120	1	120	7	127	1	127	0	127	1	127	0	127	1	127	1	127	0	127	1	127			
Comb. L-T	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
SB Thru	1276	1	691	77	732	1	734	4	1357	1	734	-50	1311	1	711	1	1310	-0	1310	1	711			
Comb. T-R	1	1	691	1	732	1	734	1	1357	1	734	1	1311	1	711	1	1310	0	1310	1	711			
SB Right	106	0	106	6	112	0	112	0	112	0	112	0	112	0	112	0	112	0	112	0	112			
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
EB Left	169	1	169	10	179	1	179	0	179	1	179	0	179	1	179	1	179	0	179	1	179			
Comb. L-T	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
EB Thru	801	2	303	48	321	2	322	4	853	2	330	0	877	2	330	2	871	-6	871	2	328			
Comb. T-R	1	1	303	1	321	1	322	1	853	1	330	1	877	1	330	1	871	0	871	1	328			
EB Right	107	0	107	6	113	0	113	0	113	0	113	0	113	0	113	0	113	0	113	0	113			
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
WB Left	183	1	183	11	194	1	194	0	194	1	194	0	194	1	194	1	194	0	194	1	194			
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	993	2	375	60	397	2	399	5	1058	2	401	0	1065	2	401	2	1064	-1	1064	2	401			
Comb. T-R	1	1	375	1	397	1	399	1	1058	1	401	1	1065	1	401	1	1064	0	1064	1	401			
WB Right	131	0	131	8	139	0	139	0	139	0	139	0	139	0	139	0	139	0	139	0	139			
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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	N-S: 844	E-W: 580	SUM: 1424	N-S: 844	E-W: 580	SUM: 1424			
No. of Phases:	4			4			4			4			4			4			4			4		
Volume / Capacity:	0.989			1.048			1.051			1.054			1.036			1.036			1.036			1.035		
Level of Service:	E			F			F			F			F			F			F			F		

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

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

CRITICAL MOVEMENT ANALYSIS

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

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

Movement	2002 EXIST. TRAFFIC				2005 W/ AMBIENT GROWTH				2005 W/ OTHER PROJECTS				2005 W/ MITIGATION [2]				2005 W/ TDM			
	No. of Lanes	Volume	Lane Volume	No. of Lanes	Added Volume	Total Volume	Lane Volume	No. of Lanes	Added Volume	Total Volume	Lane Volume	No. of Lanes	Added Volume	Total Volume	Lane Volume	No. of Lanes	Added Volume	Total Volume	Lane Volume	No. of Lanes
NB Left	141	1	141	1	8	149	1	149	0	149	1	149	0	149	1	149	0	149	1	149
Comb. L-T	0	-	0	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NB Thru	987	2	494	2	59	1046	2	523	7	1053	2	527	6	1059	2	530	-50	1009	2	505
Comb. T-R	0	-	0	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NB Right [1]	126	1	126	1	8	134	1	134	0	134	1	134	0	134	1	134	0	134	1	134
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	183	1	183	1	11	194	1	194	0	194	1	194	0	194	1	194	0	194	1	194
Comb. L-T	0	-	0	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SB Thru	1052	1	572	1	63	1115	1	606	24	1139	1	618	14	1153	1	625	-50	1103	1	600
Comb. T-R	0	-	0	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SB Right	92	0	92	0	6	98	0	98	0	98	0	98	0	98	0	98	0	98	0	98
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EB Left	153	1	153	1	9	162	1	162	1	163	1	163	0	163	1	163	0	163	1	163
Comb. L-T	0	-	0	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EB Thru	1134	2	405	2	68	1202	2	430	15	1217	2	435	11	1228	2	438	0	1228	2	438
Comb. T-R	0	-	0	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EB Right	82	0	82	0	5	87	0	87	0	87	0	87	0	87	0	87	0	87	0	87
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WB Left	135	1	135	1	8	143	1	143	0	143	1	143	0	143	1	143	0	143	1	143
Comb. L-T	0	-	0	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WB Thru	862	2	325	2	52	914	2	344	13	927	2	349	24	951	2	357	0	951	2	357
Comb. T-R	0	-	0	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WB Right	112	0	112	0	7	119	0	119	1	120	0	120	0	120	0	120	0	120	0	120
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Crit. Volumes:	N-S:	713	N-S:	756	N-S:	768	N-S:	775	N-S:	775	N-S:	775	N-S:	775	N-S:	775	N-S:	775	N-S:	775
	E-W:	540	E-W:	573	E-W:	578	E-W:	581	E-W:	581	E-W:	581	E-W:	581	E-W:	581	E-W:	581	E-W:	581
	SUM:	1253	SUM:	1329	SUM:	1346	SUM:	1356	SUM:	1356	SUM:	1356	SUM:	1356	SUM:	1356	SUM:	1356	SUM:	1356
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:	0.912	0.966	0.966	0.966	0.966	0.966	0.966	0.966	0.966	0.966	0.966	0.966	0.966	0.966	0.966	0.966	0.966	0.966	0.966	0.966
Level of Service:	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E

Assumptions:
 Maximum Sum of Critical Volumes (Intersection Capacity): 2 Phase=1500, 3 Phase=1425, 4+ Phase=1375, Unsignalized=1200.
 For dual turn lanes, 55% of volume is assigned to heavier lane.
 For one excl. and one opt. turn lane, 70% of volume is assigned to exclusive lane.
 Right turns on red from excl. lanes = 50% of overlapping left turn.
 [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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Winnetka Avenue @ Victory Boulevard
 Peak Hour: AM
 Annual Growth: 2.0%
 Project: Krausz Property Only Alternative D
 File Name: CMA11
 Counts by: Acutek

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

CRITICAL MOVEMENT ANALYSIS

Movement	2002 EXIST. TRAFFIC			2005 W/ AMBIENT GROWTH			2005 W/ OTHER PROJECTS			2005 W/ PROPOSED PROJECT			2005 W/ MITIGATION [1]			2005 W/ TDM		
	No. of Lanes	Volume	Total Volume	No. of Lanes	Volume	Total Volume	No. of Lanes	Volume	Total Volume	No. of Lanes	Volume	Total Volume	No. of Lanes	Volume	Total Volume	No. of Lanes	Volume	Total Volume
NB Left	66	1	66	70	1	70	70	1	70	70	1	70	70	1	70	70	1	70
Comb. L-T	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NB Thru	777	1	466	823	1	494	833	1	499	833	1	499	813	1	489	811	1	487
Comb. T-R	1	466	466	494	1	494	499	1	499	499	1	499	489	1	489	487	1	487
NB Right	155	0	155	164	0	164	164	0	0	164	0	0	164	0	0	164	0	0
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SB Left	109	1	109	116	1	116	116	1	116	116	1	116	116	1	116	116	1	116
Comb. L-T	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SB Thru	1266	2	633	1341	2	671	1344	2	672	1324	2	672	1324	2	662	1324	2	662
Comb. T-R	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SB Right	215	1	215	228	1	228	228	1	228	228	1	228	228	1	228	228	1	228
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EB Left	63	1	63	66	1	66	66	1	66	66	1	66	66	1	66	66	1	66
Comb. L-T	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EB Thru	1298	2	499	1376	2	529	1376	2	529	1376	2	529	1376	2	529	1376	2	529
Comb. T-R	1	499	499	529	1	529	529	1	529	529	1	529	529	1	529	529	1	529
EB Right	198	0	198	210	0	210	210	0	0	210	0	0	210	0	0	210	0	0
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WB Left	167	1	167	177	1	177	177	1	177	177	1	177	177	1	177	177	1	177
Comb. L-T	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WB Thru	1437	2	501	1523	2	531	1523	2	531	1523	2	531	1523	2	531	1523	2	531
Comb. T-R	1	501	501	531	1	531	531	1	531	531	1	531	531	1	531	531	1	531
WB Right	65	0	65	69	0	69	69	0	0	69	0	0	69	0	0	69	0	0
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Crit. Volumes:	N-S: 698	E-W: 665	SUM: 1364	N-S: 740	E-W: 705	SUM: 1445	N-S: 740	E-W: 705	SUM: 1445	N-S: 742	E-W: 705	SUM: 1447	N-S: 732	E-W: 705	SUM: 1437	N-S: 732	E-W: 705	SUM: 1437
No. of Phases:	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Volume / Capacity:	0.887	D	0.887	0.914	E	0.914	0.914	E	0.914	0.914	E	0.914	0.914	E	0.914	0.914	E	0.914
Level of Service:	D	D	D	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E

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

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

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

CRITICAL MOVEMENT ANALYSIS

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

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

Movement	2002 EXIST. TRAFFIC				2005 W/ AMBIENT GROWTH				2005 W/ OTHER PROJECTS				2005 W/ PROPOSED PROJECT				2005 W/ MITIGATION [1]				2005 W/ TDM										
	No. of Lanes	Volume	Lane Volume	Total Volume	No. of Lanes	Volume	Lane Volume	Total Volume	No. of Lanes	Volume	Lane Volume	Total Volume	No. of Lanes	Volume	Lane Volume	Total Volume	No. of Lanes	Volume	Lane Volume	Total Volume	No. of Lanes	Volume	Lane Volume	Total Volume	No. of Lanes	Volume	Lane Volume	Total Volume			
NB Left	136	1	136	8	145	1	145	0	145	1	145	0	145	1	145	0	145	1	145	0	145	0	145	1	145	1	145	0	145	1	145
Comb. L-T	0	-	0	-	0	-	0	-	0	0	-	0	-	0	0	-	0	0	0	-	0	-	0	0	0	0	-	0	0	-	
NB Thru	1209	1	700	73	1282	1	742	0	1282	1	742	4	1286	1	744	-20	1266	1	734	-20	1265	1	734	1	734	1	734	1	734	1	734
Comb. T-R	1	700	700	73	1282	1	742	0	1282	1	742	4	1286	1	744	-20	1266	1	734	-20	1265	1	734	1	734	1	734	1	734	1	734
NB Right	192	0	-	12	203	0	-	0	203	0	-	0	203	0	-	0	203	0	-	0	203	0	-	0	203	0	-	0	203	0	-
Comb. L-T-R-	0	-	0	-	0	-	0	-	0	0	-	0	-	0	0	-	0	0	0	-	0	0	-	0	0	0	0	0	0	0	0
SB Left	105	1	105	6	111	1	111	0	111	1	111	0	111	1	111	0	111	1	111	0	111	0	111	1	111	1	111	0	111	1	111
Comb. L-T	0	-	0	-	0	-	0	-	0	0	-	0	-	0	0	-	0	0	0	-	0	0	-	0	0	0	0	0	0	0	0
SB Thru	796	2	398	48	844	2	422	0	844	2	422	9	853	2	426	-20	833	2	416	-20	831	2	416	2	831	2	831	2	831	2	831
Comb. T-R	0	-	0	-	0	-	0	-	0	0	-	0	-	0	0	-	0	0	0	-	0	0	-	0	0	0	0	0	0	0	0
SB Right	109	1	109	7	116	1	116	0	116	1	116	0	116	1	116	0	116	1	116	0	116	1	116	1	116	1	116	1	116	1	116
Comb. L-T-R-	0	-	0	-	0	-	0	-	0	0	-	0	-	0	0	-	0	0	0	-	0	0	-	0	0	0	0	0	0	0	0
EB Left	236	1	236	14	251	1	251	0	251	1	251	0	251	1	251	0	251	1	251	0	251	0	251	1	251	1	251	0	251	1	251
Comb. L-T	0	-	0	-	0	-	0	-	0	0	-	0	-	0	0	-	0	0	0	-	0	0	-	0	0	0	0	0	0	0	0
EB Thru	1742	2	648	105	1847	2	687	0	1847	2	687	0	1847	2	687	0	1847	2	687	0	1847	0	1847	2	687	2	687	0	1847	2	687
Comb. T-R	1	648	648	105	1847	2	687	0	1847	2	687	0	1847	2	687	0	1847	2	687	0	1847	0	1847	2	687	2	687	0	1847	2	687
EB Right	203	0	-	12	215	0	-	0	215	0	-	0	215	0	-	0	215	0	-	0	215	0	215	0	215	0	-	0	215	0	-
Comb. L-T-R-	0	-	0	-	0	-	0	-	0	0	-	0	-	0	0	-	0	0	0	-	0	0	-	0	0	0	0	0	0	0	0
WB Left	153	1	153	9	162	1	162	0	162	1	162	0	162	1	162	0	162	1	162	0	162	0	162	1	162	1	162	0	162	1	162
Comb. L-T	0	-	0	-	0	-	0	-	0	0	-	0	-	0	0	-	0	0	0	-	0	0	-	0	0	0	0	0	0	0	0
WB Thru	1419	2	514	85	1504	2	545	0	1504	2	545	0	1504	2	545	0	1504	2	545	0	1504	0	1504	2	545	2	545	0	1504	2	545
Comb. T-R	1	514	514	85	1504	2	545	0	1504	2	545	0	1504	2	545	0	1504	2	545	0	1504	0	1504	2	545	2	545	0	1504	2	545
WB Right	123	0	-	7	131	0	-	0	131	0	-	0	131	0	-	0	131	0	-	0	131	0	131	0	131	0	-	0	131	0	-
Comb. L-T-R-	0	-	0	-	0	-	0	-	0	0	-	0	-	0	0	-	0	0	0	-	0	0	-	0	0	0	0	0	0	0	0
Crit. Volumes:	N-S: 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: 1703	N-S: 856	E-W: 849	SUM: 1705	N-S: 856	E-W: 849	SUM: 1705	N-S: 846	E-W: 849	SUM: 1695	N-S: 846	E-W: 849	SUM: 1695	N-S: 846	E-W: 849	SUM: 1695	N-S: 846	E-W: 849	SUM: 1695	
No. of Phases:	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Volume / Capacity:	1.057	F	1.057	F	1.095	F	1.095	F	1.095	F	1.095	F	1.096	F	1.096	F	1.096	F	1.089	F	1.089	F	1.089	F	1.089	F	1.089	F	1.089	F	1.089
Level of Service:	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	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 ATCSAC.
 ** V/C ratio includes an additional 0.03 reduction (to the 0.07 reduction) due to the upgrade of ATCSAC to ATCS.
 [1] Traffic volumes shown in the added volume column reflect redistribution of traffic due to Mason Avenue crossing.

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

CRITICAL MOVEMENT ANALYSIS

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

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

Movement	2002 EXIST. TRAFFIC				2005 W/ AMBIENT GROWTH				2005 W/ OTHER PROJECTS [1]				2005 W/ PROPOSED PROJECT				2005 W/ MITIGATION [2]				2005 W/ TDM				
	No. of Lanes	Volume	Lane Volume	No. of Lanes	Added Volume	Total Volume	Lane Volume	No. of Lanes	Added Volume	Total Volume	Lane Volume	No. of Lanes	Added Volume	Total Volume	Lane Volume	No. of Lanes	Added Volume	Total Volume	Lane Volume	No. of Lanes	Added Volume	Total Volume	Lane Volume	No. of Lanes	
NB Left	66	1	66	4	70	1	70	81	151	2	83	2	83	0	151	2	83	0	151	2	83	0	151	2	83
Comb. L-T	0	-	0	-	0	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NB Thru	37	2	19	2	39	2	20	24	63	1	63	1	70	7	70	1	70	-50	20	1	20	-1	19	1	19
Comb. T-R	0	-	0	-	0	0	-	0	0	1	105	1	105	0	105	1	105	0	105	1	105	0	105	1	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	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	113	1	113	7	120	1	120	79	198	2	109	2	109	0	198	2	109	0	198	2	109	0	198	2	109
Comb. L-T	0	-	0	-	0	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SB Thru	80	1	54	5	85	1	57	27	111	1	70	1	82	24	135	1	82	-50	85	1	57	-6	80	1	55
Comb. T-R	1	54	54	0	54	1	57	0	54	1	70	1	82	0	82	1	82	0	82	1	57	0	57	1	55
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	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	37	1	37	2	39	1	39	0	39	1	39	1	39	0	39	1	39	0	39	1	39	0	39	1	39
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	203	2	102	12	215	2	108	126	341	2	170	2	170	0	341	2	170	0	341	2	170	0	341	2	170
Comb. T-R	0	-	0	-	0	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EB Right	388	1	388	23	411	1	411	34	445	1	445	1	445	0	445	1	445	0	445	1	445	0	445	1	445
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WB Left	432	1	432	26	458	1	458	113	571	1	571	1	571	0	571	1	571	0	571	1	571	0	571	1	571
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	348	1	208	21	369	1	220	234	603	1	348	1	348	0	603	1	348	0	603	1	348	0	603	1	348
Comb. T-R	1	208	208	0	208	1	220	0	208	1	348	1	348	0	348	1	348	0	348	1	348	0	348	1	348
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	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:	132	139	N-S:	214	214	N-S:	214	214	N-S:	214	N-S:	214	214	N-S:	214	214	214	214	N-S:	214	214	214	N-S:	214
	E-W:	787	834	E-W:	975	975	E-W:	975	975	E-W:	975	E-W:	975	975	E-W:	975	975	975	975	E-W:	975	975	975	E-W:	975
	SUM:	919	974	SUM:	1189	1189	SUM:	1189	1189	SUM:	1189	SUM:	1189	1189	SUM:	1189	1189	1189	SUM:	1189	1189	1189	SUM:	1189	1189
No. of Phases:	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Volume / Capacity:	0.612	0.549	0.612	0.693	0.612	0.693	0.612	0.693	0.612	0.693	0.612	0.693	0.612	0.693	0.612	0.693	0.612	0.693	0.612	0.693	0.612	0.693	0.612	0.693	
Level of Service:	B	A	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B

Assumptions:
 Maximum Sum of Critical Volumes (Intersection Capacity): 2 Phase=1500, 3 Phase=1425, 4+ Phase=1375, Unsignalized=1200.
 For dual turn lanes, 55% of volume is assigned to heavier lane.
 For one excl. and one opt. turn lane, 70% of volume is assigned to exclusive lane.
 Right turns on red from excl. lanes = 50% of overlapping left turn.
 * V/C ratio includes a 0.10 reduction due to the installation of ATSAC/ATCS.
 [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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N-S St: Corbin Avenue
 E-W St: Rinaldi Street
 Project: Krausz Companies Northridge / 1-023166-1
 File Name: CMA12
 Counts by: Accutek

CRITICAL MOVEMENT ANALYSIS

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

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

Movement	2002 EXIST. TRAFFIC				2005 W/ AMBIENT GROWTH				2005 W/ OTHER PROJECTS [1]				2005 W/ PROPOSED PROJECT				2005 W/ MITIGATION [2]				2005 W/ TDM										
	No. of Lanes	Volume	Added Volume	Total Volume	No. of Lanes	Volume	Added Volume	Total Volume	No. of Lanes	Volume	Added Volume	Total Volume	No. of Lanes	Volume	Added Volume	Total Volume	No. of Lanes	Volume	Added Volume	Total Volume	No. of Lanes	Volume	Added Volume	Total Volume	No. of Lanes	Volume	Added Volume	Total Volume			
NB Left	220	1	220	13	233	1	233	203	436	2	240	0	436	2	240	0	436	2	240	0	436	2	240	0	436	2	240	0	436	2	240
Comb. L-T	0	-	0	-	0	-	0	-	0	0	-	0	-	0	0	-	0	-	0	0	-	0	-	0	0	-	0	0	-	0	
NB Thru	135	2	68	8	143	2	72	99	242	1	242	24	266	1	266	-50	216	1	216	-50	216	1	216	-50	216	1	211	0	211		
Comb. T-R	0	-	0	-	0	-	0	-	0	1	340	0	340	1	340	0	340	1	340	0	340	1	340	0	340	1	340	0	340		
NB Right	315	1	315	19	334	1	334	6	340	0	340	0	340	0	340	0	340	0	340	0	340	0	340	0	340	0	340	0	340		
Comb. L-T-R	0	-	0	-	0	-	0	-	0	0	-	0	-	0	0	-	0	-	0	0	-	0	-	0	0	-	0	0	-	0	
SB Left	101	1	101	6	107	1	107	135	242	2	133	0	242	2	133	0	242	2	133	0	242	2	133	0	242	2	133	0	242		
Comb. L-T	0	-	0	-	0	-	0	-	0	0	-	0	-	0	0	-	0	-	0	0	-	0	-	0	0	-	0	0	-	0	
SB Thru	61	1	54	4	65	1	57	68	132	1	91	11	143	1	96	-50	93	1	71	-1	92	1	71	-1	92	1	71	0	71		
Comb. T-R	1	54	54	0	54	1	57	0	57	1	91	0	91	1	96	0	96	1	71	0	71	1	71	0	71	1	71	0	71		
SB Right	46	0	-	3	49	0	-	1	49	0	-	0	49	0	-	0	49	0	-	0	0	49	0	-	0	49	0	49	0	-	
Comb. L-T-R	0	-	0	-	0	-	0	-	0	0	-	0	-	0	0	-	0	-	0	0	-	0	-	0	0	-	0	0	-	0	
EB Left	67	1	67	4	71	1	71	1	72	1	72	0	72	1	72	0	72	1	72	0	72	1	72	0	72	1	72	0	72		
Comb. L-T	0	-	0	-	0	-	0	-	0	0	-	0	-	0	0	-	0	-	0	0	-	0	-	0	0	-	0	0	-	0	
EB Thru	679	2	340	41	720	2	360	296	1015	2	508	0	1015	2	508	0	1015	2	508	0	1015	2	508	0	1015	2	508	0	1015		
Comb. T-R	0	-	0	-	0	-	0	-	0	0	-	0	-	0	0	-	0	-	0	0	-	0	-	0	0	-	0	0	-	0	
EB Right	124	1	124	7	131	1	131	103	234	1	234	0	234	1	234	0	234	1	234	0	234	1	234	0	234	1	234	0	234		
Comb. L-T-R	0	-	0	-	0	-	0	-	0	0	-	0	-	0	0	-	0	-	0	0	-	0	-	0	0	-	0	0	-	0	
WB Left	167	1	167	10	177	1	177	21	198	1	198	0	198	1	198	0	198	1	198	0	198	1	198	0	198	1	198	0	198		
Comb. L-T	0	-	0	-	0	-	0	-	0	0	-	0	-	0	0	-	0	-	0	0	-	0	-	0	0	-	0	0	-	0	
WB Thru	581	1	334	35	616	1	354	253	869	1	536	0	869	1	536	0	869	1	536	0	869	1	536	0	869	1	536	0	869		
Comb. T-R	1	334	334	0	334	1	354	0	354	1	536	0	536	1	536	0	536	1	536	0	536	1	536	0	536	1	536	0	536		
WB Right	87	0	-	5	92	0	-	112	204	0	-	0	204	0	-	0	204	0	-	0	204	0	-	0	204	0	-	0	204		
Comb. L-T-R	0	-	0	-	0	-	0	-	0	0	-	0	-	0	0	-	0	-	0	0	-	0	-	0	0	-	0	0	-	0	
Crit. Volumes:	N-S:	333			352				473	N-S:	473			473	N-S:	473			473	N-S:	473			473	N-S:	473			473	N-S:	473
	E-W:	507			537				705	E-W:	705			705	E-W:	705			705	E-W:	705			705	E-W:	705			705	E-W:	705
	SUM:	839			889				1178	SUM:	1178			1178	SUM:	1178			1178	SUM:	1178			1178	SUM:	1178			1178	SUM:	1178
No. of Phases:	2		2		2		2		2		2		2		2		2		2		2		2		2		2				
Volume / Capacity:	0.559		0.493		0.686		0.686		0.686		0.686		0.686		0.686		0.686		0.686		0.686		0.686		0.686		0.686				
Level of Service:	A		A		B		B		B		B		B		B		B		B		B		B		B		B				

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

LINSCOTT, LAW & GREENSPAN, ENGINEERS
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CRITICAL MOVEMENT ANALYSIS

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

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

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

Movement	2002 EXIST. TRAFFIC			2005 W/ AMBIENT GROWTH			2005 W/ OTHER PROJECTS [2]			2005 W/ PROPOSED PROJECT			2005 W/ MITIGATION [3]			2005 W/ TDM			15% Lane Volume			
	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	77	1	77	5	82	1	82	-2	80	1	80	3	83	1	83	0	83	-0	83	1	83	
Comb. L-T	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
NB Thru	215	1	148	13	228	1	157	67	294	1	192	12	306	1	198	-90	216	-1	215	1	153	
Comb. T-R	1	148	1	148	1	157	1	192	1	192	1	198	1	301	1	198	0	301	0	215	1	153
NB Right [1]	270	1	189	16	286	1	200	12	298	1	209	3	301	1	211	0	301	-0	301	1	211	
Comb. L-T-R-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
SB Left	26	1	26	2	28	1	28	-1	27	1	27	0	27	1	27	0	27	0	27	1	27	
Comb. L-T	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
SB Thru	1056	1	596	63	1119	1	632	215	1335	2	496	39	1374	2	509	-90	1284	-9	1274	2	476	
Comb. T-R	1	596	1	596	1	632	1	496	1	496	1	509	1	509	1	479	0	479	0	476	1	476
SB Right	136	0	0	8	144	0	0	11	155	0	0	0	155	0	0	0	155	0	155	0	0	
Comb. L-T-R-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
EB Left	45	1	45	3	48	1	48	13	61	1	61	0	61	1	61	0	61	0	61	1	61	
Comb. L-T	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
EB Thru	1013	2	507	61	1074	2	537	29	1103	2	551	0	1103	2	551	0	1103	0	1103	2	551	
Comb. T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
EB Right	120	1	120	7	127	1	127	-1	127	1	127	10	137	1	137	0	137	-2	134	1	134	
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	570	2	314	34	604	2	332	10	614	2	338	10	624	2	343	0	624	-2	622	2	342	
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	1552	1	780	93	1645	1	827	10	1655	1	830	0	1655	1	830	0	1655	0	1655	1	830	
Comb. T-R	1	780	1	780	1	827	1	830	1	830	1	830	1	830	1	830	0	1655	0	830	1	830
WB Right	8	0	0	0	8	0	0	-5	4	0	0	0	4	0	0	0	4	0	4	0	0	
Comb. L-T-R-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Crit. Volumes:	N-S:	673	N-S:	713	N-S:	576	N-S:	592	N-S:	592	N-S:	592	N-S:	592	N-S:	562	N-S:	562	N-S:	559	N-S:	559
	E-W:	825	E-W:	875	E-W:	890	E-W:	894	E-W:	890	E-W:	890	E-W:	894	E-W:	894	E-W:	894	E-W:	893	E-W:	893
	SUM:	1498	SUM:	1588	SUM:	1467	SUM:	1487	SUM:	1467	SUM:	1467	SUM:	1487	SUM:	1457	SUM:	1457	SUM:	1452	SUM:	1452
No. of Phases:	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	
Volume / Capacity:	F	1.051	F	1.014	F	0.929	F	0.943	F	0.929	F	0.943	F	0.943	F	0.922	F	0.922	F	0.919	F	0.919
Level of Service:	F		F		F		F		F		F		F		F		F		F		F	E

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

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

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

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

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

[1] Northbound right-turn overlapping phase with westbound left-turn phase.

[2] Porter Ranch mitigation includes restriping to provide left-turn, 2 through, and 1 shared through-right turn lane in the southbound direction.

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

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

CRITICAL MOVEMENT ANALYSIS

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

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

Movement	2002 EXIST. TRAFFIC			2005 W/ AMBIENT GROWTH			2005 W/ OTHER PROJECTS [2]			2005 W/ MITIGATION [3]			2005 W/ TDM					
	No. of Lanes	Lane Volume	Total Volume	No. of Lanes	Lane Volume	Total Volume	No. of Lanes	Lane Volume	Total Volume	No. of Lanes	Lane Volume	Total Volume	No. of Lanes	Lane Volume	Total Volume			
NB Left	108	1	108	1	114	1	109	1	118	1	118	0	118	1	118	1	116	
Comb. L-T	0	-	0	0	-	0	0	0	0	0	0	-	0	0	-	0	-	
NB Thru	678	1	430	1	456	1	553	1	968	1	574	-90	878	1	529	1	524	
Comb. T-R	0	-	0	0	-	0	0	0	0	0	0	0	0	0	0	0	0	
NB Right [1]	609	1	426	1	452	1	410	1	595	1	417	0	595	1	417	1	524	
Comb. L-T-R	0	-	0	0	-	0	0	0	0	0	0	0	0	0	0	0	415	
SB Left	29	1	29	1	31	1	27	1	27	1	27	0	27	1	27	1	27	
Comb. L-T	0	-	0	0	-	0	0	0	0	0	0	-	0	0	-	0	-	
SB Thru	365	1	223	1	236	1	537	2	554	2	217	-90	464	2	187	2	187	
Comb. T-R	0	-	0	0	-	0	0	0	0	0	0	0	0	0	0	0	0	
SB Right	80	0	80	0	85	0	98	0	98	0	217	0	98	0	187	0	187	
Comb. L-T-R	0	-	0	0	-	0	0	0	0	0	0	0	0	0	0	0	0	
EB Left	134	1	134	1	142	1	177	1	177	1	177	0	177	1	177	1	177	
Comb. L-T	0	-	0	0	-	0	0	0	0	0	0	-	0	0	-	0	-	
EB Thru	1404	2	702	2	744	2	1497	2	1497	2	749	0	1497	2	749	2	749	
Comb. T-R	0	-	0	0	-	0	0	0	0	0	0	0	0	0	0	0	0	
EB Right	103	1	103	1	109	1	99	1	103	1	103	0	103	1	103	1	103	
Comb. L-T-R	0	-	0	0	-	0	0	0	0	0	0	0	0	0	0	0	0	
WB Left	330	2	182	2	192	2	344	2	348	2	191	0	348	2	191	2	191	
Comb. L-T	0	-	0	0	-	0	0	0	0	0	0	-	0	0	-	0	-	
WB Thru	938	1	474	1	502	1	988	1	988	1	502	0	988	1	502	1	502	
Comb. T-R	0	-	0	0	-	0	0	0	0	0	0	0	0	0	0	0	0	
WB Right	10	0	10	0	11	0	16	0	16	0	16	0	16	0	16	0	16	
Comb. L-T-R	0	-	0	0	-	0	0	0	0	0	0	0	0	0	0	0	0	
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: 600	E-W: 940	SUM: 1541	N-S: 555	E-W: 940	SUM: 1496	N-S: 551	E-W: 940	SUM: 1491
No. of Phases:	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Volume / Capacity:	0.942	0.942	0.942	0.942	0.942	0.942	0.942	0.942	0.942	0.942	0.942	0.942	0.942	0.942	0.942	0.942	0.942	0.942
Level of Service:	E	E	E	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.
 * V/C ratio includes a 0.10 reduction due to the installation of ATSA/CATCS.
 [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.

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CRITICAL MOVEMENT ANALYSIS

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

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

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

Movement	2002 EXIST. TRAFFIC				2005 W/ AMBIENT GROWTH				2005 W/ OTHER PROJECTS				2005 W/ PROPOSED PROJECT				2005 W/ MITIGATION [1]				2005 W/ TDM										
	No. of Lanes	Volume	Added Volume	Total Volume	No. of Lanes	Volume	Added Volume	Total Volume	No. of Lanes	Volume	Added Volume	Total Volume	No. of Lanes	Volume	Added Volume	Total Volume	No. of Lanes	Volume	Added Volume	Total Volume	No. of Lanes	Volume	Added Volume	Total Volume	No. of Lanes	Volume	Added Volume	Total Volume			
NB Left	1	117	7	124	1	124	0	124	1	124	0	124	1	124	0	124	1	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	
NB Thru	2	239	29	506	2	253	74	579	2	290	19	598	2	299	-110	488	2	244	-2	486	2	243	-2	486	2	243	-2	486	2	243	
Comb. T-R	0	-	-	-	0	-	-	-	0	-	-	-	0	-	-	-	0	-	-	-	0	-	-	0	-	0	-	0	-	0	
NB Right	1	61	4	65	1	65	0	65	1	65	3	68	1	68	0	68	1	68	-0	67	1	67	-0	67	1	67	-0	67	1	67	
Comb. L-T-R	0	-	-	-	0	-	-	-	0	-	-	-	0	-	-	-	0	-	-	-	0	-	-	0	-	0	-	0	-	0	
SB Left	35	1	35	37	1	37	13	50	1	50	0	50	1	50	0	50	1	50	0	50	1	50	0	50	1	50	0	50	1	50	
Comb. L-T	0	-	-	-	0	-	-	-	0	-	-	-	0	-	-	-	0	-	-	-	0	-	-	0	-	0	-	0	-	0	
SB Thru	1	832	94	1660	1	881	180	1840	1	975	63	1903	1	1006	-110	1793	1	951	-15	1778	1	944	-15	1778	1	944	-15	1778	1	944	
Comb. T-R	1	832	-	832	1	881	-	881	1	975	-	975	1	1006	-	1006	1	951	-	951	1	944	-	944	1	944	-	944	1	944	
SB Right	0	-	6	103	0	-	7	110	0	-	0	110	0	-	0	110	0	-	0	110	0	-	0	110	0	-	0	110	0	-	0
Comb. L-T-R	0	-	-	-	0	-	-	-	0	-	-	-	0	-	-	-	0	-	-	-	0	-	-	0	-	0	-	0	-	0	
EB Left	54	1	54	57	1	57	1	58	1	58	0	58	1	58	0	58	1	58	0	58	1	58	0	58	1	58	0	58	1	58	
Comb. L-T	0	-	-	-	0	-	-	-	0	-	-	-	0	-	-	-	0	-	-	-	0	-	-	0	-	0	-	0	-	0	
EB Thru	1	550	59	1046	1	583	0	1046	1	583	0	1046	1	583	0	1046	1	583	0	1046	1	583	0	1046	1	583	0	1046	1	583	
Comb. T-R	1	550	-	550	1	583	-	583	1	583	-	583	1	583	-	583	1	583	-	583	1	583	-	583	1	583	-	583	1	583	
EB Right	113	0	7	120	0	-	0	120	0	-	0	120	0	-	0	120	0	-	0	120	0	-	0	120	0	-	0	120	0	-	0
Comb. L-T-R	0	-	-	-	0	-	-	-	0	-	-	-	0	-	-	-	0	-	-	-	0	-	-	0	-	0	-	0	-	0	
WB Left	200	1	200	212	1	212	0	212	1	212	10	222	1	222	0	222	1	222	-2	220	1	220	-2	220	1	220	-2	220	1	220	
Comb. L-T	0	-	-	-	0	-	-	-	0	-	-	-	0	-	-	-	0	-	-	-	0	-	-	0	-	0	-	0	-	0	
WB Thru	1	590	69	1218	1	625	0	1218	1	626	0	1218	1	626	0	1218	1	626	0	1218	1	626	0	1218	1	626	0	1218	1	626	
Comb. T-R	1	590	-	590	1	625	-	625	1	626	-	626	1	626	-	626	1	626	-	626	1	626	-	626	1	626	-	626	1	626	
WB Right	31	0	2	33	0	-	1	34	0	-	0	34	0	-	0	34	0	-	0	34	0	-	0	34	0	-	0	34	0	-	0
Comb. L-T-R	0	-	-	-	0	-	-	-	0	-	-	-	0	-	-	-	0	-	-	-	0	-	-	0	-	0	-	0	-	0	
Crit. Volumes:	N-S:	949		1005	N-S:	1099		1130	N-S:	1130		1130	N-S:	1075		1075	N-S:	1068		1068	N-S:	1068		1068	N-S:	1068		1068	N-S:	1068	
	E-W:	750		795	E-W:	795		805	E-W:	805		805	E-W:	805		805	E-W:	803		803	E-W:	803		803	E-W:	803		803	E-W:	803	
	SUM:	1699		1800	SUM:	1894		1935	SUM:	1935		1935	SUM:	1880		1880	SUM:	1871		1871	SUM:	1871		1871	SUM:	1871		1871	SUM:	1871	
No. of Phases:		2		2		2		2		2		2		2		2		2		2		2		2		2		2		2	
Volume / Capacity:		1.132		1.200		1.263		1.290		1.290		1.290		1.254		1.254		1.254		1.254		1.254		1.254		1.254		1.254		1.247	
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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N-S St: Corbin Avenue
 E-W St: Lassen Street
 Project: Krausz Companies Northridge / 1-023166-1
 File Name: CMA14
 Counts by: Accuttek

CRITICAL MOVEMENT ANALYSIS

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

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

Movement	2002 EXIST. TRAFFIC				2005 W/ AMBIENT GROWTH				2005 W/ OTHER PROJECTS				2005 W/ PROPOSED PROJECT				2005 W/ MITIGATION [1]				2005 W/ TDM											
	No. of Lanes	Volume	Added Volume	Total Volume	No. of Lanes	Volume	Added Volume	Total Volume	No. of Lanes	Volume	Added Volume	Total Volume	No. of Lanes	Volume	Added Volume	Total Volume	No. of Lanes	Volume	Added Volume	Total Volume	No. of Lanes	Volume	Added Volume	Total Volume	No. of Lanes	Volume	Added Volume	Total Volume				
NB Left	1	153	9	162	1	162	0	162	1	162	0	162	1	162	0	162	1	162	0	162	1	162	0	162	1	162	0	162	1	162		
Comb. L-T	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
NB Thru	1374	2	687	82	1456	2	728	117	1573	2	787	61	1634	2	817	-110	1524	2	762	-14	1511	2	755	0	0	0	0	0	0	0	0	
Comb. T-R	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
NB Right	240	1	240	14	254	1	254	0	254	1	254	9	263	1	263	0	263	1	263	-2	261	1	261	0	0	0	0	0	0	0	0	
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
SB Left	24	1	24	1	25	1	25	3	28	1	28	0	28	1	28	0	28	1	28	0	28	1	28	0	28	1	28	0	28	1	28	
Comb. L-T	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
SB Thru	646	1	353	39	685	1	374	126	810	1	438	28	838	1	452	-110	728	1	397	-3	725	1	396	0	0	0	0	0	0	0	0	
Comb. T-R	1	353	0	353	1	374	0	374	1	438	0	438	1	452	0	452	1	397	0	397	1	396	0	0	0	0	0	0	0	0	0	
SB Right	60	0	60	4	64	0	64	3	66	0	66	0	66	0	66	0	66	0	66	0	66	0	66	0	66	0	66	0	66	0	66	
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
EB Left	67	1	67	4	71	1	71	3	74	1	74	0	74	1	74	0	74	1	74	0	74	1	74	0	74	1	74	0	74	1	74	
Comb. L-T	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
EB Thru	1085	1	590	65	1150	1	625	0	1150	1	625	0	1150	1	625	0	1150	1	625	0	1150	1	625	0	1150	1	625	0	1150	1	625	
Comb. T-R	1	590	0	590	1	625	0	625	1	625	0	625	1	625	0	625	1	625	0	625	1	625	0	625	1	625	0	625	1	625	1	625
EB Right	95	0	95	6	101	0	101	0	101	0	101	0	101	0	101	0	101	0	101	0	101	0	101	0	101	0	101	0	101	0	101	
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
WB Left	119	1	119	7	126	1	126	0	126	1	126	4	130	1	130	0	130	1	130	-0	130	1	130	-0	130	1	130	-0	130	1	130	
Comb. L-T	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
WB Thru	552	1	294	33	585	1	311	0	585	1	312	0	585	1	312	0	585	1	312	0	585	1	312	0	585	1	312	0	585	1	312	
Comb. T-R	1	294	0	294	1	311	0	311	1	312	0	312	1	312	0	312	1	312	0	312	1	312	0	312	1	312	0	312	1	312	1	312
WB Right	35	0	35	2	37	0	37	3	40	0	40	0	40	0	40	0	40	0	40	0	40	0	40	0	40	0	40	0	40	0	40	
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Crit. Volumes:	N-S: 711	E-W: 709	SUM: 1420	N-S: 754	E-W: 752	SUM: 1505	N-S: 815	E-W: 752	SUM: 1566	N-S: 845	E-W: 756	SUM: 1601	N-S: 790	E-W: 756	SUM: 1546	N-S: 783	E-W: 755	SUM: 1538														
No. of Phases:	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2														
Volume / Capacity:	0.947	1.003	1.044	1.067	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030	1.030															
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

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

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

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

Movement	2002 EXIST. TRAFFIC			2005 W/ AMBIENT GROWTH			2005 W/ OTHER PROJECTS			2005 W/ PROPOSED PROJECT			2005 W/ MITIGATION [1]			2005 W/ TDM				
	No. of Lanes	Volume	Lane	Added Volume	Total Volume	No. of Lanes	Volume	Added Volume	Total Volume	No. of Lanes	Volume	Added Volume	Total Volume	No. of Lanes	Volume	Added Volume	Total Volume	15% Lanes		
NB Left	1	137	1	145	0	145	1	145	1	146	1	146	1	121	0	121	1	121	1	
Comb. L-T	0	-	0	-	354	1	354	0	389	0	389	0	389	0	287	-3	571	0	286	
NB Thru	1	334	1	354	71	676	1	389	23	699	1	404	2	574	-125	571	2	571	2	
Comb. T-R	1	334	1	354	0	354	1	389	1	404	1	404	0	404	0	404	0	404	0	
NB Right	0	-	0	0	6	102	0	102	7	109	0	109	1	109	-1	108	1	108	1	
Comb. L-T-R	0	-	0	0	6	102	0	102	7	109	0	109	1	109	-1	108	1	108	0	
SB Left	1	96	1	102	5	107	1	107	0	107	1	107	1	107	0	107	1	107	1	
Comb. L-T	0	-	0	-	853	1	853	0	950	0	950	0	950	0	926	-18	1593	0	917	
SB Thru	1	805	1	853	190	1659	1	950	77	1736	1	989	1	1611	-125	1593	1	1611	1	
Comb. T-R	1	805	1	853	0	853	1	950	1	989	1	989	1	926	0	926	1	926	1	
SB Right	0	-	0	0	13	236	0	241	0	241	0	241	0	241	0	241	0	241	0	
Comb. L-T-R	0	-	0	0	13	236	0	241	0	241	0	241	0	241	0	241	0	241	0	
EB Left	1	27	1	29	2	30	1	30	0	30	1	30	1	30	0	30	1	30	1	
Comb. L-T	0	-	0	-	275	0	275	0	275	0	275	0	275	0	270	-2	424	0	268	
EB Thru	1	259	1	275	0	417	1	275	10	427	1	282	1	427	0	424	1	424	1	
Comb. T-R	1	259	1	275	0	417	1	275	10	427	1	282	1	427	0	424	1	424	1	
EB Right	0	-	0	0	8	133	0	133	5	138	0	138	0	113	-25	111	0	111	0	
Comb. L-T-R	0	-	0	0	8	133	0	133	5	138	0	138	0	113	-25	111	0	111	0	
WB Left	1	289	1	306	17	308	1	308	24	332	1	332	1	332	0	327	1	327	1	
Comb. L-T	0	-	0	-	489	0	489	0	490	0	490	0	490	0	491	-1	965	0	491	
WB Thru	1	462	1	489	54	962	1	490	3	965	1	491	1	965	0	965	1	965	1	
Comb. T-R	1	462	1	489	54	962	1	490	3	965	1	491	1	965	0	965	1	965	1	
WB Right	15	0	1	16	1	17	0	17	0	17	0	17	0	17	0	17	0	17	0	
Comb. L-T-R	0	-	0	0	1	17	0	17	0	17	0	17	0	17	0	17	0	17	0	
Crit. Volumes:	N-S:	942	N-S:	998	N-S:	1095	N-S:	1135	N-S:	1047	N-S:	1047	N-S:	1038	E-W:	594	E-W:	594	E-W:	594
	E-W:	548	E-W:	581	E-W:	583	E-W:	614	E-W:	602	E-W:	602	E-W:	594	SUM:	1649	SUM:	1649	SUM:	1633
	SUM:	1490	SUM:	1579	SUM:	1678	SUM:	1749	SUM:	1678	SUM:	1749	SUM:	1633						
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:	E	0.993	F	1.053	F	1.119	F	1.166	F	1.100	F	1.100	F	1.088	F	1.088	F	1.088	F	1.088
Level of Service:	E		F		F		F		F		F		F	F		F		F		F

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

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CRITICAL MOVEMENT ANALYSIS

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

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

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

Movement	2002 EXIST. TRAFFIC			2005 W/ AMBIENT GROWTH			2005 W/ OTHER PROJECTS			2005 W/ PROPOSED PROJECT			2005 W/ MITIGATION [1]			2005 W/ TDM			
	No. of Lanes	Volume	Lane 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	121	7	128	1	128	1	128	1	133	1	108	1	108	-1	107	1	107	1	107
Comb. L-T	0	-	-	0	-	0	-	0	-	0	-	0	-	-	-	0	-	0	-
NB Thru	1415	85	1500	1	889	1	951	1	1001	1	1001	1	1001	-125	1574	2	1557	2	778
Comb. T-R	1	839	889	1	889	1	951	1	1001	1	1001	1	1001	-	-	0	-	0	-
NB Right	263	0	263	0	263	0	263	0	263	0	263	0	263	0	263	1	298	1	298
Comb. L-T-R	0	-	-	0	-	0	-	0	-	0	-	0	-	-	-	0	-	0	-
SB Left	111	7	118	1	118	1	118	1	120	1	120	1	120	0	120	1	120	1	120
Comb. L-T	0	-	-	0	-	0	-	0	-	0	-	0	-	-	-	0	-	0	-
SB Thru	659	40	699	1	376	1	434	1	451	1	451	1	451	-125	722	1	389	1	387
Comb. T-R	1	355	376	1	376	1	434	1	451	1	451	1	451	-	-	1	389	1	387
SB Right	50	3	53	0	53	0	53	0	56	0	56	0	56	0	56	0	56	0	56
Comb. L-T-R	0	-	-	0	-	0	-	0	-	0	-	0	-	-	-	0	-	0	-
EB Left	268	16	284	1	284	1	284	1	287	1	287	1	287	0	287	1	287	1	287
Comb. L-T	0	-	-	0	-	0	-	0	-	0	-	0	-	-	-	0	-	0	-
EB Thru	972	58	1030	1	591	1	591	1	1034	1	1034	1	1034	0	1034	1	1034	1	582
Comb. T-R	1	558	591	1	591	1	591	1	594	1	594	1	594	-	-	1	582	1	582
EB Right	144	9	153	0	153	0	153	0	155	0	155	0	155	-25	130	0	129	0	129
Comb. L-T-R	0	-	-	0	-	0	-	0	-	0	-	0	-	-	-	0	-	0	-
WB Left	99	6	105	1	105	1	114	1	125	1	125	1	125	0	125	1	124	1	124
Comb. L-T	0	-	-	0	-	0	-	0	-	0	-	0	-	-	-	0	-	0	-
WB Thru	410	25	435	1	269	1	270	1	444	1	444	1	444	0	444	1	442	1	273
Comb. T-R	1	254	269	1	269	1	270	1	274	1	274	1	274	-	-	1	274	1	273
WB Right	97	6	103	0	103	0	105	0	105	0	105	0	105	0	105	0	105	0	105
Comb. L-T-R	0	-	-	0	-	0	-	0	-	0	-	0	-	-	-	0	-	0	-
Crit. Volumes:	N-S: 950	E-W: 657	SUM: 1607	N-S: 1007	E-W: 696	SUM: 1703	N-S: 1072	E-W: 705	SUM: 1777	N-S: 1121	E-W: 719	SUM: 1840	N-S: 907	E-W: 707	SUM: 1614	N-S: 899	E-W: 706	SUM: 1604	
No. of Phases:	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Volume / Capacity:	1.071	1.136	1.185	1.227	1.076	1.069	1.076	1.076	1.076	1.076	1.076	1.076	1.076	1.076	1.076	1.076	1.076	1.076	1.076
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: Prairie Street
 Project: Krausz Companies Northridge / 1-023166-1
 File Name: CMA16
 Counts by: Accutek

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

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

Movement	2002 EXIST. TRAFFIC				2005 W/ AMBIENT GROWTH				2005 W/ OTHER PROJECTS				2005 W/ PROPOSED PROJECT				2005 W/ MITIGATION [1]							
	No. of Lanes	Volume	Added Volume	Total Volume	No. of Lanes	Volume	Added Volume	Total Volume	No. of Lanes	Volume	Added Volume	Total Volume	No. of Lanes	Volume	Added Volume	Total Volume	No. of Lanes	Volume	Added Volume	Total Volume	15% Lanes	No. of Lanes	Volume	
NB Left	182	1	182	11	193	1	193	0	193	1	193	10	203	1	203	1	203	-1	202	1	202	1	202	
Comb. L-T	0	-	0	-	0	-	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
NB Thru	1086	1	574	65	1151	1	608	63	1214	1	639	12	1226	1	645	1	645	-150	1076	2	380	2	1074	
Comb. T-R	1	574	1	608	1	608	1	639	1	639	1	645	1	645	1	645	1	645	0	65	1	380	1	380
NB Right	61	0	61	4	65	0	65	0	65	0	65	0	65	0	65	0	65	0	65	0	65	0	65	
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	40	1	40	2	42	1	42	5	47	1	47	67	114	1	114	1	114	-16	98	1	98	1	98	
Comb. L-T	0	-	0	-	0	-	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
SB Thru	1225	1	670	74	1299	1	710	150	1449	1	805	39	1488	1	824	1	824	-150	1338	1	749	1	1328	
Comb. T-R	1	670	1	710	1	710	1	805	1	805	1	824	1	824	1	824	1	824	0	161	1	749	1	745
SB Right	114	0	114	7	121	0	121	41	161	0	161	0	161	0	161	0	161	0	161	0	161	0	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	
EB Left	13	1	13	1	14	1	14	6	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	
EB Thru	15	0	15	1	16	0	16	0	16	0	16	39	55	0	55	0	55	0	55	0	55	0	55	
Comb. T-R	1	43	1	46	1	46	1	46	1	46	1	119	1	119	1	119	1	119	0	64	1	119	1	101
EB Right	28	0	28	2	30	0	30	0	30	0	30	34	64	0	64	0	64	0	64	0	64	0	64	
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	18	1	18	1	19	1	19	0	19	1	19	0	19	1	19	1	19	0	19	1	19	1	19	
Comb. L-T	0	-	0	-	0	-	0	-	0	0	0	12	80	0	80	0	80	0	80	0	80	0	80	
WB Thru	64	0	64	4	68	0	68	0	68	0	68	12	80	0	80	0	80	0	80	0	80	0	80	
Comb. T-R	1	82	1	87	1	87	1	88	1	88	1	120	1	120	1	120	1	120	0	40	1	120	1	117
WB Right	18	0	18	1	19	0	19	1	20	0	20	20	40	0	40	0	40	0	40	0	40	0	40	
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Crit. Volumes:	N-S: 852	E-W: 95	SUM: 947	N-S: 903	E-W: 101	SUM: 1003	N-S: 998	E-W: 108	SUM: 1106	N-S: 1027	E-W: 140	SUM: 1168	N-S: 1027	E-W: 140	SUM: 1168	N-S: 952	E-W: 137	SUM: 1089	N-S: 947	E-W: 140	SUM: 1083			
No. of Phases:	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	
Volume / Capacity:	0.631	0.669	0.737	0.778	0.722	0.722	0.722	0.722	0.722	0.722	0.722	0.722	0.722	0.722	0.722	0.722	0.722	0.722	0.722	0.722	0.722	0.722	0.722	
Level of Service:	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	

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

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

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CRITICAL MOVEMENT ANALYSIS

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

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

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

Movement	2002 EXIST. TRAFFIC			2005 W/ AMBIENT GROWTH			2005 W/ OTHER PROJECTS			2005 W/ PROPOSED PROJECT			2005 W/ MITIGATION [1]			2005 W/ TDM					
	No. of Lanes	Volume	Total	Added	Volume	Lane	Added	Volume	Lane	Added	Volume	Lane	Added	Volume	Lane	Added	Volume	No. of Lanes			
NB Left	45	1	45	3	48	1	48	0	48	1	81	1	81	0	81	1	81	1	73		
Comb. L-T	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		
NB Thru	1530	1	784	92	1622	1	831	100	1722	1	900	1	900	-150	1610	2	550	2	547		
Comb. T-R	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
NB Right	38	0	38	2	40	0	40	0	40	0	40	0	40	0	40	0	40	0	40		
Comb. L-T-R	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
SB Left	34	1	34	2	36	1	36	1	37	1	67	1	67	0	67	1	67	1	64		
Comb. L-T	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		
SB Thru	1096	1	571	66	1162	1	605	108	1269	1	669	1	669	-150	1136	1	594	1	593		
Comb. T-R	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
SB Right	45	0	45	3	48	0	48	4	52	0	52	0	52	0	52	0	52	0	52		
Comb. L-T-R	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
EB Left	224	1	224	13	237	1	237	31	268	1	268	1	268	0	268	1	268	1	268		
Comb. L-T	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	-		
EB Thru	136	0	136	8	144	0	144	0	144	0	144	0	144	0	144	0	144	0	144		
Comb. T-R	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
EB Right	138	0	138	8	146	0	146	0	146	0	146	0	146	0	146	0	146	0	146		
Comb. L-T-R	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
WB Left	83	1	83	5	88	1	88	0	88	1	88	1	88	0	88	1	88	1	88		
Comb. L-T	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
WB Thru	60	0	60	4	64	0	64	0	64	0	64	0	64	0	64	0	64	0	64		
Comb. T-R	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
WB Right	53	0	53	3	56	0	56	3	59	0	59	0	59	0	59	0	59	0	59		
Comb. L-T-R	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0		
Crit. Volumes:	N-S: 818	E-W: 357	SUM: 1175	N-S: 867	E-W: 378	SUM: 1246	N-S: 918	E-W: 390	SUM: 1309	N-S: 967	E-W: 494	SUM: 1462	N-S: 967	E-W: 494	SUM: 1462	N-S: 675	E-W: 494	SUM: 1169	N-S: 666	E-W: 471	SUM: 1137
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:	0.783	0.830	0.872	0.974	0.779	0.758	0.758	0.758	0.758	0.758	0.758	0.758	0.758	0.758	0.758	0.758	0.758	0.758	0.758	0.758	0.758
Level of Service:	C	D	D	E	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C

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

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CRITICAL MOVEMENT ANALYSIS

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

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

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

Movement	2002 EXIST. TRAFFIC				2005 W/ AMBIENT GROWTH				2005 W/ OTHER PROJECTS				2005 W/ PROPOSED PROJECT				2005 W/ MITIGATION [1]			
	No. of Lanes	Volume	Lane Volume	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	15% No. of Lanes	
NB Left	80	1	80	1	85	0	85	1	85	0	85	0	85	1	85	0	85	1	85	
Comb. L-T	0	-	0	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
NB Thru	957	2	479	2	507	55	1070	2	535	48	1118	2	559	2	357	-12	946	2	347	
Comb. T-R	0	-	0	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
NB Right	29	1	29	1	31	0	31	1	31	82	113	1	113	0	113	0	113	1	347	
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
SB Left	53	1	53	1	56	3	56	1	61	0	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	
SB Thru	1249	2	430	2	456	75	1324	2	502	15	1477	2	507	2	454	-2	1315	2	453	
Comb. T-R	1	430	1	456	1	456	1	502	1	502	1	507	1	507	1	454	0	453	1	
SB Right	41	0	41	0	44	2	44	0	44	0	44	0	44	0	44	0	44	0	44	
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	1	7	0	7	1	9	0	9	0	9	1	9	0	9	1	9	
Comb. L-T	0	-	0	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
EB Thru	5	1	5	1	5	0	5	1	36	5	41	1	41	1	41	0	41	1	40	
Comb. T-R	1	40	1	43	1	43	1	43	1	43	1	43	1	43	1	43	0	43	1	
EB Right	40	0	40	0	43	0	43	0	43	0	43	0	43	0	43	0	43	0	43	
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	58	1	58	1	61	3	61	1	61	25	86	1	86	1	86	-3	83	1	83	
Comb. L-T	0	-	0	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
WB Thru	100	1	100	1	106	6	106	1	338	1	339	1	339	1	339	-0	339	1	339	
Comb. T-R	0	-	0	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
WB Right	153	1	153	1	162	9	162	1	163	0	163	1	163	1	163	0	163	1	163	
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
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: 620	E-W: 348	SUM: 967	N-S: 539	E-W: 348	SUM: 886	N-S: 538	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	0.645	0.591	0.590	0.591	0.591	0.591	0.591	0.591	0.591	0.591	0.591	0.591	0.591	0.591	0.591	0.590	
Level of Service:	A	A	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	A

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

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

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CRITICAL MOVEMENT ANALYSIS

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

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

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

Movement	2002 EXIST. TRAFFIC			2005 W/ AMBIENT GROWTH			2005 W/ OTHER PROJECTS			2005 W/ PROPOSED PROJECT			2005 W/ MITIGATION [1]			2005 W/ TDM			
	No. of Lanes	Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Added Volume	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Added Volume	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	
NB Left	46	1	46	3	49	1	49	0	49	1	49	1	49	0	49	0	49	1	49
Comb. L-T	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NB Thru	2101	2	1050	126	2227	2	1113	88	2314	2	1157	2	2336	-160	2176	-2	2174	2	768
Comb. T-R	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NB Right	92	1	92	6	97	1	97	0	97	1	97	1	134	0	134	-4	131	1	768
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SB Left	74	1	74	4	78	1	78	3	81	1	81	1	81	0	81	0	81	1	81
Comb. L-T	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SB Thru	1263	2	431	76	1338	2	457	98	1436	2	490	2	1483	-160	1323	-11	1312	2	449
Comb. T-R	1	431	1	431	1	457	1	490	1	490	1	506	1	506	1	453	1	449	1
SB Right	31	0	31	2	33	0	33	3	36	0	36	0	36	0	36	0	36	0	36
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EB Left	63	1	63	4	66	1	66	3	69	1	69	1	69	0	69	0	69	1	69
Comb. L-T	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EB Thru	101	1	101	6	107	1	107	174	281	1	230	1	283	0	283	-0	283	1	231
Comb. T-R	1	169	1	169	1	179	1	230	1	230	1	231	1	231	1	231	1	231	1
EB Right	169	0	169	10	179	0	179	0	179	0	179	0	179	0	179	0	179	0	179
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WB Left	183	1	183	11	194	1	194	0	194	1	194	1	274	0	274	-18	256	1	256
Comb. L-T	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WB Thru	85	1	85	5	90	1	90	16	106	1	106	1	111	0	111	-1	110	1	110
Comb. T-R	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WB Right	161	1	161	10	170	1	170	3	173	1	173	1	173	0	173	0	173	1	173
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Crit. Volumes:	N-S: 1124	N-S: 1192	N-S: 1238	N-S: 1249	N-S: 1249	N-S: 1249	N-S: 1249	N-S: 1249	N-S: 1249	N-S: 1249	N-S: 1249	N-S: 1249	N-S: 1249	N-S: 1249	N-S: 1249	N-S: 1249	N-S: 1249	N-S: 1249	N-S: 1249
E-W: 351	E-W: 373	E-W: 424	E-W: 424	E-W: 424	E-W: 424	E-W: 424	E-W: 424	E-W: 424	E-W: 424	E-W: 424	E-W: 424	E-W: 424	E-W: 424	E-W: 424	E-W: 424	E-W: 424	E-W: 424	E-W: 424	E-W: 424
SUM: 1476	SUM: 1564	SUM: 1662	SUM: 1754	SUM: 1754	SUM: 1754	SUM: 1754	SUM: 1754	SUM: 1754	SUM: 1754	SUM: 1754	SUM: 1754	SUM: 1754	SUM: 1754	SUM: 1754	SUM: 1754	SUM: 1754	SUM: 1754	SUM: 1754	SUM: 1754
No. of Phases:	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Volume / Capacity:	0.984	1.043	1.108	1.169	1.169	1.169	1.169	1.169	1.169	1.169	1.169	1.169	1.169	1.169	1.169	1.169	1.169	1.169	1.169
Level of Service:	E	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	E	D

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

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

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CRITICAL MOVEMENT ANALYSIS

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

Corbin Avenue @ Northhoff Street/Nordhoff Way
 Peak Hour: AM
 Annual Growth: 2.0%
 Krausz Property Only Alternative D

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

Movement	2002 EXIST. TRAFFIC				2005 W/ AMBIENT GROWTH				2005 W/ OTHER PROJECTS				2005 W/ PROPOSED PROJECT				2005 W/ MITIGATION [2]				2005 W/ TDM 15%							
	No. of Lanes	Volume	Lane Volume	No. of Lanes	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume		
NB Left	176	1	176	1	187	0	187	1	187	0	187	1	187	1	187	0	187	0	187	1	187	0	187	1	187	1	187	
Comb. L-T	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
NB Thru	1279	2	464	2	492	48	1403	2	508	106	1509	2	543	2	493	-150	1359	2	493	2	493	-25	1334	2	485	2	485	
Comb. T-R	1	464	1	464	1	492	1	508	1	508	1	543	1	543	1	493	1	493	1	493	1	493	1	485	1	485		
NB Right	113	0	0	0	120	0	120	0	120	0	120	0	120	0	120	0	120	0	120	0	120	0	120	0	120	0	120	
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
SB Left	30	1	30	1	32	3	34	1	34	0	34	1	34	1	34	0	34	0	34	1	34	0	34	1	34	1	34	
Comb. L-T	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
SB Thru	988	2	494	2	524	115	1162	2	581	32	1194	2	597	2	522	-150	1044	2	522	2	522	-3	1041	2	520	2	520	
Comb. T-R	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
SB Right [1]	240	1	240	1	254	3	257	1	257	7	264	1	264	1	254	-10	254	1	254	1	254	-1	253	1	253	1	253	
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
EB Left	127	1	127	1	135	1	136	1	136	24	160	1	160	1	150	-10	150	1	150	1	150	-6	144	1	144	1	144	
Comb. L-T	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
EB Thru	537	2	196	2	208	23	592	2	215	0	592	2	215	2	215	0	592	2	215	2	215	0	592	2	215	2	215	
Comb. T-R	1	196	1	196	1	208	1	215	1	215	1	215	1	215	1	215	1	215	1	215	1	215	1	215	1	215	1	215
EB Right	51	0	0	0	54	0	54	0	54	0	54	0	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	0	0	0	0	0	0	0	0	
WB Left	153	1	153	1	162	0	162	1	162	0	162	1	162	1	162	0	162	1	162	1	162	0	162	1	162	1	162	
Comb. L-T	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
WB Thru	1036	2	518	2	549	18	1116	2	558	0	1116	2	558	2	558	0	1116	2	558	2	558	0	1116	2	558	2	558	
Comb. T-R	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
WB Right	24	1	24	1	25	1	27	1	27	0	27	1	27	1	27	0	27	1	27	1	27	0	27	1	27	1	27	
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Crit. Volumes:	N-S: 670	E-W: 645	SUM: 1315	N-S: 710	E-W: 684	SUM: 1394	N-S: 768	E-W: 694	SUM: 1462	N-S: 784	E-W: 718	SUM: 1502	N-S: 709	E-W: 708	SUM: 1417	N-S: 707	E-W: 702	SUM: 1409	N-S: 707	E-W: 702	SUM: 1409	N-S: 707	E-W: 702	SUM: 1409	N-S: 707	E-W: 702	SUM: 1409	
No. of Phases:	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	
Volume / Capacity:	0.923	0.978	1.026	1.054	0.994	0.989	0.989	0.989	0.989	0.989	0.989	0.989	0.989	0.989	0.989	0.989	0.989	0.989	0.989	0.989	0.989	0.989	0.989	0.989	0.989	0.989	0.989	
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	F	F	F	F	F	

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

LINSCOTT, LAW & GREENSPAN, ENGINEERS
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CRITICAL MOVEMENT ANALYSIS

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

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/ MITIGATION [2]				2005 W/ TDM				
	No. of Lanes	Volume	Added Volume	Total Volume	No. of Lanes	Volume	Added Volume	Total Volume	No. of Lanes	Volume	Added Volume	Total Volume	No. of Lanes	Volume	Added Volume	Total Volume	No. of Lanes	Volume	Added Volume	Total Volume	
NB Left	81	1	81	86	1	86	0	86	1	86	0	86	1	86	0	86	1	86	0	86	
Comb. L-T	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	
NB Thru	1286	2	481	1363	2	510	78	1441	2	536	47	1488	2	551	-150	1338	2	501	-5	1333	
Comb. T-R	1	481	1	510	1	536	1	551	1	551	1	551	1	551	1	551	1	501	1	500	
NB Right	157	0	-	166	0	-	0	166	0	-	0	166	0	-	0	166	0	-	0	166	
Comb. L-T-R	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	
SB Left	103	1	103	109	1	109	3	112	1	112	0	112	1	112	0	112	1	112	0	112	
Comb. L-T	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	
SB Thru	1408	2	704	1492	2	746	88	1580	2	790	104	1684	2	842	-150	1534	2	767	-23	1511	
Comb. T-R	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	
SB Right [1]	204	1	204	216	1	216	3	219	1	219	24	243	1	243	-10	233	1	233	-5	227	
Comb. L-T-R	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	
EB Left	377	1	377	400	1	400	3	402	1	402	11	413	1	413	-10	403	1	403	-1	402	
Comb. L-T	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	
EB Thru	1182	2	472	1253	2	500	7	1260	2	502	0	1260	2	502	0	1260	2	502	0	1260	
Comb. T-R	1	472	1	500	1	500	1	502	1	502	1	502	1	502	1	502	1	502	1	502	
EB Right	233	0	-	247	0	-	0	247	0	-	0	247	0	-	0	247	0	-	0	247	
Comb. L-T-R	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	
WB Left	108	1	108	114	1	114	0	114	1	114	0	114	1	114	0	114	1	114	0	114	
Comb. L-T	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	
WB Thru	516	2	258	547	2	273	8	555	2	277	0	555	2	277	0	555	2	277	0	555	
Comb. T-R	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	
WB Right	70	1	70	74	1	74	3	77	1	77	0	77	1	77	0	77	1	77	0	77	
Comb. L-T-R	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	
Crit. Volumes:	N-S: 785	E-W: 635	SUM: 1420	N-S: 832	E-W: 673	SUM: 1505	N-S: 876	E-W: 680	SUM: 1555	N-S: 928	E-W: 691	SUM: 1618	N-S: 928	E-W: 691	SUM: 1618	N-S: 928	E-W: 691	SUM: 1618	N-S: 853	E-W: 681	SUM: 1533
No. of Phases:	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	
Volume / Capacity:	0.996	1.056	1.092	1.136	1.076	1.067	1.067	1.067	1.067	1.067	1.067	1.067	1.067	1.067	1.067	1.067	1.067	1.067	1.067	1.067	
Level of Service:	E	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	

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

Notes:

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CRITICAL MOVEMENT ANALYSIS

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

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

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

Movement	2002 EXIST. TRAFFIC				2005 W/ AMBIENT GROWTH				2005 W/ OTHER PROJECTS				2005 W/ PROPOSED PROJECT				2005 W/ MITIGATION [1]							
	No. of Lanes	Volume	Added Volume	Total Volume	No. of Lanes	Volume	Added Volume	Total Volume	No. of Lanes	Volume	Added Volume	Total Volume	No. of Lanes	Volume	Added Volume	Total Volume	No. of Lanes	Volume	Added Volume	Total Volume	No. of Lanes	Volume	Added Volume	Total Volume
NB Left	64	1	64	68	1	68	0	68	1	68	0	68	1	68	0	68	1	68	0	68	1	68	0	68
Comb. L-T	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NB Thru	1435	1	763	86	1521	1	809	43	1564	1	830	77	1641	1	869	-130	1511	1	804	-18	1492	1	804	-
Comb. T-R	1	763	1	809	1	830	1	869	1	869	1	869	1	869	1	869	1	869	1	869	1	869	1	869
NB Right	91	0	91	96	0	96	0	96	0	96	0	96	0	96	0	96	0	96	0	96	0	96	0	96
Comb. L-T-R-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SB Left	91	1	91	96	1	96	3	99	1	99	4	103	1	103	0	103	1	103	-0	103	1	103	-0	103
Comb. L-T	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SB Thru	1096	1	573	66	1162	1	607	105	1267	1	661	23	1290	1	675	-130	1160	1	600	-3	1157	1	600	-
Comb. T-R	1	573	1	607	1	661	1	661	1	661	1	661	1	661	1	661	1	661	1	661	1	661	1	661
SB Right	50	0	50	53	0	53	3	56	0	56	4	60	0	60	-20	40	0	40	-0	40	0	40	-0	40
Comb. L-T-R-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EB Left	86	1	86	91	1	91	1	92	1	92	14	106	1	106	-20	86	1	86	-3	83	1	86	-3	83
Comb. L-T	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EB Thru	832	1	434	50	882	1	460	0	882	1	460	0	882	1	460	0	882	1	460	0	882	1	460	0
Comb. T-R	1	434	1	460	1	460	1	460	1	460	1	460	1	460	1	460	1	460	1	460	1	460	1	460
EB Right	35	0	35	37	0	37	0	37	0	37	0	37	0	37	0	37	0	37	0	37	0	37	0	37
Comb. L-T-R-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WB Left	84	1	84	89	1	89	0	89	1	89	0	89	1	89	0	89	1	89	0	89	1	89	0	89
Comb. L-T	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WB Thru	1150	1	665	69	1219	1	704	1	1220	1	705	0	1220	1	712	0	1220	1	712	0	1220	1	712	0
Comb. T-R	1	665	1	704	1	704	1	705	1	705	1	705	1	712	1	712	1	712	1	712	1	712	1	712
WB Right	179	0	179	190	0	190	1	191	0	191	14	205	0	205	0	205	0	205	-3	202	0	202	-3	202
Comb. L-T-R-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Crit. Volumes:	N-S: 854	E-W: 751	SUM: 1605	N-S: 905	E-W: 796	SUM: 1701	N-S: 929	E-W: 798	SUM: 1727	N-S: 971	E-W: 819	SUM: 1790	N-S: 906	E-W: 799	SUM: 1705	N-S: 897	E-W: 794	SUM: 1691						
No. of Phases:	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Volume / Capacity:	1.070	1.134	1.151	1.194	1.137	1.137	1.137	1.137	1.137	1.137	1.137	1.137	1.137	1.137	1.137	1.137	1.137	1.137	1.137	1.137	1.137	1.137	1.137	1.137
Level of Service:	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F

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

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

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

CRITICAL MOVEMENT ANALYSIS

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

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

Movement	2002 EXIST. TRAFFIC				2005 W/ AMBIENT GROWTH				2005 W/ OTHER PROJECTS				2005 W/ PROPOSED PROJECT				2005 W/ MITIGATION [1]																
	No. of Lanes	Volume	Added	Total	No. of Lanes	Volume	Added	Total	No. of Lanes	Volume	Added	Total	No. of Lanes	Volume	Added	Total	No. of Lanes	Volume	Added	Total	No. of Lanes	Volume	Added	Total	No. of Lanes	Volume	Added	Total	No. of Lanes	Volume	Added	Total	
NB Left	58	1	58	3	61	1	61	0	61	1	61	0	61	1	61	0	61	1	61	0	61	1	61	0	61	1	61	0	61	1	61		
Comb. L-T	0	-	701	80	1406	1	743	68	1473	1	777	34	1507	1	794	-130	1377	1	729	-3	1374	1	727	-	727	1	727	-	727	1	727		
NB Thru	1	701	1	701	1	743	1	743	1	777	1	777	1	794	1	794	1	794	1	794	1	794	1	794	1	794	1	794	1	794			
Comb. T-R	1	701	1	701	1	743	1	743	1	777	1	777	1	794	1	794	1	794	1	794	1	794	1	794	1	794	1	794	1	794			
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	0	81	0	81	0	81	0	81		
Comb. L-T-R	0	-	76	5	81	0	81	0	81	0	81	0	81	0	81	0	81	0	81	0	81	0	81	0	81	0	81	0	81	0	81		
SB Left	162	1	162	10	172	1	172	3	174	1	174	14	188	1	188	0	188	1	188	-3	185	1	185	-3	182	1	185	-3	182	1	185		
Comb. L-T	0	-	617	71	1254	0	654	78	1331	1	694	75	1406	1	739	-130	1276	1	664	-17	1260	1	653	-	653	1	653	-	653	1	653		
SB Thru	1	617	1	617	1	654	1	654	1	694	1	694	1	739	1	739	1	739	1	739	1	739	1	739	1	739	1	739	1	739			
Comb. T-R	1	617	1	617	1	654	1	654	1	694	1	694	1	739	1	739	1	739	1	739	1	739	1	739	1	739	1	739	1	739			
SB Right	51	0	51	3	54	0	54	3	57	0	57	14	71	0	71	-20	51	0	664	-3	47	0	653	-	653	0	653	-	653	0	653		
Comb. L-T-R	0	-	51	3	54	0	54	3	57	0	57	14	71	0	71	-20	51	0	664	-3	47	0	653	-	653	0	653	-	653	0	653		
EB Left	120	1	120	7	127	1	127	3	130	1	130	6	136	1	136	-20	116	1	116	-1	115	1	115	-1	114	1	115	-1	114	1	115		
Comb. L-T	0	-	568	65	1148	0	602	8	1156	1	606	0	1156	1	606	0	1156	1	606	0	1156	1	606	0	1156	1	606	0	1156	1	606		
EB Thru	1	568	1	568	1	602	1	602	1	606	1	606	1	606	1	606	1	606	1	606	1	606	1	606	1	606	1	606	1	606			
Comb. T-R	1	568	1	568	1	602	1	602	1	606	1	606	1	606	1	606	1	606	1	606	1	606	1	606	1	606	1	606	1	606			
EB Right	52	0	52	3	55	0	55	0	55	0	55	0	55	0	55	0	55	0	606	0	55	0	55	0	55	0	55	0	55	0	55		
Comb. L-T-R	0	-	52	3	55	0	55	0	55	0	55	0	55	0	55	0	55	0	606	0	55	0	55	0	55	0	55	0	55	0	55		
WB Left	113	1	113	7	120	1	120	0	120	1	120	0	120	1	120	0	120	1	120	0	120	1	120	0	120	1	120	0	120	1	120		
Comb. L-T	0	-	604	59	1034	0	640	6	1040	1	644	0	1040	1	647	0	1040	1	647	0	1040	1	647	0	1040	1	647	0	1040	1	647		
WB Thru	1	604	1	604	1	640	1	640	1	644	1	644	1	647	1	647	1	647	1	647	1	647	1	647	1	647	1	647	1	647			
Comb. T-R	1	604	1	604	1	640	1	640	1	644	1	644	1	647	1	647	1	647	1	647	1	647	1	647	1	647	1	647	1	647			
WB Right	232	0	232	14	246	0	246	3	248	0	248	6	254	0	254	0	254	0	254	-1	254	0	254	-1	254	0	254	-1	254	0	254		
Comb. L-T-R	0	-	232	14	246	0	246	3	248	0	248	6	254	0	254	0	254	0	254	-1	254	0	254	-1	254	0	254	-1	254	0	254		
Crit. Volumes:	N-S:	863	915	N-S:	951	N-S:	982	N-S:	982	N-S:	982	N-S:	982	N-S:	982	N-S:	982	N-S:	982	N-S:	982	N-S:	982	N-S:	982	N-S:	982	N-S:	982	N-S:	982	N-S:	982
	E-W:	724	767	E-W:	774	E-W:	783	E-W:	783	E-W:	783	E-W:	783	E-W:	783	E-W:	783	E-W:	783	E-W:	783	E-W:	783	E-W:	783	E-W:	783	E-W:	783	E-W:	783	E-W:	783
	SUM:	1587	1682	SUM:	1725	SUM:	1765	SUM:	1765	SUM:	1765	SUM:	1765	SUM:	1765	SUM:	1765	SUM:	1765	SUM:	1765	SUM:	1765	SUM:	1765	SUM:	1765	SUM:	1765	SUM:	1765	SUM:	1765
No. of Phases:	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	
Volume / Capacity:	1.058	1.121	1.121	1.121	1.121	1.121	1.121	1.121	1.121	1.121	1.121	1.121	1.121	1.121	1.121	1.121	1.121	1.121	1.121	1.121	1.121	1.121	1.121	1.121	1.121	1.121	1.121	1.121	1.121	1.121	1.121		
Level of Service:	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	

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

CRITICAL MOVEMENT ANALYSIS

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

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

Movement	2002 EXIST. TRAFFIC			2005 W/ AMBIENT GROWTH			2005 W/ OTHER PROJECTS			2005 W/ PROPOSED PROJECT			2005 W/ MITIGATION [2]			2005 W/ TDM		
	No. of Lanes	Volume	Lane Volume	Added	Total	No. of Lanes	Volume	Lane Volume	Added	Total	No. of Lanes	Volume	Lane Volume	Added	Total	No. of Lanes	Volume	Lane Volume
NB Left	1	66	1	70	1	70	1	70	0	70	1	70	0	70	1	70	0	70
Comb. L-T	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	0	-	0
NB Thru	1	499	1	528	1	528	1	545	29	1038	1	559	-110	928	1	504	-7	921
Comb. T-R	1	499	1	528	1	528	1	545	0	81	0	81	0	81	1	504	0	501
NB Right	0	-	0	-	0	-	0	-	0	81	0	81	0	81	0	81	0	81
Comb. L-T-R	0	-	0	-	0	-	0	-	0	81	0	81	0	81	0	81	0	81
SB Left	1	94	1	100	1	100	1	105	5	105	1	105	6	111	1	111	-1	110
Comb. L-T	0	-	0	-	0	-	0	-	0	1394	0	1394	9	1403	1	691	-1	1293
SB Thru	1	657	1	696	1	696	1	738	80	1394	1	738	-110	1293	1	691	-1	1293
Comb. T-R	1	657	1	696	1	696	1	738	0	82	0	82	7	89	1	691	-1	691
SB Right	0	-	0	-	0	-	0	-	5	82	0	82	0	89	0	89	0	89
Comb. L-T-R	0	-	0	-	0	-	0	-	5	82	0	82	7	89	0	89	-1	89
EB Left	1	123	1	130	1	130	1	132	1	132	1	132	24	156	1	156	-6	150
Comb. L-T	0	-	0	-	0	-	0	-	0	1072	0	1072	0	1072	0	379	0	1072
EB Thru	2	357	2	378	2	378	2	379	4	1072	2	379	0	1072	2	379	0	1072
Comb. T-R	1	357	1	378	1	378	1	379	0	66	0	66	0	66	0	66	0	66
EB Right	0	-	0	-	0	-	0	-	0	66	0	66	0	66	0	66	0	66
Comb. L-T-R	0	-	0	-	0	-	0	-	0	66	0	66	0	66	0	66	0	66
WB Left	1	97	1	103	1	103	1	103	0	103	1	103	0	103	1	103	0	103
Comb. L-T	0	-	0	-	0	-	0	-	0	1000	0	1000	0	1000	0	500	0	1000
WB Thru	2	470	2	498	2	498	2	500	5	1000	2	500	0	1000	2	500	0	1000
Comb. T-R	0	-	0	-	0	-	0	-	0	167	0	167	19	186	1	186	-5	181
WB Right [1]	1	156	1	165	1	165	1	167	1	167	1	167	0	186	1	186	-5	181
Comb. L-T-R	0	-	0	-	0	-	0	-	1	167	0	167	19	186	1	186	-5	181
Crit. Volumes:	N-S:	723	N-S:	766	N-S:	808	N-S:	816	N-S:	816	N-S:	816	N-S:	816	N-S:	761	N-S:	761
	E-W:	593	E-W:	628	E-W:	632	E-W:	656	E-W:	656	E-W:	656	E-W:	656	E-W:	656	E-W:	656
	SUM:	1315	SUM:	1394	SUM:	1440	SUM:	1472	SUM:	1440	SUM:	1472	SUM:	1472	SUM:	1417	SUM:	1417
No. of Phases:	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Volume / Capacity:	0.877	0.929	0.960	0.981	0.981	0.981	0.981	0.981	0.981	0.981	0.981	0.981	0.981	0.981	0.981	0.981	0.981	0.981
Level of Service:	D	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E

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

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

CRITICAL MOVEMENT ANALYSIS

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

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

Movement	2002 EXIST. TRAFFIC				2005 W/ AMBIENT GROWTH				2005 W/ OTHER PROJECTS				2005 W/ MITIGATION [2]				2005 W/ TDM				
	No. of Lanes	Volume	Added Volume	Total Volume	No. of Lanes	Volume	Added Volume	Total Volume	No. of Lanes	Volume	Added Volume	Total Volume	No. of Lanes	Volume	Added Volume	Total Volume	No. of Lanes	Volume	Added Volume	Total Volume	
NB Left	92	1	92	6	98	1	98	0	98	1	98	0	98	1	98	0	98	1	98	1	98
Comb. L-T	0	-	0	-	0	-	0	-	0	0	-	0	-	0	-	0	-	0	-	0	-
NB Thru	1022	1	552	61	1083	1	585	55	1138	1	613	13	1151	1	619	-110	1041	1	564	-1	1040
Comb. T-R	82	1	552	5	585	1	585	0	585	1	613	0	613	1	619	0	619	1	564	0	619
NB Right	0	-	0	5	87	0	87	0	87	0	87	0	87	0	87	0	87	0	87	0	87
Comb. L-T-R-	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SB Left	129	1	129	8	137	1	137	3	139	1	139	19	158	1	158	0	158	1	158	-4	154
Comb. L-T	0	-	0	-	0	-	0	-	0	0	-	0	-	0	-	0	-	0	-	0	-
SB Thru	1067	1	592	64	1131	1	627	65	1196	1	661	28	1224	1	687	-110	1114	1	632	-6	1108
Comb. T-R	116	1	592	7	123	0	627	3	125	0	661	24	149	0	687	0	149	0	632	-5	144
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	169	1	169	10	179	1	179	3	182	1	182	11	193	1	193	0	193	1	193	-1	192
Comb. L-T	0	-	0	-	0	-	0	-	0	0	-	0	-	0	-	0	-	0	-	0	-
EB Thru	1178	2	412	71	1249	2	437	15	1264	2	442	0	1264	2	442	0	1264	2	442	0	1264
Comb. T-R	59	1	412	4	437	1	437	0	437	1	442	0	442	1	442	0	442	1	442	0	442
EB Right	0	-	0	4	63	0	63	0	63	0	63	0	63	0	63	0	63	0	63	0	63
Comb. L-T-R-	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WB Left	60	1	60	4	64	1	64	0	64	1	64	0	64	1	64	0	64	1	64	0	64
Comb. L-T	0	-	0	-	0	-	0	-	0	0	-	0	-	0	-	0	-	0	-	0	-
WB Thru	1068	2	397	64	1132	2	421	13	1145	2	426	0	1145	2	429	0	1145	2	429	0	1145
Comb. T-R	123	1	397	7	130	0	421	3	133	0	426	9	142	0	429	0	142	0	429	-1	141
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:	684	725	N-S:	758	N-S:	784	N-S:	784	N-S:	784	N-S:	784	N-S:	784	N-S:	784	N-S:	784	N-S:	784
	E-W:	566	600	E-W:	608	E-W:	622	E-W:	622	E-W:	622	E-W:	622	E-W:	622	E-W:	622	E-W:	622	E-W:	622
	SUM:	1250	1324	SUM:	1366	SUM:	1406	SUM:	1406	SUM:	1406	SUM:	1406	SUM:	1406	SUM:	1406	SUM:	1406	SUM:	1406
No. of Phases:	D	2	D	2	D	2	D	2	D	2	D	2	D	2	D	2	D	2	D	2	D
Volume / Capacity:	D	0.833	D	0.883	D	0.911	D	0.937	D	0.937	D	0.937	D	0.937	D	0.937	D	0.937	D	0.937	D
Level of Service:	D		D		D		D		D		D		D		D		D		D		D

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

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 @ Saltcoy Street
 Peak Hour: AM
 Annual Growth: 2.0%
 Krausz Property Only Alternative D

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

N-S St: Corbin Avenue
 E-W St: Saltcoy 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/ MITIGATION [1]				2005 W/ TDM						
	No. of Lanes	Volume	Added Volume	Total Volume	No. of Lanes	Volume	Added Volume	Total Volume	No. of Lanes	Volume	Added Volume	Total Volume	No. of Lanes	Volume	Added Volume	Total Volume	No. of Lanes	Volume	Added Volume	Total Volume	No. of Lanes	Volume	
NB Left	60	1	60	64	1	64	0	64	1	64	0	64	1	64	0	64	1	64	0	64	1	64	
Comb. L-T	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	
NB Thru	846	1	499	51	897	1	529	20	917	1	539	14	931	1	546	-90	841	1	501	-3	837	1	499
Comb. T-R	1	499	1	529	1	539	1	539	1	546	1	546	1	546	1	546	1	546	1	546	1	546	
NB Right	152	0	9	161	0	0	0	161	0	0	0	0	161	0	0	0	161	0	0	0	161	0	
Comb. L-T-R-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	
SB Left	131	1	131	139	1	139	4	143	1	143	1	144	1	144	0	144	1	144	-0	143	1	143	
Comb. L-T	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	
SB Thru	1190	1	630	71	1261	1	667	58	1319	1	698	4	1323	1	700	-90	1233	1	655	-0	1232	1	655
Comb. T-R	1	630	1	667	1	667	1	668	1	698	1	700	1	700	1	700	1	700	1	700	1	700	
SB Right	69	0	4	73	0	0	4	77	0	0	1	78	0	0	0	78	0	0	-0	78	0	78	
Comb. L-T-R-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	
EB Left	96	1	96	102	1	102	1	103	1	103	5	108	1	108	0	108	1	108	-1	107	1	107	
Comb. L-T	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	
EB Thru	1136	1	601	68	1204	1	637	1	1205	1	638	0	1205	1	638	0	1205	1	638	0	1205	1	638
Comb. T-R	1	601	1	637	1	637	1	638	1	638	1	638	1	638	1	638	1	638	1	638	1	638	
EB Right	66	0	4	70	0	0	0	70	0	0	0	70	0	0	0	70	0	0	0	70	0	70	
Comb. L-T-R-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	
WB Left	139	1	139	147	1	147	0	147	1	147	0	147	1	147	0	147	1	147	0	147	1	147	
Comb. L-T	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	
WB Thru	1158	1	628	69	1227	1	666	1	1228	1	667	0	1228	1	669	0	1228	1	669	0	1228	1	669
Comb. T-R	1	628	1	666	1	666	1	667	1	667	1	669	1	669	1	669	1	669	1	669	1	669	
WB Right	98	0	6	104	0	0	1	105	0	0	5	110	0	0	0	110	0	0	-1	109	0	109	
Comb. L-T-R-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	
Crit. Volumes:	N-S:	690	N-S:	731	N-S:	761	N-S:	764	N-S:	719	N-S:	719	N-S:	719	N-S:	719	N-S:	719	N-S:	719	N-S:	719	N-S:
	E-W:	740	E-W:	784	E-W:	785	E-W:	785	E-W:	785	E-W:	785	E-W:	785	E-W:	785	E-W:	785	E-W:	785	E-W:	785	E-W:
	SUM:	1430	SUM:	1515	SUM:	1546	SUM:	1549	SUM:	1504	SUM:	1504	SUM:	1504	SUM:	1504	SUM:	1504	SUM:	1504	SUM:	1504	SUM:
No. of Phases:	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	
Volume / Capacity:	0.953	1.010	1.031	1.033	1.003	1.003	1.003	1.003	1.003	1.003	1.003	1.003	1.003	1.003	1.003	1.003	1.003	1.003	1.003	1.003	1.003	1.002	
Level of Service:	E	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	

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

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

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

CRITICAL MOVEMENT ANALYSIS

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

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

Movement	2002 EXIST. TRAFFIC				2005 W/ AMBIENT GROWTH				2005 W/ OTHER PROJECTS				2005 W/ PROPOSED PROJECT				2005 W/ MITIGATION [1]							
	No. of Lanes	Volume	Lane Volume	Total Volume	No. of Lanes	Volume	Lane Volume	Total Volume	No. of Lanes	Volume	Lane Volume	Total Volume	No. of Lanes	Volume	Lane Volume	Total Volume	No. of Lanes	Volume	Lane Volume	Total Volume	15% No. of Lanes	Volume		
NB Left	77	1	77	5	82	1	82	0	82	1	82	0	82	0	82	1	82	0	82	0	82	1	82	
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	1039	1	582	62	1101	1	616	43	1144	1	638	6	1150	1	641	1	596	-1	1059	1	595	1	595	
Comb. T-R	1	582	1	582	1	616	1	638	1	638	1	641	1	641	1	596	1	596	1	1059	1	595	1	
NB Right	124	0	-	7	131	0	-	0	131	0	-	0	131	0	-	0	131	0	131	0	131	0	131	
Comb. L-T-R	0	0	-	0	0	0	-	0	0	0	0	0	131	0	-	0	131	0	131	0	131	0	131	
SB Left	172	1	172	10	182	1	182	3	185	1	185	5	190	1	190	1	190	-1	189	1	189	1	189	
Comb. L-T	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
SB Thru	933	1	517	56	989	1	547	53	1041	1	575	14	1055	1	584	1	539	-3	962	1	537	1	537	
Comb. T-R	1	517	1	517	1	547	1	575	1	575	1	584	1	584	1	539	1	539	1	962	1	537	1	
SB Right	100	0	-	6	106	0	-	3	109	0	-	5	114	0	-	0	114	0	114	0	112	0	112	
Comb. L-T-R	0	0	-	0	0	0	-	0	0	0	0	0	114	0	-	0	114	0	114	0	112	0	112	
EB Left	112	1	112	7	119	1	119	3	121	1	121	2	123	1	123	1	123	-0	123	1	123	1	123	
Comb. L-T	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
EB Thru	1232	1	655	74	1306	1	694	1	1307	1	695	0	1307	1	695	1	695	0	1307	1	695	1	695	
Comb. T-R	1	655	1	655	1	694	1	695	1	695	1	695	1	695	1	695	1	695	1	1307	1	695	1	
EB Right	78	0	-	5	83	0	-	0	83	0	0	0	83	0	0	0	83	0	83	0	83	0	83	
Comb. L-T-R	0	0	-	0	0	0	-	0	0	0	0	0	83	0	-	0	83	0	83	0	83	0	83	
WB Left	88	1	88	5	93	1	93	0	93	1	93	0	93	1	93	1	93	0	93	1	93	1	93	
Comb. L-T	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
WB Thru	1075	1	609	65	1140	1	645	1	1141	1	647	0	1141	1	648	1	648	0	1141	1	648	1	648	
Comb. T-R	1	609	1	609	1	645	1	647	1	647	1	648	1	648	1	648	1	648	1	1141	1	648	1	
WB Right	142	0	-	9	151	0	-	3	153	0	-	2	155	0	-	0	155	0	155	0	155	0	155	
Comb. L-T-R	0	0	-	0	0	0	-	0	0	0	0	0	155	0	-	0	155	0	155	0	155	0	155	
Crit. Volumes:	N-S: 754	E-W: 743	SUM: 1497	N-S: 799	E-W: 788	SUM: 1586	N-S: 822	E-W: 788	SUM: 1611	N-S: 830	E-W: 788	SUM: 1619	N-S: 830	E-W: 788	SUM: 1619	N-S: 830	E-W: 788	SUM: 1619	N-S: 830	E-W: 788	SUM: 1619	N-S: 785	E-W: 788	SUM: 1572
No. of Phases:	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Volume / Capacity:	0.998	1.058	1.074	1.079	1.049	1.048	1.049	1.049	1.049	1.049	1.049	1.049	1.049	1.049	1.049	1.049	1.049	1.049	1.049	1.049	1.049	1.049	1.049	
Level of Service:	E	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	

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

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

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

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

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

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

Movement	2002 EXIST. TRAFFIC				2005 W/ AMBIENT GROWTH				2005 W/ OTHER PROJECTS				2005 W/ PROPOSED PROJECT				2005 W/ MITIGATION				
	No. of Lanes	Volume	Lane Volume	No. of Lanes	Added Volume	Total Volume	Lane Volume	No. of Lanes	Added Volume	Total Volume	Lane Volume	No. of Lanes	Added Volume	Total Volume	Lane Volume	No. of Lanes	Added Volume	Total Volume	Lane Volume	No. of Lanes	
NB Left	18	0	-	19	0	19	0	19	0	19	0	19	0	19	0	19	0	19	0	19	
Comb. L-T	1	20	1	21	1	21	1	21	1	21	1	21	1	21	1	21	1	21	1	21	
NB Thru	2	0	-	2	0	2	0	2	0	2	0	2	0	2	0	2	0	2	0	2	
Comb. T-R	0	-	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	
NB Right	39	1	39	41	0	41	0	41	0	41	0	41	0	41	0	41	0	41	0	41	
Comb. L-T-R	0	-	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	
SB Left	12	0	-	13	0	13	0	13	0	13	0	13	0	13	0	13	0	13	0	13	
Comb. L-T	0	-	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	
SB Thru	6	0	30	6	0	32	0	32	0	32	0	32	0	32	0	32	0	32	0	32	
Comb. T-R	0	-	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	
SB Right	12	0	-	13	0	13	0	13	0	13	0	13	0	13	0	13	0	13	0	13	
Comb. L-T-R	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
EB Left	2	1	2	2	0	2	0	2	0	2	0	2	0	2	0	2	0	2	0	2	
Comb. L-T	0	-	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	
EB Thru	501	2	251	531	2	533	2	533	2	533	2	533	2	533	2	533	2	533	2	533	
Comb. T-R	0	-	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	
EB Right [1]	32	1	32	34	1	34	1	34	1	34	1	34	1	34	1	34	1	34	1	34	
Comb. L-T-R	0	-	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	
WB Left	182	1	182	193	1	193	1	193	1	193	1	193	1	193	1	193	1	193	1	193	
Comb. L-T	0	-	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	
WB Thru	1294	1	650	1372	1	1385	1	1385	1	1385	1	1385	1	1385	1	1385	1	1385	1	1385	
Comb. T-R	1	650	1	689	1	689	1	689	1	689	1	689	1	689	1	689	1	689	1	689	
WB Right	6	0	-	6	0	6	0	6	0	6	0	6	0	6	0	6	0	6	0	6	
Comb. L-T-R	0	-	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	
Crit. Volumes:	N-S: 48	E-W: 652	SUM: 700	N-S: 51	E-W: 691	SUM: 742	N-S: 51	E-W: 698	SUM: 749	N-S: 51	E-W: 710	SUM: 769	N-S: 59	E-W: 710	SUM: 769	N-S: 59	E-W: 710	SUM: 769	N-S: 57	E-W: 707	SUM: 764
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:	0.467	0.495	0.499	0.512	0.512	0.512	0.512	0.512	0.512	0.512	0.512	0.512	0.512	0.512	0.512	0.512	0.512	0.512	0.512	0.509	
Level of Service:	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	

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

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

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

CRITICAL MOVEMENT ANALYSIS

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

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

Movement	2002 EXIST. TRAFFIC				2005 W/ AMBIENT GROWTH				2005 W/ OTHER PROJECTS				2005 W/ PROPOSED PROJECT				2005 W/ MITIGATION			
	No. of Lanes	Volume	Lane Volume	No. of Lanes	Added Volume	Total Volume	Lane Volume	No. of Lanes	Added Volume	Total Volume	Lane Volume	No. of Lanes	Added Volume	Total Volume	Lane Volume	No. of Lanes	Added Volume	Total Volume	Lane Volume	No. of Lanes
NB Left	123	0	7	130	0	0	130	0	0	9	139	0	0	139	0	0	137	0	0	170
Comb. L-T	1	150	1	159	1	159	1	159	1	173	1	173	1	173	1	173	1	173	1	170
NB Thru	27	0	2	29	0	29	0	29	0	5	34	0	0	34	0	0	33	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
NB Right	354	1	21	375	1	375	1	375	1	413	1	413	1	413	1	413	1	405	1	405
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	0	1	10	0	10	0	10	0	0	10	0	0	10	0	0	10	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
SB Thru	17	0	34	18	0	36	0	36	2	38	0	38	0	38	0	38	0	20	0	38
Comb. T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SB Right	8	0	0	8	0	8	0	8	0	0	8	0	0	8	0	0	8	0	0	0
Comb. L-T-R	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1
EB Left	24	1	24	25	1	25	1	25	1	25	1	25	1	25	1	25	1	25	1	25
Comb. L-T	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EB Thru	1245	2	75	1320	2	660	12	1331	2	666	24	1355	2	1355	2	678	5	1350	2	675
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	100	1	100	106	1	106	1	106	4	110	4	110	1	110	1	110	0	110	1	110
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WB Left	142	1	142	151	1	151	1	151	17	168	17	168	1	168	1	168	2	166	1	166
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	436	1	226	462	1	240	2	464	11	475	11	475	1	475	1	246	1	474	1	246
Comb. T-R	1	226	1	240	1	240	1	240	1	246	1	246	1	246	1	246	1	246	1	246
WB Right	16	0	1	17	0	17	0	17	0	0	17	0	0	17	0	0	17	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: 292	E-W: 765	SUM: 1057	N-S: 310	E-W: 810	SUM: 1120	N-S: 310	E-W: 816	SUM: 1126	N-S: 339	E-W: 845	SUM: 1184	N-S: 339	E-W: 845	SUM: 1184	N-S: 331	E-W: 841	SUM: 1172		
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:	0.704	0.747	0.750	0.789	0.781	0.789	0.789	0.789	0.789	0.789	0.789	0.789	0.789	0.789	0.789	0.789	0.789	0.789	0.789	0.781
Level of Service:	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C

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

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

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

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

Movement	2002 EXIST. TRAFFIC			2005 W/ AMBIENT GROWTH			2005 W/ OTHER PROJECTS			2005 W/ PROPOSED PROJECT			2005 W/ MITIGATION			15% No. of Lanes
	No. of Lanes	Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Volume	Lane Volume	Added Volume	Total Volume	
NB Left	5	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
NB Thru	9	0	19	0	10	0	20	0	10	0	10	0	20	0	10	0
Comb. T-R	0	0	-	0	0	0	-	0	0	0	0	0	0	0	0	0
NB Right	5	0	-	0	5	0	-	0	5	0	5	0	0	0	5	0
Comb. L-T-R-	1	0	-	0	1	0	-	0	1	0	1	0	0	0	1	0
SB Left	16	0	-	1	17	0	-	0	17	0	17	0	0	0	17	0
Comb. L-T	1	30	-	1	32	1	32	1	36	1	36	0	51	0	34	0
SB Thru	14	0	-	1	15	0	-	0	15	0	15	0	0	0	15	0
Comb. T-R	1	57	-	1	60	1	60	1	60	1	60	0	60	0	60	0
SB Right	57	0	-	3	60	0	-	0	60	0	60	0	0	0	60	0
Comb. L-T-R-	0	0	-	0	0	0	-	0	0	0	0	0	0	0	0	0
EB Left	36	1	36	2	38	1	38	1	38	0	38	0	38	0	38	1
Comb. L-T	0	0	-	0	0	0	-	0	0	0	0	0	0	0	0	0
EB Thru	72	1	43	4	76	1	45	1	63	17	129	0	129	0	128	1
Comb. T-R	1	43	-	1	45	1	45	1	63	1	72	0	72	0	71	1
EB Right	13	0	-	1	14	0	-	0	14	0	14	0	14	0	14	0
Comb. L-T-R-	0	0	-	0	0	0	-	0	0	0	0	0	0	0	0	0
WB Left	39	1	39	2	41	1	41	1	41	0	41	0	41	0	41	1
Comb. L-T	0	0	-	0	0	0	-	0	0	0	0	0	0	0	0	0
WB Thru	320	1	214	19	339	1	227	1	343	58	630	0	630	-14	617	1
Comb. T-R	1	214	-	1	227	1	227	1	343	1	404	0	404	0	404	1
WB Right	108	0	-	6	114	0	-	0	114	0	114	0	177	0	163	0
Comb. L-T-R-	0	0	-	0	0	0	-	0	0	63	177	0	177	-15	163	0
Crit. Volumes:	N-S: 62	E-W: 250	SUM: 312	N-S: 66	E-W: 382	SUM: 447	N-S: 66	E-W: 442	SUM: 508	N-S: 66	E-W: 442	SUM: 508	N-S: 66	E-W: 428	SUM: 494	
No. of Phases:	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Volume / Capacity:	0.208	0.220	0.298	0.339	0.339	0.339	0.339	0.339	0.339	0.339	0.339	0.339	0.339	0.339	0.329	0.329
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, 70% of volume is assigned to exclusive lane.
 Right turns on red from excl. lanes = 50% of overlapping left turn.

Notes:

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CRITICAL MOVEMENT ANALYSIS

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

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

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

Movement	2002 EXIST. TRAFFIC				2005 W/ AMBIENT GROWTH				2005 W/ OTHER PROJECTS				2005 W/ PROPOSED PROJECT				2005 W/ MITIGATION				
	No. of Lanes	Volume	Added Volume	Total Volume	No. of Lanes	Volume	Added Volume	Total Volume	No. of Lanes	Volume	Added Volume	Total Volume	No. of Lanes	Volume	Added Volume	Total Volume	No. of Lanes	Volume	Added Volume	Total Volume	
NB Left	18	0	1	19	0	0	0	19	0	0	0	19	0	0	0	19	0	0	0	19	
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	26	0	88	28	0	93	0	28	0	93	0	28	0	93	0	28	0	93	0	28	
Comb. T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
NB Right	44	0	3	47	0	0	0	47	0	0	0	47	0	0	0	47	0	0	0	47	
Comb. L-T-R	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	1	
SB Left	169	0	10	179	0	0	0	179	0	61	0	240	0	240	0	240	0	240	-14	226	
Comb. L-T	1	169	1	179	1	179	1	179	1	179	1	179	1	179	1	179	1	179	1	179	
SB Thru	16	0	1	17	0	0	0	17	0	0	0	17	0	17	0	17	0	17	0	17	
Comb. T-R	1	93	1	99	1	99	1	99	1	99	1	99	1	99	1	99	1	99	1	99	
SB Right	77	0	5	82	0	0	0	82	0	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	0	0	0	0	0	
EB Left	142	1	142	151	1	151	1	151	1	151	1	151	1	151	1	151	1	151	1	151	
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	282	1	17	299	1	170	177	475	1	258	57	532	1	532	1	532	1	532	-13	520	
Comb. T-R	1	161	1	170	1	170	1	170	1	170	1	170	1	170	1	170	1	170	1	170	
EB Right	39	0	2	41	0	0	0	41	0	0	0	41	0	41	0	41	0	41	0	41	
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
WB Left	69	1	69	73	1	73	1	73	1	73	0	73	1	73	0	73	1	73	0	73	
Comb. L-T	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
WB Thru	259	1	231	275	1	245	19	293	1	254	26	319	1	319	0	319	1	319	-3	316	
Comb. T-R	1	231	1	245	1	245	1	245	1	245	1	245	1	245	1	245	1	245	1	245	
WB Right	203	0	12	215	0	0	0	215	0	28	28	243	0	243	0	243	0	243	-3	240	
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: 257	E-W: 373	SUM: 630	N-S: 272	E-W: 395	SUM: 668	N-S: 272	E-W: 405	SUM: 677	N-S: 333	E-W: 432	SUM: 765	N-S: 333	E-W: 432	SUM: 765	N-S: 333	E-W: 432	SUM: 765	N-S: 320	E-W: 429	SUM: 749
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:	0.420	0.420	0.445	0.445	0.451	0.451	0.510	0.510	0.510	0.510	0.510	0.510	0.510	0.510	0.510	0.510	0.510	0.510	0.510	0.499	
Level of Service:	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	

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

Northhoff Street @ Northhoff Way
 Peak Hour: AM
 Annual Growth: 2.0%
 Krausz Property Only Alternative D

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

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			15% No. of Lanes	Lane Volume
	No. of Lanes	Volume	Lane	Added Volume	Total Volume	No. of Lanes	Volume	Lane	Added Volume	Total Volume	No. of Lanes	Volume	Lane	Added Volume	Total Volume		
NB Left	1	0	-	0	1	0	1	0	0	1	0	1	0	0	1	0	-
Comb. L-T	0	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	-
NB Thru	4	0	9	0	4	0	10	0	0	4	0	10	0	0	4	0	10
Comb. T-R	0	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	-
NB Right	4	0	-	0	4	0	0	0	0	4	0	0	0	0	4	0	-
Comb. L-T-R	1	0	-	1	4	1	1	1	1	4	1	1	1	1	4	1	-
SB Left	51	1	28	3	54	1	30	1	32	59	1	52	0	95	1	52	91
Comb. L-T	0	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	-
SB Thru	4	0	34	0	4	0	36	0	38	4	0	54	0	4	0	54	53
Comb. T-R	0	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	-
SB Right	7	0	-	0	7	0	0	0	0	7	0	0	0	7	0	0	7
Comb. L-T-R	1	0	-	1	7	1	1	1	1	7	1	1	1	7	1	1	8
EB Left	8	1	8	0	8	1	8	1	8	8	1	8	0	8	1	8	8
Comb. L-T	0	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	-
EB Thru	658	2	220	39	697	2	233	2	241	23	720	2	241	0	720	2	241
Comb. T-R	1	0	-	1	233	1	233	1	241	1	241	1	241	0	241	1	241
EB Right	1	0	-	0	1	0	0	0	0	1	0	0	0	1	0	0	1
Comb. L-T-R	0	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WB Left	5	1	5	0	5	1	5	1	5	5	1	5	0	5	1	5	5
Comb. L-T	0	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	-
WB Thru	1166	2	390	70	1236	2	413	2	419	18	1254	2	419	0	1254	2	419
Comb. T-R	1	0	-	1	413	1	413	1	419	1	419	1	419	0	419	1	419
WB Right	3	0	-	0	3	0	0	0	0	0	3	0	0	0	3	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:	35		N-S:	37		N-S:	39		N-S:	55		N-S:	55		N-S:	54
	E-W:	398		E-W:	422		E-W:	428		E-W:	428		E-W:	428		E-W:	428
	SUM:	433		SUM:	459		SUM:	467		SUM:	483		SUM:	483		SUM:	481
No. of Phases:	3			3			3			3			3			3	
Volume / Capacity:	0.304			0.322			0.328			0.339			0.339			0.338	
Level of Service:	A			A			A			A			A			A	

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

Notes:

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

CRITICAL MOVEMENT ANALYSIS

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

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

Movement	2002 EXIST. TRAFFIC				2005 W/ AMBIENT GROWTH				2005 W/ OTHER PROJECTS				2005 W/ PROPOSED PROJECT				2005 W/ MITIGATION					
	No. of Lanes	Volume	Added	Total	No. of Lanes	Volume	Added	Total	No. of Lanes	Volume	Added	Total	No. of Lanes	Volume	Added	Total	No. of Lanes	Volume	Added	Total	15% Lanes	Volume
NB Left	20	0	1	21	0	0	0	21	0	0	0	21	0	0	0	21	0	0	0	21	0	0
Comb. L-T	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NB Thru	37	105	2	39	0	111	0	39	0	111	0	39	0	111	0	39	0	111	0	39	0	111
Comb. T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NB Right	48	0	3	51	0	0	0	51	0	0	0	51	0	0	0	51	0	0	0	51	0	0
Comb. L-T-R	1	0	0	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0
SB Left	448	1	246	475	1	261	3	477	1	263	118	595	1	327	0	595	1	327	-27	569	1	313
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	62	0	4	66	0	317	0	66	0	318	0	66	0	371	0	66	0	371	0	66	0	359
Comb. T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SB Right	35	0	2	37	0	0	0	37	0	0	0	37	0	0	0	37	0	0	0	37	0	0
Comb. L-T-R	1	0	0	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0	0	0	1	0
EB Left	89	1	89	94	1	94	0	94	1	94	0	94	1	94	0	94	1	94	0	94	1	94
Comb. L-T	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EB Thru	1194	2	427	1266	2	453	7	1273	2	455	0	1273	2	455	0	1273	2	455	0	1273	2	455
Comb. T-R	1	427	5	92	0	0	0	92	0	0	0	92	0	0	0	92	0	0	0	92	0	0
EB Right	87	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WB Left	20	1	20	21	1	21	0	21	1	21	0	21	1	21	0	21	1	21	0	21	1	21
Comb. L-T	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WB Thru	710	2	238	43	753	2	252	8	761	2	255	0	761	2	255	0	761	2	255	0	761	2
Comb. T-R	1	238	0	0	1	252	0	0	1	255	0	0	1	255	0	0	1	255	0	0	1	255
WB Right	3	0	0	3	0	0	0	3	0	0	0	3	0	0	0	3	0	0	0	3	0	0
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Crit. Volumes:	N-S:	319	N-S:	338	N-S:	339	N-S:	392	N-S:	392	N-S:	392	N-S:	392	N-S:	380	N-S:	392	N-S:	380	N-S:	380
	E-W:	447	E-W:	474	E-W:	476	E-W:	476	E-W:	476	E-W:	476	E-W:	476	E-W:	476	E-W:	476	E-W:	476	E-W:	476
	SUM:	766	SUM:	812	SUM:	815	SUM:	868	SUM:	868	SUM:	868	SUM:	868	SUM:	856	SUM:	868	SUM:	868	SUM:	856
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:	A	0.537	A	0.569	A	0.572	A	0.609	B	0.609	B	0.609	B	0.609	B	0.601	B	0.609	B	0.601	B	0.601
Level of Service:	A		A		A		A		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, 55% of volume is assigned to exclusive lane.
 Right turns on red from excl. lanes = 50% of overlapping left turn.

Notes:

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

CRITICAL MOVEMENT ANALYSIS

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

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

Movement	2002 EXIST. TRAFFIC				2005 W/ AMBIENT GROWTH				2005 W/ OTHER PROJECTS				2005 W/ PROPOSED PROJECT				2005 W/ MITIGATION [1]				2005 W/ TDM				
	No. of Lanes	Volume	Lane Volume	No. of Lanes	Added Volume	Total Volume	Lane Volume	No. of Lanes	Added Volume	Total Volume	Lane Volume	No. of Lanes	Added Volume	Total Volume	Lane Volume	No. of Lanes	Added Volume	Total Volume	Lane Volume	No. of Lanes	Added Volume	Total Volume	Lane Volume	No. of Lanes	
NB Left	2	144	153	2	16	278	153	2	1	278	153	2	0	278	2	0	278	0	153	2	0	278	2	0	153
Comb. L-T	0	-	-	0	-	-	-	0	-	-	-	0	-	-	0	-	-	-	0	-	-	-	0	-	-
NB Thru	3	119	126	3	21	377	126	3	-2	375	125	3	7	382	3	-30	352	-1	117	3	-1	351	3	0	117
Comb. T-R	0	-	-	0	-	-	-	0	-	-	-	0	-	-	0	-	-	-	-	0	-	-	0	-	-
NB Right	0	-	-	0	0	0	-	0	0	0	-	0	0	0	0	0	0	0	-	0	0	0	0	0	-
Comb. L-T-R	0	-	-	0	0	0	-	0	0	0	-	0	0	0	0	0	0	0	-	0	0	0	0	0	-
SB Left	0	-	-	0	0	0	-	0	0	0	-	0	0	0	0	0	0	0	-	0	0	0	0	0	-
Comb. L-T	0	-	-	0	-	-	-	0	-	-	-	0	-	-	0	-	-	-	-	0	-	-	0	-	-
SB Thru	2	297	315	2	46	814	315	2	47	861	319	2	24	885	2	-30	855	-6	317	2	-6	849	2	0	315
Comb. T-R	1	297	315	1	7	131	315	1	-35	97	319	1	0	97	1	0	97	0	317	1	0	97	1	0	315
SB Right	0	-	-	0	0	0	-	0	0	0	-	0	0	0	0	0	0	0	-	0	0	0	0	0	-
Comb. L-T-R	0	-	-	0	0	0	-	0	0	0	-	0	0	0	0	0	0	0	-	0	0	0	0	0	-
EB Left	0	-	-	0	0	0	-	0	0	0	-	0	0	0	0	0	0	0	-	0	0	0	0	0	-
Comb. L-T	0	-	-	0	0	0	-	0	0	0	-	0	0	0	0	0	0	0	-	0	0	0	0	0	-
EB Thru	0	-	-	0	0	0	-	0	0	0	-	0	0	0	0	0	0	0	-	0	0	0	0	0	-
Comb. T-R	0	-	-	0	0	0	-	0	0	0	-	0	0	0	0	0	0	0	-	0	0	0	0	0	-
EB Right	0	-	-	0	0	0	-	0	0	0	-	0	0	0	0	0	0	0	-	0	0	0	0	0	-
Comb. L-T-R	0	-	-	0	0	0	-	0	0	0	-	0	0	0	0	0	0	0	-	0	0	0	0	0	-
WB Left	1	831	880	1	91	1601	880	1	15	1616	889	1	24	1640	1	0	1640	-6	902	1	-6	1634	1	0	899
Comb. L-T	0	-	-	0	0	0	-	0	0	0	-	0	0	0	0	0	0	0	-	0	0	0	0	0	-
WB Thru	1	681	721	1	0	1	721	1	0	1	728	1	0	1	1	0	1	0	739	1	0	1	1	0	736
Comb. T-R	0	-	-	0	0	0	-	0	0	0	-	0	0	0	0	0	0	0	-	0	0	0	0	0	-
WB Right	1	169	179	1	10	179	179	1	24	203	203	1	0	203	1	0	203	0	203	1	0	203	1	0	203
Comb. L-T-R	1	169	179	1	10	179	179	1	24	203	203	1	0	203	1	0	203	0	203	1	0	203	1	0	203
Crit. Volumes:	N-S: 441	E-W: 831	SUM: 1272	N-S: 468	E-W: 880	SUM: 1348	N-S: 472	E-W: 889	SUM: 1361	N-S: 480	E-W: 902	SUM: 1382	N-S: 470	E-W: 902	SUM: 1372	N-S: 468	E-W: 899	SUM: 1367	N-S: 470	E-W: 902	SUM: 1372	N-S: 468	E-W: 899	SUM: 1367	
No. of Phases:	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Volume / Capacity:	0.893	0.846	0.855	0.870	0.863	0.859	0.859	0.859	0.859	0.859	0.859	0.859	0.859	0.859	0.859	0.859	0.859	0.859	0.859	0.859	0.859	0.859	0.859	0.859	0.859
Level of Service:	D	D	D	D	D	D	D	D	D	D	D	D	D	D	D	D	D	D	D	D	D	D	D	D	D

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

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

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CRITICAL MOVEMENT ANALYSIS

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

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

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

Movement	2002 EXIST. TRAFFIC				2005 W/ AMBIENT GROWTH				2005 W/ OTHER PROJECTS				2005 W/ MITIGATION [1]				2005 W/ TDM					
	No. of Lanes	Volume	Added Volume	Total Volume	No. of Lanes	Volume	Added Volume	Total Volume	No. of Lanes	Volume	Added Volume	Total Volume	No. of Lanes	Volume	Added Volume	Total Volume	No. of Lanes	Volume	Added Volume	Total Volume		
NB Left	376	2	207	23	399	2	219	2	222	0	404	2	222	0	404	2	222	0	404	2	222	
Comb. L-T	0	-	-	0	-	0	-	0	-	0	-	0	0	-	0	-	0	-	0	0	-	
NB Thru	797	3	266	48	845	3	282	3	279	24	862	3	287	-30	832	3	277	-5	826	3	275	
Comb. T-R	0	-	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	
NB Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
SB Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Comb. L-T	0	-	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	
SB Thru	479	2	199	29	508	2	211	2	235	11	607	2	239	-30	577	2	229	-1	576	2	229	
Comb. T-R	1	199	199	7	125	0	211	1	235	0	110	0	239	0	110	1	229	0	110	1	229	
SB Right	118	0	0	0	118	0	0	0	0	0	110	0	0	0	110	0	0	0	110	0	0	
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	110	0	0	0	110	0	0	0	110	0	0	
EB Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Comb. L-T	0	-	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	
EB Thru	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Comb. T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
EB Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
WB Left	1190	1	655	71	1261	1	694	1	685	11	1257	1	691	0	1257	1	691	-1	1256	1	691	
Comb. L-T	0	-	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	
WB Thru	0	0	536	0	536	0	568	0	561	0	561	0	565	0	561	0	565	0	561	0	565	
Comb. T-R	0	-	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	
WB Right	341	1	341	20	361	1	361	1	417	56	417	1	417	0	417	1	417	0	417	1	417	
Comb. L-T-R	1	341	341	20	361	1	361	1	417	56	417	1	417	0	417	1	417	0	417	1	417	
Crit. Volumes:	N-S:	406	655	1060	N-S:	430	694	1124	N-S:	457	691	1142	N-S:	461	691	1152	N-S:	451	691	1142	N-S:	451
	E-W:	655	1060	1060	E-W:	694	1124	1124	E-W:	685	1142	1142	E-W:	691	1142	1142	E-W:	691	1142	1142	E-W:	691
	SUM:	1060	1060	1060	SUM:	1124	1124	1142	SUM:	1142	1142	1142	SUM:	1152	1142	1142	SUM:	1142	1142	1142	SUM:	1141
No. of Phases:	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	
Volume / Capacity:	0.744	0.689	0.702	0.709	0.702	0.709	0.702	0.709	0.702	0.709	0.702	0.709	0.702	0.709	0.702	0.709	0.702	0.709	0.702	0.709	0.702	
Level of Service:	C	B	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	

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

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

CRITICAL MOVEMENT ANALYSIS

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

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

Movement	2002 EXIST. TRAFFIC			2005 W/ AMBIENT GROWTH			2005 W/ OTHER PROJECTS			2005 W/ PROPOSED PROJECT			2005 W/ MITIGATION [1]			2005 W/ TDM				
	No. of Lanes	Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Volume	Added Volume	Total Volume	No. of Lanes	Volume	Added Volume	Total Volume	No. of Lanes	Volume	Added Volume	Total Volume	No. of Lanes	Volume	
NB Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Comb. L-T	523	262	31	277	566	2	283	12	573	2	286	-30	543	2	271	-1	542	2	271	
NB Thru	1	458	1	485	1	488	1	488	1	491	1	491	1	491	1	491	1	491	1	491
Comb. T-R	1017	559	61	593	1078	1	597	7	1092	1	601	0	1092	1	601	-1	1091	1	600	
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	429	1	26	455	1	456	1	456	0	456	1	456	0	456	1	456	0	456	1	456
Comb. L-T	1902	3	634	672	2016	3	692	61	2077	3	708	-30	2095	3	698	-12	2083	3	694	
SB Thru	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Comb. T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
SB Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
EB Left	69	0	4	73	0	60	-13	60	0	60	0	0	60	0	0	0	60	0	0	
Comb. L-T	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
EB Thru	0	0	332	352	0	353	0	353	0	353	0	0	353	0	353	0	353	0	353	
Comb. T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
EB Right	595	1	332	352	631	1	358	21	652	1	358	0	652	1	358	0	652	1	358	
Comb. L-T-R	1	1	332	352	631	1	358	21	652	1	358	0	652	1	358	0	652	1	358	
WB Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Comb. L-T	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
WB Thru	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Comb. T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
WB Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Crit. Volumes:	N-S: 988	1048	N-S: 1053	1057	N-S: 1057	1057	1057	1057	1057	1057	1057	1057	1057	1057	1057	1057	1057	1057	1057	
	E-W: 332	352	E-W: 358	358	E-W: 358	358	358	358	358	358	358	358	358	358	358	358	358	358	358	
	SUM: 1320	1400	SUM: 1411	1411	SUM: 1411	1411	1411	1411	1411	1411	1411	1411	1411	1411	1411	1411	1411	1411	1411	
No. of Phases:	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	
Volume / Capacity:	0.880	0.833	0.841	0.843	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	
Level of Service:	D	D	D	D	D	D	D	D	D	D	D	D	D	D	D	D	D	D	D	

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

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

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

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

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

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

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CRITICAL MOVEMENT ANALYSIS

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

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

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

Movement	2002 EXIST. TRAFFIC				2005 W/ AMBIENT GROWTH				2005 W/ OTHER PROJECTS				2005 W/ MITIGATION [1]				2005 W/ TDM			
	No. of Lanes	Volume	Added Volume	Total Volume	No. of Lanes	Volume	Added Volume	Total Volume	No. of Lanes	Volume	Added Volume	Total Volume	No. of Lanes	Volume	Added Volume	Total Volume	No. of Lanes	Volume	Added Volume	Total Volume
NB Left	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	2	490	59	1038	2	519	26	1063	2	532	24	1087	2	544	-30	1057	2	529	-5	1052
Comb. T-R	1	622	1	659	1	659	1	662	1	662	1	673	1	673	1	673	1	673	1	673
NB Right	1	760	83	1465	1	806	6	1471	1	809	24	1495	1	822	0	1495	1	822	-5	1489
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SB Left	1	207	12	219	1	219	49	268	1	268	0	268	1	268	0	268	1	268	0	268
Comb. L-T	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SB Thru	3	468	84	1488	3	496	10	1498	3	499	22	1520	3	507	-30	1490	3	497	-2	1488
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	12	12	0	0	0	12	0	0	0	12	0	0	0	12
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EB Left	1	177	11	188	0	0	-27	160	0	0	0	160	0	0	0	160	0	0	0	160
Comb. L-T	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EB Thru	1	298	0	298	0	316	0	316	0	304	0	304	0	304	0	304	0	304	0	304
Comb. T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EB Right	1	298	25	443	1	316	4	447	1	304	0	447	1	304	0	447	1	304	0	447
Comb. L-T-R	1	298	25	443	1	316	4	447	1	304	0	447	1	304	0	447	1	304	0	447
WB Left	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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:	967	1025	1077	N-S:	1025	1077	1090	N-S:	1090	1090	1090	N-S:	1090	1090	1090	N-S:	1090	1090	1090
	E-W:	298	316	304	E-W:	316	304	304	E-W:	304	304	304	E-W:	304	304	304	E-W:	304	304	304
	SUM:	1265	1341	1381	SUM:	1341	1381	1394	SUM:	1394	1394	1394	SUM:	1394	1394	1394	SUM:	1394	1394	1394
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:	0.843	0.794	0.821	0.829	0.821	0.829	0.829	0.829	0.829	0.829	0.829	0.829	0.829	0.829	0.829	0.829	0.829	0.829	0.829	0.829
Level of Service:	D	C	D	D	D	D	D	D	D	D	D	D	D	D	D	D	D	D	D	D

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

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

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

CRITICAL MOVEMENT ANALYSIS

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

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

Movement	2002 EXIST. TRAFFIC				2005 W/ AMBIENT GROWTH				2005 W/ OTHER PROJECTS [1]				2005 W/ PROPOSED PROJECT				2005 W/ MITIGATION [2]				2005 W/ TDM								
	No. of Lanes	Volume	Lane	Total	No. of Lanes	Volume	Lane	Total	No. of Lanes	Volume	Lane	Total	Added	Volume	Lane	Total	Added	Volume	Lane	Total	Added	Volume	Lane	Total	Added	Volume	Lane	Total	
NB Left	7	1	7	0	8	1	8	18	26	1	26	0	26	1	26	1	26	0	26	1	26	0	26	1	26	0	26	1	26
Comb. L-T	0	-	-	365	3	387	0	313	3	313	0	317	-30	1139	3	309	-2	1138	3	309	0	1138	0	1138	0	1138	3	309	
NB Thru	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Comb. T-R	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
NB Right	93	1	93	6	99	1	99	0	99	0	99	0	99	0	99	0	99	0	99	0	99	0	99	0	99	0	99	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	
SB Left	101	1	101	6	107	1	107	5	112	1	112	0	112	1	112	1	112	0	112	1	112	0	112	1	112	0	112	1	112
Comb. L-T	0	-	-	754	2	799	0	824	2	840	0	840	-30	2462	2	830	-12	2450	2	826	0	2450	0	2450	0	2450	2	826	
NB Thru	2246	2	754	135	2381	2	799	63	2444	2	824	48	2492	2	840	1	830	0	28	0	28	0	28	0	28	0	28	0	
Comb. T-R	1	1	754	1	799	1	799	12	28	0	28	0	28	0	28	0	28	0	28	0	28	0	28	0	28	0	28	0	
SB Right	16	0	-	1	17	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Comb. L-T-R	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
EB Left	62	0	-	4	66	0	-	7	73	0	73	0	73	0	73	0	73	0	73	0	73	0	73	0	73	0	73	0	
Comb. L-T	1	72	1	76	1	76	0	82	1	82	0	82	0	82	1	82	0	82	1	82	0	82	0	82	1	82	0	82	
NB Thru	64	0	-	4	68	0	-	4	72	0	72	0	72	0	72	0	72	0	72	0	72	0	72	0	72	0	72	0	
Comb. T-R	1	72	1	76	1	76	0	82	1	82	0	82	0	82	1	82	0	82	1	82	0	82	0	82	1	82	0	82	
EB Right	18	0	-	1	19	0	-	-1	19	0	19	0	19	0	19	0	19	0	19	0	19	0	19	0	19	0	19	0	
Comb. L-T-R	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
WB Left	286	2	157	17	303	2	167	-34	269	2	148	0	269	2	148	0	269	0	269	2	148	0	269	2	148	0	269	2	
Comb. L-T	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
NB Thru	140	1	140	8	148	1	148	47	195	1	195	0	195	1	195	0	195	0	195	1	195	0	195	1	195	0	195	1	
Comb. T-R	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
WB Right	56	1	56	3	59	1	59	15	74	1	74	0	74	1	74	0	74	0	74	1	74	0	74	1	74	0	74	1	
Comb. L-T-R	0	-	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Crit. Volumes:	N-S: 761	N-S: 807	N-S: 850	N-S: 866	N-S: 856	N-S: 866	N-S: 866	N-S: 866	N-S: 866	N-S: 866	N-S: 866	N-S: 866	N-S: 866	N-S: 866	N-S: 866	N-S: 866	N-S: 866	N-S: 866	N-S: 866	N-S: 866	N-S: 866	N-S: 866	N-S: 866	N-S: 866	N-S: 866	N-S: 866	N-S: 866	N-S: 866	N-S: 866
	E-W: 229	E-W: 243	E-W: 268	E-W: 268	E-W: 268	E-W: 268	E-W: 268	E-W: 268	E-W: 268	E-W: 268	E-W: 268	E-W: 268	E-W: 268	E-W: 268	E-W: 268	E-W: 268	E-W: 268	E-W: 268	E-W: 268	E-W: 268	E-W: 268	E-W: 268	E-W: 268	E-W: 268	E-W: 268	E-W: 268	E-W: 268	E-W: 268	
	SUM: 990	SUM: 1050	SUM: 1118	SUM: 1134	SUM: 1134	SUM: 1134	SUM: 1134	SUM: 1134	SUM: 1134	SUM: 1134	SUM: 1134	SUM: 1134	SUM: 1134	SUM: 1134	SUM: 1134	SUM: 1134	SUM: 1134	SUM: 1134	SUM: 1134	SUM: 1134	SUM: 1134	SUM: 1134	SUM: 1134	SUM: 1134	SUM: 1134	SUM: 1134	SUM: 1134	SUM: 1134	
No. of Phases:	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	
Volume / Capacity:	0.695	0.637	0.684	0.696	0.684	0.696	0.696	0.696	0.696	0.696	0.696	0.696	0.696	0.696	0.696	0.696	0.696	0.696	0.696	0.696	0.696	0.696	0.696	0.696	0.696	0.696	0.696	0.696	
Level of Service:	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	

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

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

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

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CRITICAL MOVEMENT ANALYSIS

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

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

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

Movement	2002 EXIST. TRAFFIC				2005 W/ AMBIENT GROWTH				2005 W/ OTHER PROJECTS [1]				2005 W/ PROPOSED PROJECT				2005 W/ MITIGATION [2]				2005 W/ TDM												
	No. of Lanes	Volume	Added Volume	Total Volume	No. of Lanes	Volume	Added Volume	Total Volume	No. of Lanes	Volume	Added Volume	Total Volume	No. of Lanes	Volume	Added Volume	Total Volume	No. of Lanes	Volume	Added Volume	Total Volume	No. of Lanes	Volume	Added Volume	Total Volume	No. of Lanes	Volume	Added Volume	Total Volume					
NB Left	12	1	12	13	1	13	26	38	1	38	0	38	1	38	0	38	1	38	0	38	1	38	0	38	1	38	0	38					
Comb. L-T	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
NB Thru	1963	3	654	2081	3	694	35	2115	3	574	47	2162	3	585	-30	2132	3	578	-11	2122	3	575	-11	2111	3	564	-11	2100					
Comb. T-R	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
NB Right	183	1	183	194	1	194	-15	179	0	0	0	179	0	0	0	179	0	0	0	179	0	0	0	0	0	0	0	0					
Comb. L-T-R	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
SB Left	122	1	122	129	1	129	6	135	1	135	0	135	1	135	0	135	1	135	0	135	1	135	0	135	1	135	0	135					
Comb. L-T	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
SB Thru	1585	2	561	1680	2	595	11	1691	2	601	22	1713	2	608	-30	1683	2	599	-2	1681	2	598	-2	1680	2	598	-2	1680					
Comb. T-R	1	561	561	595	1	595	0	595	1	601	0	601	1	609	0	609	1	609	0	609	1	608	0	608	1	609	0	609					
SB Right	99	0	99	105	0	105	8	113	0	0	0	113	0	0	0	113	0	0	0	113	0	0	0	0	0	0	0	0					
Comb. L-T-R	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
EB Left	46	0	46	49	0	49	-1	48	0	0	0	48	0	0	0	48	0	0	0	48	0	0	0	0	0	0	0	0					
Comb. L-T	1	77	77	82	1	82	64	156	0	0	0	156	0	0	0	156	0	0	0	156	0	0	0	0	0	0	0	0					
EB Thru	87	0	87	92	0	92	0	92	1	115	0	115	1	115	0	115	1	115	0	115	1	115	0	115	1	115	0	115					
Comb. T-R	1	77	77	82	1	82	0	82	1	115	0	115	1	115	0	115	1	115	0	115	1	115	0	115	1	115	0	115					
EB Right	21	0	21	22	0	22	4	27	0	0	0	27	0	0	0	27	0	0	0	27	0	0	0	0	0	0	0	0					
Comb. L-T-R	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
WB Left	130	2	72	138	2	140	-29	109	2	60	0	109	2	60	0	109	2	60	0	109	2	60	0	109	2	60	0	109					
Comb. L-T	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
WB Thru	60	1	60	64	1	64	111	174	1	174	0	174	1	174	0	174	1	174	0	174	1	174	0	174	1	174	0	174					
Comb. T-R	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
WB Right	113	1	113	120	1	120	0	120	1	120	0	120	1	120	0	120	1	120	0	120	1	120	0	120	1	120	0	120					
Comb. L-T-R	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0					
Crit. Volumes:	N-S:	776	823	N-S:	708	720	N-S:	720	N-S:	710	N-S:	713	N-S:	713	N-S:	710	N-S:	710	N-S:	710	N-S:	710	N-S:	710	N-S:	710	N-S:	710	N-S:				
	E-W:	149	157	E-W:	222	222	E-W:	222	E-W:	222	E-W:	222	E-W:	222	E-W:	222	E-W:	222	E-W:	222	E-W:	222	E-W:	222	E-W:	222	E-W:	222	E-W:				
	SUM:	925	980	SUM:	930	942	SUM:	942	SUM:	935	SUM:	935	SUM:	935	SUM:	932	SUM:	932	SUM:	932	SUM:	932	SUM:	932	SUM:	932	SUM:	932	SUM:				
No. of Phases:	3			3			3			3			3			3			3			3			3			3			3		
Volume / Capacity:	0.649			0.588			0.553			0.561			0.556			0.556			0.556			0.556			0.556			0.556			0.556		
Level of Service:	B			A			A			A			A			A			A			A			A			A			A		

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

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

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

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

Movement	2002 EXIST. TRAFFIC				2005 W/ AMBIENT GROWTH				2005 W/ OTHER PROJECTS				2005 W/ PROPOSED PROJECT				2005 W/ MITIGATION [1]									
	No. of Lanes	Volume	Added Volume	Total Volume	No. of Lanes	Volume	Added Volume	Total Volume	Lane Volume	No. of Lanes	Volume	Added Volume	Total Volume	Lane Volume	No. of Lanes	Volume	Added Volume	Total Volume	Lane Volume	No. of Lanes	Volume	Added Volume	Total Volume			
NB Left	40	1	40	2	42	1	42	3	45	1	45	0	45	1	45	-10	35	1	35	0	35	0	35	1	35	
Comb. L-T	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
NB Thru	830	2	337	50	880	2	357	17	897	2	363	15	912	2	368	-50	862	2	351	-2	861	2	350	2	350	
Comb. T-R	1	337	1	337	1	357	1	363	1	363	1	368	1	368	1	368	0	368	1	351	0	351	1	350	1	350
NB Right	181	0	0	11	192	0	0	-1	191	0	0	0	191	0	0	0	191	0	0	0	191	0	0	0	0	
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	191	0	0	0	191	0	0	0	191	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	0	62	0	62	1	62	
Comb. L-T	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
SB Thru	1569	3	523	94	1663	3	554	101	1764	3	588	48	1812	3	604	-50	1762	3	587	-12	1750	3	583	3	583	
Comb. T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
SB Right	102	1	102	6	108	1	108	-9	99	1	99	0	99	1	99	0	99	1	99	0	99	0	99	1	99	
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	99	0	0	0	99	0	0	0	99	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	0	66	0	66	2	36	
Comb. L-T	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	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	-0	878	1	465	1	465	
Comb. T-R	1	421	1	421	1	446	1	468	1	468	1	470	1	470	1	470	0	470	1	465	0	465	1	465	1	465
EB Right	57	0	0	3	60	0	0	1	61	0	0	0	61	0	0	-10	51	0	0	0	51	0	51	0	0	
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	61	0	0	0	61	0	0	0	61	0	61	0	0	
WB Left	186	2	102	11	197	2	108	-7	191	2	105	0	191	2	105	0	191	2	105	0	191	0	191	2	105	
Comb. L-T	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
WB Thru	1180	1	606	71	1251	1	642	53	1304	1	675	10	1314	1	680	0	1314	1	680	-2	1311	1	679	1	679	
Comb. T-R	1	606	1	606	1	642	1	642	1	675	1	680	1	680	1	680	0	680	1	680	0	680	1	679	1	679
WB Right	32	0	0	2	34	0	0	14	47	0	0	0	47	0	0	0	47	0	0	0	47	0	47	0	0	
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	47	0	0	0	47	0	0	0	47	0	47	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: 649	E-W: 717	SUM: 1366	N-S: 623	E-W: 717	SUM: 1340	N-S: 619	E-W: 716	SUM: 1335	N-S: 623	E-W: 717	SUM: 1340	N-S: 619	E-W: 716	SUM: 1335		
No. of Phases:	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	
Volume / Capacity:	0.849	0.800	0.844	0.859	0.844	0.859	0.844	0.859	0.844	0.859	0.844	0.859	0.844	0.859	0.844	0.859	0.844	0.859	0.844	0.859	0.844	0.859	0.844	0.859		
Level of Service:	D	C	D	C	D	C	D	C	D	C	D	C	D	C	D	C	D	C	D	C	D	C	D	C	D	

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

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

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N-S St: Tampa Avenue
 E-W St: 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 D

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

Movement	2002 EXIST. TRAFFIC				2005 W/ AMBIENT GROWTH				2005 W/ OTHER PROJECTS				2005 W/ MITIGATION [1]				2005 W/ TDM				
	No. of Lanes	Volume	Added Volume	Total Volume	No. of Lanes	Volume	Added Volume	Total Volume	No. of Lanes	Volume	Added Volume	Total Volume	No. of Lanes	Volume	Added Volume	Total Volume	No. of Lanes	Volume	Added Volume	Total Volume	
NB Left	30	1	30	2	32	1	32	9	41	1	41	0	41	1	41	-10	31	1	31	0	31
Comb. L-T	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NB Thru	1608	2	604	96	1704	2	641	87	1791	2	671	47	1838	2	687	-50	1788	2	670	-11	1777
Comb. T-R	0	1	604	0	604	1	641	0	641	1	671	0	671	1	687	0	687	1	670	0	670
NB Right	205	0	0	12	217	0	0	5	222	0	0	0	222	0	0	0	222	0	0	0	222
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SB Left	51	1	51	3	54	1	54	6	60	1	60	0	60	1	60	0	60	1	60	0	60
Comb. L-T	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SB Thru	1085	3	362	65	1150	3	383	34	1184	3	395	22	1206	3	402	-50	1156	3	385	-2	1154
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	57	1	57	3	60	1	60	-9	52	1	52	0	52	1	52	0	52	1	52	0	52
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EB Left	82	2	45	5	87	2	48	-23	64	2	35	0	64	2	35	0	64	2	35	0	64
Comb. L-T	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EB Thru	1141	1	593	68	1209	1	628	48	1257	1	656	9	1266	1	661	0	1266	1	656	-2	1264
Comb. T-R	0	1	593	0	593	1	628	0	628	1	656	0	656	1	661	0	661	1	656	0	655
EB Right	44	0	0	3	47	0	0	9	55	0	0	0	55	0	0	-10	45	0	0	0	45
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WB Left	191	2	105	11	202	2	111	-6	197	2	108	0	197	2	108	0	197	2	108	0	197
Comb. L-T	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WB Thru	626	1	340	38	664	1	360	42	706	1	384	4	710	1	386	0	710	1	386	-0	709
Comb. T-R	0	1	340	0	340	1	360	0	360	1	384	0	384	1	386	0	386	1	386	0	385
WB Right	54	0	0	3	57	0	0	4	61	0	0	0	61	0	0	0	61	0	0	0	61
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Crit. Volumes:	N-S: 655	E-W: 698	SUM: 1353	N-S: 695	E-W: 739	SUM: 1434	N-S: 731	E-W: 765	SUM: 1496	N-S: 747	E-W: 769	SUM: 1516	N-S: 730	E-W: 764	SUM: 1494	N-S: 727	E-W: 763	SUM: 1490			
No. of Phases:	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3
Volume / Capacity:	0.949	0.906	0.950	0.964	0.949	0.949	0.950	0.964	0.949	0.949	0.964	0.949	0.949	0.949	0.949	0.949	0.949	0.949	0.949	0.949	0.949
Level of Service:	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E

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

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CRITICAL MOVEMENT ANALYSIS

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

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

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

Movement	2002 EXIST. TRAFFIC			2005 W/ AMBIENT GROWTH			2005 W/ OTHER PROJECTS			2005 W/ PROPOSED PROJECT			2005 W/ MITIGATION [1]			2005 W/ TDM			
	No. of Lanes	Volume	Lane Volume	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	89	1	89	5	94	1	94	1	94	0	94	1	94	0	94	1	94	1	94
Comb. L-T	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NB Thru	855	2	312	51	906	2	330	2	336	15	939	2	341	-65	874	2	320	2	873
Comb. T-R	1	312	312	1	330	1	336	1	341	0	341	1	341	0	341	1	320	1	319
NB Right	80	0	0	5	85	0	0	0	85	0	85	0	0	0	85	0	0	0	85
Comb. L-T-R-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SB 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
SB Thru	1641	2	583	98	1739	2	618	2	649	48	1882	2	665	-65	1817	2	644	2	1806
Comb. T-R	1	583	583	1	618	1	649	1	665	0	665	1	665	0	665	1	644	1	640
SB Right	107	0	0	6	113	0	0	0	113	0	113	0	0	0	113	0	0	0	113
Comb. L-T-R-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EB Left	109	1	109	7	116	1	116	1	116	0	116	1	116	0	116	1	116	1	116
Comb. L-T	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EB Thru	914	1	480	55	969	1	508	1	513	3	982	1	515	0	982	1	515	1	515
Comb. T-R	1	480	480	1	508	1	513	1	513	0	513	1	515	0	515	1	515	1	515
EB Right	45	0	0	3	48	0	0	0	48	0	48	0	0	0	48	0	0	0	48
Comb. L-T-R-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WB Left	153	1	153	9	162	1	162	1	162	0	162	1	162	0	162	1	162	1	162
Comb. L-T	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WB Thru	1114	1	671	67	1181	1	711	1	711	10	1191	1	716	0	1191	1	716	1	1189
Comb. T-R	1	671	671	1	711	1	711	1	711	0	711	1	716	0	716	1	716	1	715
WB Right	227	0	0	14	241	0	0	0	242	0	242	0	0	0	242	0	0	0	242
Comb. L-T-R-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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: 760	E-W: 832	SUM: 1591	N-S: 738	E-W: 832	SUM: 1570	N-S: 734	E-W: 831	SUM: 1565	
No. of Phases:	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Volume / Capacity:	0.967	1.025	1.047	1.047	1.047	1.047	1.047	1.047	1.047	1.047	1.047	1.047	1.047	1.047	1.047	1.047	1.047	1.047	1.043
Level of Service:	E	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F

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

Notes:
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CRITICAL MOVEMENT ANALYSIS

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

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

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

Movement	2002 EXIST. TRAFFIC				2005 W/ AMBIENT GROWTH				2005 W/ OTHER PROJECTS				2005 W/ MITIGATION [1]				2005 W/ TDM							
	No. of Lanes	Volume	Added Volume	Total Volume	No. of Lanes	Volume	Added Volume	Total Volume	No. of Lanes	Volume	Added Volume	Total Volume	No. of Lanes	Volume	Added Volume	Total Volume	No. of Lanes	Volume	Added Volume	Total Volume	No. of Lanes	Volume		
NB Left	49	1	49	3	52	1	52	0	52	1	52	0	52	1	52	0	52	1	52	1	52	0	52	
Comb. L-T	0	-	0	-	0	-	0	-	0	0	-	0	-	0	-	0	-	0	-	0	0	-	0	
NB Thru	1618	2	589	97	1715	2	624	95	1810	2	656	47	1857	2	671	-65	1792	2	650	-11	1781	2	646	
Comb. T-R	1	589	1	589	1	624	1	624	1	656	1	671	1	671	1	650	1	650	1	646	1	646	1	
NB Right	148	0	9	9	157	0	0	0	157	0	0	0	157	0	0	0	157	0	0	0	157	0	157	
Comb. L-T-R-	0	-	0	-	0	-	0	-	0	0	-	0	-	0	0	-	0	0	0	0	0	0	0	
SB Left	45	1	45	3	48	1	48	1	49	1	49	0	49	1	49	0	49	1	49	0	49	1	49	
Comb. L-T	0	-	0	-	0	-	0	-	0	0	-	0	-	0	0	-	0	0	0	0	0	0	0	
SB Thru	1208	2	420	72	1280	2	445	32	1312	2	456	22	1334	2	464	-65	1269	2	442	-2	1267	2	441	
Comb. T-R	1	420	1	420	1	445	1	456	1	464	1	464	1	464	1	442	1	442	1	441	1	441	1	
SB Right	52	0	3	3	55	0	0	1	56	0	0	0	56	0	0	0	56	0	0	0	56	0	56	
Comb. L-T-R-	0	-	0	-	0	-	0	-	0	0	-	0	-	0	0	-	0	0	0	0	0	0	0	
EB Left	104	1	104	6	110	1	110	1	111	1	111	0	111	1	111	0	111	1	111	0	111	1	111	
Comb. L-T	0	-	0	-	0	-	0	-	0	0	-	0	-	0	0	-	0	0	0	0	0	0	0	
EB Thru	1261	1	664	76	1337	1	704	0	1337	1	704	9	1346	1	708	0	1346	1	708	-2	1344	1	707	
Comb. T-R	1	664	1	664	1	704	1	704	1	704	1	708	1	708	1	708	1	708	1	707	1	707	1	
EB Right	67	0	4	4	71	0	0	0	71	0	0	0	71	0	0	0	71	0	0	0	71	0	71	
Comb. L-T-R-	0	-	0	-	0	-	0	-	0	0	-	0	-	0	0	-	0	0	0	0	0	0	0	
WB Left	125	1	125	8	133	1	133	0	133	1	133	0	133	1	133	0	133	1	133	0	133	1	133	
Comb. L-T	0	-	0	-	0	-	0	-	0	0	-	0	-	0	0	-	0	0	0	0	0	0	0	
WB Thru	665	1	350	40	705	1	371	0	705	1	372	4	709	1	374	0	709	1	374	-0	708	1	373	
Comb. T-R	1	350	1	350	1	371	1	372	1	372	1	374	1	374	1	374	1	374	1	374	1	373	1	
WB Right	35	0	2	2	37	0	0	1	38	0	0	0	38	0	0	0	38	0	0	0	38	0	38	
Comb. L-T-R-	0	-	0	-	0	-	0	-	0	0	-	0	-	0	0	-	0	0	0	0	0	0	0	
Crit. Volumes:	N-S:	634	N-S:	672	N-S:	705	N-S:	720	N-S:	699	N-S:	699	N-S:	699	N-S:	699	N-S:	699	N-S:	699	N-S:	699	N-S:	699
	E-W:	789	E-W:	836	E-W:	836	E-W:	841	E-W:	841	E-W:	841	E-W:	841	E-W:	841	E-W:	841	E-W:	841	E-W:	841	E-W:	840
	SUM:	1423	SUM:	1508	SUM:	1541	SUM:	1561	SUM:	1561	SUM:	1561	SUM:	1561	SUM:	1539	SUM:	1539	SUM:	1539	SUM:	1535	SUM:	1535
No. of Phases:	2																							
Volume / Capacity:	0.948																							
Level of Service:	E																							
	1.005																							
	F																							
	1.027																							
	F																							
	1.041																							
	F																							
	1.026																							
	F																							
	1.023																							

Assumptions:
 Maximum Sum of Critical Volumes (Intersection Capacity): 2 Phase=1500, 3 Phase=1425, 4+ 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: AM
 Annual Growth: 2.0%
 Krausz Property Only Alternative D

N-S St: Tampa Avenue
 E-W St: Plummer Street
 Project: Krausz Companies Northridge / 1-023166-1
 File Name: CMA30
 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]			2005 W/ TDM					
	No. of Lanes	Volume	Lane	Added	Total	No. of Lanes	Volume	Lane	Added	Total	No. of Lanes	Volume	Lane	Added	Total	No. of Lanes	Volume	Lane			
NB Left	1	67	1	0	67	1	71	1	0	71	1	71	1	0	71	1	71	1	71		
Comb. L-T	0	-	0	-	341	2	347	2	17	961	2	349	2	-80	881	2	323	2	322		
NB Thru	1	322	1	341	322	1	347	1	0	87	0	87	0	0	87	0	87	0	87		
Comb. T-R	1	322	1	341	322	1	347	1	0	87	0	87	0	0	87	0	87	0	87		
NB Right	0	-	0	-	341	1	347	1	0	87	0	87	0	0	87	0	87	0	87		
Comb. L-T-R	0	-	0	-	341	1	347	1	0	87	0	87	0	0	87	0	87	0	87		
SB Left	1	63	1	67	63	1	67	1	0	67	1	67	1	0	67	1	67	1	67		
Comb. L-T	0	-	0	-	627	2	659	2	24	1588	2	678	2	-80	1488	2	652	2	647		
SB Thru	1	592	1	627	592	1	659	1	34	466	0	466	0	0	466	0	466	0	466		
Comb. T-R	1	592	1	627	592	1	659	1	0	117	0	117	0	0	117	0	117	0	117		
SB Right	0	-	0	-	627	2	659	2	0	432	0	432	0	0	432	0	432	0	432		
Comb. L-T-R	0	-	0	-	627	2	659	2	0	432	0	432	0	0	432	0	432	0	432		
EB Left	2	51	2	54	51	2	54	2	10	108	2	59	2	0	108	2	59	2	59		
Comb. L-T	0	-	0	-	245	1	246	1	2	375	1	246	1	2	384	1	250	1	250		
EB Thru	1	231	1	245	231	1	246	1	0	117	0	117	0	0	117	0	117	0	117		
Comb. T-R	1	231	1	245	231	1	246	1	0	117	0	117	0	0	117	0	117	0	117		
EB Right	0	-	0	-	245	1	246	1	0	117	0	117	0	0	117	0	117	0	117		
Comb. L-T-R	0	-	0	-	245	1	246	1	0	117	0	117	0	0	117	0	117	0	117		
WB Left	1	217	1	230	217	1	230	1	0	230	1	230	1	0	230	1	230	1	230		
Comb. L-T	0	-	0	-	546	1	546	1	13	1063	1	552	1	29	1092	1	567	1	563		
WB Thru	1	515	1	546	515	1	546	1	0	41	0	41	0	0	41	0	41	0	41		
Comb. T-R	1	515	1	546	515	1	546	1	0	41	0	41	0	0	41	0	41	0	41		
WB Right	0	-	0	-	546	1	546	1	0	41	0	41	0	0	41	0	41	0	41		
Comb. L-T-R	0	-	0	-	546	1	546	1	0	41	0	41	0	0	41	0	41	0	41		
Crit. Volumes:	N-S:	659	N-S:	698	N-S:	730	N-S:	749	N-S:	749	N-S:	749	N-S:	749	N-S:	749	N-S:	749	N-S:	749	
	E-W:	566	E-W:	600	E-W:	606	E-W:	626	E-W:	626	E-W:	626	E-W:	626	E-W:	626	E-W:	626	E-W:	626	
	SUM:	1224	SUM:	1298	SUM:	1336	SUM:	1375	SUM:	1375	SUM:	1375	SUM:	1375	SUM:	1349	SUM:	1349	SUM:	1340	
No. of Phases:	3			3			3			3			3			3			3		
Volume / Capacity:	0.859			0.911			0.937			0.965			0.946			0.940			0.940		
Level of Service:	D			E			E			E			E			E			E		

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

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 D

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

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

Movement	2002 EXIST. TRAFFIC				2005 W/ AMBIENT GROWTH				2005 W/ OTHER PROJECTS				2005 W/ PROPOSED PROJECT				2005 W/ MITIGATION [1]				2005 W/ TDM									
	No. of Lanes	Volume	Added Volume	Total Volume	No. of Lanes	Volume	Added Volume	Total Volume	No. of Lanes	Volume	Added Volume	Total Volume	No. of Lanes	Volume	Added Volume	Total Volume	No. of Lanes	Volume	Added Volume	Total Volume	No. of Lanes	Volume	Added Volume	Total Volume	No. of Lanes	Volume	Added Volume	Total Volume		
NB Left	82	1	82	5	87	1	87	0	87	1	87	0	87	1	87	0	87	1	87	0	87	1	87	0	87	1	87	0	87	
Comb. L-T	0	-	0	-	0	-	0	-	0	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	
NB Thru	1247	2	462	75	1322	2	490	90	1412	2	520	24	1436	2	528	-80	1356	2	501	-5	1351	2	499	1	501	1	499	1	499	
Comb. T-R	1	462	1	462	1	462	0	462	1	462	0	462	1	462	0	462	1	462	0	462	1	462	0	462	1	462	0	462	1	462
NB Right	139	0	139	8	147	0	147	0	147	0	147	0	147	0	147	0	147	0	147	0	147	0	147	0	147	0	147	0	147	
Comb. L-T-R	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	
SB Left	35	1	35	2	37	1	37	1	38	1	38	0	38	1	38	0	38	1	38	0	38	1	38	0	38	1	38	0	38	
Comb. L-T	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	
SB Thru	1090	2	439	65	1155	2	465	27	1182	2	474	11	1193	2	483	-80	1113	2	456	-1	1112	2	456	1	456	1	456	1	456	
Comb. T-R	1	439	1	439	1	439	0	439	1	439	0	439	1	439	0	439	1	439	0	439	1	439	0	439	1	439	0	439	1	439
SB Right	226	0	226	14	240	0	240	1	241	0	241	15	256	0	256	0	256	0	256	-2	254	0	254	0	254	0	254	0	254	
Comb. L-T-R	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	
EB Left	537	2	295	32	569	2	313	1	570	2	314	33	603	2	332	0	603	2	332	-8	596	2	328	0	328	2	328	0	328	
Comb. L-T	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	
EB Thru	1141	1	676	68	1209	1	716	9	1218	1	721	28	1246	1	735	0	1246	1	735	-6	1240	1	731	1	731	1	731	1	731	
Comb. T-R	1	676	1	676	1	676	0	676	1	676	0	676	1	676	0	676	1	676	0	676	1	676	0	676	1	676	0	676	1	676
EB Right	210	0	210	13	223	0	223	0	223	0	223	0	223	0	223	0	223	0	223	0	223	0	223	0	223	0	223	0	223	
Comb. L-T-R	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	
WB Left	108	1	108	6	114	1	114	0	114	1	114	0	114	1	114	0	114	1	114	0	114	1	114	0	114	1	114	0	114	
Comb. L-T	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	
WB Thru	406	1	225	24	430	1	239	1	431	1	240	13	444	1	246	0	444	1	246	-1	443	1	245	1	245	1	245	1	245	
Comb. T-R	1	225	1	225	1	225	0	225	1	225	0	225	1	225	0	225	1	225	0	225	1	225	0	225	1	225	0	225	1	225
WB Right	44	0	44	3	47	0	47	1	48	0	48	0	48	0	48	0	48	0	48	0	48	0	48	0	48	0	48	0	48	
Comb. L-T-R	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	
Crit. Volumes:	N-S:	521	N-S:	552	N-S:	561	N-S:	570	N-S:	570	N-S:	570	N-S:	570	N-S:	570	N-S:	570	N-S:	570	N-S:	570	N-S:	570	N-S:	570	N-S:	570	N-S:	570
	E-W:	784	E-W:	831	E-W:	835	E-W:	849	E-W:	849	E-W:	849	E-W:	849	E-W:	849	E-W:	849	E-W:	849	E-W:	849	E-W:	849	E-W:	849	E-W:	849	E-W:	849
	SUM:	1304	SUM:	1382	SUM:	1396	SUM:	1419	SUM:	1419	SUM:	1419	SUM:	1419	SUM:	1419	SUM:	1419	SUM:	1419	SUM:	1419	SUM:	1419	SUM:	1419	SUM:	1419	SUM:	1419
No. of Phases:	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	3	
Volume / Capacity:	E	0.915	E	0.970	E	0.980	E	0.996	E	0.977	E	0.977	E	0.977	E	0.977	E	0.977	E	0.977	E	0.977	E	0.977	E	0.977	E	0.977	E	0.977
Level of Service:	E		E		E		E		E		E		E		E		E		E		E		E		E		E		E	

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

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

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

CRITICAL MOVEMENT ANALYSIS

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

Date: 04/09/2003
 Date of Count: 2002
 Projection Year: 2005

Movement	2002 EXIST. TRAFFIC			2005 W/ AMBIENT GROWTH			2005 W/ OTHER PROJECTS			2005 W/ PROPOSED PROJECT			2005 W/ MITIGATION [2]			2005 W/ TDM														
	No. of Lanes	Volume	Lane	Added Volume	Total Volume	No. of Lanes	Volume	Lane	Added Volume	Total Volume	No. of Lanes	Volume	Lane	Added Volume	Total Volume	No. of Lanes	Volume	Lane	Added Volume	Total Volume	No. of Lanes	Volume	Lane							
NB Left	2	118	2	13	227	2	125	2	69	296	2	163	2	39	335	2	184	2	-10	325	2	179	2	316	2	174				
Comb. L-T	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
NB Thru	2	514	2	62	1089	2	544	2	4	1092	2	546	2	0	1092	2	546	2	-80	1012	2	506	2	1012	2	506				
Comb. T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
NB Right [1]	1	174	1	10	184	1	184	1	0	184	1	184	1	0	184	1	184	1	-10	174	1	174	1	174	1	174				
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
SB Left	2	58	2	6	111	2	61	2	-1	110	2	61	2	0	110	2	61	2	0	110	2	61	2	110	2	61				
Comb. L-T	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
SB Thru	2	551	2	86	1527	2	584	2	-3	1525	2	616	2	0	1525	2	624	2	-80	1445	2	597	2	1445	2	595				
Comb. T-R	1	551	1	13	224	1	584	1	99	322	1	616	1	24	346	1	624	1	0	346	1	597	1	341	1	595				
SB Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
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				
EB Left	2	69	2	8	133	2	73	2	13	146	2	80	2	7	153	2	84	2	0	153	2	84	2	152	2	83				
Comb. L-T	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
EB Thru	2	227	2	40	700	2	240	2	31	731	2	254	2	17	748	2	283	2	0	748	2	260	2	746	2	259				
Comb. T-R	1	227	1	1	21	1	240	1	9	30	1	254	1	12	42	1	263	1	-10	32	1	260	1	31	1	259				
EB Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
WB Left	2	223	2	24	429	2	236	2	0	429	2	236	2	0	429	2	236	2	-10	419	2	231	2	419	2	231				
Comb. L-T	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
WB Thru	2	607	2	73	1287	2	643	2	81	1368	2	684	2	58	1426	2	713	2	0	1426	2	713	2	1412	2	706				
Comb. T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
WB Right [1]	1	44	1	3	47	1	47	1	0	47	1	47	1	0	47	1	47	1	0	47	1	47	1	47	1	47				
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0				
Crit. Volumes:	N-S:	668	E-W:	676	SUM:	1344	N-S:	708	E-W:	716	SUM:	1425	N-S:	779	E-W:	797	SUM:	1605	N-S:	808	E-W:	797	SUM:	1573	N-S:	776	E-W:	789	SUM:	1558
No. of Phases:	4			4			4			4			4			4			4			4			4			4		
Volume / Capacity:	0.978			1.036			1.122			1.167			1.044			1.033			1.033			1.033			1.033			1.033		
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] Northbound and westbound curb lanes function as right-turn only lanes, due to parking availability on the departure leg.
 [2] Traffic volumes shown in the added volume column reflect redistribution of traffic due to Mason Avenue crossing.
 * V/C ratio includes a 0.10 reduction due to the installation of ATSC/ATCS.

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CRITICAL MOVEMENT ANALYSIS

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

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

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

Movement	2002 EXIST. TRAFFIC				2005 W/ AMBIENT GROWTH				2005 W/ OTHER PROJECTS				2005 W/ PROPOSED PROJECT				2005 W/ MITIGATION [2]				2005 W/ TDM										
	No. of Lanes	Volume	Lane Volume	Total Volume	No. of Lanes	Volume	Lane Volume	Total Volume	Added Volume	No. of Lanes	Volume	Lane Volume	Total Volume	Added Volume	No. of Lanes	Volume	Lane Volume	Total Volume	Added Volume	No. of Lanes	Volume	Lane Volume	Total Volume	Added Volume	No. of Lanes	Volume	Lane Volume	Total Volume			
NB Left	193	2	106	12	205	2	113	5	210	2	115	2	227	17	227	2	125	-10	217	2	119	-2	215	2	118	0	118	2	215	2	118
Comb. L-T	0	-	-	0	0	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NB Thru	1263	2	532	76	1339	2	564	10	1349	2	567	2	1349	0	1349	2	567	-80	1269	2	537	0	1269	2	537	0	537	2	1269	2	537
Comb. T-R	1	532	532	1	564	1	564	1	567	1	567	1	567	0	567	1	567	-10	343	1	537	0	343	1	537	0	537	1	537	1	537
NB Right	333	0	-	20	353	0	-	0	353	0	-	0	353	0	353	0	-	-10	343	0	-	0	343	0	-	0	343	0	343	0	-
Comb. L-T-R	0	0	-	0	353	0	-	0	353	0	-	0	353	0	353	0	-	-10	343	0	-	0	343	0	-	0	343	0	343	0	-
SB Left	265	2	146	16	281	2	154	1	282	2	155	2	282	0	282	2	155	0	282	2	155	0	282	2	155	0	155	2	282	2	155
Comb. L-T	0	-	-	0	0	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SB Thru	1028	2	376	62	1090	2	399	15	1105	2	406	2	1105	0	1105	2	410	-80	1025	2	383	0	1025	2	383	0	383	2	1025	2	383
Comb. T-R	1	376	376	1	399	1	399	1	406	1	406	1	406	0	406	1	410	0	125	1	383	-1	124	1	383	0	383	1	124	1	383
SB Right	100	0	-	6	106	0	-	8	114	0	-	0	125	11	125	0	-	0	125	0	-	-1	124	0	-	0	124	0	124	0	-
Comb. L-T-R	0	0	-	0	106	0	-	0	114	0	-	0	125	0	125	0	-	0	125	0	-	-1	124	0	-	0	124	0	124	0	-
EB Left	300	2	185	18	318	2	175	76	394	2	217	2	418	24	418	2	230	0	418	2	230	-5	413	2	227	0	227	2	413	2	227
Comb. L-T	0	-	-	0	0	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EB Thru	1286	2	643	77	1363	2	682	54	1417	2	709	2	1474	57	1474	2	737	0	1474	2	737	-13	1461	2	731	0	731	2	1461	2	731
Comb. T-R	0	-	-	0	0	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EB Right [1]	76	1	76	5	81	1	81	52	133	1	133	1	171	38	171	1	171	-10	161	1	161	-9	152	1	152	0	152	1	152	1	152
Comb. L-T-R	0	0	-	0	81	0	-	0	133	0	-	0	171	0	171	0	-	-10	161	0	-	-9	152	0	-	0	152	0	152	0	-
WB Left	330	2	182	20	350	2	192	0	350	2	192	2	350	0	350	2	192	-10	340	2	187	0	340	2	187	0	187	2	340	2	187
Comb. L-T	0	-	-	0	0	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WB Thru	831	2	331	50	881	2	351	12	893	2	355	2	919	26	919	2	364	0	919	2	364	-3	916	2	363	0	363	2	916	2	363
Comb. T-R	1	331	331	1	351	1	351	1	355	1	355	1	364	0	364	1	364	0	919	1	364	-3	916	1	363	0	363	1	916	1	363
WB Right	161	0	-	10	171	0	-	1	172	0	-	0	172	0	172	0	-	0	172	0	-	0	172	0	-	0	172	0	172	0	-
Comb. L-T-R	0	0	-	0	171	0	-	0	172	0	-	0	172	0	172	0	-	0	172	0	-	0	172	0	-	0	172	0	172	0	-
Crit. Volumes:	N-S: 678	E-W: 825	SUM: 1502	N-S: 718	E-W: 874	SUM: 1592	N-S: 722	E-W: 901	SUM: 1623	N-S: 722	E-W: 929	SUM: 1652	N-S: 722	E-W: 929	SUM: 1652	N-S: 722	E-W: 929	SUM: 1652	N-S: 722	E-W: 929	SUM: 1652	N-S: 692	E-W: 918	SUM: 1610	N-S: 692	E-W: 918	SUM: 1610	N-S: 692	E-W: 918	SUM: 1610	
No. of Phases:	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4
Volume / Capacity:	1.093	1.158	1.181	1.201	1.076	1.071	1.071	1.071	1.071	1.071	1.071	1.071	1.071	1.071	1.071	1.071	1.071	1.071	1.071	1.071	1.071	1.071	1.071	1.071	1.071	1.071	1.071	1.071	1.071	1.071	1.071
Level of Service:	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	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.

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

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

CRITICAL MOVEMENT ANALYSIS

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

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

Movement	2002 EXIST. TRAFFIC			2005 W/ AMBIENT GROWTH			2005 W/ OTHER PROJECTS			2005 W/ PROPOSED PROJECT			2005 W/ MITIGATION [2]			2005 W/ TDM					
	No. of Lanes	Volume	Lane Volume	Total Volume	No. of Lanes	Volume	Added Volume	Total Volume	No. of Lanes	Volume	Added Volume	Total Volume	No. of Lanes	Volume	Added Volume	Total Volume	No. of Lanes	Volume			
NB Left	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	24	1146	2	573	-50	1096	2	548		
Comb. T-R	0	-	0	-	0	-	0	0	0	0	-	0	-	0	-	0	-	0	-		
NB Right [1]	94	1	94	6	100	1	100	0	100	1	100	0	100	1	100	0	100	1	100		
Comb. L-T-R	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	7	1454	2	727	-50	1404	2	702		
Comb. T-R	0	-	0	-	0	-	0	0	0	0	-	0	-	0	-	0	-	0	-		
SB Right [1]	71	1	71	4	75	1	75	0	75	1	75	0	75	1	75	0	75	1	75		
Comb. L-T-R	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	6	1159	2	423	0	1159	2	423		
Comb. T-R	1	396	396	1	420	1	420	0	420	1	421	0	421	1	423	0	423	1	423		
EB Right	105	0	105	6	111	0	111	0	111	0	111	0	111	0	111	0	111	0	111		
Comb. L-T-R	0	-	0	-	0	-	0	0	0	0	-	0	-	0	-	0	-	0	-		
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	19	1183	2	591	0	1183	2	589		
Comb. T-R	0	-	0	-	0	-	0	0	0	0	-	0	-	0	-	0	-	0	-		
WB Right [1]	139	1	139	8	147	1	147	0	147	1	147	0	147	1	147	0	147	1	147		
Comb. L-T-R	0	-	0	-	0	-	0	0	0	0	-	0	-	0	-	0	-	0	-		
Crit. Volumes:	N-S:	774	820	N-S:	820	828	N-S:	828	828	N-S:	828	803	803	N-S:	803	803	803	803	803		
	E-W:	650	688	E-W:	688	691	E-W:	691	691	E-W:	691	700	700	E-W:	700	700	700	700	700		
	SUM:	1423	1508	SUM:	1508	1515	SUM:	1515	1528	SUM:	1528	1503	1503	SUM:	1503	1501	1501	1501	1501		
No. of Phases:	2			2			2			2			2			2			2		
Volume / Capacity:	0.949			1.006			1.010			1.019			1.002			1.000			1.000		
Level of Service:	E			F			F			F			F			F			F		

Assumptions: Maximum Sum of Critical Volumes (Intersection Capacity): 2 Phase=1500, 3 Phase=1425, 4+ Phase=1375, Unsignalized=1200.
 For dual turn lanes, 55% of volume is assigned to heavier lane.
 For one excl. and one opt. turn lane, 70% of volume is assigned to exclusive lane.
 Right turns on red from excl. lanes = 50% of overlapping left turn.
 [1] Northbound, southbound, and westbound curb lanes function as right-turn only lanes, due to parking availability on the departure leg.
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N-S St: Tampa Avenue
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 Project: Krausz Companies Northridge / 1-023166-1
 File Name: CMA32
 Counts by: Accutek

CRITICAL MOVEMENT ANALYSIS

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

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

Movement	2002 EXIST. TRAFFIC			2005 W/ AMBIENT GROWTH			2005 W/ OTHER PROJECTS			2005 W/ PROPOSED PROJECT			2005 W/ MITIGATION [2]			15% No. of Lanes	Lane Volume
	No. of Lanes	Volume	Total Volume	Added Volume	Total Volume	No. of Lanes	Volume	Added Volume	Total Volume	No. of Lanes	Volume	Added Volume	Total Volume	No. of Lanes	Volume		
NB Left	1	100	6	106	1	106	0	106	1	106	0	106	0	106	1	106	
Comb. L-T	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	
NB Thru	2	419	69	1222	2	444	8	1230	2	447	11	1241	-50	1191	2	434	
Comb. T-R	1	419	1	444	1	447	1	447	1	450	1	450	1	434	1	433	
NB Right	0	-	6	110	0	0	0	110	0	0	0	110	0	110	0	110	
Comb. L-T-R	0	-	0	0	0	0	0	110	0	0	0	110	0	110	0	110	
SB Left	1	194	12	206	1	206	1	207	1	207	0	207	0	207	1	207	
Comb. L-T	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	
SB Thru	2	416	70	1231	2	441	57	1288	2	460	24	1312	-50	1262	2	451	
Comb. T-R	1	416	1	441	1	441	1	460	1	468	1	468	1	451	1	450	
SB Right	0	-	5	91	0	0	1	92	0	0	0	92	0	92	0	92	
Comb. L-T-R	0	-	0	0	0	0	0	92	0	0	0	92	0	92	0	92	
EB Left	1	132	8	140	1	140	0	140	1	140	0	140	0	140	1	140	
Comb. L-T	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	
EB Thru	2	455	77	1360	2	482	15	1375	2	487	19	1394	0	1394	2	494	
Comb. T-R	1	455	1	482	1	482	1	487	1	494	1	494	1	494	1	492	
EB Right	0	-	5	87	0	0	0	87	0	0	0	87	0	87	0	87	
Comb. L-T-R	0	-	0	0	0	0	0	87	0	0	0	87	0	87	0	87	
WB Left	1	99	6	105	1	105	0	105	1	105	0	105	0	105	1	105	
Comb. L-T	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	
WB Thru	2	456	67	1187	2	483	13	1200	2	488	9	1209	0	1209	2	491	
Comb. T-R	1	456	1	483	1	483	1	488	1	491	1	491	1	491	1	490	
WB Right	0	-	15	263	0	0	0	263	0	0	0	263	0	263	0	263	
Comb. L-T-R	0	-	0	0	0	0	0	263	0	0	0	263	0	263	0	263	
Crit. Volumes:	N-S:	613	N-S:	650	N-S:	654	N-S:	657	N-S:	641	N-S:	641	N-S:	640	N-S:	640	
	E-W:	588	E-W:	623	E-W:	628	E-W:	631	E-W:	631	E-W:	631	E-W:	630	E-W:	630	
	SUM:	1201	SUM:	1273	SUM:	1281	SUM:	1288	SUM:	1271	SUM:	1271	SUM:	1270	SUM:	1270	
No. of Phases:	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	
Volume / Capacity:	0.801	0.849	0.854	0.859	0.847	0.847	0.847	0.847	0.847	0.847	0.847	0.847	0.847	0.847	0.847	0.847	
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

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

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

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

Movement	2002 EXIST. TRAFFIC				2005 W/ AMBIENT GROWTH				2005 W/ OTHER PROJECTS				2005 W/ PROPOSED PROJECT				2005 W/ MITIGATION [2]				2005 W/ TDM									
	No. of Lanes	Volume	Added Volume	Total Volume	No. of Lanes	Volume	Added Volume	Total Volume	No. of Lanes	Volume	Added Volume	Total Volume	No. of Lanes	Volume	Added Volume	Total Volume	No. of Lanes	Volume	Added Volume	Total Volume	No. of Lanes	Volume	Added Volume	Total Volume	No. of Lanes	Volume	Added Volume	Total Volume		
NB Left	77	1	77	5	82	1	82	0	82	1	82	0	82	1	82	0	82	0	82	1	82	0	82	1	82	0	82	1	82	
Comb. L-T	0	-	0	-	0	-	0	-	0	0	-	0	-	0	0	-	0	-	0	0	0	-	0	0	0	0	0	0	0	
NB Thru	894	2	447	54	948	2	474	69	1017	2	508	14	1031	2	515	-40	991	-3	987	2	494	-3	987	2	494	-3	987	2	494	
Comb. T-R	0	-	0	-	0	-	0	-	0	0	-	0	-	0	0	-	0	-	0	0	0	-	0	0	0	0	0	0	0	
NB Right [1]	48	1	48	3	51	1	51	0	51	1	51	0	51	1	51	0	51	0	51	1	51	0	51	1	51	0	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	0	0	0	0	0	0	0	0	0	0	
SB Left	152	1	152	9	161	1	161	0	161	1	161	1	162	1	162	0	162	-0	162	1	162	-0	162	1	162	-0	162	1	162	
Comb. L-T	0	-	0	-	0	-	0	-	0	0	-	0	-	0	0	-	0	-	0	0	0	-	0	0	0	0	0	0	0	
SB Thru	1238	2	619	74	1312	2	656	9	1321	2	661	4	1325	2	663	-40	1285	-0	1285	2	642	-40	1285	2	642	-40	1285	2	642	
Comb. T-R	0	-	0	-	0	-	0	-	0	0	-	0	-	0	0	-	0	-	0	0	0	-	0	0	0	0	0	0	0	
SB Right [1]	79	1	79	5	84	1	84	0	84	1	84	0	84	1	84	0	84	0	84	1	84	0	84	1	84	0	84	1	84	
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
EB Left	82	1	82	5	87	1	87	0	87	1	87	0	87	1	87	0	87	0	87	1	87	0	87	1	87	0	87	1	87	
Comb. L-T	0	-	0	-	0	-	0	-	0	0	-	0	-	0	0	-	0	-	0	0	0	-	0	0	0	0	0	0	0	
EB Thru	1170	1	626	70	1240	1	663	1	1241	1	664	0	1241	1	664	0	1241	0	1241	1	664	0	1241	1	664	0	1241	1	664	
Comb. T-R	1	626	1	626	1	663	1	664	1	664	1	664	1	664	1	664	1	664	1	664	1	664	1	664	1	664	1	664	1	664
EB Right	81	0	-	5	86	0	-	0	86	0	-	0	86	0	-	0	86	0	86	0	86	0	86	0	86	0	86	0	86	
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
WB Left	91	1	91	5	96	1	96	0	96	1	96	0	96	1	96	0	96	0	96	1	96	0	96	1	96	0	96	1	96	
Comb. L-T	0	-	0	-	0	-	0	-	0	0	-	0	-	0	0	-	0	-	0	0	0	-	0	0	0	0	0	0	0	
WB Thru	1143	1	628	69	1212	1	666	1	1213	1	669	0	1213	1	669	0	1213	0	1213	1	669	0	1213	1	669	0	1213	1	669	
Comb. T-R	1	628	1	628	1	666	1	666	1	666	1	666	1	666	1	666	1	666	1	666	1	666	1	666	1	666	1	666	1	666
WB Right	113	0	-	7	120	0	-	0	120	0	-	5	125	0	-	0	125	-1	124	0	124	-1	124	0	124	-1	124	0	124	
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Crit. Volumes:	N-S:	696	N-S:	738	N-S:	742	N-S:	744	N-S:	744	N-S:	744	N-S:	744	N-S:	744	N-S:	744	N-S:	744	N-S:	744	N-S:	744	N-S:	744	N-S:	744	N-S:	744
	E-W:	717	E-W:	759	E-W:	760	E-W:	760	E-W:	760	E-W:	760	E-W:	760	E-W:	760	E-W:	760	E-W:	760	E-W:	760	E-W:	760	E-W:	760	E-W:	760	E-W:	760
	SUM:	1413	SUM:	1497	SUM:	1502	SUM:	1504	SUM:	1504	SUM:	1504	SUM:	1504	SUM:	1504	SUM:	1504	SUM:	1504	SUM:	1504	SUM:	1504	SUM:	1504	SUM:	1504	SUM:	1504
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:	0.942	0.942	0.942	0.942	0.942	0.942	0.942	0.942	0.942	0.942	0.942	0.942	0.942	0.942	0.942	0.942	0.942	0.942	0.942	0.942	0.942	0.942	0.942	0.942	0.942	0.942	0.942	0.942	0.942	
Level of Service:	E	E	E	E	E	E	E	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	

Assumptions: Maximum Sum of Critical Volumes (Intersection Capacity): 2 Phase=1500, 3 Phase=1425, 4+ Phase=1375, Unsignalized=1200.
 For dual turn lanes, 55% of volume is assigned to heavier lane.
 For one excl. and one opt. turn lane, 70% of volume is assigned to exclusive lane.
 Right turns on red from excl. lanes = 50% of overlapping left turn.
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Tampa Avenue @ Saltcoy Street
 Peak Hour: PM
 Annual Growth: 2.00%
 Krausz Property Only Alternative D

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

Movement	2002 EXIST. TRAFFIC			2005 W/ AMBIENT GROWTH			2005 W/ OTHER PROJECTS			2005 W/ PROPOSED PROJECT			2005 W/ MITIGATION [2]			2005 W/ TDM				
	No. of Lanes	Volume	Total Volume	No. of Lanes	Volume	Total Volume	No. of Lanes	Volume	Total Volume	No. of Lanes	Volume	Total Volume	No. of Lanes	Volume	Total Volume	Added Volume	Lane Volume	No. of Lanes	15% Lanes	
NB Left	1	120	7	1	127	0	1	127	1	127	0	1	127	0	127	0	127	1	1	127
Comb. L-T	0	-	-	0	-	-	0	-	0	-	-	0	-	-	-	-	-	0	0	-
NB Thru	2	434	74	2	460	6	2	462	2	464	6	2	464	-40	1279	-1	450	2	2	1279
Comb. T-R	1	434	1	1	460	1	1	462	1	464	1	1	464	0	450	0	450	1	1	450
NB Right	0	-	4	0	72	0	0	72	0	72	0	0	72	0	72	0	72	0	0	72
Comb. L-T-R	0	-	0	0	-	0	0	-	0	-	0	0	-	0	-	0	-	0	0	-
SB Left	1	167	10	1	177	0	1	177	1	182	5	1	182	0	182	-1	182	1	1	181
Comb. L-T	0	-	-	0	-	-	0	-	0	-	-	0	-	-	-	-	-	0	0	-
SB Thru	2	427	70	2	452	55	2	470	2	475	14	2	475	-40	1270	-3	462	2	2	1267
Comb. T-R	1	427	1	1	452	1	1	470	1	475	1	1	475	0	116	0	462	1	1	461
SB Right	0	-	7	0	116	0	0	116	0	116	0	0	116	0	116	0	116	0	0	116
Comb. L-T-R	0	-	0	0	-	0	0	-	0	-	0	0	-	0	-	0	-	0	0	-
EB Left	1	86	5	1	91	0	1	91	1	91	0	1	91	0	91	0	91	1	1	91
Comb. L-T	0	-	-	0	-	-	0	-	0	-	-	0	-	-	-	-	-	0	0	-
EB Thru	1	707	81	1	749	1	1	749	1	749	0	1	749	0	1428	0	749	1	1	1428
Comb. T-R	1	707	1	1	749	1	1	749	1	749	1	1	749	0	71	0	749	1	1	749
EB Right	0	-	4	0	71	0	0	71	0	71	0	0	71	0	71	0	71	0	0	71
Comb. L-T-R	0	-	0	0	-	0	0	-	0	-	0	0	-	0	-	0	-	0	0	-
WB Left	1	74	4	1	78	0	1	78	1	78	0	1	78	0	78	0	78	1	1	78
Comb. L-T	0	-	-	0	-	-	0	-	0	-	-	0	-	-	-	-	-	0	0	-
WB Thru	1	654	72	1	693	1	1	693	1	694	0	1	694	0	1278	0	694	1	1	1278
Comb. T-R	1	654	1	1	693	1	1	693	1	694	1	1	694	0	110	0	694	1	1	694
WB Right	0	-	6	0	108	0	0	108	0	110	2	0	110	0	110	-0	110	0	0	110
Comb. L-T-R	0	-	0	0	-	0	0	-	0	-	0	0	-	0	-	0	-	0	0	-
Crit. Volumes:	N-S:	601	637	N-S:	639	646	N-S:	646	N-S:	646	632	N-S:	632	N-S:	631			N-S:	631	
	E-W:	781	827	E-W:	828	828	E-W:	828	E-W:	828	828	E-W:	828	E-W:	828			E-W:	828	
	SUM:	1381	1464	SUM:	1467	1474	SUM:	1474	SUM:	1474	1460	SUM:	1460	SUM:	1459			SUM:	1459	
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:	0.921	0.976	0.978	0.982	0.974	0.974	0.982	0.974	0.974	0.974	0.974	0.974	0.974	0.974	0.974	0.974	0.974	0.974	0.974	0.973
Level of Service:	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E

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

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

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CRITICAL MOVEMENT ANALYSIS

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

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

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

Movement	2002 EXIST. TRAFFIC			2005 W/ AMBIENT GROWTH			2005 W/ OTHER PROJECTS			2005 W/ PROPOSED PROJECT			2005 W/ MITIGATION			2005 W/ TDM			
	No. of Lanes	Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Added Volume	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Added Volume	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	
NB Left	92	1	92	6	98	1	98	0	98	1	98	1	98	0	98	1	98	1	98
Comb. L-T	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NB Thru	303	1	168	18	321	1	178	1	323	1	179	1	323	0	323	1	179	1	179
Comb. T-R	1	168	1	168	1	178	1	178	1	179	1	179	1	179	1	179	1	179	1
NB Right	32	0	32	0	32	0	32	0	32	0	32	0	32	0	32	0	32	0	32
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	110	1	110	7	117	1	117	5	122	1	122	1	122	0	122	1	122	1	122
Comb. L-T	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SB Thru	678	1	522	41	719	1	553	15	734	1	561	1	739	5	739	1	566	1	737
Comb. T-R	1	522	1	522	1	553	1	553	1	561	1	566	1	566	1	566	1	566	1
SB Right	366	0	366	0	366	0	366	0	366	0	366	0	366	0	366	0	366	0	366
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	61	1	61	4	65	1	65	0	65	1	66	1	66	1	66	1	66	1	66
Comb. L-T	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EB Thru	386	1	221	23	409	1	234	2	411	1	235	1	418	7	418	1	239	1	417
Comb. T-R	1	221	1	221	1	234	1	234	1	235	1	239	1	239	1	239	1	238	1
EB Right	56	0	56	0	56	0	56	0	56	0	56	0	56	0	56	0	56	0	56
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WB Left	4	1	4	0	4	1	4	0	4	1	4	1	4	0	4	1	4	1	4
Comb. L-T	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WB Thru	556	1	303	33	589	1	321	13	602	1	327	1	626	24	626	1	339	1	621
Comb. T-R	1	303	1	303	1	321	1	321	1	327	1	339	1	339	1	339	1	336	1
WB Right	49	0	49	0	49	0	49	0	49	0	49	0	49	0	49	0	49	0	49
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
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: 663	E-W: 405	SUM: 1068	N-S: 663	E-W: 405	SUM: 1068	N-S: 662	E-W: 402	SUM: 1064	
No. of Phases:	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Volume / Capacity:	0.652	0.691	0.700	0.712	0.712	0.712	0.712	0.712	0.712	0.712	0.712	0.712	0.712	0.712	0.712	0.712	0.712	0.712	0.709
Level of Service:	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	C

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

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CRITICAL MOVEMENT ANALYSIS

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

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

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				15%					
	No. of Lanes	Volume	Lane Volume	No. of Lanes	Added Volume	Total Volume	Lane Volume	No. of Lanes	Added Volume	Total Volume	Lane Volume	No. of Lanes	Added Volume	Total Volume	Lane Volume	No. of Lanes	Added Volume	Total Volume	Lane Volume	No. of Lanes	Added Volume	Total Volume	Lane Volume	No. of Lanes		
NB Left	77	1	77	1	82	0	82	1	82	0	82	1	82	0	82	1	82	0	82	1	82	0	82	1	82	
Comb. L-T	500	1	261	1	276	0	276	1	275	5	533	0	277	0	533	1	277	-1	531	1	277	0	277	1	277	
NB Thru	21	0	261	0	276	0	276	1	275	0	275	1	277	0	277	1	277	0	277	1	277	0	277	1	277	
Comb. T-R	0	0	0	0	0	0	0	0	0	0	22	0	22	0	22	0	22	0	22	0	22	0	22	0	22	
NB Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Comb. L-T-R	51	1	51	1	54	0	54	1	54	0	54	1	54	0	54	1	54	0	54	1	54	0	54	1	54	
SB Left	337	1	215	1	228	0	228	1	228	2	359	0	230	0	359	1	230	-0	359	1	230	-0	359	1	230	
Comb. L-T	93	0	215	0	228	0	228	1	228	2	101	0	230	0	101	0	230	-0	100	0	230	-0	100	0	230	
SB Thru	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Comb. T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
NB Right	287	1	287	1	304	-1	303	1	303	5	308	1	308	0	308	1	308	-1	307	1	308	-1	307	1	307	
Comb. L-T	843	0	460	0	488	9	903	1	492	24	927	1	504	0	927	1	504	-5	921	1	504	-5	921	1	501	
EB Thru	77	0	460	0	488	0	488	1	492	0	82	0	504	0	82	0	504	0	82	0	504	0	82	0	501	
Comb. T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
EB Right	28	1	28	1	30	0	30	1	30	0	30	1	30	0	30	1	30	0	30	1	30	0	30	1	30	
Comb. L-T-R	419	1	239	1	253	1	445	1	253	11	456	1	259	0	456	1	259	-1	455	1	259	-1	455	1	258	
WB Thru	59	0	239	0	253	-1	253	1	253	0	61	0	259	0	61	0	259	0	61	0	259	0	61	0	258	
Comb. T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
WB Right	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Comb. L-T-R	312	1	312	1	330	0	330	1	329	0	329	1	331	0	329	1	331	0	329	1	331	0	329	1	331	
Comb. L-T	526	0	526	0	558	0	558	1	556	0	556	1	567	0	556	1	567	0	556	1	567	0	556	1	567	
Comb. T-R	838	0	838	0	888	0	888	1	885	0	885	1	898	0	885	1	898	0	885	1	898	0	885	1	896	
Comb. L-T-R	331	1	331	1	331	0	331	1	331	0	331	1	331	0	331	1	331	0	331	1	331	0	331	1	331	
Crit. Volumes:	N-S:	312	N-S:	330	N-S:	329	N-S:	331	N-S:	329	N-S:	331	N-S:	331	N-S:	331	N-S:	331	N-S:	331	N-S:	331	N-S:	331	N-S:	331
	E-W:	526	E-W:	558	E-W:	556	E-W:	567	E-W:	556	E-W:	567	E-W:	567	E-W:	567	E-W:	567	E-W:	567	E-W:	567	E-W:	567	E-W:	567
	SUM:	838	SUM:	888	SUM:	885	SUM:	898	SUM:	885	SUM:	898	SUM:	898	SUM:	898	SUM:	898	SUM:	898	SUM:	898	SUM:	898	SUM:	896
No. of Phases:	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	
Volume / Capacity:	0.558	0.592	0.590	0.599	0.590	0.599	0.599	0.599	0.599	0.599	0.599	0.599	0.599	0.599	0.599	0.599	0.599	0.599	0.599	0.599	0.599	0.599	0.599	0.599	0.597	
Level of Service:	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	A	

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

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CRITICAL MOVEMENT ANALYSIS

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

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

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

Movement	2002 EXIST. TRAFFIC			2005 W/ AMBIENT GROWTH			2005 W/ OTHER PROJECTS			2005 W/ PROPOSED PROJECT			2005 W/ MITIGATION			2005 W/ TDM			
	No. of Lanes	Volume	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	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	-
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	7	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	-
SB Left	243	1	243	15	258	1	258	8	265	0	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	-
SB Thru	229	1	229	14	243	1	243	4	246	0	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	-
SB Right	218	1	218	13	231	1	231	4	235	10	245	1	245	0	245	1	245	1	243
Comb. L-T-R	0	-	0	-	0	0	-	0	-	0	0	0	0	-	0	0	0	0	-
EB Left	114	1	114	7	121	1	121	0	121	3	124	1	124	0	124	1	124	1	124
Comb. L-T	0	-	0	-	0	0	-	0	-	0	0	0	0	-	0	0	0	0	-
EB Thru	987	2	341	59	1046	2	362	31	1077	13	1090	2	376	0	1090	2	376	2	376
Comb. T-R	1	341	341	59	362	1	362	31	372	13	376	1	376	0	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	-
WB Left	11	1	11	1	12	1	12	0	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	-
WB Thru	1334	2	478	80	1414	2	507	81	1495	43	1538	2	548	0	1538	2	548	2	545
Comb. T-R	1	478	478	80	507	1	507	81	534	43	548	1	548	0	548	1	548	1	545
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	-
Crit. Volumes:	N-S: 308	E-W: 592	SUM: 900	N-S: 326	E-W: 628	SUM: 953	N-S: 333	E-W: 655	SUM: 988	N-S: 333	E-W: 672	SUM: 1005	N-S: 333	E-W: 672	SUM: 1005	N-S: 333	E-W: 668	SUM: 1002	
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	0.659	0.670	0.670	0.670	0.670	0.670	0.670	0.670	0.670	0.670	0.670	0.670	0.670	0.670	0.670	0.670	0.670
Level of Service:	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B

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

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

Movement	2002 EXIST. TRAFFIC				2005 W/ AMBIENT GROWTH				2005 W/ OTHER PROJECTS				2005 W/ PROPOSED PROJECT				2005 W/ MITIGATION						
	No. of Lanes	Volume	Added Volume	Total Volume	No. of Lanes	Volume	Added Volume	Total Volume	No. of Lanes	Volume	Added Volume	Total Volume	No. of Lanes	Volume	Added Volume	Total Volume	No. of Lanes	Volume	Added Volume	Total Volume	15% No. of Lanes	Volume	
NB Left	73	1	73	4	77	1	77	0	77	1	77	0	77	0	77	1	77	0	77	0	77	1	77
Comb. L-T	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0
NB Thru	172	1	91	10	182	1	96	0	182	1	96	0	182	0	182	1	96	0	182	0	182	1	96
Comb. T-R	1	91	1	96	1	96	1	96	1	96	1	96	1	96	1	96	1	96	1	96	1	96	1
NB Right	9	0	-	1	10	0	-	0	10	0	-	0	10	0	10	0	-	0	10	0	10	0	-
Comb. L-T-R	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0
SB Left	131	1	131	8	139	1	139	0	139	1	139	0	139	0	139	1	139	0	139	0	139	1	139
Comb. L-T	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0
SB Thru	117	1	117	7	124	1	124	0	124	1	124	0	124	0	124	1	124	0	124	0	124	1	124
Comb. T-R	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0
SB Right	104	1	104	6	110	1	110	0	110	1	110	4	114	0	114	1	114	0	114	-0	114	1	114
Comb. L-T-R	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	9	229	0	229	1	229	0	229	-2	227	1	227
Comb. L-T	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0
EB Thru	1487	2	513	89	1576	2	543	54	1630	2	561	42	1672	0	1672	2	575	-10	1663	-10	1653	2	572
Comb. T-R	1	513	1	543	1	561	1	561	1	561	1	561	1	561	1	575	1	575	1	575	1	575	1
EB Right	51	0	-	3	54	0	-	0	54	0	-	0	54	0	54	0	-	0	54	0	54	0	-
Comb. L-T-R	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0
WB Left	12	1	12	1	13	1	13	0	13	1	13	0	13	0	13	1	13	0	13	0	13	1	13
Comb. L-T	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0
WB Thru	1125	2	442	68	1193	2	469	12	1205	2	472	19	1224	0	1224	2	479	-2	1222	-2	1220	2	478
Comb. T-R	1	442	1	469	1	469	1	472	1	472	1	479	1	479	1	479	1	479	1	479	1	479	1
WB Right	202	0	-	12	214	0	-	-1	213	0	-	0	213	0	213	0	-	0	213	0	213	0	-
Comb. L-T-R	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0
Crit. Volumes:	N-S: 222	E-W: 651	SUM: 873	N-S: 235	E-W: 690	SUM: 925	N-S: 235	E-W: 693	SUM: 928	N-S: 235	E-W: 708	SUM: 943	N-S: 235	E-W: 708	SUM: 943	N-S: 235	E-W: 708	SUM: 943	N-S: 235	E-W: 708	SUM: 943	N-S: 235	E-W: 705
No. of Phases:	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Volume / Capacity:	0.582	0.617	0.618	0.629	0.629	0.629	0.629	0.629	0.629	0.629	0.629	0.629	0.629	0.629	0.629	0.629	0.629	0.629	0.629	0.629	0.629	0.627	0.627
Level of Service:	A	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B

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

Notes:

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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
 Counts by: Accuthek

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

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			15%			
	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	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
NB Thru	716	1	423	43	759	1	448	1	453	10	769	1	453	0	769	1	453	1	453
Comb. T-R	1	423	423	43	448	1	453	1	453	10	769	1	453	0	769	1	453	1	453
NB Right	129	0	0	8	137	0	0	0	137	0	137	0	0	0	137	0	0	0	0
Comb. L-T-R	0	0	0	8	137	0	0	0	137	0	137	0	0	0	137	0	0	0	0
SB Left	211	1	211	13	224	1	224	1	224	0	224	1	224	0	224	1	224	1	224
Comb. L-T	0	-	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SB Thru	1200	1	695	72	1272	1	736	1	731	-23	1249	1	736	0	1249	1	736	1	735
Comb. T-R	1	695	695	72	736	1	736	1	731	-23	1249	1	736	0	1249	1	736	1	735
SB Right	189	0	0	11	200	0	0	0	213	13	223	0	0	0	223	0	0	0	0
Comb. L-T-R	0	0	0	11	200	0	0	0	213	13	223	0	0	0	223	0	0	0	0
EB Left	173	1	173	10	183	1	183	1	185	2	188	1	188	0	188	1	188	1	188
Comb. L-T	0	-	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EB Thru	220	1	208	13	233	1	220	1	222	1	234	1	224	0	237	1	224	1	224
Comb. T-R	1	208	208	13	220	1	220	1	222	1	234	1	224	0	237	1	224	1	224
EB Right	195	0	0	12	207	0	0	0	210	4	210	0	0	0	210	0	0	0	0
Comb. L-T-R	0	0	0	12	207	0	0	0	210	4	210	0	0	0	210	0	0	0	0
WB Left	8	1	8	0	8	1	8	1	8	0	8	1	8	0	8	1	8	1	8
Comb. L-T	0	-	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WB Thru	28	1	28	2	30	1	30	1	30	0	30	1	40	0	40	1	40	1	37
Comb. T-R	1	56	56	2	58	1	59	1	59	0	59	1	59	0	59	1	59	1	59
WB Right	56	0	0	3	59	0	0	0	59	0	59	0	0	0	59	0	0	0	0
Comb. L-T-R	0	0	0	3	59	0	0	0	59	0	59	0	0	0	59	0	0	0	0
Crit. Volumes:	N-S: 820	E-W: 229	SUM: 1049	N-S: 869	E-W: 243	SUM: 1111	N-S: 864	E-W: 245	SUM: 1108	N-S: 869	E-W: 248	SUM: 1116	N-S: 869	E-W: 248	SUM: 1116	N-S: 867	E-W: 247	SUM: 1115	
No. of Phases:	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Volume / Capacity:	0.699	0.741	0.739	0.744	0.744	0.744	0.744	0.744	0.744	0.744	0.744	0.744	0.744	0.744	0.744	0.744	0.744	0.744	0.743
Level of Service:	B	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C

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

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CRITICAL MOVEMENT ANALYSIS

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

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

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

Movement	2002 EXIST. TRAFFIC				2005 W/ AMBIENT GROWTH				2005 W/ OTHER PROJECTS				2005 W/ PROPOSED PROJECT				2005 W/ MITIGATION				2005 W/ TDM 15%											
	No. of Lanes	Volume	Added	Total	No. of Lanes	Volume	Added	Total	No. of Lanes	Volume	Added	Total	No. of Lanes	Volume	Added	Total	No. of Lanes	Volume	Added	Total	No. of Lanes	Volume	Added	Total	No. of Lanes	Volume	Added	Total	No. of Lanes	Volume	Added	Total
NB Left	1	105	6	111	1	111	0	111	1	111	0	111	1	111	0	111	1	111	0	111	1	111	0	111	1	111	0	111	1	111	0	111
Comb. L-T	0	-	79	1390	0	746	18	1408	0	755	0	1408	1	755	0	1408	1	755	0	1408	1	755	0	1408	1	755	0	1408	1	755	0	1408
NB Thru	1	704	79	1390	1	746	18	1408	1	755	0	1408	1	755	0	1408	1	755	0	1408	1	755	0	1408	1	755	0	1408	1	755	0	1408
Comb. T-R	1	704	79	1390	1	746	18	1408	1	755	0	1408	1	755	0	1408	1	755	0	1408	1	755	0	1408	1	755	0	1408	1	755	0	1408
NB Right	0	-	6	102	0	-	0	102	0	-	0	102	0	-	0	102	0	-	0	102	0	-	0	102	0	-	0	102	0	-	0	102
Comb. L-T-R	0	-	6	102	0	-	0	102	0	-	0	102	0	-	0	102	0	-	0	102	0	-	0	102	0	-	0	102	0	-	0	102
SB Left	1	229	14	243	1	243	3	245	1	245	0	245	1	245	0	245	1	245	0	245	1	245	0	245	1	245	0	245	1	245	0	245
Comb. L-T	0	-	141	2499	0	-	51	2550	0	-	0	2550	1	1320	0	2550	1	1320	0	2550	1	1320	0	2550	1	1320	0	2550	1	1320	0	2550
SB Thru	1	1218	141	2499	1	1291	51	2550	1	1318	0	2550	1	1320	0	2550	1	1320	0	2550	1	1320	0	2550	1	1320	0	2550	1	1320	0	2550
Comb. T-R	1	1218	141	2499	1	1291	51	2550	1	1318	0	2550	1	1320	0	2550	1	1320	0	2550	1	1320	0	2550	1	1320	0	2550	1	1320	0	2550
SB Right	0	-	5	83	0	-	4	86	0	-	4	90	0	-	0	90	0	-	0	90	0	-	0	90	0	-	0	90	0	-	0	90
Comb. L-T-R	0	-	5	83	0	-	4	86	0	-	4	90	0	-	0	90	0	-	0	90	0	-	0	90	0	-	0	90	0	-	0	90
EB Left	1	277	17	294	1	294	9	303	1	303	9	312	1	312	0	312	1	312	0	312	1	312	0	312	1	312	0	312	1	312	0	312
Comb. L-T	0	-	15	263	0	-	0	263	0	-	0	263	1	241	0	272	1	241	0	272	1	241	0	272	1	241	0	272	1	241	0	272
EB Thru	1	227	15	263	1	241	0	263	1	241	0	263	1	241	0	263	1	241	0	263	1	241	0	263	1	241	0	263	1	241	0	263
Comb. T-R	1	227	15	263	1	241	0	263	1	241	0	263	1	241	0	263	1	241	0	263	1	241	0	263	1	241	0	263	1	241	0	263
EB Right	0	-	12	218	0	-	0	218	0	-	0	218	0	-	0	218	0	-	0	218	0	-	0	218	0	-	0	218	0	-	0	218
Comb. L-T-R	0	-	12	218	0	-	0	218	0	-	0	218	0	-	0	218	0	-	0	218	0	-	0	218	0	-	0	218	0	-	0	218
WB Left	1	103	6	109	1	109	0	109	1	109	0	109	1	109	0	109	1	109	0	109	1	109	0	109	1	109	0	109	1	109	0	109
Comb. L-T	0	-	14	252	0	-	0	252	0	-	0	252	1	204	0	256	1	204	0	256	1	204	0	256	1	204	0	256	1	204	0	256
WB Thru	1	192	14	252	1	204	0	252	1	204	0	252	1	204	0	252	1	204	0	252	1	204	0	252	1	204	0	252	1	204	0	252
Comb. T-R	1	192	14	252	1	204	0	252	1	204	0	252	1	204	0	252	1	204	0	252	1	204	0	252	1	204	0	252	1	204	0	252
WB Right	0	-	9	155	0	-	0	155	0	-	0	155	0	-	0	155	0	-	0	155	0	-	0	155	0	-	0	155	0	-	0	155
Comb. L-T-R	0	-	9	155	0	-	0	155	0	-	0	155	0	-	0	155	0	-	0	155	0	-	0	155	0	-	0	155	0	-	0	155
Crit. Volumes:	N-S:	1323		1402	N-S:	1430		1432	N-S:	1430		1432	N-S:	1432		1431	N-S:	1432		1431	N-S:	1431		1431	N-S:	1431		1431	N-S:	1431		1431
	E-W:	469		487	E-W:	506		517	E-W:	506		517	E-W:	517		517	E-W:	517		517	E-W:	517		517	E-W:	517		517	E-W:	517		517
	SUM:	1792		1900	SUM:	1936		1936	SUM:	1936		1936	SUM:	1949		1949	SUM:	1949		1949	SUM:	1949		1949	SUM:	1949		1949	SUM:	1949		1949
No. of Phases:		2		2		2		2		2		2		2		2		2		2		2		2		2		2		2		2
Volume / Capacity:		1.195		1.266		1.291		1.291		1.291		1.291		1.299		1.299		1.299		1.299		1.299		1.299		1.299		1.299		1.299		1.297
Level of Service:		F		F		F		F		F		F		F		F		F		F		F		F		F		F		F		F

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

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

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

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

Movement	2002 EXIST. TRAFFIC				2005 W/ AMBIENT GROWTH				2005 W/ OTHER PROJECTS				2005 W/ PROPOSED PROJECT				2005 W/ MITIGATION				2005 W/ TDM				
	No. of Lanes	Volume	Lane Volume	No. of Lanes	Added Volume	Total Volume	Lane Volume	No. of Lanes	Added Volume	Total Volume	Lane Volume	No. of Lanes	Added Volume	Total Volume	Lane Volume	No. of Lanes	Added Volume	Total Volume	Lane Volume	No. of Lanes	Added Volume	Total Volume	Lane Volume	No. of Lanes	
NB Left	135	2	74	8	143	2	79	2	143	0	143	2	79	2	143	0	143	2	79	2	143	0	143	2	79
Comb. L-T	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NB Thru	733	2	367	44	777	2	388	2	779	3	779	2	390	2	779	0	779	2	390	2	779	0	779	2	390
Comb. T-R	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NB Right	146	1	146	9	155	1	155	1	167	12	167	1	167	1	167	0	167	1	167	1	167	0	167	1	167
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SB Left	336	2	185	20	356	2	196	2	372	16	372	2	205	2	372	0	372	2	205	2	372	0	372	2	205
Comb. L-T	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SB Thru	844	2	422	51	895	2	447	2	864	-31	864	2	432	2	864	0	864	2	432	2	864	0	864	2	432
Comb. T-R	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SB Right	84	1	84	5	89	1	89	1	89	0	89	1	89	1	89	0	89	1	89	1	89	0	89	1	89
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EB Left	168	2	92	10	178	2	98	2	178	0	178	2	98	2	178	0	178	2	98	2	178	0	178	2	98
Comb. L-T	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EB Thru	880	2	335	53	933	2	355	2	971	39	971	2	368	2	978	0	978	2	371	2	978	-1	978	2	371
Comb. T-R	1	335	1	335	1	368	1	368	1	371	1	371	1	371	1	371	0	371	1	371	0	371	1	371	1
EB Right	124	0	0	7	131	0	0	0	131	0	131	0	0	0	135	0	135	0	0	0	135	-0	135	0	0
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WB Left	223	2	123	13	236	2	130	2	245	9	245	2	135	2	245	0	245	2	135	2	245	0	245	2	135
Comb. L-T	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WB Thru	1224	2	483	73	1297	2	512	2	1378	81	1378	2	542	2	1402	0	1402	2	550	2	1402	-6	1397	2	548
Comb. T-R	1	483	1	483	1	512	1	512	1	542	1	542	1	550	1	550	0	550	1	550	0	550	1	548	1
WB Right	226	0	0	14	240	0	0	0	249	9	249	0	0	0	249	0	249	0	0	0	249	0	249	0	0
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Crit. Volumes:	N-S: 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: 648	SUM: 1243	N-S: 594	E-W: 648	SUM: 1243	N-S: 594	E-W: 646	SUM: 1241	N-S: 594	E-W: 646	SUM: 1241	N-S: 594	E-W: 646	SUM: 1241	
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:	0.820	0.869	0.904	0.869	0.869	0.904	0.869	0.869	0.904	0.869	0.869	0.904	0.869	0.869	0.904	0.869	0.869	0.904	0.869	0.869	0.904	0.869	0.869	0.904	0.869
Level of Service:	D	D	D	D	D	D	D	D	D	D	D	D	D	D	D	D	D	D	D	D	D	D	D	D	D

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

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

CRITICAL MOVEMENT ANALYSIS

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

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

Movement	2002 EXIST. TRAFFIC				2005 W/ AMBIENT GROWTH				2005 W/ OTHER PROJECTS				2005 W/ PROPOSED PROJECT				2005 W/ MITIGATION			
	No. of Lanes	Volume	Added Volume	Total Volume	No. of Lanes	Volume	Added Volume	Total Volume	No. of Lanes	Volume	Added Volume	Total Volume	No. of Lanes	Volume	Added Volume	Total Volume	No. of Lanes	Volume	Added Volume	Total Volume
NB Left	2	128	14	246	2	135	0	246	2	135	6	252	2	139	0	252	2	139	-1	251
Comb. L-T	0	-	0	0	0	-	0	0	0	-	0	0	0	0	-	0	0	0	0	0
NB Thru	2	479	57	1014	2	507	14	1028	2	514	0	1028	2	514	0	1028	2	514	0	1028
Comb. T-R	0	-	0	0	0	-	0	0	0	-	0	0	0	0	-	0	0	0	0	0
NB Right	1	195	12	207	1	207	3	210	1	210	0	210	1	210	0	210	1	210	0	210
Comb. L-T-R	0	-	0	0	0	-	0	0	0	-	0	0	0	0	-	0	0	0	0	0
SB Left	414	228	25	439	2	241	6	444	2	244	0	444	2	244	0	444	2	244	0	444
Comb. L-T	0	-	0	0	0	-	0	0	0	-	0	0	0	0	-	0	0	0	0	0
SB Thru	2	486	58	1030	2	515	38	1068	2	534	0	1068	2	534	0	1068	2	534	0	1068
Comb. T-R	0	-	0	0	0	-	0	0	0	-	0	0	0	0	-	0	0	0	0	0
SB Right	154	154	9	163	1	163	3	166	1	166	0	166	1	166	0	166	1	166	0	166
Comb. L-T-R	0	-	0	0	0	-	0	0	0	-	0	0	0	0	-	0	0	0	0	0
EB Left	271	149	16	287	2	158	0	287	2	158	0	287	2	158	0	287	2	158	0	287
Comb. L-T	0	-	0	0	0	-	0	0	0	-	0	0	0	0	-	0	0	0	0	0
EB Thru	2	429	67	1187	2	454	54	1241	2	472	24	1265	2	485	0	1265	2	485	-5	1260
Comb. T-R	1	429	1	454	1	454	1	472	1	485	1	485	1	485	1	485	1	485	1	482
EB Right	166	0	10	176	0	0	0	176	0	0	14	190	0	0	0	190	0	0	-3	187
Comb. L-T-R	0	-	0	0	0	-	0	0	0	-	0	0	0	0	-	0	0	0	0	0
WB Left	243	2	134	15	258	2	142	4	262	2	144	0	262	2	144	0	262	2	144	0
Comb. L-T	0	-	0	0	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WB Thru	1079	2	473	65	1144	2	502	12	1156	2	507	11	1167	2	511	0	1167	2	511	-1
Comb. T-R	1	473	1	502	1	502	1	507	1	511	1	511	1	511	1	511	1	511	1	510
WB Right	341	0	20	361	0	0	4	365	0	0	0	365	0	0	0	365	0	0	0	365
Comb. L-T-R	0	-	0	0	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Crit. Volumes:	N-S: 706	E-W: 622	SUM: 1329	N-S: 749	E-W: 660	SUM: 1408	N-S: 759	E-W: 665	SUM: 1424	N-S: 759	E-W: 669	SUM: 1427	N-S: 759	E-W: 669	SUM: 1427	N-S: 759	E-W: 668	SUM: 1427	N-S: 759	E-W: 668
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:	0.966	1.024	1.035	1.038	1.038	1.038	1.038	1.038	1.038	1.038	1.038	1.038	1.038	1.038	1.038	1.038	1.038	1.038	1.038	1.038
Level of Service:	E	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F	F

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

Notes:

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CRITICAL MOVEMENT ANALYSIS

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

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

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

Movement	2002 EXIST. TRAFFIC				2005 W/ AMBIENT GROWTH				2005 W/ OTHER PROJECTS				2005 W/ PROPOSED PROJECT				2005 W/ MITIGATION				
	No. of Lanes	Volume	Lane Volume	No. of Lanes	Added Volume	Total Volume	Lane Volume	No. of Lanes	Added Volume	Total Volume	Lane Volume	No. of Lanes	Added Volume	Total Volume	Lane Volume	No. of Lanes	Added Volume	Total Volume	Lane Volume	No. of Lanes	
NB Left	84	1	84	1	89	0	89	1	89	0	89	1	89	0	89	1	89	0	89	1	89
Comb. L-T	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NB Thru	744	1	442	1	469	13	802	1	475	10	812	1	480	0	812	1	480	-2	809	1	479
Comb. T-R	1	442	1	469	1	475	1	480	1	480	1	480	1	480	1	480	1	480	1	479	1
NB Right	140	0	-	0	148	0	148	0	-	0	148	0	-	0	148	0	-	0	148	0	-
Comb. L-T-R	0	0	0	0	0	0	148	0	0	0	148	0	0	0	148	0	0	0	148	0	0
SB Left	122	1	122	1	129	7	129	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	0
SB Thru	993	1	584	1	619	60	1053	1	620	3	1059	1	622	0	1059	1	622	-0	1059	1	622
Comb. T-R	1	584	1	619	1	619	1	620	1	622	1	622	1	622	1	622	1	622	1	622	1
SB Right	174	0	-	0	184	10	184	0	-	0	184	0	-	0	184	0	-	0	184	0	-
Comb. L-T-R	0	0	0	0	0	0	184	0	0	0	184	0	0	0	184	0	0	0	184	0	0
EB Left	83	1	83	1	88	5	88	1	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	0	0	0	0
EB Thru	1730	2	602	2	638	104	1834	2	638	0	1834	2	638	0	1834	2	638	0	1834	2	638
Comb. T-R	1	602	1	638	1	638	1	638	1	638	1	638	1	638	1	638	1	638	1	638	1
EB Right	76	0	-	0	81	5	81	0	-	0	81	0	-	0	81	0	-	0	81	0	-
Comb. L-T-R	0	0	0	0	0	0	81	0	0	0	81	0	0	0	81	0	0	0	81	0	0
WB Left	126	1	126	1	134	8	134	1	134	0	134	1	134	0	134	1	134	0	134	1	134
Comb. L-T	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WB Thru	1687	2	844	2	894	101	1788	2	894	0	1788	2	894	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	1	95	5	95	1	95	0	95	1	95	0	95	1	95	0	95	1	95
Comb. L-T-R	0	0	0	0	0	0	95	0	0	0	95	0	0	0	95	0	0	0	95	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.

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

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CRITICAL MOVEMENT ANALYSIS

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

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

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

Movement	2002 EXIST. TRAFFIC				2005 W/ AMBIENT GROWTH				2005 W/ OTHER PROJECTS				2005 W/ PROPOSED PROJECT				2005 W/ MITIGATION																							
	No. of Lanes	Volume	Added Volume	Lane Volume	Total Volume	No. of Lanes	Volume	Added Volume	Lane Volume	Total Volume	No. of Lanes	Volume	Added Volume	Lane Volume	Total Volume	No. of Lanes	Volume	Added Volume	Lane Volume	Total Volume	No. of Lanes	Volume	Added Volume	Lane Volume	Total Volume	No. of Lanes	Volume	Added Volume	Lane Volume	Total Volume	No. of Lanes	Volume	Added Volume	Lane Volume	Total Volume					
NB Left	1	158	9	167	1	167	0	167	1	167	1	167	0	167	0	167	0	167	1	167	0	167	0	167	1	167	0	167	1	167	0	167	1	167	0	167	1	167		
Comb. L-T	0	-	-	-	0	-	-	-	0	-	0	-	-	0	-	0	-	-	0	0	-	0	-	0	-	0	0	-	0	0	-	0	0	-	0	0	-	0	0	
NB Thru	1	546	53	599	1	579	8	587	1	583	1	583	4	587	0	583	0	583	1	585	0	585	0	585	1	585	0	585	1	585	0	585	1	585	0	585	1	585	0	585
Comb. T-R	1	546	-	546	1	579	-	579	1	583	1	583	-	583	0	583	0	583	1	585	0	585	0	585	1	585	0	585	1	585	0	585	1	585	0	585	1	585		
NB Right	0	-	12	220	0	-	0	220	0	-	0	-	0	220	0	-	0	220	0	-	0	-	0	-	0	220	0	-	0	220	0	-	0	220	0	-	0	220		
Comb. L-T-R	0	-	-	-	0	-	-	-	0	-	0	-	-	0	-	0	-	-	0	0	-	0	-	0	-	0	0	-	0	0	-	0	0	-	0	0	-	0	0	
SB Left	1	124	7	131	1	131	3	134	1	134	1	134	0	134	0	134	0	134	1	134	0	134	0	134	1	134	0	134	1	134	0	134	1	134	0	134	1	134		
Comb. L-T	0	-	-	-	0	-	-	-	0	-	0	-	-	0	-	0	-	-	0	0	-	0	-	0	-	0	0	-	0	0	-	0	0	-	0	0	-	0	0	
SB Thru	1	483	51	534	1	511	8	519	1	515	1	515	9	524	0	515	0	515	1	520	0	520	0	520	1	520	0	520	1	520	0	520	1	520	0	520	1	520		
Comb. T-R	1	483	-	483	1	511	-	511	1	515	1	515	-	515	0	515	0	515	1	520	0	520	0	520	1	520	0	520	1	520	0	520	1	520	0	520	1	520		
SB Right	0	-	7	124	0	-	0	124	0	-	0	-	0	124	0	-	0	124	0	-	0	-	0	-	0	124	0	-	0	124	0	-	0	124	0	-	0	124		
Comb. L-T-R	0	-	-	-	0	-	-	-	0	-	0	-	-	0	-	0	-	-	0	0	-	0	-	0	-	0	0	-	0	0	-	0	0	-	0	0	-	0	0	
EB Left	1	110	7	117	1	117	0	117	1	117	1	117	0	117	0	117	0	117	1	117	0	117	0	117	1	117	0	117	1	117	0	117	1	117	0	117	1	117		
Comb. L-T	0	-	-	-	0	-	-	-	0	-	0	-	-	0	-	0	-	-	0	0	-	0	-	0	-	0	0	-	0	0	-	0	0	-	0	0	-	0	0	
EB Thru	2	652	112	764	2	691	0	691	2	691	2	691	0	691	0	691	0	691	2	691	0	691	0	691	2	691	0	691	2	691	0	691	2	691	0	691	2	691		
Comb. T-R	1	652	-	652	1	691	-	691	1	691	1	691	-	691	0	691	0	691	1	691	0	691	0	691	1	691	0	691	1	691	0	691	1	691	0	691	1	691		
EB Right	0	-	5	95	0	-	0	95	0	-	0	-	0	95	0	-	0	95	0	-	0	-	0	-	0	95	0	-	0	95	0	-	0	95	0	-	0	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	
WB Left	1	90	5	95	1	95	0	95	1	95	1	95	0	95	0	95	0	95	1	95	0	95	0	95	1	95	0	95	1	95	0	95	1	95	0	95	1	95		
Comb. L-T	0	-	-	-	0	-	-	-	0	-	0	-	-	0	-	0	-	-	0	0	-	0	-	0	-	0	0	-	0	0	-	0	0	-	0	0	-	0	0	
WB Thru	2	685	82	767	2	726	0	726	2	726	2	726	0	726	0	726	0	726	2	726	0	726	0	726	2	726	0	726	2	726	0	726	2	726	0	726	2	726		
Comb. T-R	0	-	-	-	0	-	-	-	0	-	0	-	-	0	-	0	-	-	0	0	-	0	-	0	-	0	0	-	0	0	-	0	0	-	0	0	-	0	0	
WB Right	1	153	9	162	1	162	4	166	1	166	1	166	0	166	0	166	0	166	1	166	0	166	0	166	1	166	0	166	1	166	0	166	1	166	0	166	1	166		
Comb. L-T-R	0	-	-	-	0	-	-	-	0	-	0	-	-	0	-	0	-	-	0	0	-	0	-	0	-	0	0	-	0	0	-	0	0	-	0	0	-	0	0	
Crit. Volumes:	N-S:	670		710	N-S:	710		717	N-S:	717		719		719	N-S:	719		719	N-S:	719		719		719		719	N-S:	719		719		719		719		719		719		719
	E-W:	795		842	E-W:	842		842	E-W:	842		842		842	E-W:	842		842	E-W:	842		842		842		842	E-W:	842		842		842		842		842		842		842
	SUM:	1465		1552	SUM:	1552		1559	SUM:	1559		1561		1561	SUM:	1561		1561	SUM:	1561		1561		1561		1561	SUM:	1561		1561		1561		1561		1561		1561		1561
No. of Phases:	2		2	2	2		2	2	2		2		2	2		2		2	2		2		2		2	2		2		2		2		2		2		2		
Volume / Capacity:	0.906		**	0.935	**	0.940	**	0.941	**	0.941	**	0.941	**	0.941	**	0.941	**	0.941	**	0.941	**	0.941	**	0.941	**	0.941	**	0.941	**	0.941	**	0.941	**	0.941	**	0.941	**	0.941		
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		

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

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

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

N-S St: Zeitzah 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/ PROPOSED PROJECT				2005 W/ MITIGATION								
	No. of Lanes	Volume	Lane	Total	No. of Lanes	Volume	Lane	Total	Added Volume	Total Volume	No. of Lanes	Volume	Added Volume	Total Volume	No. of Lanes	Volume	Added Volume	Total Volume	15% No. of Lanes	Volume	
NB Left	19	1	19	1	20	1	20	0	20	1	20	1	20	0	20	1	20	0	20	1	20
Comb. L-T	0	-	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-
NB Thru	207	0	207	0	219	0	219	0	219	0	219	0	219	0	219	0	219	0	219	0	219
Comb. T-R	1	226	227	1	240	1	240	0	240	1	240	1	240	0	240	1	240	0	240	1	240
NB Right	19	0	19	0	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	-
SB Left	76	1	77	1	81	1	81	26	107	1	107	1	107	0	107	1	107	0	107	1	107
Comb. L-T	0	-	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-
SB Thru	148	1	149	1	157	1	157	0	157	1	157	1	157	0	157	1	157	0	157	1	157
Comb. T-R	0	-	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-
SB Right [1]	867	2	869	2	919	2	919	35	954	2	954	2	954	0	954	2	954	0	954	2	954
Comb. L-T-R	0	-	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-
EB Left	391	2	393	2	414	2	414	47	461	2	461	2	461	0	461	2	461	0	461	2	461
Comb. L-T	0	-	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-
EB Thru	886	2	888	2	939	2	939	19	958	2	960	2	962	7	969	2	971	-1	968	2	967
Comb. T-R	1	300	301	1	318	1	318	0	318	1	319	1	320	0	320	1	321	0	321	1	322
EB Right	14	0	14	0	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	-
WB Left	53	1	54	1	56	1	56	0	56	1	56	1	56	0	56	1	56	0	56	1	56
Comb. L-T	0	-	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-
WB Thru	1849	2	1851	2	1960	2	1960	63	2023	2	2025	2	2027	24	2047	2	2049	-6	2041	2	2035
Comb. T-R	1	717	718	1	760	1	760	0	760	1	761	1	762	0	762	1	763	0	763	1	764
WB Right	301	0	301	0	319	0	319	35	354	0	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	-
Crit. Volumes:	N-S: 302	E-W: 932	SUM: 1234	N-S: 320	E-W: 988	SUM: 1308	N-S: 346	E-W: 1046	SUM: 1392	N-S: 346	E-W: 1054	SUM: 1400	N-S: 346	E-W: 1054	SUM: 1400	N-S: 346	E-W: 1054	SUM: 1398			
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	0.951	0.951	0.951	0.951	0.951	0.951	0.951	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	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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 [1] Southbound right-turn overlapping phase with eastbound left-turn phase.

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

CRITICAL MOVEMENT ANALYSIS

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

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				15% Lane Volume			
	No. of Lanes	Volume	Added Volume	Total Volume	No. of Lanes	Volume	Added Volume	Total Volume	No. of Lanes	Volume	Added Volume	Total Volume	No. of Lanes	Volume	Added Volume	Total Volume	No. of Lanes	Volume	Added Volume	Total Volume				
NB Left	14	1	14	15	1	15	0	15	1	15	0	15	1	15	0	15	1	15	0	15	1	15		
Comb. L-T	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-		
NB Thru	254	0	15	269	0	0	0	269	0	0	0	269	0	0	0	269	0	0	0	269	0	269		
Comb. T-R	1	292	1	310	1	310	1	310	1	310	1	310	1	310	1	310	1	310	1	310	1	310		
NB Right	38	0	2	40	0	0	0	40	0	0	0	40	0	0	0	40	0	0	0	40	0	40		
Comb. L-T-R	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-		
SB Left	159	1	159	169	1	169	11	180	1	180	0	180	1	180	0	180	1	180	0	180	1	180		
Comb. L-T	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-		
SB Thru	108	1	108	114	1	114	0	114	1	114	0	114	1	114	0	114	1	114	0	114	1	114		
Comb. T-R	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-		
SB Right [1]	703	2	387	42	745	2	410	15	760	2	418	0	760	2	418	0	760	2	418	0	760	2	418	
Comb. L-T-R	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-		
EB Left	488	2	268	29	517	2	285	13	530	2	292	0	530	2	292	0	530	2	292	0	530	2	292	
Comb. L-T	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-		
EB Thru	1843	2	624	111	1954	2	661	50	2003	2	678	24	2027	2	686	0	2027	2	686	-5	2022	2	684	
Comb. T-R	1	624	1	661	1	661	1	678	1	678	1	686	1	686	1	686	1	686	1	686	1	684		
EB Right	29	0	2	31	0	0	0	31	0	0	0	31	0	0	0	31	0	0	0	0	0	0		
Comb. L-T-R	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-		
WB Left	24	1	24	25	1	25	0	25	1	25	0	25	1	25	0	25	1	25	0	25	1	25		
Comb. L-T	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-		
WB Thru	1318	2	484	79	1397	2	513	4	1401	2	518	11	1412	2	522	0	1412	2	522	-1	1411	2	521	
Comb. T-R	1	484	1	513	1	513	1	518	1	518	1	522	1	522	1	522	1	522	1	522	1	521		
WB Right	135	0	8	143	0	0	10	153	0	0	0	153	0	0	0	153	0	0	0	153	0	153		
Comb. L-T-R	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-		
Crit. Volumes:	N-S:	451	N-S:	478	N-S:	489	N-S:	489	N-S:	489	N-S:	489	N-S:	489	N-S:	489	N-S:	489	N-S:	489	N-S:	489	N-S:	
	E-W:	753	E-W:	798	E-W:	810	E-W:	813	E-W:	813	E-W:	813	E-W:	813	E-W:	813	E-W:	813	E-W:	813	E-W:	813	E-W:	
	SUM:	1204	SUM:	1276	SUM:	1299	SUM:	1302	SUM:	1302	SUM:	1302	SUM:	1302	SUM:	1302	SUM:	1302	SUM:	1302	SUM:	1302	SUM:	
No. of Phases:	4				4				4				4				4				4			
Volume / Capacity:	0.875				0.928				0.945				0.947				0.947				0.947			
Level of Service:	D				E				E				E				E				E			

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