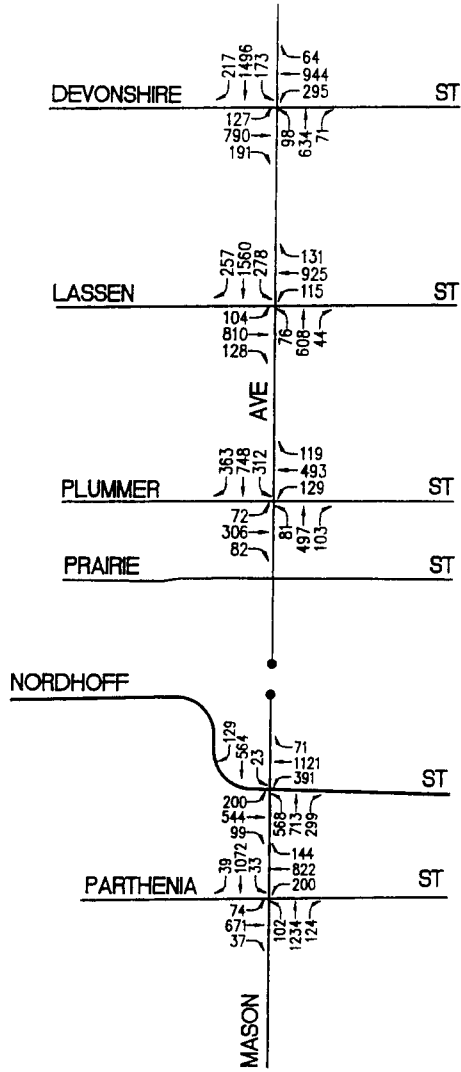


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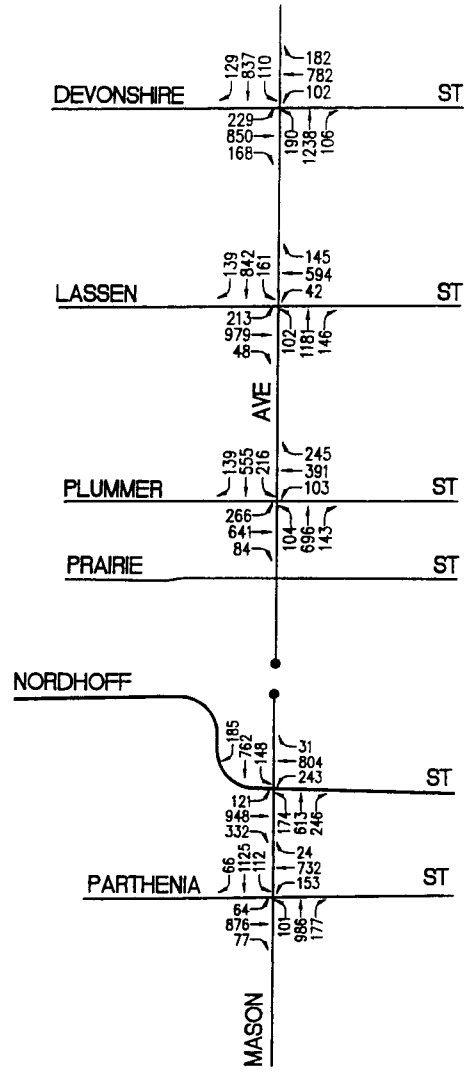
**APPENDIX E-1**

**Mason Avenue Intersections  
Krausz Property Only Alternative A Project  
CMA Data Worksheets - AM and PM Peak Hours**

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AM PEAK HOUR



PM PEAK HOUR

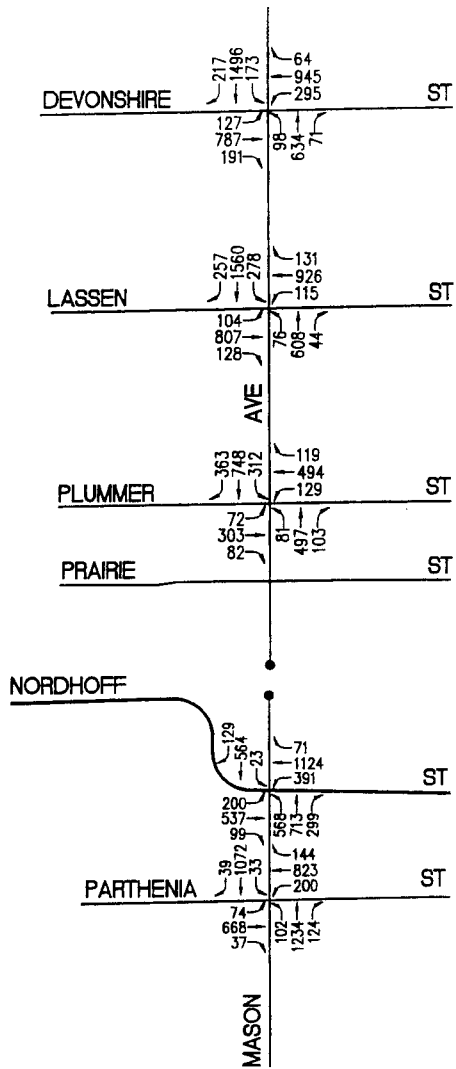
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ENGINEERS



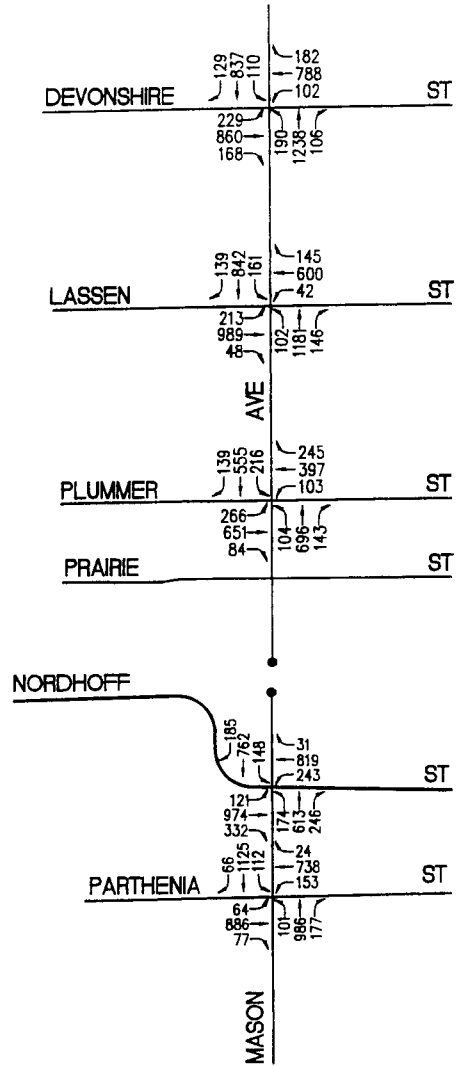
NOT TO SCALE

**APPENDIX E  
FUTURE PRE-PROJECT  
TRAFFIC VOLUMES**  
KRAUSZ PROPERTY PROJECT

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AM PEAK HOUR



PM PEAK HOUR

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**APPENDIX E-1  
KRAUSZ PROPERTY ONLY ALTERNATIVE A  
WITH PROJECT TRAFFIC VOLUMES**

KRAUSZ PROPERTY PROJECT

**LINSCOTT, LAW & GREENSPAN, ENGINEERS**  
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CRITICAL MOVEMENT ANALYSIS

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

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

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

Movement	2003 EXIST. TRAFFIC			2005 W/ AMBIENT GROWTH			2005 W/ OTHER PROJECTS			2005 W/ PROPOSED PROJECT			2005 W/ MITIGATION					
	No. of Lanes	Lane Volume	Total Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Total Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Total Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Total Volume
NB Left	66	1	66	3	69	1	69	29	98	1	98	0	98	0	98	1	98	98
Comb. L-T	0	-	-	-	-	0	-	-	-	0	-	-	-	-	-	0	-	-
NB Thru	312	1	183	12	324	1	190	310	634	1	352	0	634	0	634	1	352	352
Comb. T-R	1	183	183	1	190	1	190	1	352	1	352	1	352	1	352	1	352	352
NB Right	53	0	53	2	55	0	53	16	71	0	71	0	71	0	71	0	71	71
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SB Left	164	1	164	7	171	1	171	3	173	1	173	0	173	0	173	1	173	173
Comb. L-T	0	-	-	-	-	0	-	-	-	0	-	-	-	-	-	0	-	-
SB Thru	1059	2	530	42	1101	2	551	395	1496	2	748	0	1496	0	1496	2	748	748
Comb. T-R	0	-	-	-	-	0	-	-	-	0	-	-	-	-	-	0	-	-
SB Right [1]	186	1	186	7	193	1	193	24	217	1	217	0	217	0	217	1	217	217
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EB Left	117	1	117	5	122	1	122	5	127	1	127	0	127	0	127	1	127	127
Comb. L-T	0	-	-	-	-	0	-	-	-	0	-	-	-	-	-	0	-	-
EB Thru	692	2	346	28	720	2	360	71	790	2	395	-3	787	0	787	2	394	394
Comb. T-R	0	-	-	-	-	0	-	-	-	0	-	-	-	-	-	0	-	-
EB Right	158	1	158	6	164	1	164	27	191	1	191	0	191	0	191	1	191	191
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WB Left	265	1	265	11	276	1	276	19	295	1	295	0	295	0	295	1	295	295
Comb. L-T	0	-	-	-	-	0	-	-	-	0	-	-	-	-	-	0	-	-
WB Thru	920	2	460	37	957	2	478	-13	944	2	472	1	945	0	945	2	473	473
Comb. T-R	0	-	-	-	-	0	-	-	-	0	-	-	-	-	-	0	-	-
WB Right	57	1	57	2	59	1	59	5	64	1	64	0	64	0	64	1	64	64
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Crit. Volumes:	N-S: 596	E-W: 611	SUM: 1207	N-S: 619	E-W: 635	SUM: 1255	N-S: 619	E-W: 690	SUM: 1536	N-S: 846	E-W: 689	SUM: 1534	N-S: 846	E-W: 689	SUM: 1534	N-S: 846	E-W: 689	SUM: 1534
No. of Phases:	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Volume / Capacity:	0.804	0.837	0.837	0.837	0.837	0.837	0.837	0.837	0.837	0.837	0.837	0.837	0.837	0.837	0.837	0.837	0.837	0.837
Level of Service:	D	D	D	D	D	D	D	D	D	D	D	D	D	D	D	D	D	D

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

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

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

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

[1] Functional right-turn only lane.

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**CRITICAL MOVEMENT ANALYSIS**

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

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

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

Movement	2003 EXIST. TRAFFIC			2005 W/ AMBIENT GROWTH			2005 W/ OTHER PROJECTS			2005 W/ PROPOSED PROJECT			2005 W/ MITIGATION		
	Volume	Lane	No. of Lanes	Added Volume	Total Volume	No. of Lanes	Added Volume	Total Volume	No. of Lanes	Added Volume	Total Volume	No. of Lanes	Added Volume	Total Volume	No. of Lanes
NB Left	155	1	155	6	161	1	161	29	190	1	190	0	190	1	190
Comb. L-T	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NB Thru	829	1	462	33	862	1	480	376	1238	1	672	0	1238	1	672
Comb. T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NB Right	95	0	462	4	99	0	480	7	106	0	672	0	106	0	672
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SB Left	98	1	98	4	102	1	102	9	110	1	110	0	110	1	110
Comb. L-T	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SB Thru	463	2	232	19	482	2	241	355	837	2	418	0	837	2	418
Comb. T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SB Right [1]	107	1	107	4	111	1	111	18	129	1	129	0	129	1	129
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EB Left	195	1	195	8	203	1	203	26	229	1	229	0	229	1	229
Comb. L-T	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EB Thru	817	2	409	33	850	2	425	0	850	2	425	10	860	2	430
Comb. T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EB Right	131	1	131	5	136	1	136	32	168	1	168	0	168	1	168
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WB Left	83	1	83	3	86	1	86	16	102	1	102	0	102	1	102
Comb. L-T	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WB Thru	709	2	355	28	737	2	369	45	782	2	391	6	788	2	394
Comb. T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WB Right	167	1	167	7	174	1	174	8	182	1	182	0	182	1	182
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Crit. Volumes:		N-S:	560		582	N-S:	582		782	N-S:	782		782	N-S:	782
		E-W:	550		571	E-W:	571		620	E-W:	620		620	E-W:	623
		SUM:	1110		1154	SUM:	1154		1403	SUM:	1406		1406	SUM:	1406
No. of Phases:	2		2		2		2		2		2		2		2
Volume / Capacity:	0.740		0.769		0.935		0.937		0.937		0.937		0.937		0.937
Level of Service:	C		C		E		E		E		E		E		E

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

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CRITICAL MOVEMENT ANALYSIS

N-S St: Mason Avenue  
 E-W St: Lassen Street  
 Project: Krausz Companies Northridge / 1-023186-1  
 File Name: CMAA41  
 Counts by: Accutek

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

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

Movement	2003 EXIST. TRAFFIC			2005 W/ AMBIENT GROWTH			2005 W/ OTHER PROJECTS			2005 W/ PROPOSED PROJECT			2005 W/ MITIGATION [2]						
	Volume	Lanes	No. of	Added	Total	Lane	Added	Total	Lane	Added	Total	Lane	Added	Total	Lane	Added	Total	Lane	
NB Left	73	1	73	3	76	1	76	0	76	1	76	1	76	0	76	1	76	1	76
Comb. L-T	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NB Thru	189	2	95	8	197	2	98	411	608	2	304	2	608	0	608	2	608	2	304
Comb. T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NB Right [1]	42	1	42	2	44	1	44	0	44	1	44	1	44	0	44	1	44	1	44
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SB Left	260	1	260	10	270	1	270	8	278	1	278	1	278	0	278	1	278	1	278
Comb. L-T	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SB Thru	1038	2	519	42	1080	2	540	480	1560	2	780	2	1560	0	1560	2	1560	2	780
Comb. T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SB Right [1]	242	1	242	10	252	1	252	5	257	1	257	1	257	0	257	1	257	1	257
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EB Left	100	1	100	4	104	1	104	0	104	1	104	1	104	0	104	1	104	1	104
Comb. L-T	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EB Thru	778	1	451	31	809	1	469	1	810	1	469	1	807	-3	807	1	807	1	468
Comb. T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EB Right	123	0	123	5	128	0	128	0	128	0	128	0	128	0	128	0	128	0	128
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WB Left	111	1	111	4	115	1	115	0	115	1	115	1	115	0	115	1	115	1	115
Comb. L-T	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WB Thru	888	2	444	36	924	2	462	1	925	2	462	2	926	1	926	2	926	2	463
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]	124	1	124	5	129	1	129	3	131	1	131	1	131	0	131	1	131	1	131
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Crit. Volumes:	N-S: 592	E-W: 582	SUM: 1154	N-S: 616	E-W: 584	SUM: 1200	N-S: 856	E-W: 585	SUM: 1440	N-S: 856	E-W: 583	SUM: 1439	N-S: 856	E-W: 583	SUM: 1439				
No. of Phases:	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Volume / Capacity:	0.769	0.800	0.960	0.959	0.959	0.959	0.959	0.959	0.959	0.959	0.959	0.959	0.959	0.959	0.959	0.959	0.959	0.959	0.959
Level of Service:	C	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.

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

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**CRITICAL MOVEMENT ANALYSIS**

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

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

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

Movement	2003 EXIST. TRAFFIC				2005 W/ AMBIENT GROWTH				2005 W/ OTHER PROJECTS				2005 W/ PROPOSED PROJECT				2005 W/ MITIGATION [2]			
	No. of Lanes	Volume	Lane Volume	Total Volume	Added Volume	Total Volume	Lane Volume	No. of Lanes	Added Volume	Total Volume	Lane Volume	No. of Lanes	Added Volume	Total Volume	Lane Volume	No. of Lanes	Added Volume	Total Volume	Lane Volume	
NB Left	98	1	98	4	102	1	102	1	102	0	102	1	102	0	102	1	102	0	102	
Comb. L-T	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
NB Thru	710	2	355	28	738	2	369	2	1181	443	1181	2	590	0	1181	2	590	0	1181	
Comb. T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
NB Right [1]	140	1	140	6	146	1	146	1	146	0	146	1	146	0	146	1	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	0	
SB Left	150	1	150	6	156	1	156	1	161	5	161	1	161	0	161	1	161	0	161	
Comb. L-T	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
SB Thru	379	2	190	15	394	2	197	2	421	448	842	2	421	0	842	2	421	0	842	
Comb. T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
SB Right [1]	131	1	131	5	136	1	136	1	139	3	139	1	139	0	139	1	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	
EB Left	195	1	195	8	203	1	203	1	213	10	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	
EB Thru	941	1	494	38	979	1	513	1	979	0	979	1	513	10	989	1	989	0	989	
Comb. T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
EB Right	46	0	46	2	48	0	48	0	48	0	48	0	48	0	48	0	48	0	48	
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
WB Left	40	1	40	2	42	1	42	1	42	0	42	1	42	0	42	1	42	0	42	
Comb. L-T	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
WB Thru	571	2	286	23	594	2	297	2	594	0	594	2	297	6	600	2	600	0	600	
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]	132	1	132	5	137	1	137	1	145	8	145	1	145	0	145	1	145	0	145	
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: 505	E-W: 534	SUM: 1039	N-S: 525	E-W: 555	SUM: 1080	N-S: 751	E-W: 555	SUM: 1306	N-S: 751	E-W: 560	SUM: 1311	N-S: 751	E-W: 560	SUM: 1311	N-S: 751	E-W: 560	SUM: 1311		
No. of Phases:	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	
Volume / Capacity:	0.692	0.720	0.871	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:	B	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.

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

[1] Functional right-turn only lane.

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

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CRITICAL MOVEMENT ANALYSIS

N-S St: Mason Avenue  
 E-W St: Plummer Street  
 Project: Krausz Companies Northridge / 1-023186-1  
 File Name: CMA42  
 Counts by: Accutek

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

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

Movement	2002 EXIST. TRAFFIC			2005 W/ AMBIENT GROWTH			2005 W/ OTHER PROJECTS			2005 W/ PROPOSED PROJECT			2005 W/ MITIGATION [1]			
	No. of Lanes	Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Added Volume	Total Volume	Lane Volume	Added Volume	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume
NB Left	15	1	16	1	16	1	16	65	81	1	81	1	0	81	1	81
Comb. L-T	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NB Thru	28	1	30	1	30	1	30	468	497	1	300	1	0	497	1	300
Comb. T-R	1	16	16	1	16	1	16	300	300	1	300	1	0	300	1	300
NB Right	3	0	3	0	3	0	3	100	103	0	0	0	0	103	0	0
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SB Left	271	1	271	16	287	1	287	25	312	1	312	1	0	312	1	312
Comb. L-T	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SB Thru	255	1	255	15	270	1	270	478	748	1	555	1	0	748	1	555
Comb. T-R	1	319	319	1	338	1	338	555	555	1	555	1	0	555	1	555
SB Right	319	0	319	19	338	0	338	25	363	0	0	0	0	363	0	0
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EB Left	68	1	68	4	72	1	72	0	72	1	72	1	0	72	1	72
Comb. L-T	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EB Thru	289	1	289	17	306	1	306	0	306	1	194	1	-3	303	1	193
Comb. T-R	1	153	153	1	162	1	162	194	194	1	194	1	0	193	1	193
EB Right	16	0	16	1	17	0	17	65	82	0	0	0	0	82	0	0
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WB Left	27	1	27	2	29	1	29	100	129	1	129	1	0	129	1	129
Comb. L-T	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WB Thru	464	1	464	28	492	1	492	1	493	1	306	1	1	494	1	307
Comb. T-R	1	287	287	1	304	1	304	306	306	1	306	1	0	307	1	307
WB Right	109	0	109	7	116	0	116	4	119	0	0	0	0	119	0	0
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Crit. Volumes:	N-S: 334	E-W: 355	SUM: 689	N-S: 354	E-W: 376	SUM: 730	N-S: 636	E-W: 378	SUM: 1015	N-S: 636	E-W: 379	SUM: 1015	N-S: 636	E-W: 379	SUM: 1015	
No. of Phases:	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Volume / Capacity:	0.459	0.487	0.676	0.677	0.677	0.677	0.677	0.677	0.677	0.677	0.677	0.677	0.677	0.677	0.677	0.677
Level of Service:	A	A	B	B	B	B	B	B	B	B	B	B	B	B	B	B

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

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



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**CRITICAL MOVEMENT ANALYSIS**

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

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

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

Movement	2002 EXIST. TRAFFIC			2005 W/ AMBIENT GROWTH			2005 W/ OTHER PROJECTS			2005 W/ PROPOSED PROJECT			2005 W/ MITIGATION [1]						
	No. of Lanes	Lane Volume	Total Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Total Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Total Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Total Volume	
NB Left	37	1	37	2	39	1	39	65	104	1	104	1	104	0	104	1	104	0	104
Comb. L-T	0	-	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-
NB Thru	206	1	124	12	218	1	131	478	696	1	420	1	420	0	696	1	420	0	696
Comb. T-R	1	124	124	1	131	1	131	420	420	1	420	1	420	0	420	1	420	0	420
NB Right	41	0	-	2	43	0	-	100	143	0	-	0	-	0	143	0	-	0	143
Comb. L-T-R	0	0	-	0	0	0	-	0	0	0	0	0	0	0	0	0	0	0	0
SB Left	190	1	190	11	201	1	201	15	216	1	216	1	216	0	216	1	216	0	216
Comb. L-T	0	-	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-
SB Thru	78	1	78	5	83	1	83	473	555	1	347	1	347	0	555	1	347	0	555
Comb. T-R	1	122	122	1	129	1	129	347	347	1	347	1	347	0	347	1	347	0	347
SB Right	122	0	-	7	129	0	-	10	139	0	-	0	-	0	139	0	-	0	139
Comb. L-T-R	0	0	-	0	0	0	-	0	0	0	0	0	0	0	0	0	0	0	0
EB Left	246	1	246	15	261	1	261	5	266	1	266	1	266	0	266	1	266	0	266
Comb. L-T	0	-	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-
EB Thru	605	1	312	36	641	1	330	0	641	1	363	1	363	10	651	1	368	0	651
Comb. T-R	1	312	312	1	330	1	330	363	363	1	363	1	363	0	368	1	368	0	368
EB Right	18	0	-	1	19	0	-	65	84	0	-	0	-	0	84	0	-	0	84
Comb. L-T-R	0	0	-	0	0	0	-	0	0	0	0	0	0	0	0	0	0	0	0
WB Left	3	1	3	0	3	1	3	100	103	1	103	1	103	0	103	1	103	0	103
Comb. L-T	0	-	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-
WB Thru	368	1	296	22	390	1	314	1	391	1	318	1	318	6	397	1	321	0	397
Comb. T-R	1	296	296	1	314	1	314	318	318	1	318	1	318	0	321	1	321	0	321
WB Right	224	0	-	13	237	0	-	8	245	0	-	0	-	0	245	0	-	0	245
Comb. L-T-R	0	0	-	0	0	0	-	0	0	0	0	0	0	0	0	0	0	0	0
Crit. Volumes:	N-S: 314	E-W: 542	SUM: 856	N-S: 332	E-W: 575	SUM: 907	N-S: 332	E-W: 584	SUM: 1220	N-S: 636	E-W: 587	SUM: 1223	N-S: 636	E-W: 587	SUM: 1223	N-S: 636	E-W: 587	SUM: 1223	
No. of Phases:	2			2			2			2			2			2			
Volume / Capacity:	0.570			0.605			0.813			0.813			0.815			0.815			
Level of Service:	A			B			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**

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

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

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

Movement	2002 EXIST. TRAFFIC			2005 W/ AMBIENT GROWTH			2005 W/ OTHER PROJECTS			2005 W/ PROPOSED PROJECT			2005 W/ MITIGATION [2]								
	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	526	1	32	558	1	558	1	568	0	568	1	568	0	568	1	568	568			
Comb. L-T	0	-	0	-	-	0	-	0	-	0	-	0	-	0	-	0	-	-			
NB Thru	1	163	1	10	173	1	173	1	506	0	506	1	506	0	506	1	506	506			
Comb. T-R	1	273	1	16	289	1	289	1	506	0	506	1	506	0	506	1	506	506			
NB Right	0	-	0	-	-	0	-	0	-	0	-	0	-	0	-	0	-	-			
Comb. L-T-R	0	-	0	-	-	0	-	0	-	0	-	0	-	0	-	0	-	-			
SB Left	22	1	22	1	23	1	23	1	23	0	23	1	23	0	23	1	23	23			
Comb. L-T	0	-	0	-	-	0	-	0	-	0	-	0	-	0	-	0	-	-			
SB Thru	23	1	22	1	23	1	23	1	347	0	347	1	347	0	347	1	347	347			
Comb. T-R	1	22	1	1	23	1	23	1	347	0	347	1	347	0	347	1	347	347			
SB Right	20	0	20	1	21	0	21	0	129	0	129	0	129	0	129	0	129	129			
Comb. L-T-R	0	-	0	-	-	0	-	0	-	0	-	0	-	0	-	0	-	-			
EB Left	35	1	35	2	37	1	37	1	200	0	200	1	200	0	200	1	200	200			
Comb. L-T	0	-	0	-	-	0	-	0	-	0	-	0	-	0	-	0	-	-			
EB Thru	489	2	245	29	518	2	259	2	544	26	570	2	570	-7	563	2	563	568			
Comb. T-R	0	-	0	-	-	0	-	0	-	0	-	0	-	0	-	0	-	-			
EB Right [1]	84	1	84	5	89	1	89	1	99	10	109	1	99	0	99	1	99	99			
Comb. L-T-R	0	-	0	-	-	0	-	0	-	0	-	0	-	0	-	0	-	-			
WB Left	359	1	359	22	381	1	381	1	391	10	401	1	391	0	391	1	391	391			
Comb. L-T	0	-	0	-	-	0	-	0	-	0	-	0	-	0	-	0	-	-			
WB Thru	1038	2	519	62	1100	2	550	2	1121	21	1142	2	1124	3	1127	2	1124	1124			
Comb. T-R	0	-	0	-	-	0	-	0	-	0	-	0	-	0	-	0	-	-			
WB Right [1]	67	1	67	4	71	1	71	1	71	0	71	1	71	0	71	1	71	71			
Comb. L-T-R	0	-	0	-	-	0	-	0	-	0	-	0	-	0	-	0	-	-			
Crit. Volumes:	N-S:	548	N-S:	580	N-S:	580	914	N-S:	914	914	914	N-S:	914	914	914	N-S:	914	914			
	E-W:	604	E-W:	640	E-W:	640	760	E-W:	760	760	760	E-W:	760	760	760	E-W:	760	760			
	SUM:	1151	SUM:	1220	SUM:	1220	1675	SUM:	1675	1675	1675	SUM:	1675	1675	1675	SUM:	1675	1675			
No. of Phases:	2			2			2			2			2			2			2		
Volume / Capacity:	0.767			0.813			1.117			1.118			1.118			1.118			1.118		
Level of Service:	C			D			F			F			F			F			F		

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

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**CRITICAL MOVEMENT ANALYSIS**

Mason Avenue @ Nordhoff Street  
 Peak Hour: 2:00 PM  
 Annual Growth: 2.00%  
 Krausz Property Only Alternative A

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

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

Movement	2002 EXIST. TRAFFIC			2005 W/ AMBIENT GROWTH			2005 W/ OTHER PROJECTS			2005 W/ PROPOSED PROJECT			2005 W/ MITIGATION [2]					
	No. of Lanes	Lane Volume	Total Volume	No. of Lanes	Lane Volume	Total Volume	Added Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	
NB Left	155	1	155	1	164	10	174	1	174	0	174	1	174	0	174	1	174	
Comb. L-T	0	-	0	0	-	0	-	0	-	0	-	0	-	0	-	0	-	
NB Thru	69	1	69	1	73	540	613	1	430	0	613	1	430	0	613	1	430	
Comb. T-R	1	223	223	1	236	10	246	0	430	0	246	0	430	0	246	0	430	
NB Right	223	0	223	0	-	10	246	0	0	0	246	0	0	0	246	0	0	
Comb. L-T-R	0	-	0	0	-	0	-	0	0	0	-	0	0	0	-	0	0	
SB Left	140	1	140	1	148	0	148	1	148	0	148	1	148	0	148	1	148	
Comb. L-T	0	-	0	0	-	0	-	0	-	0	-	0	-	0	-	0	-	
SB Thru	209	1	209	1	222	540	762	1	473	0	762	1	473	0	762	1	473	
Comb. T-R	1	123	123	1	130	147	185	0	473	0	185	0	473	0	185	0	473	
SB Right	36	0	36	0	-	0	-	0	0	0	-	0	0	0	-	0	0	
Comb. L-T-R	0	-	0	0	-	0	-	0	0	0	-	0	0	0	-	0	0	
EB Left	16	1	16	1	17	104	121	1	121	0	121	1	121	0	121	1	121	
Comb. L-T	0	-	0	0	-	0	-	0	-	0	-	0	-	0	-	0	-	
EB Thru	887	2	887	2	940	8	948	2	427	26	974	2	436	0	974	2	436	
Comb. T-R	1	397	397	1	421	10	332	0	427	0	332	0	436	0	332	0	436	
EB Right	304	0	304	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	
WB Left	220	1	220	1	233	10	243	1	243	0	243	1	243	0	243	1	243	
Comb. L-T	0	-	0	0	-	0	-	0	-	0	-	0	-	0	-	0	-	
WB Thru	750	2	750	2	795	9	804	2	278	15	819	2	283	0	819	2	283	
Comb. T-R	1	260	260	1	275	0	31	0	278	0	31	0	283	0	31	0	283	
WB Right	29	0	29	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	
Crit. Volumes:	N-S:	363	N-S:	385	N-S:	648	N-S:	648	N-S:	648	N-S:	648	N-S:	648	N-S:	648	N-S:	648
	E-W:	617	E-W:	654	E-W:	670	E-W:	670	E-W:	670	E-W:	670	E-W:	670	E-W:	670	E-W:	670
	SUM:	980	SUM:	1039	SUM:	1318	SUM:	1318	SUM:	1318	SUM:	1318	SUM:	1318	SUM:	1318	SUM:	1318
No. of Phases:	2		2		2		2		2		2		2		2		2	
Volume / Capacity:	0.653		0.693		0.879		0.884		0.884		0.884		0.884		0.884		0.884	
Level of Service:	B		B		D		D		D		D		D		D		D	

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

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

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

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

**CRITICAL MOVEMENT ANALYSIS**

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

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

Movement	2003 EXIST. TRAFFIC				2005 W/ AMBIENT GROWTH				2005 W/ OTHER PROJECTS				2005 W/ PROPOSED PROJECT				2005 W/ MITIGATION [1]							
	No. of Lanes	Volume	Added	Total	No. of Lanes	Volume	Added	Total	No. of Lanes	Volume	Added	Total	No. of Lanes	Volume	Added	Total	No. of Lanes	Volume	Added	Total	No. of Lanes	Volume		
NB Left	98	1	98	4	102	1	102	0	102	1	102	0	102	1	102	0	102	1	102	0	102	1	102	
Comb. L-T	0	-	425	29	759	1	441	475	1234	1	679	0	1234	1	679	0	1234	1	679	0	1234	1	679	
Comb. T-R	1	425	425	5	124	0	124	0	124	0	124	0	124	0	124	0	124	0	124	0	124	0	124	
NB Right	119	0	119	5	124	0	124	0	124	0	124	0	124	0	124	0	124	0	124	0	124	0	124	
Comb. L-T-R	0	-	425	5	124	0	124	0	124	0	124	0	124	0	124	0	124	0	124	0	124	0	124	
SB Left	32	1	32	1	33	1	33	0	33	1	33	0	33	1	33	0	33	1	33	0	33	1	33	
Comb. L-T	0	-	296	23	597	1	308	475	1072	1	555	0	1072	1	555	0	1072	1	555	0	1072	1	555	
SB Thru	574	1	296	1	308	1	308	0	308	1	555	0	555	1	555	0	555	1	555	0	555	1	555	
Comb. T-R	1	296	296	1	308	0	308	0	308	0	308	0	308	0	308	0	308	0	308	0	308	0	308	
SB Right	18	0	18	1	19	0	19	20	39	0	39	0	39	0	39	0	39	0	39	0	39	0	39	
Comb. L-T-R	0	-	18	1	19	0	19	20	39	0	39	0	39	0	39	0	39	0	39	0	39	0	39	
EB Left	52	1	52	2	54	1	54	20	74	1	74	0	74	1	74	0	74	1	74	0	74	1	74	
Comb. L-T	0	-	341	26	671	1	354	0	671	1	354	-3	668	1	353	0	668	1	353	0	668	1	353	
EB Thru	645	1	341	1	354	1	354	0	354	1	354	0	354	1	353	0	353	1	353	0	353	1	353	
Comb. T-R	1	341	341	1	354	0	354	0	354	0	354	0	354	0	353	0	353	0	353	0	353	0	353	
EB Right	36	0	36	1	37	0	37	0	37	0	37	0	37	0	37	0	37	0	37	0	37	0	37	
Comb. L-T-R	0	-	36	1	37	0	37	0	37	0	37	0	37	0	37	0	37	0	37	0	37	0	37	
WB Left	192	1	192	8	200	1	200	0	200	1	200	0	200	1	200	0	200	1	200	0	200	1	200	
Comb. L-T	0	-	463	32	820	1	482	2	822	1	483	1	823	1	483	0	823	1	483	0	823	1	483	
WB Thru	788	1	463	1	482	1	482	0	482	1	483	1	483	1	483	0	483	1	483	0	483	1	483	
Comb. T-R	1	463	463	1	482	0	482	0	482	0	483	0	483	0	483	0	483	0	483	0	483	0	483	
WB Right	138	0	138	6	144	0	144	0	144	0	144	0	144	0	144	0	144	0	144	0	144	0	144	
Comb. L-T-R	0	-	138	6	144	0	144	0	144	0	144	0	144	0	144	0	144	0	144	0	144	0	144	
Crit. Volumes:	N-S:	457	N-S:	475	N-S:	712	N-S:	712	N-S:	712	N-S:	712	N-S:	712	N-S:	712	N-S:	712	N-S:	712	N-S:	712	N-S:	712
	E-W:	533	E-W:	554	E-W:	557	E-W:	557	E-W:	557	E-W:	557	E-W:	557	E-W:	557	E-W:	557	E-W:	557	E-W:	557	E-W:	557
	SUM:	989	SUM:	1029	SUM:	1269	SUM:	1269	SUM:	1269	SUM:	1269	SUM:	1269	SUM:	1269	SUM:	1269	SUM:	1269	SUM:	1269	SUM:	1269
No. of Phases:	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	
Volume / Capacity:	0.659	0.686	0.686	0.686	0.686	0.686	0.686	0.686	0.686	0.686	0.686	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:	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.

**LINSCOTT, LAW & GREENSPAN, ENGINEERS**  
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N-S St: Mason Avenue  
 E-W St: Parthenia Street  
 Project: Krausz Companies Northridge / 1-023166-1  
 File Name: CMA44  
 Counts by: Accutek

**CRITICAL MOVEMENT ANALYSIS**

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

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

Movement	2003 EXIST. TRAFFIC			2005 W/ AMBIENT GROWTH			2005 W/ OTHER PROJECTS			2005 W/ PROPOSED PROJECT			2005 W/ MITIGATION [1]		
	No. of Lanes	Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Added Volume	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Added Volume	Total Volume	Lane Volume
NB Left	97	1	97	4	101	1	101	0	101	1	101	1	0	101	1
Comb. L-T	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0
NB Thru	491	1	331	20	511	1	344	475	986	1	581	1	0	986	1
Comb. T-R	1	331	331	1	344	1	344	1	581	1	581	1	0	581	1
NB Right	170	0	-	7	177	0	-	0	177	0	177	0	0	177	0
Comb. L-T-R	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0
SB Left	108	1	108	4	112	1	112	0	112	1	112	1	0	112	1
Comb. L-T	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0
SB Thru	625	1	335	25	650	1	348	475	1125	1	595	1	0	1125	1
Comb. T-R	1	335	335	1	348	1	348	1	595	1	595	1	0	595	1
SB Right	44	0	-	2	46	0	-	20	66	0	66	0	0	66	0
Comb. L-T-R	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0
EB Left	42	1	42	2	44	1	44	20	64	1	64	1	0	64	1
Comb. L-T	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0
EB Thru	833	1	454	33	866	1	472	9	876	1	476	1	10	886	1
Comb. T-R	1	454	454	1	472	1	472	1	476	1	476	1	0	481	1
EB Right	74	0	-	3	77	0	-	0	77	0	77	0	0	77	0
Comb. L-T-R	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0
WB Left	147	1	147	6	153	1	153	0	153	1	153	1	0	153	1
Comb. L-T	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0
WB Thru	696	1	360	28	724	1	374	9	732	1	378	1	6	738	1
Comb. T-R	1	360	360	1	374	1	374	1	378	1	378	1	0	381	1
WB Right	23	0	-	1	24	0	-	0	24	0	24	0	0	24	0
Comb. L-T-R	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0
Crit. Volumes:	N-S: 439	N-S: 456	N-S: 696				N-S: 696				N-S: 696				N-S: 696
	E-W: 601	E-W: 625	E-W: 629				E-W: 629				E-W: 634				E-W: 634
	SUM: 1039	SUM: 1081	SUM: 1325				SUM: 1325				SUM: 1330				SUM: 1330
No. of Phases:	2	2	2				2				2				2
Volume / Capacity:	0.693	0.720	0.884				0.884				0.887				0.887
Level of Service:	B	C	D				D				D				D

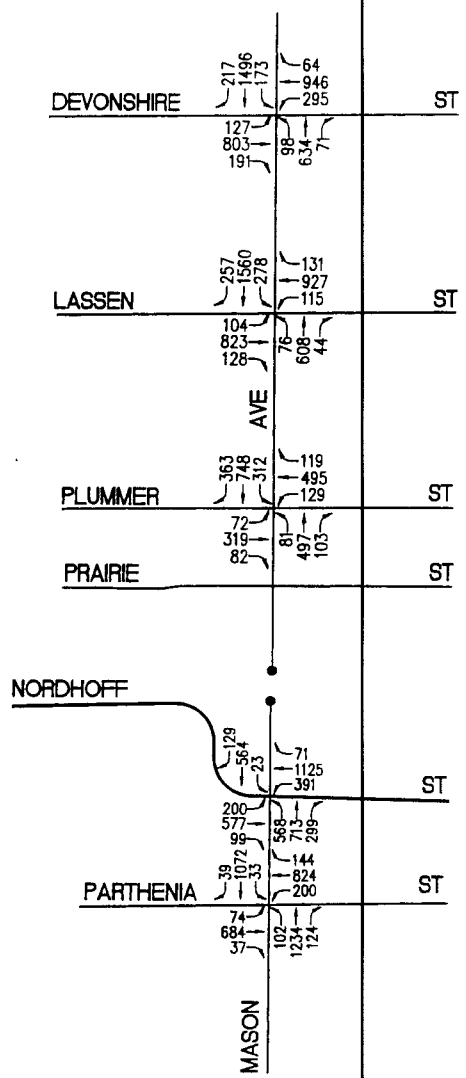
Assumptions: Maximum Sum of Critical Volumes (Intersection Capacity): 2 Phase=1500, 3 Phase=1425, 4+ Phase=1375, Unsignalized=1200.  
 For dual turn lanes, 55% of volume is assigned to heavier lane.  
 For one excl. and one opt. turn lane, 70% of volume is assigned to exclusive lane.  
 Right turns on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

**Linscott, Law & Greenspan, Engineers**

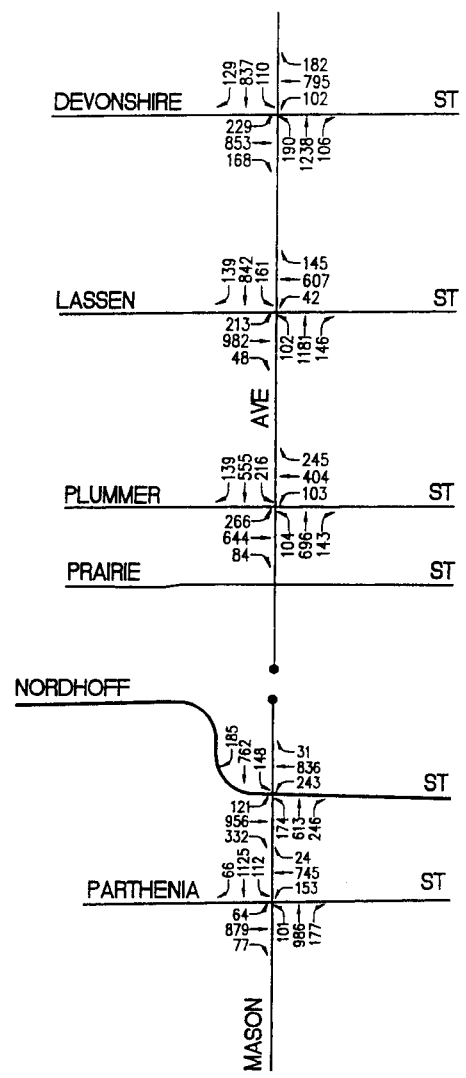
**APPENDIX E-2**

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

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AM PEAK HOUR



PM PEAK HOUR



NOT TO SCALE

**APPENDIX E-2  
KRAUSZ PROPERTY ONLY ALTERNATIVE B  
WITH PROJECT TRAFFIC VOLUMES**

KRAUSZ PROPERTY PROJECT

**LINSCOTT, LAW & GREENSPAN, ENGINEERS**  
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**CRITICAL MOVEMENT ANALYSIS**

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

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

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

Movement	2003 EXIST. TRAFFIC			2005 W/ AMBIENT GROWTH			2005 W/ OTHER PROJECTS			2005 W/ PROPOSED PROJECT			2005 W/ MITIGATION		
	Volume	Lane	No. of Lanes	Added Volume	Total Volume	No. of Lanes	Added Volume	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Added Volume	Total Volume	Lane Volume
NB Left	66	1	66	3	69	1	29	98	1	98	1	0	98	1	98
Comb. L-T	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NB Thru	312	1	183	12	324	1	310	634	1	352	1	0	634	1	352
Comb. T-R	1	1	183	0	183	1	0	183	1	352	1	0	352	1	352
NB Right	53	0	53	2	55	0	16	71	0	71	0	0	71	0	71
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SB Left	164	1	164	7	171	1	3	173	1	173	1	0	173	1	173
Comb. L-T	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SB Thru	1059	2	530	42	1101	2	395	1496	2	748	2	0	1496	2	748
Comb. T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SB Right [1]	186	1	186	7	193	1	24	217	1	217	1	0	217	1	217
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EB Left	117	1	117	5	122	1	5	127	1	127	1	0	127	1	127
Comb. L-T	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EB Thru	692	2	346	28	720	2	71	790	2	395	2	13	803	2	402
Comb. T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EB Right	158	1	158	6	164	1	27	191	1	191	1	0	191	1	191
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WB Left	265	1	265	11	276	1	19	295	1	295	1	0	295	1	295
Comb. L-T	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WB Thru	920	2	460	37	957	2	-13	944	2	472	2	2	946	2	473
Comb. T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WB Right	57	1	57	2	59	1	5	64	1	64	1	0	64	1	64
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Crit. Volumes:	N-S: 596	E-W: 611	SUM: 1207	N-S: 619	E-W: 635	SUM: 1255	N-S: 846	E-W: 690	SUM: 1536	N-S: 846	E-W: 697	SUM: 1542	N-S: 846	E-W: 697	SUM: 1542
No. of Phases:	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Volume / Capacity:	0.804	0.837	0.804	0.837	0.837	0.837	0.837	0.837	0.837	0.837	0.837	0.837	0.837	0.837	0.837
Level of Service:	D	D	D	D	D	D	D	D	D	D	D	D	D	D	D

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

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

Notes [1] Functional right-turn only lane.



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

**CRITICAL MOVEMENT ANALYSIS**

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

Date: 09/01/2003  
 Date of Count: 2003  
 Projection Year: 2005

Movement	2003 EXIST. TRAFFIC			2005 W/ AMBIENT GROWTH			2005 W/ OTHER PROJECTS			2005 W/ PROPOSED PROJECT			2005 W/ MITIGATION		
	Volume	No. of Lanes	Total Volume	Added Volume	No. of Lanes	Total Volume	Added Volume	No. of Lanes	Total Volume	Added Volume	No. of Lanes	Total Volume	Added Volume	No. of Lanes	Total Volume
NB Left	155	1	155	6	1	161	29	1	190	0	1	190	0	1	190
Comb. L-T	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NB Thru	829	1	829	33	1	862	376	1	1238	0	1	1238	0	1	1238
Comb. T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NB Right	95	1	95	4	1	99	7	1	106	0	1	106	0	1	106
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SB Left	98	1	98	4	1	102	9	1	110	0	1	110	0	1	110
Comb. L-T	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SB Thru	463	2	463	19	2	482	355	2	837	0	2	837	0	2	837
Comb. T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SB Right [1]	107	1	107	4	1	111	18	1	129	0	1	129	0	1	129
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EB Left	195	1	195	8	1	203	26	1	229	0	1	229	0	1	229
Comb. L-T	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EB Thru	817	2	817	33	2	850	0	2	853	3	2	853	0	2	853
Comb. T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EB Right	131	1	131	5	1	136	32	1	168	0	1	168	0	1	168
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WB Left	83	1	83	3	1	86	16	1	102	0	1	102	0	1	102
Comb. L-T	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WB Thru	709	2	709	28	2	737	45	2	782	13	2	795	0	2	795
Comb. T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WB Right	167	1	167	7	1	174	8	1	182	0	1	182	0	1	182
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Crit. Volumes:	N-S: 560	E-W: 550	SUM: 1110	N-S: 582	E-W: 571	SUM: 1154	N-S: 782	E-W: 620	SUM: 1403	N-S: 782	E-W: 627	SUM: 1409	N-S: 782	E-W: 627	SUM: 1409
No. of Phases:	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Volume / Capacity:	0.740	0.769	0.935	0.769	0.935	0.939	0.939	0.939	0.939	0.939	0.939	0.939	0.939	0.939	0.939
Level of Service:	C	C	C	C	C	C	C	C	C	C	C	C	C	C	E

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

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CRITICAL MOVEMENT ANALYSIS

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

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

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

Movement	2003 EXIST. TRAFFIC			2005 W/ AMBIENT GROWTH			2005 W/ OTHER PROJECTS			2005 W/ PROPOSED PROJECT			2005 W/ TDM			15% No. of Lanes	
	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	73	1	73	1	76	0	76	1	76	0	76	1	76	0	76	1	76
Comb. L-T	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NB Thru	189	2	95	8	197	2	304	2	304	0	608	2	304	0	608	2	304
Comb. T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NB Right [1]	42	1	42	2	44	0	44	0	44	0	44	0	44	0	44	1	44
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SB Left	260	1	260	10	270	1	278	1	278	0	278	1	278	0	278	1	278
Comb. L-T	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SB Thru	1038	2	519	42	1080	2	540	2	780	0	1560	2	780	0	1560	2	780
Comb. T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SB Right [1]	242	1	242	10	252	1	257	1	257	0	257	1	257	0	257	1	257
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EB Left	100	1	100	4	104	1	104	1	104	0	104	1	104	0	104	1	104
Comb. L-T	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EB Thru	778	1	451	31	809	1	469	1	476	13	823	1	476	0	823	1	476
Comb. T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EB Right	123	0	123	5	128	0	128	0	128	0	128	0	128	0	128	0	128
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WB Left	111	1	111	4	115	1	115	1	115	0	115	1	115	0	115	1	115
Comb. L-T	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WB Thru	888	2	444	36	924	2	462	2	462	2	927	2	463	0	927	2	463
Comb. T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WB Right [1]	124	0	124	5	129	1	129	1	131	0	131	1	131	0	131	1	131
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Crit. Volumes:	N-S:	592	616	N-S:	856	856	N-S:	856	856	N-S:	856	856	N-S:	856	856	N-S:	856
	E-W:	562	584	E-W:	585	585	E-W:	591	591	E-W:	591	591	E-W:	591	591	E-W:	590
	SUM:	1154	1200	SUM:	1200	1440	SUM:	1447	1447	SUM:	1447	1447	SUM:	1447	1447	SUM:	1445
No. of Phases:	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Volume / Capacity:	0.769	0.800	0.960	0.965	0.965	0.965	0.965	0.965	0.965	0.965	0.965	0.965	0.965	0.965	0.965	0.964	0.964
Level of Service:	C	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.  
 [1] Functional right-turn only lane.  
 [2] Traffic volumes shown in the added volume column reflect redistribution of traffic due to Mason Avenue crossing.

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CRITICAL MOVEMENT ANALYSIS

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

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

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

Movement	2003 EXIST. TRAFFIC			2005 W/ AMBIENT GROWTH			2005 W/ OTHER PROJECTS			2005 W/ PROPOSED PROJECT			2005 W/ MITIGATION [2]			2005 W/ TDM			
	No. of Lanes	Volume	Lane	Added	Total	No. of Lanes	Volume	Lane	Added	Total	No. of Lanes	Volume	Lane	Added	Total	No. of Lanes	Volume	Lane	
NB Left	98	1	98	4	102	1	102	1	102	0	102	1	102	0	102	1	102	1	102
Comb. L-T	0	-	355	28	738	2	369	0	590	0	1181	2	590	0	1181	2	590	0	590
NB Thru	0	-	140	6	146	1	146	0	146	0	146	0	146	0	146	0	146	0	146
NB Right [1]	140	1	140	6	146	1	146	0	146	0	146	0	146	0	146	0	146	0	146
Comb. L-T-R	0	-	150	6	156	1	156	0	161	0	161	1	161	0	161	1	161	0	161
SB Left	150	1	150	6	156	1	156	5	161	0	161	1	161	0	161	1	161	0	161
Comb. L-T	0	-	379	15	394	2	197	448	842	0	842	2	421	0	842	2	421	0	842
SB Thru	0	-	131	5	136	1	136	3	139	0	139	0	139	0	139	1	139	0	139
SB Right [1]	131	1	131	5	136	1	136	3	139	0	139	0	139	0	139	1	139	0	139
Comb. L-T-R	0	-	195	8	203	1	203	10	213	0	213	1	213	0	213	1	213	0	213
EB Left	0	-	941	38	979	1	513	0	979	0	982	0	982	0	982	0	982	0	982
Comb. L-T	0	-	46	2	48	0	48	0	48	0	48	0	48	0	48	0	48	0	48
EB Thru	1	494	494	2	48	0	48	0	48	0	48	0	48	0	48	0	48	0	48
Comb. T-R	1	494	494	2	48	0	48	0	48	0	48	0	48	0	48	0	48	0	48
EB Right	0	-	40	2	42	1	42	0	42	0	42	1	42	0	42	1	42	0	42
Comb. L-T-R	0	-	571	23	594	2	297	0	594	2	297	0	594	13	607	2	303	-3	604
WB Left	40	1	40	2	42	1	42	0	42	0	42	1	42	0	42	1	42	0	42
Comb. L-T	0	-	132	5	137	1	137	8	145	0	145	1	145	0	145	1	145	0	145
WB Thru	2	286	286	5	137	1	137	8	145	0	145	1	145	0	145	1	145	0	145
Comb. T-R	0	-	132	5	137	1	137	8	145	0	145	1	145	0	145	1	145	0	145
WB Right [1]	132	1	132	5	137	1	137	8	145	0	145	1	145	0	145	1	145	0	145
Comb. L-T-R	0	-	505	534	1039	1	525	555	1080	1	525	555	1080	1	525	555	1080	1	525
Cril. Volumes:	N-S:	505	534	1039	N-S:	525	555	1080	N-S:	751	556	1308	N-S:	751	556	1308	N-S:	751	556
	E-W:	534	1039	525	E-W:	555	1080	751	E-W:	556	1308	751	E-W:	556	1308	751	E-W:	556	1308
	SUM:	1039	525	1080	SUM:	1080	751	1308	SUM:	1308	751	1308	SUM:	1308	751	1308	SUM:	1308	751
No. of Phases:	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Volume / Capacity:	0.692	0.720	0.871	0.872	0.872	0.872	0.872	0.872	0.872	0.872	0.872	0.872	0.872	0.872	0.872	0.872	0.872	0.872	0.872
Level of Service:	B	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] Functional right-turn only lane.  
 [2] Traffic volumes shown in the added volume column reflect redistribution of traffic due to Mason Avenue crossing.

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CRITICAL MOVEMENT ANALYSIS

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

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

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

Movement	2002 EXIST. TRAFFIC			2005 W/ AMBIENT GROWTH			2005 W/ OTHER PROJECTS			2005 W/ PROPOSED PROJECT			2005 W/ TDM			15% No. of Lanes			
	No. of Lanes	Volume	Lane	Added Volume	Total Volume	No. of Lanes	Added Volume	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Added Volume	Total Volume	Lane Volume		Added Volume	Total Volume	
NB Left	15	1	15	1	16	1	65	81	1	81	0	81	1	81	0	81	1	81	
Comb. L-T	0	-	0	0	-	0	-	0	0	0	0	0	0	0	0	0	0	0	
NB Thru	28	1	16	2	30	1	468	497	1	300	0	497	1	300	0	497	1	300	
Comb. T-R	1	16	16	1	16	1	300	300	1	300	0	300	1	300	0	300	1	300	
NB Right	3	0	0	0	3	0	100	103	0	0	0	103	0	0	0	103	0	0	
Comb. L-T-R	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
SB Left	271	1	271	16	287	1	287	312	1	312	0	312	1	312	0	312	1	312	
Comb. L-T	0	-	0	0	-	0	-	0	0	0	0	0	0	0	0	0	0	0	
SB Thru	255	1	255	15	270	1	270	748	1	555	0	748	1	555	0	748	1	555	
Comb. T-R	1	319	319	1	338	1	338	363	0	0	0	363	0	0	0	363	0	0	
SB Right	319	0	0	19	338	0	25	363	0	0	0	363	0	0	0	363	0	0	
Comb. L-T-R	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
EB Left	68	1	68	4	72	1	72	72	1	72	0	72	1	72	0	72	1	72	
Comb. L-T	0	-	0	0	-	0	-	0	0	0	0	0	0	0	0	0	0	0	
EB Thru	289	1	153	17	306	1	162	0	306	1	194	13	319	1	201	0	316	1	199
Comb. T-R	1	153	153	1	162	1	162	194	1	201	0	201	1	201	0	201	1	199	
EB Right	16	0	0	1	17	0	65	82	0	0	0	82	0	0	0	82	0	0	
Comb. L-T-R	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
WB Left	27	1	27	2	29	1	29	100	129	1	129	0	129	1	129	0	129	1	129
Comb. L-T	0	-	0	0	-	0	-	0	0	0	0	0	0	0	0	0	0	0	
WB Thru	464	1	287	28	492	1	304	1	493	1	306	2	495	1	307	0	495	1	307
Comb. T-R	1	287	287	1	304	1	304	306	1	306	0	306	1	307	0	307	1	307	
WB Right	109	0	0	7	116	0	4	119	0	0	0	119	0	0	0	119	0	0	
Comb. L-T-R	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Crit. Volumes:	N-S:	334	N-S:	354	N-S:	354	N-S:	636	N-S:	636	N-S:	636	N-S:	636	N-S:	636	N-S:	636	
	E-W:	355	E-W:	376	E-W:	376	E-W:	378	E-W:	379	E-W:	379	E-W:	379	E-W:	379	E-W:	379	
	SUM:	689	SUM:	730	SUM:	730	SUM:	1015	SUM:	1016	SUM:	1016	SUM:	1016	SUM:	1016	SUM:	1015	
No. of Phases:	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	
Volume / Capacity:	0.459	0.487	0.676	0.677	0.677	0.677	0.677	0.677	0.677	0.677	0.677	0.677	0.677	0.677	0.677	0.677	0.677		
Level of Service:	A	A	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	

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

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

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CRITICAL MOVEMENT ANALYSIS

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

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

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

Movement	2002 EXIST. TRAFFIC			2005 W/ AMBIENT GROWTH			2005 W/ OTHER PROJECTS			2005 W/ PROPOSED PROJECT			2005 W/ MITIGATION [1]			2005 W/ TDM			
	No. of Lanes	Volume	Lane	Added	Total	No. of Lanes	Volume	Lane	Added	Total	No. of Lanes	Volume	Lane	Added	Total	No. of Lanes	Volume	Lane	
NB Left	37	1	37	1	39	1	104	1	104	0	104	1	104	0	104	1	104	1	104
Comb. L-T	0	-	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-
NB Thru	206	1	124	1	131	1	478	1	420	0	696	1	420	0	696	1	420	1	420
Comb. T-R	1	124	131	1	131	1	420	1	420	0	420	1	420	0	420	1	420	1	420
NB Right	41	0	-	2	43	0	-	0	-	0	143	0	-	0	143	0	-	0	-
Comb. L-T-R	0	-	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-
SB Left	190	1	190	11	201	1	201	1	216	0	216	1	216	0	216	1	216	1	216
Comb. L-T	0	-	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-
SB Thru	78	1	78	5	83	1	83	1	347	0	555	1	347	0	555	1	347	1	347
Comb. T-R	1	122	129	1	129	1	347	1	347	0	347	1	347	0	347	1	347	1	347
SB Right	122	0	-	7	129	0	-	0	-	0	139	0	-	0	139	0	-	0	-
Comb. L-T-R	0	-	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-
EB Left	246	1	246	15	261	1	261	1	266	0	266	1	266	0	266	1	266	1	266
Comb. L-T	0	-	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-
EB Thru	605	1	312	36	641	1	330	0	641	3	644	1	364	0	644	1	364	1	364
Comb. T-R	1	312	330	1	330	1	363	1	363	0	363	1	364	0	364	1	364	1	364
EB Right	18	0	-	1	19	0	-	65	84	0	84	0	-	0	84	0	-	0	-
Comb. L-T-R	0	-	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-
WB Left	3	1	3	0	3	1	103	1	103	0	103	1	103	0	103	1	103	1	103
Comb. L-T	0	-	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-
WB Thru	368	1	296	22	390	1	314	1	318	13	404	1	325	0	404	1	325	1	323
Comb. T-R	1	296	314	1	314	1	318	1	318	0	318	1	325	0	325	1	325	1	323
WB Right	224	0	-	13	237	0	-	8	245	0	245	0	-	0	245	0	-	0	-
Comb. L-T-R	0	-	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-
Crit. Volumes:	N-S:	314	332	N-S:	636	N-S:	636	N-S:	636	N-S:	636	N-S:	636	N-S:	636	N-S:	636	N-S:	636
	E-W:	542	575	E-W:	584	E-W:	584	E-W:	590	E-W:	590	E-W:	590	E-W:	590	E-W:	590	E-W:	589
	SUM:	856	907	SUM:	1220	SUM:	1220	SUM:	1226	SUM:	1226	SUM:	1226	SUM:	1226	SUM:	1226	SUM:	1225
No. of Phases:	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Volume / Capacity:	A	0.570	0.605	B	0.605	D	0.813	D	0.818	D	0.818	D	0.818	D	0.818	D	0.818	D	0.817
Level of Service:	A			B		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

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

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

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

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	No. of Lanes	Added Volume	Total Volume	Lane Volume	Added Volume	Total Volume	Lane Volume	Added Volume	Total Volume	Lane Volume	Added Volume	Total Volume	Lane Volume	Added Volume	Total Volume	15% No. of Lanes
NB Left	1	526	1	32	558	1	568	10	568	1	568	1	568	0	568	0	568	1
Comb. L-T	0	-	0	-	-	0	-	-	-	0	-	0	-	-	-	-	-	0
NB Thru	1	163	1	10	173	1	173	540	713	1	506	1	506	0	713	0	713	1
Comb. T-R	1	273	1	289	289	1	289	1	289	1	506	1	506	0	713	0	713	1
NB Right	0	-	0	16	289	0	289	0	289	0	0	0	0	0	299	0	299	0
Comb. L-T-R	0	-	0	-	-	0	-	-	-	0	-	0	-	-	-	-	-	0
SB Left	22	22	1	22	23	1	23	0	23	1	23	1	23	0	23	0	23	1
Comb. L-T	0	-	0	-	-	0	-	-	-	0	-	0	-	-	-	-	-	0
SB Thru	23	22	1	22	23	1	23	540	564	1	347	1	347	0	564	0	564	1
Comb. T-R	1	22	1	22	23	1	23	1	23	1	347	1	347	0	564	0	564	1
SB Right	20	0	0	1	21	0	21	108	129	0	0	0	0	0	129	0	129	0
Comb. L-T-R	0	-	0	-	-	0	-	-	-	0	-	0	-	-	-	-	-	0
EB Left	35	1	35	2	37	1	37	163	200	1	200	1	200	0	200	0	200	1
Comb. L-T	0	-	0	-	-	0	-	-	-	0	-	0	-	-	-	-	-	0
EB Thru	489	2	245	29	518	2	259	26	544	2	272	2	288	33	577	0	577	2
Comb. T-R	0	-	0	-	-	0	-	-	-	0	-	0	-	-	-	-	-	0
EB Right [1]	84	1	84	5	89	1	89	10	99	1	99	1	99	0	99	0	99	1
Comb. L-T-R	0	-	0	-	-	0	-	-	-	0	-	0	-	-	-	-	-	0
WB Left	359	1	359	22	381	1	381	10	391	1	391	1	391	0	391	0	391	1
Comb. L-T	0	-	0	-	-	0	-	-	-	0	-	0	-	-	-	-	-	0
WB Thru	1038	2	519	62	1100	2	550	21	1121	2	560	2	562	4	1125	0	1125	2
Comb. T-R	0	-	0	-	-	0	-	-	-	0	-	0	-	-	-	-	-	0
WB Right [1]	67	1	67	4	71	1	71	0	71	1	71	1	71	0	71	0	71	1
Comb. L-T-R	0	-	0	-	-	0	-	-	-	0	-	0	-	-	-	-	-	0
Crit. Volumes:	N-S:	548	N-S:	580	N-S:	914	N-S:	914	N-S:	914	N-S:	914	N-S:	914	N-S:	914	N-S:	914
	E-W:	604	E-W:	640	E-W:	760	E-W:	760	E-W:	762	E-W:	762	E-W:	762	E-W:	762	E-W:	762
	SUM:	1151	SUM:	1220	SUM:	1675	SUM:	1675	SUM:	1677	SUM:	1677	SUM:	1677	SUM:	1677	SUM:	1676
No. of Phases:	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Volume / Capacity:	0.767	0.813	1.117	1.118	1.118	1.118	1.118	1.118	1.118	1.118	1.118	1.118	1.118	1.118	1.118	1.118	1.118	1.118
Level of Service:	C	D	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, 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

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

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

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

Movement	2002 EXIST. TRAFFIC			2005 W/ AMBIENT GROWTH			2005 W/ OTHER PROJECTS			2005 W/ PROPOSED PROJECT			2005 W/ MITIGATION [2]			2005 W/ TDM				
	No. of Lanes	Volume	Lane	Added Volume	Total Volume	No. of Lanes	Added Volume	Total Volume	Lane	Added Volume	Total Volume	No. of Lanes	Added Volume	Total Volume	Lane	Added Volume	Total Volume	15% No. of Lanes		
NB Left	1	155	9	164	1	164	10	174	1	174	0	174	1	174	0	174	0	174	1	
Comb. L-T	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	
NB Thru	69	69	4	73	1	73	540	613	1	430	0	613	1	430	0	613	0	613	1	
Comb. T-R	1	223	1	236	1	236	1	430	1	430	0	430	1	430	0	430	0	430	1	
NB Right	0	-	13	236	0	236	0	246	0	246	0	246	0	246	0	246	0	246	0	
Comb. L-T-R	0	-	0	0	0	0	0	246	0	246	0	246	0	246	0	246	0	246	0	
SB Left	1	140	8	148	1	148	0	148	1	148	0	148	1	148	0	148	0	148	1	
Comb. L-T	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	
SB Thru	209	123	13	222	1	222	540	762	1	473	0	762	1	473	0	762	0	762	1	
Comb. T-R	1	123	1	130	1	130	1	473	1	473	0	473	1	473	0	473	0	473	1	
SB Right	36	0	2	38	0	38	147	185	0	0	0	185	0	0	0	185	0	185	0	
Comb. L-T-R	0	-	0	0	0	0	0	185	0	0	0	185	0	0	0	185	0	185	0	
EB Left	1	16	1	17	1	17	104	121	1	121	0	121	1	121	0	121	0	121	1	
Comb. L-T	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	
EB Thru	887	397	53	940	2	942	8	948	2	427	8	956	2	430	0	956	-1	955	2	
Comb. T-R	1	397	1	421	1	421	1	427	1	427	0	427	1	430	0	430	0	429	1	
EB Right	304	0	18	322	0	322	0	332	0	0	0	332	0	0	0	332	0	332	0	
Comb. L-T-R	0	-	0	0	0	0	0	332	0	0	0	332	0	0	0	332	0	332	0	
WB Left	220	1	13	233	1	233	10	243	1	243	0	243	1	243	0	243	0	243	1	
Comb. L-T	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	
WB Thru	750	260	45	795	2	797	9	804	2	278	32	836	2	289	0	836	-5	831	2	
Comb. T-R	1	260	1	275	1	275	1	278	1	289	1	289	1	289	0	289	0	287	1	
WB Right	29	0	2	31	0	31	0	31	0	0	0	31	0	0	0	31	0	31	0	
Comb. L-T-R	0	-	0	0	0	0	0	31	0	0	0	31	0	0	0	31	0	31	0	
Crit. Volumes:	N-S:	363	E-W:	654	N-S:	648	E-W:	670	N-S:	648	E-W:	673	N-S:	648	E-W:	673	N-S:	648	E-W:	673
	SUM:	980	SUM:	1039	SUM:	1318	SUM:	1318	SUM:	1320	SUM:	1320	SUM:	1320	SUM:	1320	SUM:	1320	SUM:	1320
No. of Phases:	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	
Volume / Capacity:	0.653	0.693	0.879	0.880	0.880	0.880	0.880	0.880	0.880	0.880	0.880	0.880	0.880	0.880	0.880	0.880	0.880	0.880	0.880	
Level of Service:	B	B	D	D	D	D	D	D	D	D	D	D	D	D	D	D	D	D	D	

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

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

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

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

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

Movement	2003 EXIST. TRAFFIC			2005 W/ AMBIENT GROWTH			2005 W/ OTHER PROJECTS			2005 W/ PROPOSED PROJECT			2005 W/ MITIGATION [1]			2005 W/ TDM			15% Lanes					
	No. of Lanes	Volume	Lane	Added	Total	No. of Lanes	Volume	Lane	Added	Total	No. of Lanes	Volume	Lane	Added	Total	No. of Lanes	Volume	Lane		Added	Total	No. of Lanes		
NB Left	98	1	98	4	102	1	102	1	102	0	102	1	102	0	102	1	102	1	102	0	102	1	102	
Comb. L-T	0	-	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
NB Thru	730	1	425	29	759	1	441	1	475	1234	1	679	1	679	0	1234	1	679	1	679	0	1234	1	679
Comb. T-R	1	425	1	441	1	441	1	441	1	441	1	441	1	441	1	441	1	441	1	441	1	441	1	441
NB Right	119	0	0	5	124	0	0	0	0	124	0	0	0	0	124	0	0	0	0	0	124	0	124	
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
SB Left	32	1	32	1	33	1	33	1	33	0	33	1	33	0	33	1	33	1	33	0	33	1	33	
Comb. L-T	0	-	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
SB Thru	574	1	296	23	597	1	308	1	475	1072	1	555	1	555	0	1072	1	555	1	555	0	1072	1	555
Comb. T-R	1	296	1	296	1	296	1	296	1	296	1	296	1	296	1	296	1	296	1	296	1	296	1	296
SB Right	18	0	0	1	19	0	0	0	20	39	0	0	0	0	39	0	0	0	0	0	39	0	39	
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
EB Left	52	1	52	2	54	1	54	1	54	20	74	1	74	0	74	1	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	
EB Thru	645	1	341	26	671	1	354	1	354	0	671	1	354	13	684	1	361	1	361	0	684	1	361	
Comb. T-R	1	341	1	341	1	341	1	341	1	341	1	341	1	341	1	341	1	341	1	341	1	341	1	341
EB Right	36	0	0	1	37	0	0	0	0	37	0	0	0	0	37	0	0	0	0	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	
WB Left	192	1	192	8	200	1	200	1	200	0	200	1	200	0	200	1	200	1	200	0	200	1	200	
Comb. L-T	0	-	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
WB Thru	788	1	463	32	820	1	482	1	824	2	824	1	484	2	824	1	484	1	484	0	824	1	484	
Comb. T-R	1	463	1	463	1	463	1	463	1	463	1	463	1	463	1	463	1	463	1	463	1	463	1	463
WB Right	138	0	0	6	144	0	0	0	0	144	0	0	0	0	144	0	0	0	0	0	144	0	144	
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Crit. Volumes:	N-S: 457	E-W: 533	SUM: 989	N-S: 475	E-W: 554	SUM: 1029	N-S: 712	E-W: 560	SUM: 1273	N-S: 712	E-W: 560	SUM: 1273	N-S: 712	E-W: 560	SUM: 1273	N-S: 712	E-W: 560	SUM: 1273	N-S: 712	E-W: 560	SUM: 1273	N-S: 712	E-W: 560	SUM: 1273
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:	0.659	0.659	0.659	0.686	0.686	0.686	0.686	0.686	0.686	0.686	0.686	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:	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

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

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

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

Movement	2003 EXIST. TRAFFIC				2005 W/ AMBIENT GROWTH				2005 W/ OTHER PROJECTS				2005 W/ PROPOSED PROJECT				2005 W/ MITIGATION [1]									
	No. of Lanes	Volume	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	97	1	97	4	101	1	101	0	101	1	101	0	101	1	101	0	101	1	101	0	101	1	101	0	101	
Comb. L-T	0	-	331	20	511	0	344	475	986	1	581	0	986	1	581	0	986	1	581	0	986	1	581	0	986	
NB Thru	491	1	331	1	344	1	344	1	581	1	581	1	581	1	581	1	581	1	581	1	581	1	581	1	581	
Comb. T-R	1	331	0	7	177	0	0	0	177	0	0	0	177	0	0	0	177	0	0	0	177	0	0	0	177	
NB Right	170	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	108	4	112	1	112	0	112	1	112	0	112	1	112	0	112	1	112	0	112	1	112	0	112	
SB Left	108	1	108	4	112	0	112	0	112	1	112	0	112	1	112	0	112	1	112	0	112	1	112	0	112	
Comb. L-T	0	-	335	25	650	0	348	475	1125	1	595	0	1125	1	595	0	1125	1	595	0	1125	1	595	0	1125	
SB Thru	625	1	335	1	348	1	348	1	595	1	595	1	595	1	595	1	595	1	595	1	595	1	595	1	595	
Comb. T-R	1	335	0	2	46	0	0	20	66	0	0	0	66	0	0	0	66	0	0	0	66	0	0	0	66	
SB Right	44	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	42	2	44	1	44	20	64	1	64	0	64	1	64	0	64	1	64	0	64	1	64	0	64	
EB Left	42	1	42	33	866	0	472	9	876	1	476	3	879	1	478	0	879	1	478	0	879	1	478	0	879	
Comb. L-T	0	-	454	1	454	1	472	0	77	0	0	0	77	0	0	0	77	0	0	0	77	0	0	0	77	
EB Thru	833	1	454	3	77	0	0	0	77	0	0	0	77	0	0	0	77	0	0	0	77	0	0	0	77	
Comb. T-R	1	454	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	74	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	147	6	153	1	153	0	153	1	153	0	153	1	153	0	153	1	153	0	153	1	153	0	153	
WB Left	147	1	147	28	724	1	374	9	732	1	378	13	745	1	385	0	745	1	385	0	745	1	385	0	745	
Comb. L-T	0	-	360	1	360	1	374	0	378	1	378	0	378	1	385	0	378	1	385	0	378	1	385	0	378	
WB Thru	696	1	360	1	360	1	374	0	378	1	378	0	378	1	385	0	378	1	385	0	378	1	385	0	378	
Comb. T-R	1	360	0	1	24	0	0	0	24	0	0	0	24	0	0	0	24	0	0	0	24	0	0	0	24	
WB Right	23	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	439	6	1039	1	456	0	1081	1	696	0	1081	1	696	0	1081	1	696	0	1081	1	696	0	1081	
Crit. Volumes:	N-S:	439	601	1039	N-S:	456	625	1081	N-S:	696	629	1325	N-S:	696	631	1327	N-S:	696	631	1327	N-S:	696	631	1327	N-S:	696
	E-W:	601	1039	1640	E-W:	625	1081	1706	E-W:	629	1325	1954	E-W:	631	1327	2058	E-W:	631	1327	2058	E-W:	630	1327	2057	E-W:	630
	SUM:	1040	2070	3279	SUM:	1081	2162	3711	SUM:	1325	2650	4008	SUM:	1327	2658	4115	SUM:	1327	2658	4115	SUM:	1327	2658	4115	SUM:	1327
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:	0.693	0.720	0.884	0.885	0.885	0.885	0.885	0.885	0.885	0.885	0.885	0.885	0.885	0.885	0.885	0.885	0.885	0.885	0.885	0.885	0.885	0.885	0.885	0.885	0.885	
Level of Service:	B	C	D	D	D	D	D	D	D	D	D	D	D	D	D	D	D	D	D	D	D	D	D	D	D	

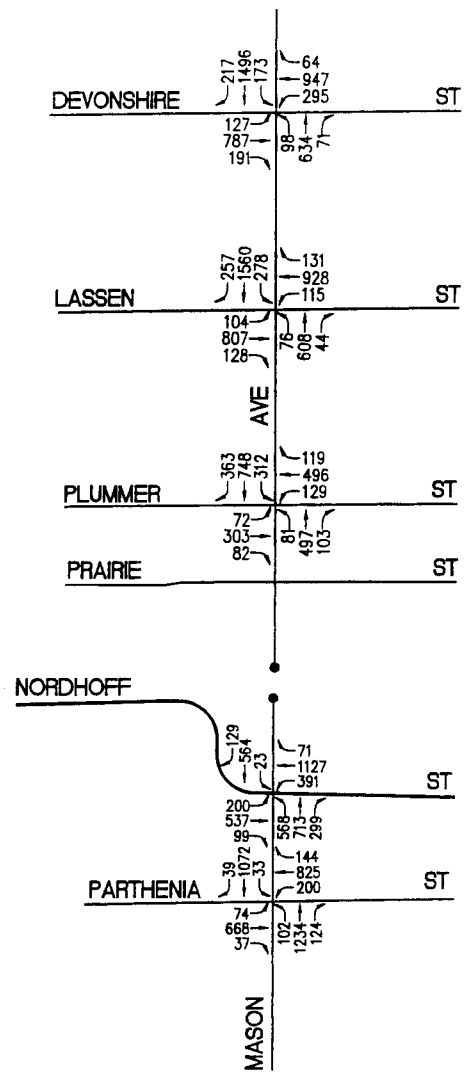
Assumptions: Maximum Sum of Critical Volumes (Intersection Capacity): 2 Phase=1500, 3 Phase=1425, 4+ Phase=1375, Unsignalized=1200.  
 For dual turn lanes, 55% of volume is assigned to heavier lane.  
 For one excl. and one opt. turn lane, 70% of volume is assigned to exclusive lane.  
 Right turns on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

**Linscott, Law & Greenspan, Engineers**

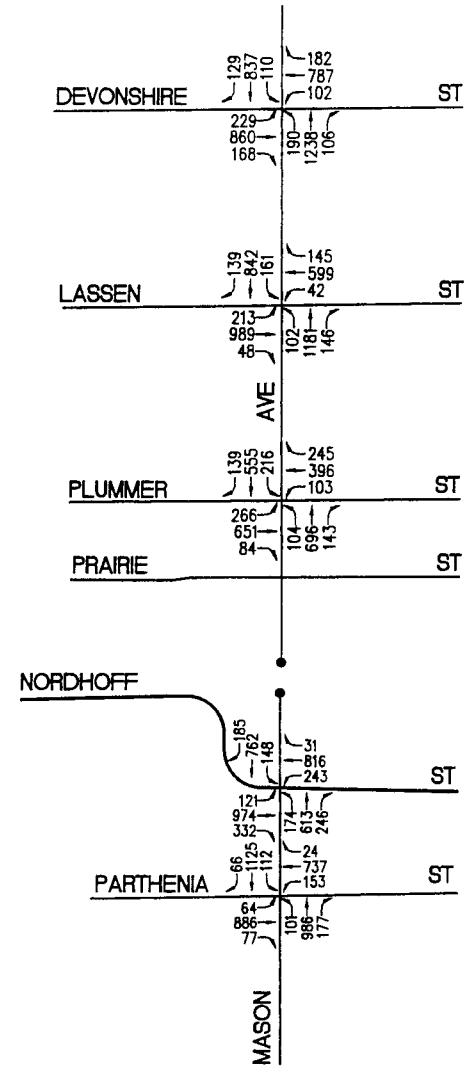
**APPENDIX E-3**

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

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AM PEAK HOUR



PM PEAK HOUR



ENGINEERS NOT TO SCALE



**APPENDIX E-3  
KRAUSZ PROPERTY ONLY ALTERNATIVE C  
WITH PROJECT TRAFFIC VOLUMES**

KRAUSZ PROPERTY PROJECT

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CRITICAL MOVEMENT ANALYSIS

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

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

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

Movement	2003 EXIST. TRAFFIC			2005 W/ AMBIENT GROWTH			2005 W/ OTHER PROJECTS			2005 W/ PROPOSED PROJECT			2005 W/ MITIGATION				
	No. of Lanes	Volume	Total Volume	No. of Lanes	Volume	Total Volume	Added Volume	Total Volume	No. of Lanes	Volume	Total Volume	Added Volume	Total Volume	No. of Lanes	Volume	Total Volume	
NB Left	66	1	66	3	69	1	69	29	98	1	98	0	98	1	98	1	98
Comb. L-T	0	-	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-
NB Thru	312	1	183	12	324	1	190	310	634	1	352	0	634	1	352	1	352
Comb. T-R	0	-	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-
NB Right	53	0	-	2	55	0	-	16	71	0	71	0	71	0	71	0	71
Comb. L-T-R	0	-	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-
SB Left	164	1	164	7	171	1	171	3	173	1	173	0	173	1	173	1	173
Comb. L-T	0	-	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-
SB Thru	1059	2	530	42	1101	2	551	395	1496	2	748	0	1496	2	748	2	748
Comb. T-R	0	-	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-
SB Right [1]	186	1	186	7	193	1	193	24	217	1	217	0	217	1	217	1	217
Comb. L-T-R	0	-	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-
EB Left	117	1	117	5	122	1	122	5	127	1	127	0	127	1	127	1	127
Comb. L-T	0	-	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-
EB Thru	692	2	346	28	720	2	360	71	790	2	395	-3	787	2	394	2	394
Comb. T-R	0	-	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-
EB Right	158	1	158	6	164	1	164	27	191	1	191	0	191	1	191	1	191
Comb. L-T-R	0	-	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-
WB Left	265	1	265	11	276	1	276	19	295	1	295	0	295	1	295	1	295
Comb. L-T	0	-	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-
WB Thru	920	2	460	37	957	2	478	-13	944	2	472	3	947	2	474	2	474
Comb. T-R	0	-	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-
WB Right	57	1	57	2	59	1	59	5	64	1	64	0	64	1	64	1	64
Comb. L-T-R	0	-	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-
Crit. Volumes:	N-S: 596	E-W: 611	SUM: 1207	N-S: 619	E-W: 635	SUM: 1255	N-S: 619	E-W: 690	SUM: 1536	N-S: 846	E-W: 689	SUM: 1534	N-S: 846	E-W: 689	SUM: 1534		
No. of Phases:	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Volume / Capacity:	0.804	0.837	0.837	0.837	0.837	0.837	0.837	0.837	0.837	0.837	0.837	0.837	0.837	0.837	0.837	0.837	0.837
Level of Service:	D	D	D	D	D	D	D	D	D	D	D	D	D	D	D	D	D

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

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

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

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

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

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CRITICAL MOVEMENT ANALYSIS

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

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

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

Movement	2003 EXIST. TRAFFIC				2005 W/ AMBIENT GROWTH				2005 W/ OTHER PROJECTS				2005 W/ PROPOSED PROJECT				2005 W/ MITIGATION							
	No. of Lanes	Volume	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	155	1	155	6	161	1	161	29	190	1	190	0	190	1	190	0	190	1	190	0	190			
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	829	1	462	33	862	1	480	376	1238	1	672	0	1238	1	672	0	1238	1	672	0	1238			
Comb. T-R	0	1	462	0	462	1	480	0	480	1	672	0	672	1	672	0	672	1	672	0	672			
NB Right	95	0	0	4	99	0	0	7	106	0	0	0	106	0	106	0	106	0	106	0	106			
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
SB Left	98	1	98	4	102	1	102	9	110	1	110	0	110	1	110	0	110	1	110	0	110			
Comb. L-T	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
SB Thru	463	2	232	19	482	2	241	355	837	2	418	0	837	2	418	0	837	2	418	0	837			
Comb. T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
SB Right [1]	107	1	107	4	111	1	111	18	129	1	129	0	129	1	129	0	129	1	129	0	129			
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	195	1	195	8	203	1	203	26	229	1	229	0	229	1	229	0	229	1	229	0	229			
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	817	2	409	33	850	2	425	0	850	2	425	10	860	2	430	0	860	2	430	0	860			
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	131	1	131	5	136	1	136	32	168	1	168	0	168	1	168	0	168	1	168	0	168			
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	83	1	83	3	86	1	86	16	102	1	102	0	102	1	102	0	102	1	102	0	102			
Comb. L-T	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
WB Thru	709	2	355	28	737	2	369	45	782	2	391	5	787	2	394	0	787	2	394	0	787			
Comb. T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0			
WB Right	167	1	167	7	174	1	174	8	182	1	182	0	182	1	182	0	182	1	182	0	182			
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:	560	E-W:	550	SUM:	1110	N-S:	582	E-W:	571	SUM:	1154	N-S:	782	E-W:	620	SUM:	1403	N-S:	782	E-W:	623	SUM:	1405
No. of Phases:	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	
Volume / Capacity:	0.740	0.769	0.935	0.937	0.937	0.937	0.937	0.937	0.937	0.937	0.937	0.937	0.937	0.937	0.937	0.937	0.937	0.937	0.937	0.937	0.937	0.937	0.937	
Level of Service:	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	C	E	

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

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

CRITICAL MOVEMENT ANALYSIS

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

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

Movement	2003 EXIST. TRAFFIC			2005 W/ AMBIENT GROWTH			2005 W/ OTHER PROJECTS			2005 W/ PROPOSED PROJECT			2005 W/ MITIGATION [2]					
	No. of Lanes	Volume	Total Volume	Added Volume	Total Volume	No. of Lanes	Volume	Total Volume	Added Volume	Total Volume	No. of Lanes	Volume	Total Volume	Added Volume	Total Volume	No. of Lanes	Volume	Total Volume
NB Left	73	1	73	3	76	1	76	0	76	1	76	0	76	0	76	1	76	76
Comb. L-T	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NB Thru	189	2	95	8	197	2	98	411	608	2	304	0	608	0	608	2	304	304
Comb. T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NB Right [1]	42	1	42	2	44	1	44	0	44	1	44	0	44	0	44	1	44	44
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SB Left	260	1	260	10	270	1	270	8	278	1	278	0	278	0	278	1	278	278
Comb. L-T	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SB Thru	1038	2	519	42	1080	2	540	480	1560	2	780	0	1560	0	1560	2	780	780
Comb. T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SB Right [1]	242	1	242	10	252	1	252	5	257	1	257	0	257	0	257	1	257	257
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EB Left	100	1	100	4	104	1	104	0	104	1	104	0	104	0	104	1	104	104
Comb. L-T	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EB Thru	778	1	451	31	809	1	469	1	810	1	469	-3	807	0	807	1	468	468
Comb. T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EB Right	123	1	123	5	128	0	128	0	128	0	128	0	128	0	128	0	128	128
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WB Left	111	1	111	4	115	1	115	0	115	1	115	0	115	0	115	1	115	115
Comb. L-T	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WB Thru	888	2	444	36	924	2	462	1	925	2	462	3	928	0	928	2	464	464
Comb. T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WB Right [1]	124	1	124	5	129	1	129	3	131	1	131	0	131	0	131	1	131	131
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Crit. Volumes:	N-S:	592	616	N-S:	856	N-S:	856	N-S:	856	N-S:	856	N-S:	856	N-S:	856	N-S:	856	856
	E-W:	562	584	E-W:	585	E-W:	585	E-W:	585	E-W:	585	E-W:	585	E-W:	585	E-W:	585	585
	SUM:	1154	1200	SUM:	1440	SUM:	1440	SUM:	1440	SUM:	1440	SUM:	1439	SUM:	1439	SUM:	1439	1439
No. of Phases:	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Volume / Capacity:	0.769	0.800	0.960	0.959	0.959	0.959	0.959	0.959	0.959	0.959	0.959	0.959	0.959	0.959	0.959	0.959	0.959	0.959
Level of Service:	C	D	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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**CRITICAL MOVEMENT ANALYSIS**

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

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

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

Movement	2003 EXIST. TRAFFIC			2005 W/ AMBIENT GROWTH			2005 W/ OTHER PROJECTS			2005 W/ PROPOSED PROJECT			2005 W/ MITIGATION [2]				
	No. of Lanes	Lane Volume	Total Volume	No. of Lanes	Lane Volume	Total Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Added Volume	Total Volume	No. of Lanes
NB Left	98	1	98	1	102	0	102	1	102	0	102	0	102	1	102	1	102
Comb. L-T	0	-	0	0	-	0	0	0	0	0	0	0	0	0	0	0	0
NB Thru	710	2	355	2	369	443	1181	2	590	0	1181	0	1181	2	590	2	590
Comb. T-R	0	-	0	0	-	0	0	0	0	0	0	0	0	0	0	0	0
NB Right [1]	140	1	140	1	146	0	146	1	146	0	146	0	146	1	146	1	146
Comb. L-T-R	0	-	0	0	-	0	0	0	0	0	0	0	0	0	0	0	0
SB Left	150	1	150	1	156	5	161	1	161	0	161	0	161	1	161	1	161
Comb. L-T	0	-	0	0	-	0	0	0	0	0	0	0	0	0	0	0	0
SB Thru	379	2	190	2	197	448	842	2	421	0	842	0	842	2	421	2	421
Comb. T-R	0	-	0	0	-	0	0	0	0	0	0	0	0	0	0	0	0
SB Right [1]	131	1	131	1	136	3	139	1	139	0	139	0	139	1	139	1	139
Comb. L-T-R	0	-	0	0	-	0	0	0	0	0	0	0	0	0	0	0	0
EB Left	195	1	195	1	203	10	213	1	213	0	213	0	213	1	213	1	213
Comb. L-T	0	-	0	0	-	0	0	0	0	0	0	0	0	0	0	0	0
EB Thru	941	1	494	1	513	0	979	1	513	10	989	1	989	1	518	1	518
Comb. T-R	0	-	0	0	-	0	0	0	0	0	0	0	0	0	0	0	0
EB Right	46	0	46	0	48	0	48	0	48	0	48	0	48	0	48	0	48
Comb. L-T-R	0	-	0	0	-	0	0	0	0	0	0	0	0	0	0	0	0
WB Left	40	1	40	1	42	0	42	1	42	0	42	0	42	1	42	1	42
Comb. L-T	0	-	0	0	-	0	0	0	0	0	0	0	0	0	0	0	0
WB Thru	571	2	286	2	297	0	594	2	297	5	599	2	599	2	299	2	299
Comb. T-R	0	-	0	0	-	0	0	0	0	0	0	0	0	0	0	0	0
WB Right [1]	132	1	132	1	137	8	145	1	145	0	145	0	145	1	145	1	145
Comb. L-T-R	0	-	0	0	-	0	0	0	0	0	0	0	0	0	0	0	0
Crit. Volumes:	N-S: 505	E-W: 534	SUM: 1039	N-S: 525	E-W: 555	SUM: 1080	N-S: 751	E-W: 555	SUM: 1306	N-S: 751	E-W: 560	SUM: 1311	N-S: 751	E-W: 560	SUM: 1311		
No. of Phases:	2			2			2			2			2				
Volume / Capacity:	0.692			0.720			0.871			0.874			0.874				
Level of Service:	B			C			D			D			D				

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

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**CRITICAL MOVEMENT ANALYSIS**

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

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

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

Movement	2002 EXIST. TRAFFIC			2005 W/ AMBIENT GROWTH			2005 W/ OTHER PROJECTS			2005 W/ PROPOSED PROJECT			2005 W/ MITIGATION [1]		
	No. of Lanes	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
NB Left	15	1	16	1	16	1	16	65	81	1	81	0	81	1	81
Comb. L-T	0	-	0	0	-	0	-	468	497	1	300	0	497	1	300
NB Thru	28	1	30	1	16	1	16	100	103	0	103	0	103	0	103
Comb. T-R	1	16	16	1	16	1	16	0	0	0	0	0	0	0	0
NB Right	3	0	3	0	3	0	3	0	0	0	0	0	0	0	0
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SB Left	271	1	271	16	287	1	287	25	312	1	312	0	312	1	312
Comb. L-T	0	-	0	0	-	0	-	478	748	1	555	0	748	1	555
SB Thru	255	1	255	15	270	1	270	25	363	0	363	0	363	0	363
Comb. T-R	1	319	319	1	338	1	338	0	0	0	0	0	0	0	0
SB Right	319	0	319	19	338	0	338	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
EB Left	68	1	68	4	72	1	72	0	72	1	72	0	72	1	72
Comb. L-T	0	-	0	0	-	0	-	194	194	1	193	-3	193	1	193
EB Thru	289	1	153	17	306	1	306	65	82	0	82	0	82	0	82
Comb. T-R	1	153	153	1	162	1	162	0	0	0	0	0	0	0	0
EB Right	16	0	17	1	17	0	17	0	0	0	0	0	0	0	0
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WB Left	27	1	27	2	29	1	29	100	129	1	129	0	129	1	129
Comb. L-T	0	-	0	0	-	0	-	306	306	1	306	3	496	1	308
WB Thru	464	1	287	28	492	1	493	4	119	0	119	0	119	0	119
Comb. T-R	1	287	287	1	304	1	304	0	0	0	0	0	0	0	0
WB Right	109	0	109	7	116	0	116	0	0	0	0	0	0	0	0
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Crit. Volumes:	N-S: 334	E-W: 355	SUM: 689	N-S: 354	E-W: 376	SUM: 730	N-S: 354	E-W: 376	SUM: 730	N-S: 636	E-W: 380	SUM: 1016	N-S: 636	E-W: 380	SUM: 1016
No. of Phases:	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Volume / Capacity:	0.459	0.487	0.487	0.487	0.487	0.487	0.487	0.487	0.487	0.676	0.676	0.676	0.676	0.676	0.676
Level of Service:	A	A	A	A	A	A	A	A	A	B	B	B	B	B	B

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



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

**CRITICAL MOVEMENT ANALYSIS**

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

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

Movement	2002 EXIST. TRAFFIC				2005 W/ AMBIENT GROWTH				2005 W/ OTHER PROJECTS				2005 W/ PROPOSED PROJECT				2005 W/ MITIGATION [1]					
	No. of Lanes	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	37	1	37	2	39	1	39	65	104	1	104	0	104	1	104	0	104	1	104	0	104	
Comb. L-T	0	-	0	12	218	1	131	478	696	1	420	0	696	1	420	0	696	1	420	0	420	
NB Thru	206	1	124	12	218	1	131	478	696	1	420	0	696	1	420	0	696	1	420	0	420	
Comb. T-R	1	124	1	124	131	1	131	420	696	1	420	0	696	1	420	0	696	1	420	0	420	
NB Right	41	0	41	2	43	0	43	100	143	0	143	0	143	0	143	0	143	0	143	0	143	
Comb. L-T-R	0	0	0	2	43	0	43	100	143	0	143	0	143	0	143	0	143	0	143	0	143	
SB Left	190	1	190	11	201	1	201	15	216	1	216	0	216	1	216	0	216	1	216	0	216	
Comb. L-T	0	-	0	5	83	1	83	473	555	1	347	0	555	1	347	0	555	1	347	0	347	
SB Thru	78	1	78	5	83	1	83	473	555	1	347	0	555	1	347	0	555	1	347	0	347	
Comb. T-R	1	122	1	7	129	0	129	10	139	0	139	0	139	0	139	0	139	0	139	0	139	
SB Right	122	0	122	7	129	0	129	10	139	0	139	0	139	0	139	0	139	0	139	0	139	
Comb. L-T-R	0	0	0	7	129	0	129	10	139	0	139	0	139	0	139	0	139	0	139	0	139	
EB Left	246	1	246	15	261	1	261	5	266	1	266	0	266	1	266	0	266	1	266	0	266	
Comb. L-T	0	-	0	36	641	1	330	0	641	1	363	10	651	1	368	0	651	1	368	0	368	
EB Thru	605	1	312	36	641	1	330	0	641	1	363	10	651	1	368	0	651	1	368	0	368	
Comb. T-R	1	312	1	36	641	1	330	0	641	1	363	10	651	1	368	0	651	1	368	0	368	
EB Right	18	0	18	1	19	0	19	65	84	0	84	0	84	0	84	0	84	0	84	0	84	
Comb. L-T-R	0	0	0	1	19	0	19	65	84	0	84	0	84	0	84	0	84	0	84	0	84	
WB Left	3	1	3	0	3	1	3	100	103	1	103	0	103	1	103	0	103	1	103	0	103	
Comb. L-T	0	-	0	22	390	1	314	1	391	1	318	5	396	1	321	0	396	1	321	0	321	
WB Thru	368	1	296	22	390	1	314	1	391	1	318	5	396	1	321	0	396	1	321	0	321	
Comb. T-R	1	296	1	22	390	1	314	1	391	1	318	5	396	1	321	0	396	1	321	0	321	
WB Right	224	0	224	13	237	0	237	8	245	0	245	0	245	0	245	0	245	0	245	0	245	
Comb. L-T-R	0	0	0	13	237	0	237	8	245	0	245	0	245	0	245	0	245	0	245	0	245	
Crit. Volumes:	N-S:	314	N-S:	332	N-S:	332	N-S:	636	N-S:	636	N-S:	636	N-S:	636	N-S:	636	N-S:	636	N-S:	636	N-S:	636
	E-W:	542	E-W:	575	E-W:	575	E-W:	584	E-W:	584	E-W:	584	E-W:	586	E-W:	586	E-W:	586	E-W:	586	E-W:	586
	SUM:	856	SUM:	907	SUM:	907	SUM:	1220	SUM:	1220	SUM:	1220	SUM:	1222	SUM:	1222	SUM:	1222	SUM:	1222	SUM:	1222
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:	0.570	0.605	0.605	0.605	0.605	0.605	0.605	0.813	0.813	0.813	0.813	0.813	0.815	0.815	0.815	0.815	0.815	0.815	0.815	0.815	0.815	0.815
Level of Service:	A	B	B	B	B	B	B	D	D	D	D	D	D	D	D	D	D	D	D	D	D	D

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

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

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**CRITICAL MOVEMENT ANALYSIS**

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

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

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

Movement	2002 EXIST. TRAFFIC			2005 W/ AMBIENT GROWTH			2005 W/ OTHER PROJECTS			2005 W/ PROPOSED PROJECT			2005 W/ MITIGATION [2]					
	Volume	Lanes	No. of Lane	Added Volume	Total Volume	No. of Lane	Added Volume	Total Volume	Added Volume	Total Volume	No. of Lane	Added Volume	Total Volume	Added Volume	Total Volume	No. of Lane	Volume	
NB Left	526	1	526	32	558	1	558	10	568	1	568	0	568	0	568	1	568	
Comb. L-T	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
NB Thru	163	1	163	10	173	1	173	540	713	1	506	0	713	0	713	1	506	
Comb. T-R	1	1	273	1	289	1	289	1	506	1	506	1	506	1	506	1	506	
NB Right	273	0	273	16	289	0	289	10	299	0	299	0	299	0	299	0	299	
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
SB Left	22	1	22	1	23	1	23	0	23	1	23	0	23	0	23	1	23	
Comb. L-T	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
SB Thru	23	1	23	1	24	1	24	540	564	1	347	0	564	0	564	1	347	
Comb. T-R	1	1	22	1	23	1	23	1	347	1	347	1	347	1	347	1	347	
SB Right	20	0	20	1	21	0	21	108	129	0	129	0	129	0	129	0	129	
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
EB Left	35	1	35	2	37	1	37	163	200	1	200	0	200	0	200	1	200	
Comb. L-T	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
EB Thru	489	2	489	29	518	2	520	26	544	2	272	-7	537	0	537	2	268	
Comb. T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
EB Right [1]	84	1	84	5	89	1	89	10	99	1	99	0	99	0	99	1	99	
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
WB Left	359	1	359	22	381	1	381	10	391	1	391	0	391	0	391	1	391	
Comb. L-T	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
WB Thru	1038	2	1038	62	1100	2	1102	21	1121	2	560	6	1127	0	1127	2	563	
Comb. T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
WB Right [1]	67	1	67	4	71	1	71	0	71	1	71	0	71	0	71	1	71	
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Crit. Volumes:	N-S: 548	E-W: 604	SUM: 1151	N-S: 580	E-W: 640	SUM: 1220	N-S: 914	E-W: 760	SUM: 1675	N-S: 914	E-W: 763	SUM: 1678	N-S: 914	E-W: 763	SUM: 1678	N-S: 914	E-W: 763	SUM: 1678
No. of Phases:	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Volume / Capacity:	0.767	0.813	0.813	0.813	0.813	0.813	0.813	0.813	0.813	0.813	0.813	0.813	0.813	0.813	0.813	0.813	0.813	0.813
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.  
 [1] Eastbound, and westbound curb lanes function as right-turn only lanes, due to parking availability on the departure leg.  
 [2] Traffic volumes shown in the added volume column reflect redistribution of traffic due to Mason Avenue crossing.

**LINSCOTT, LAW & GREENSPAN, ENGINEERS**  
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 626.796.2322 Fax 626.792.0941

**CRITICAL MOVEMENT ANALYSIS**

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

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

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

Movement	2002 EXIST. TRAFFIC			2005 W/ AMBIENT GROWTH			2005 W/ OTHER PROJECTS			2005 W/ PROPOSED PROJECT			2005 W/ MITIGATION [2]							
	No. of Lanes	Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Volume	Lane Volume		
NB Left	1	155	155	9	164	1	164	1	174	10	174	1	174	0	174	1	174	1	174	
Comb. L-T	0	-	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	
NB Thru	69	1	69	4	73	1	73	1	430	540	613	1	430	0	613	1	430	1	430	
Comb. T-R	1	223	223	1	236	1	236	1	430	1	430	1	430	0	430	1	430	1	430	
NB Right	0	-	-	13	236	0	-	0	-	10	246	0	-	0	246	0	-	0	-	
Comb. L-T-R	0	-	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	
SB Left	140	1	140	8	148	1	148	1	148	0	148	1	148	0	148	1	148	1	148	
Comb. L-T	0	-	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	
SB Thru	209	1	123	13	222	1	130	1	473	540	762	1	473	0	762	1	473	1	473	
Comb. T-R	1	123	123	1	130	1	130	1	473	1	473	1	473	0	473	1	473	1	473	
SB Right	36	0	-	2	38	0	-	0	-	147	185	0	-	0	185	0	-	0	-	
Comb. L-T-R	0	-	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	
EB Left	16	1	16	1	17	1	17	1	121	104	121	1	121	0	121	1	121	1	121	
Comb. L-T	0	-	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	
EB Thru	887	2	397	53	940	2	421	2	427	8	948	2	436	26	974	2	436	2	436	
Comb. T-R	1	397	397	1	421	1	421	1	427	1	427	1	436	0	436	1	436	1	436	
EB Right	304	0	-	18	322	0	-	0	-	10	332	0	-	0	332	0	-	0	-	
Comb. L-T-R	0	-	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	
WB Left	220	1	220	13	233	1	233	1	243	10	243	1	243	0	243	1	243	1	243	
Comb. L-T	0	-	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	
WB Thru	750	2	260	45	795	2	275	2	278	9	804	2	282	12	816	2	282	2	282	
Comb. T-R	1	260	260	1	275	1	275	1	278	1	278	1	282	0	282	1	282	1	282	
WB Right	29	0	-	2	31	0	-	0	-	0	31	0	-	0	31	0	-	0	-	
Comb. L-T-R	0	-	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	
Crit. Volumes:	N-S:	363	N-S:	385	N-S:	648	N-S:	648	N-S:	648	N-S:	648	N-S:	648	N-S:	648	N-S:	648	N-S:	648
	E-W:	617	E-W:	654	E-W:	670	E-W:	670	E-W:	670	E-W:	670	E-W:	670	E-W:	670	E-W:	670	E-W:	670
	SUM:	980	SUM:	1039	SUM:	1318	SUM:	1318	SUM:	1318	SUM:	1318	SUM:	1318	SUM:	1318	SUM:	1318	SUM:	1318
No. of Phases:	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	
Volume / Capacity:	0.653	0.693	0.879	0.879	0.879	0.879	0.879	0.879	0.879	0.879	0.879	0.879	0.879	0.879	0.879	0.879	0.879	0.879	0.879	
Level of Service:	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B

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

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

**CRITICAL MOVEMENT ANALYSIS**

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

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

Movement	2003 EXIST. TRAFFIC			2005 W/ AMBIENT GROWTH			2005 W/ OTHER PROJECTS			2005 W/ PROPOSED PROJECT			2005 W/ MITIGATION [1]				
	No. of Lanes	Volume	Lane 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	Lane Volume
NB Left	98	1	98	4	102	1	102	0	102	0	102	0	102	0	102	1	102
Comb. L-T	0	-	-	0	-	0	-	-	-	-	-	0	-	0	-	0	-
NB Thru	730	1	425	29	759	1	441	475	1234	1	679	0	1234	0	1234	1	679
Comb. T-R	1	425	425	1	441	1	441	1	679	1	679	1	679	1	679	1	679
NB Right	119	0	-	5	124	0	-	0	124	0	124	0	124	0	124	0	-
Comb. L-T-R	0	0	-	0	0	0	-	0	124	0	124	0	124	0	124	0	-
SB Left	32	1	32	1	33	1	33	0	33	0	33	0	33	0	33	1	33
Comb. L-T	0	-	-	0	-	0	-	-	-	-	-	0	-	0	-	0	-
SB Thru	574	1	296	23	597	1	308	475	1072	1	555	0	1072	0	1072	1	555
Comb. T-R	1	296	296	1	308	1	308	1	555	1	555	1	555	1	555	1	555
SB Right	18	0	-	1	19	0	-	20	39	0	39	0	39	0	39	0	-
Comb. L-T-R	0	0	-	0	0	0	-	0	39	0	39	0	39	0	39	0	-
EB Left	52	1	52	2	54	1	54	20	74	1	74	0	74	0	74	1	74
Comb. L-T	0	-	-	0	-	0	-	-	-	0	-	0	-	0	-	0	-
EB Thru	645	1	341	26	671	1	354	0	671	1	354	-3	668	0	668	1	353
Comb. T-R	1	341	341	1	354	1	354	1	668	1	668	1	668	1	668	1	353
EB Right	36	0	-	1	37	0	-	0	37	0	37	0	37	0	37	0	-
Comb. L-T-R	0	0	-	0	0	0	-	0	37	0	37	0	37	0	37	0	-
WB Left	192	1	192	8	200	1	200	0	200	1	200	0	200	0	200	1	200
Comb. L-T	0	-	-	0	-	0	-	-	-	0	-	0	-	0	-	0	-
WB Thru	788	1	463	32	820	1	482	2	822	1	483	3	825	0	825	1	484
Comb. T-R	1	463	463	1	482	1	482	1	822	1	483	1	825	1	825	1	484
WB Right	138	0	-	6	144	0	-	0	144	0	144	0	144	0	144	0	-
Comb. L-T-R	0	0	-	0	0	0	-	0	144	0	144	0	144	0	144	0	-
Crit. Volumes:	N-S:	457	475	N-S:	712	N-S:	712	N-S:	712	N-S:	712	N-S:	712	N-S:	712	N-S:	712
	E-W:	533	554	E-W:	557	E-W:	557	E-W:	557	E-W:	557	E-W:	558	E-W:	558	E-W:	558
	SUM:	989	1029	SUM:	1269	SUM:	1269	SUM:	1269	SUM:	1270	SUM:	1270	SUM:	1270	SUM:	1270
No. of Phases:	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Volume / Capacity:	0.659	0.686	0.686	0.846	0.846	0.846	0.846	0.846	0.846	0.846	0.846	0.846	0.846	0.846	0.846	0.846	0.847
Level of Service:	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	D

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

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

**LINSCOTT, LAW & GREENSPAN, ENGINEERS**  
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**CRITICAL MOVEMENT ANALYSIS**

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

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

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

Movement	2003 EXIST. TRAFFIC			2005 W/ AMBIENT GROWTH			2005 W/ OTHER PROJECTS			2005 W/ PROPOSED PROJECT			2005 W/ MITIGATION [1]						
	No. of Lanes	Volume	Lane 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	97	1	97	4	101	1	101	1	101	0	101	1	101	0	101	1	101	1	101
Comb. L-T	0	-	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-
NB Thru	491	1	331	20	511	1	344	1	581	475	986	1	581	0	986	1	581	1	581
Comb. T-R	1	331	331	1	344	1	344	1	581	1	581	1	581	1	581	1	581	1	581
NB Right	170	0	-	7	177	0	-	0	177	0	177	0	-	0	177	0	-	0	-
Comb. L-T-R	0	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-
SB Left	108	1	108	4	112	1	112	1	112	0	112	1	112	0	112	1	112	1	112
Comb. L-T	0	-	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-
SB Thru	625	1	335	25	650	1	348	1	595	475	1125	1	595	0	1125	1	595	1	595
Comb. T-R	1	335	335	1	348	1	348	1	595	1	595	1	595	1	595	1	595	1	595
SB Right	44	0	-	2	46	0	-	20	66	0	66	0	-	0	66	0	-	0	-
Comb. L-T-R	0	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-
EB Left	42	1	42	2	44	1	44	20	64	20	64	1	64	0	64	1	64	1	64
Comb. L-T	0	-	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-
EB Thru	833	1	454	33	866	1	472	9	876	475	1351	1	886	10	896	1	886	1	886
Comb. T-R	1	454	454	1	472	1	472	1	476	1	476	1	481	1	481	1	481	1	481
EB Right	74	0	-	3	77	0	-	0	77	0	77	0	-	0	77	0	-	0	-
Comb. L-T-R	0	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-
WB Left	147	1	147	6	153	1	153	0	153	0	153	1	153	0	153	1	153	1	153
Comb. L-T	0	-	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-
WB Thru	696	1	360	28	724	1	374	9	732	5	737	1	381	0	737	1	381	1	381
Comb. T-R	1	360	360	1	374	1	374	1	378	1	381	1	381	1	381	1	381	1	381
WB Right	23	0	-	1	24	0	-	0	24	0	24	0	-	0	24	0	-	0	-
Comb. L-T-R	0	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-
Crit. Volumes:	N-S: 439	E-W: 601	SUM: 1039	N-S: 456	E-W: 625	SUM: 1081	N-S: 696	E-W: 629	SUM: 1325	N-S: 696	E-W: 634	SUM: 1330	N-S: 696	E-W: 634	SUM: 1330	N-S: 696	E-W: 634	SUM: 1330	
No. of Phases:	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Volume / Capacity:	0.693	0.720	0.884	0.884	0.884	0.884	0.884	0.884	0.884	0.884	0.884	0.884	0.884	0.884	0.884	0.884	0.884	0.884	0.884
Level of Service:	B	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.

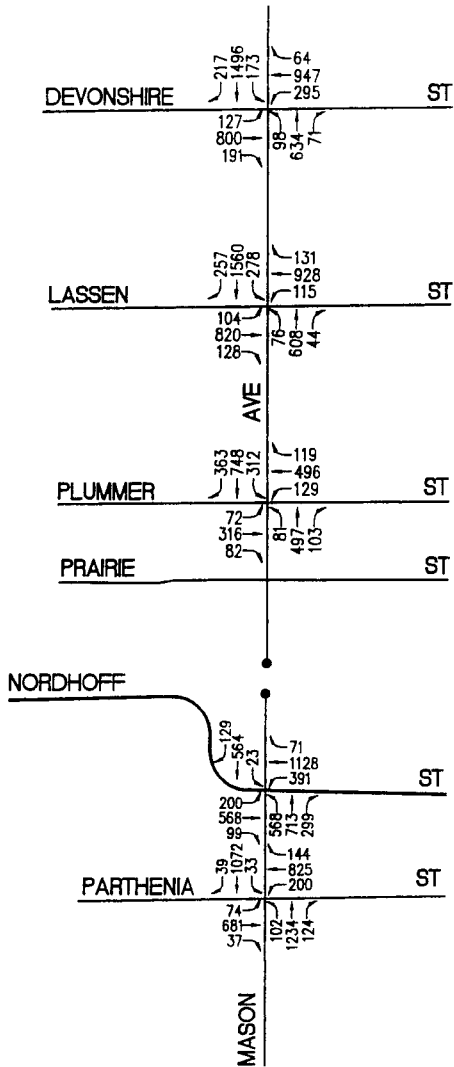
Notes: [1] Traffic volumes shown in the added volume column reflect redistribution of traffic due to Mason Avenue crossing.

**Linscott, Law & Greenspan, Engineers**

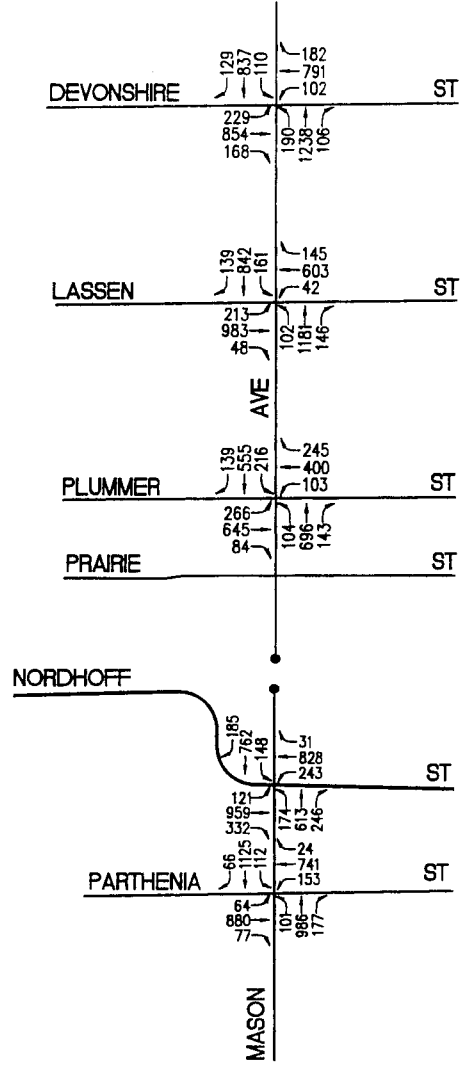
**APPENDIX E-4**

**Mason Avenue Intersections  
Krausz Property Only Alternative D Project  
CMA Data Worksheets - AM and PM Peak Hours**

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AM PEAK HOUR



PM PEAK HOUR

**LINSCOTT  
LAW &  
GREENSPAN**

ENGINEERS



NOT TO SCALE

**APPENDIX E-4  
KRAUSZ PROPERTY ONLY ALTERNATIVE D  
WITH PROJECT TRAFFIC VOLUMES**

KRAUSZ PROPERTY PROJECT

**LINSCOTT, LAW & GREENSPAN, ENGINEERS**  
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**CRITICAL MOVEMENT ANALYSIS**

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

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

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

Movement	2003 EXIST. TRAFFIC			2005 W/ AMBIENT GROWTH			2005 W/ OTHER PROJECTS			2005 W/ PROPOSED PROJECT			2005 W/ MITIGATION			
	No. of Lanes	Lane Volume	Total Volume	No. of Lanes	Lane Volume	Total Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Total Volume	Added Volume	Total Volume	No. of Lanes	Lane Volume	Total Volume
NB Left	1	66	3	69	1	69	29	98	1	98	0	98	1	98	1	98
Comb. L-T	0	-	12	324	0	-	310	634	0	634	0	634	0	634	0	634
NB Thru	1	183	2	55	1	190	16	71	0	71	0	71	0	71	0	71
Comb. T-R	1	183	7	171	1	190	352	1496	1	352	1	352	1	352	1	352
NB Right	0	-	2	55	0	-	352	1496	0	352	0	352	0	352	0	352
Comb. L-T-R	0	-	7	171	0	-	16	71	0	71	0	71	0	71	0	71
SB Left	1	164	5	122	1	171	3	173	1	173	0	173	1	173	1	173
Comb. L-T	0	-	42	1101	0	-	395	1496	0	1496	0	1496	0	1496	0	1496
SB Thru	2	530	28	720	2	551	71	790	2	748	10	800	2	400	2	400
Comb. T-R	0	-	6	164	0	-	27	191	0	191	0	191	0	191	0	191
SB Right [1]	1	186	6	164	1	193	191	217	1	217	0	217	1	217	1	217
Comb. L-T-R	0	-	11	276	0	-	19	295	1	295	0	295	1	295	1	295
EB Left	1	117	5	122	1	122	5	127	1	127	0	127	1	127	1	127
Comb. L-T	0	-	28	720	0	-	71	790	0	790	0	790	0	790	0	790
EB Thru	2	346	37	957	2	360	13	944	2	472	3	947	2	474	2	474
Comb. T-R	0	-	6	164	0	-	27	191	0	191	0	191	0	191	0	191
EB Right	1	158	2	59	1	164	5	64	1	64	0	64	1	64	1	64
Comb. L-T-R	0	-	11	276	0	-	19	295	1	295	0	295	1	295	1	295
WB Left	1	265	2	460	1	276	19	295	1	295	0	295	1	295	1	295
Comb. L-T	0	-	37	957	0	-	13	944	0	944	0	944	0	944	0	944
WB Thru	2	460	2	59	2	478	5	64	2	472	3	947	2	474	2	474
Comb. T-R	0	-	2	59	0	-	5	64	0	64	0	64	0	64	0	64
WB Right	1	57	2	59	1	59	5	64	1	64	0	64	1	64	1	64
Comb. L-T-R	0	-	2	59	0	-	5	64	0	64	0	64	0	64	0	64
Crit. Volumes:	N-S:	596	E-W:	611	N-S:	619	E-W:	635	N-S:	846	E-W:	695	N-S:	846	E-W:	695
	SUM:	1207	SUM:	1255	SUM:	1255	SUM:	1536	SUM:	1536	SUM:	1541	SUM:	1541	SUM:	1541
No. of Phases:	2		2		2		2		2		2		2		2	
Volume / Capacity:	0.804		0.837		0.837		1.024		1.024		1.027		1.027		1.027	
Level of Service:	D		D		D		F		F		F		F		F	

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



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CRITICAL MOVEMENT ANALYSIS

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

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

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

Movement	2003 EXIST. TRAFFIC			2005 W/ AMBIENT GROWTH			2005 W/ OTHER PROJECTS			2005 W/ PROPOSED PROJECT			2005 W/ MITIGATION		
	No. of Lanes	Volume	Total	No. of Lanes	Volume	Total	No. of Lanes	Volume	Total	No. of Lanes	Volume	Total	No. of Lanes	Volume	Total
NB Left	155	1	155	1	161	29	190	1	190	0	190	0	190	0	190
Comb. L-T	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NB Thru	829	1	462	1	480	376	1238	1	672	0	1238	0	1238	0	1238
Comb. T-R	0	1	462	1	480	0	0	1	672	0	672	0	672	0	672
NB Right	95	0	95	0	0	7	106	0	0	0	106	0	106	0	106
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SB Left	98	1	98	1	102	9	110	1	110	0	110	0	110	0	110
Comb. L-T	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SB Thru	463	2	232	19	241	355	837	2	418	0	837	0	837	0	837
Comb. T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SB Right [1]	107	1	107	1	111	18	129	1	129	0	129	0	129	0	129
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EB Left	195	1	195	1	203	26	229	1	229	0	229	0	229	0	229
Comb. L-T	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EB Thru	817	2	409	33	425	0	850	2	425	4	854	0	854	0	854
Comb. T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EB Right	131	1	131	1	136	32	168	1	168	0	168	0	168	0	168
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WB Left	83	1	83	3	86	16	102	1	102	0	102	0	102	0	102
Comb. L-T	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WB Thru	709	2	355	28	369	45	782	2	391	9	791	0	791	0	791
Comb. T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WB Right	167	1	167	7	174	8	182	1	182	0	182	0	182	0	182
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Crit. Volumes:	N-S: 560	N-S: 560	N-S: 560	N-S: 582	N-S: 582	N-S: 782	N-S: 782	N-S: 782	N-S: 782	N-S: 782	N-S: 782	N-S: 782	N-S: 782	N-S: 782	N-S: 782
	E-W: 550	E-W: 550	E-W: 550	E-W: 571	E-W: 571	E-W: 620	E-W: 620	E-W: 620	E-W: 620	E-W: 620	E-W: 620	E-W: 620	E-W: 620	E-W: 620	E-W: 620
	SUM: 1110	SUM: 1110	SUM: 1110	SUM: 1154	SUM: 1154	SUM: 1403	SUM: 1403	SUM: 1403	SUM: 1403	SUM: 1403	SUM: 1403	SUM: 1403	SUM: 1403	SUM: 1403	SUM: 1403
No. of Phases:	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Volume / Capacity:	0.740	0.740	0.740	0.769	0.769	0.935	0.935	0.935	0.935	0.935	0.935	0.935	0.935	0.935	0.935
Level of Service:	C	C	C	C	C	E	E	E	E	E	E	E	E	E	E

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

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

Notes [1] Functional right-turn only lane.

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N-S St: Mason Avenue  
 E-W St: Lassen Street  
 Project: Krausz Companies Northridge / 1-023166-1  
 File Name: CMAA1  
 Counts by: Accutek

**CRITICAL MOVEMENT ANALYSIS**

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

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

Movement	2003 EXIST. TRAFFIC			2005 W/ AMBIENT GROWTH			2005 W/ OTHER PROJECTS			2005 W/ PROPOSED PROJECT			2005 W/ MITIGATION [2]			2005 W/ TDM									
	No. of Lanes	Volume	Lane	Added	Total	No. of Lanes	Volume	Lane	Added	Total	No. of Lanes	Volume	Lane	Added	Total	No. of Lanes	Volume	Lane	Added	Total	No. of Lanes	Volume	Lane	Volume	
NB Left	73	1	73	3	76	1	76	1	76	0	76	1	76	0	76	1	76	1	76	0	76	1	76	1	76
Comb. L-T	0	-	95	8	197	2	98	2	304	0	608	2	304	0	608	2	304	2	608	0	608	2	304	2	304
NB Thru	189	2	95	8	197	2	98	2	304	0	608	2	304	0	608	2	304	2	608	0	608	2	304	2	304
Comb. T-R	0	-	42	2	44	1	44	1	44	0	44	1	44	0	44	1	44	1	44	0	44	1	44	1	44
NB Right [1]	42	1	42	2	44	1	44	1	44	0	44	1	44	0	44	1	44	1	44	0	44	1	44	1	44
Comb. L-T-R	0	-	260	10	270	1	270	8	278	1	278	1	278	0	278	1	278	1	278	0	278	1	278	1	278
SB Left	260	1	260	10	270	1	270	8	278	1	278	1	278	0	278	1	278	1	278	0	278	1	278	1	278
Comb. L-T	0	-	1038	42	1080	2	540	480	1560	2	780	2	780	0	1560	2	780	2	1560	0	1560	2	780	2	780
SB Thru	1038	2	519	42	1080	2	540	480	1560	2	780	2	780	0	1560	2	780	2	1560	0	1560	2	780	2	780
Comb. T-R	0	-	242	10	252	1	252	5	257	1	257	1	257	0	257	1	257	1	257	0	257	1	257	1	257
SB Right [1]	242	1	242	10	252	1	252	5	257	1	257	1	257	0	257	1	257	1	257	0	257	1	257	1	257
Comb. L-T-R	0	-	100	4	104	1	104	0	104	1	104	1	104	0	104	1	104	1	104	0	104	1	104	1	104
EB Left	100	1	100	4	104	1	104	0	104	1	104	1	104	0	104	1	104	1	104	0	104	1	104	1	104
Comb. L-T	0	-	778	31	809	1	469	1	810	1	469	1	469	10	820	1	474	1	474	0	820	1	474	1	473
EB Thru	778	1	451	31	809	1	469	1	810	1	469	1	469	10	820	1	474	1	474	0	820	1	474	1	473
Comb. T-R	0	-	123	5	128	0	128	0	128	0	128	0	128	0	128	0	128	0	128	0	128	0	128	0	128
EB Right	123	0	123	5	128	0	128	0	128	0	128	0	128	0	128	0	128	0	128	0	128	0	128	0	128
Comb. L-T-R	0	-	111	4	115	1	115	0	115	1	115	1	115	0	115	1	115	1	115	0	115	1	115	1	115
WB Left	111	1	111	4	115	1	115	0	115	1	115	1	115	0	115	1	115	1	115	0	115	1	115	1	115
Comb. L-T	0	-	888	36	924	2	462	1	925	2	462	2	464	3	928	2	464	2	464	0	928	2	464	2	464
WB Thru	888	2	444	36	924	2	462	1	925	2	462	2	464	3	928	2	464	2	464	0	928	2	464	2	464
Comb. T-R	0	-	124	5	129	1	129	3	131	1	131	1	131	0	131	1	131	1	131	0	131	1	131	1	131
WB Right [1]	124	1	124	5	129	1	129	3	131	1	131	1	131	0	131	1	131	1	131	0	131	1	131	1	131
Comb. L-T-R	0	-	592	2	594	1	594	0	594	1	594	1	594	0	594	1	594	1	594	0	594	1	594	1	594
Crit. Volumes:			N-S:	592	592	1154	N-S:	616	616	1200	N-S:	856	856	856	856	N-S:	856	856	856	856	856	N-S:	856	856	856
			E-W:	582	582	1154	E-W:	584	584	1440	E-W:	585	585	590	590	E-W:	590	590	590	590	590	E-W:	588	588	588
			SUM:	1154	1154	1154	SUM:	1200	1200	1440	SUM:	1440	1440	1445	1445	SUM:	1445	1445	1445	1445	1445	SUM:	1444	1444	1444
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:			0.769	0.800	0.800	0.800	0.800	0.960	0.960	0.960	0.960	0.960	0.964	0.964	0.964	0.964	0.964	0.964	0.964	0.964	0.964	0.964	0.964	0.964	0.963
Level of Service:			C	D	D	D	D	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E	E

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

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

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CRITICAL MOVEMENT ANALYSIS

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

N-S St: Mason Avenue  
 E-W St: Lassen Street  
 Project: Krausz Companies Northridge / 1-023166-1  
 File Name: CMAA41  
 Counts by: Accutek

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

Movement	2003 EXIST. TRAFFIC			2005 W/ AMBIENT GROWTH			2005 W/ OTHER PROJECTS			2005 W/ PROPOSED PROJECT			2005 W/ MITIGATION [2]			2005 W/ TDM			
	No. of Lanes	Volume	Lane 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	98	1	98	4	102	1	102	1	102	0	102	1	102	0	102	1	102	1	102
Comb. L-T	0	-	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-
NB Thru	710	2	355	28	738	2	369	2	590	0	1181	2	590	0	1181	2	590	2	590
Comb. T-R	0	-	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-
NB Right [1]	140	1	140	6	146	1	146	1	146	0	146	1	146	0	146	1	146	1	146
Comb. L-T-R	0	-	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-
SB Left	150	1	150	6	156	1	156	1	161	0	161	1	161	0	161	1	161	1	161
Comb. L-T	0	-	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-
SB Thru	379	2	190	15	394	2	197	2	421	0	842	2	421	0	842	2	421	2	421
Comb. T-R	0	-	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-
SB Right [1]	131	1	131	5	136	1	136	1	139	0	139	1	139	0	139	1	139	1	139
Comb. L-T-R	0	-	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-
EB Left	195	1	195	8	203	1	203	1	213	0	213	1	213	0	213	1	213	1	213
Comb. L-T	0	-	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-
EB Thru	941	1	494	38	979	1	513	1	513	4	983	1	515	0	983	1	515	1	515
Comb. T-R	1	494	1	2	48	0	48	0	48	0	48	0	48	0	48	0	48	0	48
EB Right	46	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-
Comb. L-T-R	0	-	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-
WB Left	40	1	40	2	42	1	42	1	42	0	42	1	42	0	42	1	42	1	42
Comb. L-T	0	-	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-
WB Thru	571	2	286	23	594	2	297	2	603	9	603	2	301	0	603	2	301	2	300
Comb. T-R	0	-	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-
WB Right [1]	132	1	132	5	137	1	137	1	145	0	145	1	145	0	145	1	145	1	145
Comb. L-T-R	0	-	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-
Crit. Volumes:	N-S: 505	E-W: 534	SUM: 1039	N-S: 525	E-W: 555	SUM: 1080	N-S: 751	E-W: 555	SUM: 1306	N-S: 751	E-W: 557	SUM: 1308	N-S: 751	E-W: 557	SUM: 1308	N-S: 751	E-W: 557	SUM: 1308	
No. of Phases:	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Volume / Capacity:	0.692	0.720	0.871	0.872	0.872	0.872	0.872	0.872	0.872	0.872	0.872	0.872	0.872	0.872	0.872	0.872	0.872	0.872	0.872
Level of Service:	B	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] Functional right-turn only lane.  
 [2] Traffic volumes shown in the added volume column reflect redistribution of traffic due to Mason Avenue crossing.



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**CRITICAL MOVEMENT ANALYSIS**

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

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

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

Movement	2002 EXIST. TRAFFIC			2005 W/ AMBIENT GROWTH			2005 W/ OTHER PROJECTS			2005 W/ PROPOSED PROJECT			2005 W/ MITIGATION [1]			2005 W/ TDM			
	No. of Lanes	Volume	Total	No. of Lanes	Volume	Total	No. of Lanes	Volume	Total	No. of Lanes	Volume	Total	No. of Lanes	Volume	Total	No. of Lanes	Volume	Total	
NB Left	37	1	37	1	39	1	104	1	104	0	104	0	104	0	104	1	104	0	104
Comb. L-T	0	-	0	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0
NB Thru	206	1	124	1	131	1	478	1	420	0	696	0	696	0	696	1	420	0	696
Comb. T-R	1	124	1	131	1	420	1	420	1	420	1	420	1	420	1	420	1	420	1
NB Right	41	0	2	43	0	100	143	0	0	0	143	0	143	0	143	0	0	0	143
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SB Left	190	1	190	1	201	1	216	1	216	0	216	0	216	0	216	1	216	0	216
Comb. L-T	0	-	0	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0
SB Thru	78	1	78	1	83	1	347	1	347	0	555	0	555	0	555	1	347	0	555
Comb. T-R	1	122	1	129	1	347	1	347	1	347	1	347	1	347	1	347	1	347	1
SB Right	122	0	7	129	0	10	139	0	0	0	139	0	139	0	139	0	0	0	139
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EB Left	246	1	246	1	261	1	266	1	266	0	266	0	266	0	266	1	266	0	266
Comb. L-T	0	-	0	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0
EB Thru	605	1	312	1	330	1	363	1	363	4	645	0	645	0	645	1	365	-0	645
Comb. T-R	1	312	1	330	1	363	1	363	1	365	1	365	1	365	1	365	1	365	1
EB Right	18	0	1	19	0	65	84	0	0	0	84	0	84	0	84	0	0	0	84
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WB Left	3	1	3	0	3	1	100	103	1	103	0	103	0	103	0	103	1	103	0
Comb. L-T	0	-	0	0	-	0	0	0	0	0	0	0	0	0	0	0	0	0	0
WB Thru	368	1	296	1	314	1	318	1	318	9	400	1	323	0	400	1	323	-2	398
Comb. T-R	1	296	1	314	1	318	1	318	1	323	1	323	1	323	1	323	1	323	1
WB Right	224	0	13	237	0	8	245	0	0	0	245	0	245	0	245	0	0	0	245
Comb. L-T-R	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Crit. Volumes:	N-S: 314	E-W: 542	SUM: 856	N-S: 332	E-W: 575	SUM: 907	N-S: 636	E-W: 584	SUM: 1220	N-S: 636	E-W: 588	SUM: 1224	N-S: 636	E-W: 588	SUM: 1224	N-S: 636	E-W: 587	SUM: 1223	
No. of Phases:	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2
Volume / Capacity:	A	0.570	B	0.605	D	0.813	D	0.816	D	0.816	D	0.816	D	0.816	D	0.816	D	0.816	D

Assumptions:  
 For dual turn lanes, 55% of volume is assigned to heavier lane.  
 For one excl. and one opt. turn lane, 70% of volume is assigned to exclusive lane.  
 Right turns on red from excl. lanes = 50% of overlapping left turn.  
 Notes: [1] Traffic volumes shown in the added volume column reflect redistribution of traffic due to Mason Avenue crossing.

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CRITICAL MOVEMENT ANALYSIS

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

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

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

Movement	2002 EXIST. TRAFFIC			2005 W/ AMBIENT GROWTH			2005 W/ OTHER PROJECTS			2005 W/ PROPOSED PROJECT			2005 W/ MITIGATION [2]			2005 W/ TDM					
	No. of Lanes	Volume	Lane	Added Volume	Total Volume	No. of Lanes	Added Volume	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Added Volume	Total Volume	Lane Volume	Added Volume	Total Volume	No. of Lanes	Added Volume	Total Volume	
NB Left	1	526	1	558	1	558	10	568	1	568	0	568	0	568	1	568	0	568	1	568	
Comb. L-T	0	-	0	-	0	-	0	-	0	-	0	0	-	0	0	-	0	0	0	-	
NB Thru	1	163	1	173	1	540	713	1	506	0	713	1	506	0	713	1	506	0	713	1	
Comb. T-R	1	273	1	289	1	506	1	506	1	506	0	506	0	506	1	506	0	506	1	506	
NB Right	0	-	0	-	0	-	0	-	0	-	0	299	0	299	0	299	0	299	0	299	
Comb. L-T-R	0	-	0	-	0	-	0	-	0	-	0	0	0	0	0	0	0	0	0	0	
SB Left	22	22	1	23	1	23	0	23	1	23	0	23	0	23	1	23	0	23	1	23	
Comb. L-T	0	-	0	-	0	-	0	-	0	-	0	0	-	0	0	-	0	0	0	-	
SB Thru	23	23	1	23	1	540	564	1	347	0	564	1	347	0	564	1	347	0	564	1	
Comb. T-R	1	22	1	23	1	347	1	347	1	347	0	347	0	347	1	347	0	347	1	347	
SB Right	20	0	0	0	0	108	129	0	0	0	129	0	0	0	129	0	0	0	129	0	
Comb. L-T-R	0	-	0	-	0	-	0	-	0	-	0	0	-	0	0	-	0	0	0	-	
EB Left	35	2	1	37	1	163	200	1	200	0	200	1	200	0	200	1	200	0	200	1	
Comb. L-T	0	-	0	-	0	-	0	-	0	-	0	0	-	0	0	-	0	0	0	-	
EB Thru	2	245	2	259	2	26	544	2	272	24	568	2	284	0	568	2	284	-6	562	2	
Comb. T-R	0	-	0	-	0	-	0	-	0	-	0	0	-	0	0	-	0	0	0	-	
EB Right [1]	84	1	84	1	89	10	99	1	99	0	99	1	99	0	99	1	99	0	99	1	
Comb. L-T-R	0	-	0	-	0	-	0	-	0	-	0	0	-	0	0	-	0	0	0	-	
WB Left	359	1	359	1	381	10	391	1	391	0	391	1	391	0	391	1	391	0	391	1	
Comb. L-T	0	-	0	-	0	-	0	-	0	-	0	0	-	0	0	-	0	0	0	-	
WB Thru	2	519	2	550	2	21	1121	2	560	7	1128	2	564	0	1128	2	564	-1	1127	2	
Comb. T-R	0	-	0	-	0	-	0	-	0	-	0	0	-	0	0	-	0	0	0	-	
WB Right [1]	67	1	67	1	71	0	71	0	71	0	71	0	71	0	71	0	71	0	71	0	
Comb. L-T-R	0	-	0	-	0	-	0	-	0	-	0	0	-	0	0	-	0	0	0	-	
Crit. Volumes:	N-S: 548	E-W: 604	SUM: 1151	N-S: 580	E-W: 640	SUM: 1220	N-S: 914	E-W: 760	SUM: 1675	N-S: 914	E-W: 764	SUM: 1678	N-S: 914	E-W: 764	SUM: 1678	N-S: 914	E-W: 764	SUM: 1678	N-S: 914	E-W: 764	SUM: 1678
No. of Phases:	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	
Volume / Capacity:	0.767	0.813	0.767	0.813	0.767	0.813	0.767	0.813	0.767	0.813	0.767	0.813	0.767	0.813	0.767	0.813	0.767	0.813	0.767	0.813	
Level of Service:	C	D	C	D	C	D	C	D	C	D	C	D	C	D	C	D	C	D	C	D	F

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

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**CRITICAL MOVEMENT ANALYSIS**

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

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

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

Movement	2002 EXIST. TRAFFIC			2005 W/ AMBIENT GROWTH			2005 W/ OTHER PROJECTS			2005 W/ PROPOSED PROJECT			2005 W/ MITIGATION [2]			2005 W/ TDM					
	No. of Lanes	Volume	Lane	Added	Total	No. of Lanes	Volume	Lane	Added	Total	No. of Lanes	Volume	Lane	Added	Total	No. of Lanes	Volume	Lane			
NB Left	1	155	9	164	1	174	1	174	0	174	1	174	1	174	0	174	1	174			
Comb. L-T	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-			
NB Thru	69	69	4	73	1	73	540	613	0	613	1	430	1	430	0	613	1	430			
Comb. T-R	1	223	1	236	1	236	1	430	1	430	1	430	1	430	0	246	1	430			
NB Right	0	-	13	236	0	-	10	246	0	246	0	0	0	246	0	246	0	0			
Comb. L-T-R	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-			
SB Left	1	140	8	148	1	148	0	148	0	148	1	148	1	148	0	148	1	148			
Comb. L-T	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-			
SB Thru	209	123	13	222	1	130	540	762	1	473	1	473	1	473	0	762	1	473			
Comb. T-R	1	123	1	130	1	130	1	473	1	473	1	473	1	473	0	185	1	473			
SB Right	36	0	2	38	0	-	147	185	0	185	0	0	0	185	0	185	0	0			
Comb. L-T-R	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-			
EB Left	1	16	1	17	1	17	104	121	1	121	1	121	1	121	0	121	1	121			
Comb. L-T	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-			
EB Thru	887	2	397	53	940	2	421	8	948	2	427	11	959	2	431	-1	958	2			
Comb. T-R	1	397	1	421	1	421	1	427	1	427	1	431	1	431	0	332	1	430			
EB Right	304	0	18	322	0	-	10	332	0	332	0	0	0	332	0	332	0	0			
Comb. L-T-R	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-			
WB Left	220	1	220	13	233	1	233	10	243	1	243	1	243	1	243	0	243	1			
Comb. L-T	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-			
WB Thru	750	2	260	45	795	2	275	9	804	2	278	24	828	2	286	-5	823	2			
Comb. T-R	1	260	1	275	1	275	1	278	1	286	1	286	1	286	0	31	1	285			
WB Right	29	0	2	31	0	-	0	31	0	31	0	0	0	31	0	31	0	0			
Comb. L-T-R	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-			
Crit. Volumes:	N-S:	363	N-S:	385	N-S:	648	N-S:	648	N-S:	648	N-S:	648	N-S:	648	N-S:	648	N-S:	648	N-S:		
	E-W:	617	E-W:	654	E-W:	670	E-W:	674	E-W:	674	E-W:	674	E-W:	674	E-W:	674	E-W:	674	E-W:		
	SUM:	980	SUM:	1039	SUM:	1318	SUM:	1321	SUM:	1321	SUM:	1321	SUM:	1321	SUM:	1321	SUM:	1321	SUM:		
No. of Phases:	2			2			2			2			2			2			2		
Volume / Capacity:	0.653			0.693			0.879			0.881			0.881			0.881			0.881		
Level of Service:	B			B			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

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

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

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

Movement	2003 EXIST. TRAFFIC			2005 W/ AMBIENT GROWTH			2005 W/ OTHER PROJECTS			2005 W/ PROPOSED PROJECT			2005 W/ MITIGATION [1]			2005 W/ TDM				
	No. of Lanes	Volume	Lane	Added	Total	No. of Lanes	Volume	Lane	Added	Total	No. of Lanes	Volume	Lane	Added	Total	No. of Lanes	Volume	Lane		
NB Left	98	1	98	4	102	1	102	1	102	0	102	1	102	0	102	1	102	1	102	
Comb. L-T	0	-	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	
NB Thru	730	1	425	29	759	1	441	1	679	0	1234	1	679	0	1234	1	679	1	679	
Comb. T-R	1	425	441	1	441	1	679	1	679	1	679	1	679	1	679	1	679	1	679	
NB Right	119	0	-	5	124	0	-	0	124	0	124	0	124	0	124	0	124	0	124	
Comb. L-T-R	0	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	
SB Left	32	1	32	1	33	1	33	1	33	0	33	1	33	0	33	1	33	1	33	
Comb. L-T	0	-	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	
SB Thru	574	1	296	23	597	1	308	1	555	0	1072	1	555	0	1072	1	555	1	555	
Comb. T-R	1	296	308	1	308	1	555	1	555	1	555	1	555	1	555	1	555	1	555	
SB Right	18	0	-	1	19	0	-	20	39	0	39	0	39	0	39	0	39	0	39	
Comb. L-T-R	0	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	
EB Left	52	1	52	2	54	1	54	1	74	0	74	1	74	0	74	1	74	1	74	
Comb. L-T	0	-	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	
EB Thru	645	1	341	26	671	1	354	1	354	10	681	1	359	0	681	1	359	1	358	
Comb. T-R	1	341	354	1	354	1	681	1	681	1	681	1	359	1	681	1	359	1	358	
EB Right	36	0	-	1	37	0	-	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	-	
WB Left	192	1	192	8	200	1	200	1	200	0	200	1	200	0	200	1	200	1	200	
Comb. L-T	0	-	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	
WB Thru	788	1	463	32	820	1	482	2	822	3	825	1	484	0	825	1	484	1	484	
Comb. T-R	1	463	482	1	482	1	820	1	822	1	825	1	484	1	825	1	484	1	484	
WB Right	138	0	-	6	144	0	-	0	144	0	144	0	144	0	144	0	144	0	144	
Comb. L-T-R	0	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	
Crit. Volumes:	N-S:	457	N-S:	475	N-S:	712	N-S:	712	N-S:	712	N-S:	712	N-S:	712	N-S:	712	N-S:	712	N-S:	712
	E-W:	533	E-W:	554	E-W:	557	E-W:	559	E-W:	559	E-W:	559	E-W:	559	E-W:	559	E-W:	559	E-W:	558
	SUM:	989	SUM:	1029	SUM:	1269	SUM:	1271	SUM:	1271	SUM:	1271	SUM:	1271	SUM:	1271	SUM:	1271	SUM:	1270
No. of Phases:	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	2	
Volume / Capacity:	0.659	0.686	0.686	0.686	0.686	0.686	0.686	0.686	0.686	0.686	0.686	0.686	0.686	0.686	0.686	0.686	0.686	0.686	0.687	
Level of Service:	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	B	D

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

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

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



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

CRITICAL MOVEMENT ANALYSIS

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

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

Movement	2003 EXIST. TRAFFIC				2005 W/ AMBIENT GROWTH				2005 W/ OTHER PROJECTS				2005 W/ PROPOSED PROJECT				2005 W/ MITIGATION [1]											
	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	97	4	101	1	101	0	101	1	101	0	101	1	101	0	101	1	101	0	101	1	101	0	101	1	101	0	101
Comb. L-T	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-
NB Thru	1	331	20	351	1	344	475	819	1	581	0	581	1	581	0	581	1	581	0	581	1	581	0	581	1	581	0	581
Comb. T-R	1	331	0	331	1	344	0	344	1	581	0	581	1	581	0	581	1	581	0	581	1	581	0	581	1	581	0	581
NB Right	0	-	7	7	0	-	0	7	0	-	0	7	0	-	0	7	0	-	0	7	0	-	0	7	0	-	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	-	0	0
SB Left	1	108	4	112	1	112	0	112	1	112	0	112	1	112	0	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	-	0	-	0	-	0	-	0	-
SB Thru	1	335	25	360	1	348	475	823	1	595	0	595	1	595	0	595	1	595	0	595	1	595	0	595	1	595	0	595
Comb. T-R	1	335	0	335	1	348	0	348	1	595	0	595	1	595	0	595	1	595	0	595	1	595	0	595	1	595	0	595
SB Right	0	-	2	2	0	-	20	20	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	66	0	66	0	66	0	66	0	66	0	66	0	66	0	66	0	66	0	66
EB Left	1	42	2	44	1	44	20	64	1	64	0	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	-	0	-	0	-	0	-
EB Thru	1	454	33	487	1	472	9	481	1	476	4	480	1	478	0	478	1	478	0	478	1	478	0	478	1	478	0	478
Comb. T-R	1	454	0	454	1	472	0	472	1	476	0	476	1	478	0	478	1	478	0	478	1	478	0	478	1	478	0	478
EB Right	0	-	3	3	0	-	0	3	0	77	0	77	0	77	0	77	0	77	0	77	0	77	0	77	0	77	0	77
Comb. L-T-R	0	-	0	0	0	-	0	0	0	77	0	77	0	77	0	77	0	77	0	77	0	77	0	77	0	77	0	77
WB Left	1	147	6	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
Comb. L-T	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-	0	-
WB Thru	1	360	28	388	1	374	9	383	1	378	9	387	1	383	0	383	1	383	0	383	1	383	0	383	1	383	0	383
Comb. T-R	1	360	0	360	1	374	0	374	1	378	0	378	1	383	0	383	1	383	0	383	1	383	0	383	1	383	0	383
WB Right	0	-	1	1	0	-	0	1	0	24	0	24	0	24	0	24	0	24	0	24	0	24	0	24	0	24	0	24
Comb. L-T-R	0	-	0	0	0	-	0	0	0	24	0	24	0	24	0	24	0	24	0	24	0	24	0	24	0	24	0	24
Crit. Volumes:	N-S:	439		456	N-S:	456		456	N-S:	696		696	N-S:	696		696	N-S:	696		696	N-S:	696		696	N-S:	696		696
	E-W:	601		625	E-W:	625		625	E-W:	631		631	E-W:	631		631	E-W:	631		631	E-W:	631		631	E-W:	631		631
	SUM:	1039		1081	SUM:	1081		1081	SUM:	1325		1325	SUM:	1327		1327	SUM:	1327		1327	SUM:	1327		1327	SUM:	1327		1327
No. of Phases:		2		2		2		2		2		2		2		2		2		2		2		2		2		2
Volume / Capacity:		0.693		0.720		0.720		0.720		0.884		0.885		0.885		0.885		0.885		0.885		0.885		0.885		0.885		0.885
Level of Service:		B		C		C		D		D		D		D		D		D		D		D		D		D		D

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

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