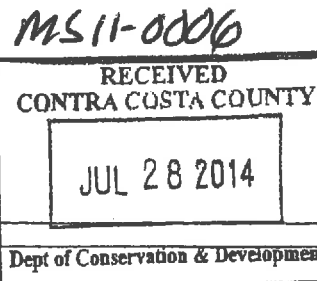


EXHIBIT 12



Transportation
Consultants

Vision That Moves Your Community



December 10, 2012

Mr. Bryant Silliman
Bryant Carver Silliman, Architect, AIA, NCARB
P.O. Box 483
Tahoma, CA 96142

Re: Traffic Study for Proposed Retail/Office Building in Alamo

Dear Mr. Silliman:

This is to present the results of a parking and traffic study for the proposed development of a retail/office building located at 3189 Danville Boulevard in the northwest quadrant of the intersection of Stone Valley Road and Danville Boulevard in Alamo. The project is to construct a 2,875 square foot two story building in the parking lot of an existing complex at the same address. The project would add a third building to an existing two-building complex accompanied by adjustment of parcel lot lines and parking arrangements.

The current complex includes 26,371 square feet of gross building area and requires 103 parking spaces to satisfy Contra Costa County Code 82-16.018 parking requirements. The details of the current tenant utilization and parking requirements are shown in the attached BCSA drawing A0.

The proposed development consists of a two story building – the first floor contains 1,441 square feet of retail area; the second floor consists of 1,434 square feet of office area. The details of the addition are shown on attached BCSA drawing A1. The new area requires 14 parking spaces to satisfy code requirements. The total parking requirement for the existing and proposed development is therefore 103 + 14 or 117 stalls. The total number of stalls provided is 117.

Parking Study -

TJKM conducted a parking observation study of the existing facility on Friday, December 7, 2012. The weather was good on the day of the survey. TJKM counted occupancy of the existing parking stalls at one hour intervals at 11 a.m., 12 noon, 1 p.m. and 2 p.m. Based on TJKM's experience parking demands on this day of the week, month of the year, and time of the day are all above average and should represent peak conditions. During the four observations, TJKM noted occupancies of 103, 97, 105 and 106 stalls with the average number of stalls occupied at 103 stalls, which is coincidentally the calculated number of stalls required to satisfy code requirements. The new facility will supply 14 new parking spaces, which also will exactly satisfy code requirements. It is TJKM's opinion that not only will the new parking supply meet parking code requirements; it will also satisfy the parking demand during peak periods.

Internal Circulation

In the "after" condition the parking lot for the development which includes the new building will continue to have access from Danville Boulevard and from Stone Valley Road at the existing driveways. A third access is directly from the Alamo Plaza Center, which has numerous driveways to surrounding streets. There are currently two "internal" connections to the Alamo Plaza parking lots from the existing office complex; one of which will be displaced by the new building. Some of the parking for the existing development is located west of the building complex in a portion of a larger Alamo Plaza parking lot. Overall, the resulting circulation should be very adequate.

Pleasanton
3875 Hopyard Road
Suite 200
Pleasanton, CA
94588-8526
925.463.0611
925.463.3690 fax

Fresno
516 W. Shaw Avenue
Suite 200
Fresno, CA
93704-2515
559.325.7530
559.221.4940 fax

Sacramento
980 Ninth Street
16th Floor
Sacramento, CA
95814-2736
916.449.9095

Santa Rosa
1400 N. Dutton Avenue
Suite 21
Santa Rosa, CA
95401-4643
707.575.5800
707.575.5888 fax

tjkm@tjkm.com
www.tjkm.com

The design does create a dead end east-west parking aisle leading to the new building itself. It is suggested that the four to six stalls closest to the building be designated as employee parking. That should minimize any issues related to the absence of turn-around point.

Traffic Impacts

TJKM conducted a mini-traffic impact analysis of this proposed development, even though it does not reach the 100 peak hour threshold that dictates the need for a full study. Traffic generation from the proposed development is shown in the Table 1 below.

Table 1 Trip Generation

ITE Code	Land Use	Size, Sq. Ft.	Trip Rates/KSF			Trips						
			Daily	A.M. Peak (In/Out)	P.M. Peak (In/Out)	Daily	A.M.			P.M.		
							In	Out	Total	In	Out	Total
710	General Office Bldg.	1,434	11.01	1.55 (88/12)	1.49 (17/83)	16	2	1	3	1	2	3
820	Retail	1,441	39.0	1.0 (61/39)	3.73 (49/51)	56	1	1	2	3	3	6
Total						72	3	2	5	4	5	9

This evaluation assumes the lower floor of the two story building will be utilized for retail uses, if not, the trip generation would be lower. It can be seen that the proposed development has minimal traffic generation, with five new trips in the a.m. and nine new trips in the p.m. peak.

Table 2 Level of Service (LOS) at Stone Valley Road and Danville Blvd.

Location	Existing				Existing Plus Project			
	A.M.		P.M.		A.M.		P.M.	
	Delay	LOS	Delay	LOS	Delay	LOS	Delay	LOS
CCTA Methodology	50.1	E	40.2	E	50.4	E	40.7	E
HCM Methodology	40.9	D	39.3	D	41.1	D	39.5	D

TJKM conducted peak hour intersection turn counts at Stone Valley Road and Danville Boulevard on December 6, 2012. The counts are shown in Appendix 1. In the a.m. peak hour, beginning at 7:45 a.m., a total of 3,493 vehicles use the intersection. The five additional trips generated by the proposed project produce a 0.14 percent increase in traffic. In the p.m. peak, beginning at 4:30 p.m., a total of 3,425 vehicles use the intersection. The nine additional trips generated by the proposed project produce a 0.26 percent increase in traffic. Both figures are obviously minimal.

When calculating the level of service, TJKM noted a uniform LOS E condition, with and without the project, using the CCTA level of service methodology. The project produces insignificant increases in delay, 0.3 seconds in the a.m. and 0.5 seconds in the p.m. peak. When using the Highway Capacity Manual methodology, TJKM noted that the intersection operates at LOS D, again with and without the project, during both a.m. and p.m. periods. The project increases the average delay per vehicle by 0.2 seconds during both the a.m. and p.m. periods. Again, the increases are deemed insignificant.

It is noted that this project does not trigger the need for a level of service analysis; in any event the results show the project essentially doesn't change conditions at the intersection during peak periods.

Summary

The proposed development of 2,875 square feet of office/retail uses produces minimal parking and traffic impacts.

- The project, when combined with the existing office development on the adjoining parcel, generates a need for 117 parking stalls. A total of 117 stalls are provided.
- A parking study showed that during busy periods, the existing peak parking demand is 103 stalls. With the new development requiring 14 stalls, the peak demand is also 117 stalls.
- With the new building placed on site, internal circulation will be adequate. However, to minimize the impacts of a dead-end parking aisle, four to six of the stalls in this area should be designated for employee parking.
- The project generates 72 daily trips, five a.m. peak hour trips and nine p.m. peak hour trips. This project falls far below the 100 peak hour trip threshold for which comprehensive traffic studies are required.
- Using CCTA methodology, the level of service at the adjacent Stone Valley Road and Danville Boulevard intersection with and without the project during both the a.m. and p.m. periods is LOS E. But, using Highway Capacity methodology, the intersection operates at LOS D during both time periods with and without the project. The project increases the traffic by less than one percent during both time periods.

Please contact me if there are any questions about this report.

Very truly yours,

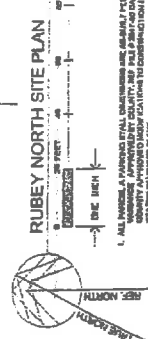


Chris D. Kinzel, P.E.
Vice- President

Appendix A – Site Drawings

A0

STONE VALLEY ROAD WEST
BURREY NORTH COMPLEX (PARCEL A)

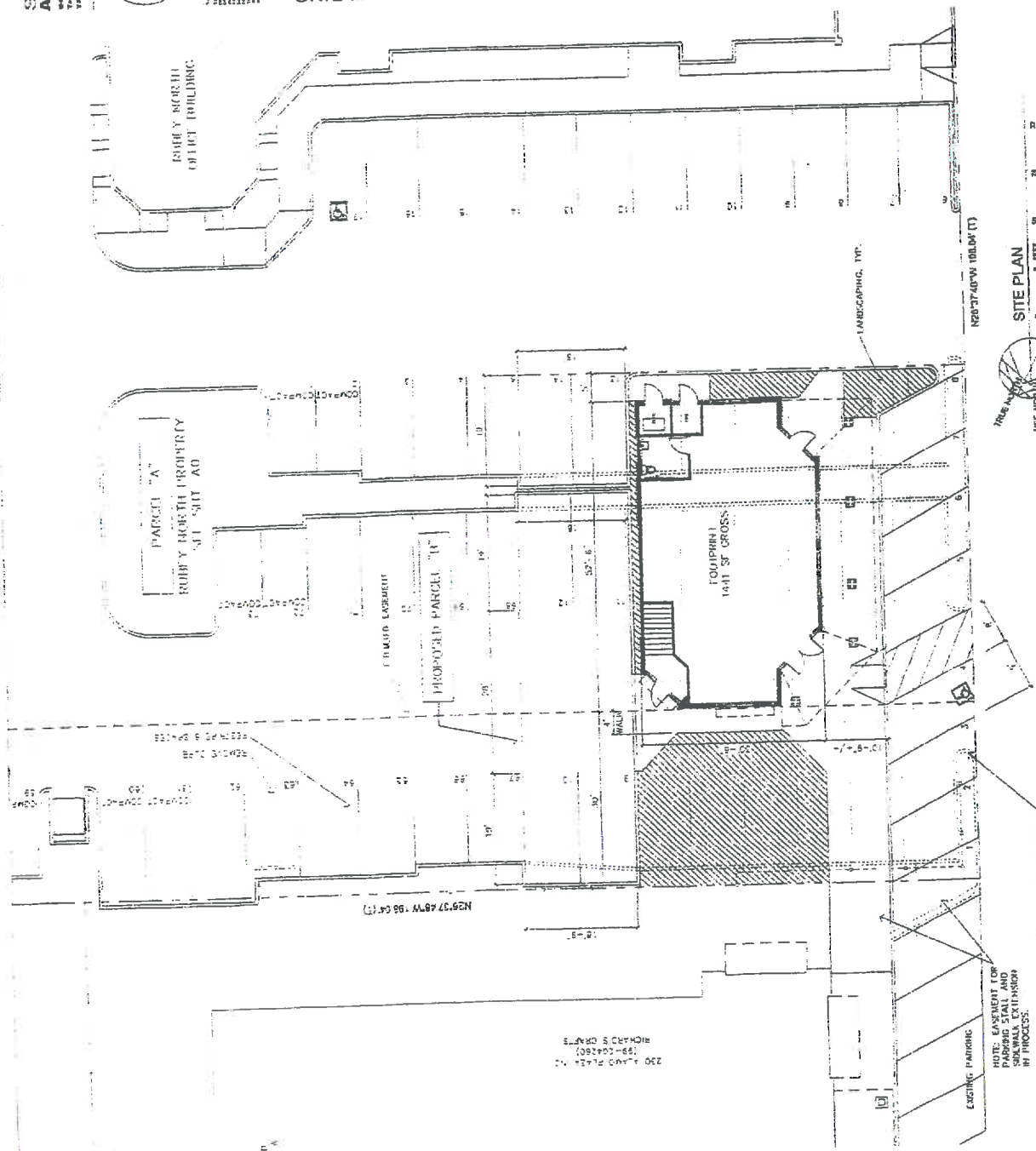


1

[illegible]

[illegible]

PARCEL AREA: 6.65 AC
LANDSCAPED AREA (F)
2016 52 1 25 4 16 100 53 (15%)
AD

[illegible][illegible]

NOTE: EXISTING ALABAMA PLAZA DRIVEWAY WIDTH 12' 0".
PROPOSED NON-STANDARD 60' PARKING STALLS IS 30' 1/2".
TOTAL PROPOSED STALL DEPTH + DRIVEWAY WIDTH = 45' 1/2".
COUNTY STANDARD IS 30' PROPOSED STALL NORTH TO MATCH
EXISTING ADJACENT ALABAMA PLAZA PARKING.

SITE PLAN

A1

of 2 elements

**BRYANT
CARVER
GILLIMAN
ARCHITECT**

[illegible]

RETAIL OFFICE BUILDING
ON PROPOSED PARCEL B WITHIN
RUSEY NORTH OFFICE BUILDINGS
PARCEL A APN: 91-093-048
3189 DANVILLE BLVD.
ALAMO, CA 94507

[illegible]

Appendix B -- Traffic Counts

All Traffic Data

(916) 771-8700

City of Alamo

File Name 12-7544-001 Danville-Stone Valley
 Site Code 00000000
 Start Date 12/6/2012
 Page No 11

Groups Printed: Unshifted

Groups Primed - Unshifted																					
Start Time	Danville Blvd Southbound					Stone Valley Road Westbound					Danville Blvd Northbound					Stone Valley Road Eastbound					Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total					
07-00	51	64	1	116	55	11	26	94	4	25	72	99	1	1	1	3	117				
07-15	95	182	12	289	83	19	38	140	4	29	59	111	3	21	16	40	511				
07-30	144	192	13	349	99	3	47	144	3	63	104	173	1	17	13	31	569				
07-45	270	338	13	621	65	7	43	115	1	11	166	288	1	19	27	47	850				
Total	570	616	38	1124	272	41	251	619	12	216	413	591	6	74	57	137	2362				
08-00	232	252	9	493	100	11	61	172	4	138	187	329	9	31	19	59	953				
08-15	139	205	10	354	106	15	67	288	18	123	133	274	9	31	14	54	567				
08-30	118	204	9	331	48	30	45	113	12	153	142	337	4	29	18	42	523				
08-45	116	209	9	334	32	18	59	149	19	142	171	362	3	33	11	47	834				
Total	505	870	37	1412	385	64	282	619	53	596	603	1342	25	115	62	202	3477				
16-00	92	123	4	219	85	11	81	177	35	11	95	229	15	31	24	93	717				
16-15	166	139	7	312	62	15	66	143	19	156	98	273	14	32	32	78	746				
16-30	131	159	9	309	64	12	82	159	22	146	115	283	13	32	28	73	538				
16-45	171	220	8	399	57	23	69	149	19	179	79	273	15	34	28	81	586				
Total	470	640	28	1138	368	61	299	628	53	592	387	1062	65	149	112	319	3157				
17-00	119	167	5	291	67	16	71	154	22	175	96	283	23	42	25	90	818				
17-15	128	209	5	342	74	15	82	174	13	176	103	312	17	42	36	85	915				
17-30	126	181	4	311	61	14	63	138	25	178	91	292	15	39	23	87	828				
17-45	131	186	2	319	65	13	63	141	13	153	97	253	15	38	26	79	792				
Total	504	743	16	1263	367	58	282	607	91	682	367	1140	70	161	110	341	3551				
Grand Total	1949	2869	119	4937	1090	230	964	2384	249	2686	1780	4115	171	489	341	1011	12347				
Applied %	39.5	36.3	2.4		47.7	10.1	42.2		6.1	50.7	43.3		16.9	49.4	53.7						
Total %	35.5	23.2	1	40	8.8	1.9	7.8	15.5	1	16.9	14.4	33.3	1.4	4	2.8	8.2					

City of Alamo

All Traffic Data

(916) 771-8700

File Name : 12-7544-001 Danville-Stone Valley
 Site Code : 00000000
 Start Date : 12/6/2012
 Page No : 2

Start Time	Danville Blvd Southbound				Stone Valley Road Westbound				Danville Blvd Northbound				Stone Valley Road Eastbound			
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total
Peak Hour for Entire Intersection Begins at 07:45																
07:45	178	208	12	398	65	7	43	115	11	111	166	288	1	29	27	57
08:00	132	252	9	393	100	11	61	172	4	138	137	279	9	31	19	59
08:15	139	205	10	354	103	15	67	185	18	123	133	274	9	31	14	54
08:30	118	204	9	331	48	20	45	113	12	183	142	337	4	20	18	42
Total Volume	559	869	40	1468	316	53	216	585	45	555	678	1228	23	111	78	212
% App. Total	38.1	59.2	2.7		54	9.1	36.9	51.1	3.7	45.2	51.1		10.8	52.4	36.8	
PHF	822	862	833	934	767	603	806	791	625	758	840	911	639	893	722	898
																916

City of Alamo

All Traffic Data

(916) 771-8700

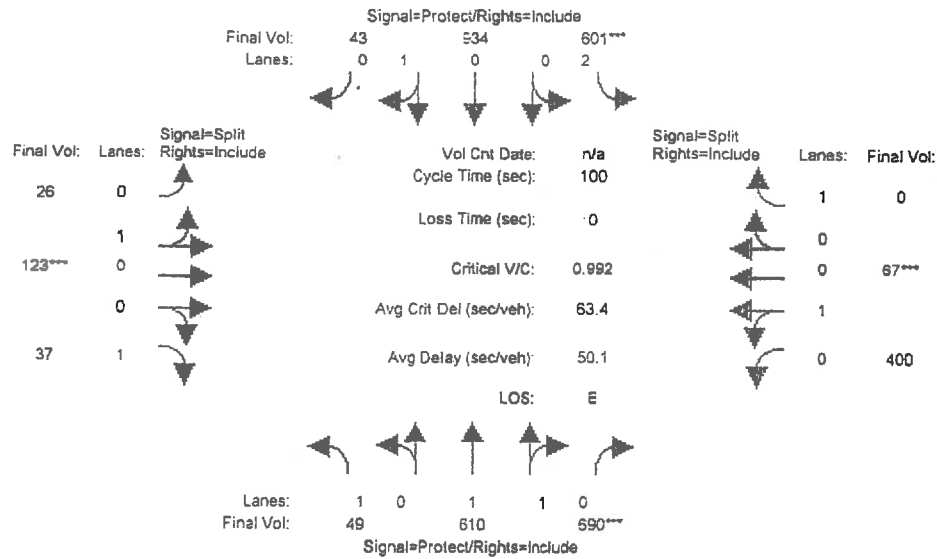
File Name : 12-7544-001 Danville-Stone Valley
 Site Code : 00000000
 Start Date : 12/6/2012
 Page No : 4

Start Time	Danville Blvd Southbound				Stone Valley Road Westbound				Danville Blvd Northbound				Stone Valley Road Eastbound			
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total
Peak Hour for Entire Intersection Begins at 16:30																
16:30	151	159	9	319	64	12	83	159	22	146	115	283	17	32	28	77
16:45	121	220	8	349	57	23	69	149	19	179	79	277	19	34	28	81
17:00	119	167	5	291	67	16	71	154	22	175	86	283	23	42	25	90
17:15	128	209	5	342	74	15	85	174	33	176	103	312	17	42	26	85
Total Volume	519	755	27	1301	262	66	308	636	96	676	383	1155	76	150	107	333
% App. Total	39.9	58	2.1		41.2	10.4	48.4		8.3	58.5	33.2		72.8	45	32.1	
PHF	859	858	750	932	883	777	906	914	727	944	833	925	826	893	955	938

Appendix C -- Level of Service Calculations

Level of Service Computation Report
CCTALOS (Future Volume Alternative)
AM Existing

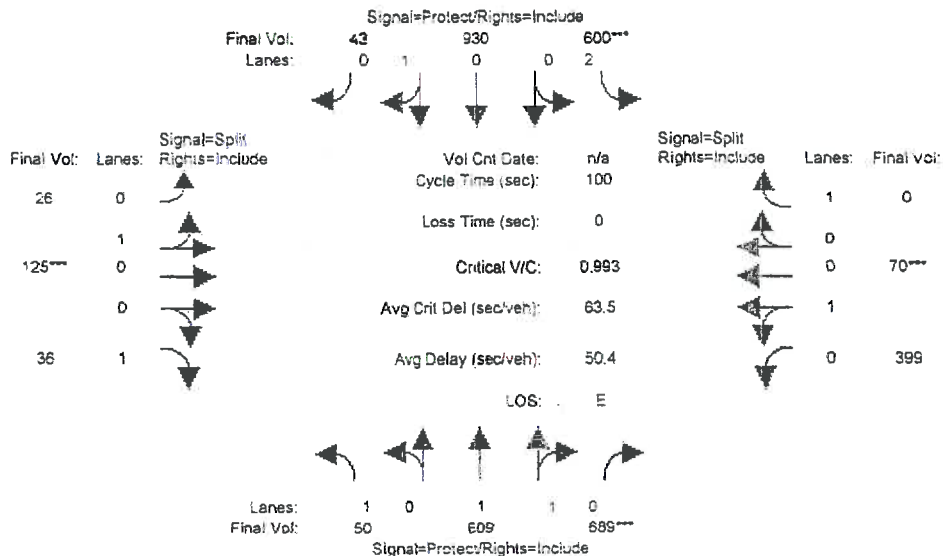
Intersection #1: Stone Valley Road/Danville Boulevard



Street Name:	Danville Boulevard						Stone Valley Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y-Rt:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	45	555	628	559	869	40	23	111	78	316	53	216
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bst:	45	555	628	559	869	40	23	111	78	316	53	216
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fut:	45	555	628	559	869	40	23	111	78	316	53	216
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PST Adj:	0.51	0.91	0.91	0.55	0.93	0.93	0.90	0.90	0.90	0.79	0.79	0.79
PHF Volume:	49	610	690	501	934	43	26	123	87	400	67	273
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	49	610	690	501	934	43	26	123	87	400	67	273
RTOR Reduct:	0	0	0	0	0	0	0	0	0	0	0	0
RTOR Vol:	49	610	690	501	934	43	26	123	87	400	67	273
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	49	610	690	501	934	43	26	123	87	400	67	273
Saturation Flow Module:												
Sat/Lane:	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650
Adjustment:	1.00	1.00	1.00	0.91	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	2.00	0.96	0.94	0.17	0.83	1.00	0.66	0.14	1.00
Final Sat:	1650	1650	1650	2000	1577	73	283	1267	1650	1413	237	1650
Capacity Analysis Module:												
Vol/Sat:	0.03	0.37	0.42	0.30	0.59	0.59	0.09	0.08	0.02	0.28	0.28	0.03
Crit Volume:	490	101	149	467	149	149	149	149	149	149	149	149
Crit Moves:	----	----	----	----	----	----	----	----	----	----	----	----

Level Of Service Computation Report
CCTALOS (Future Volume Alternative)
AM Existing Plus Proj

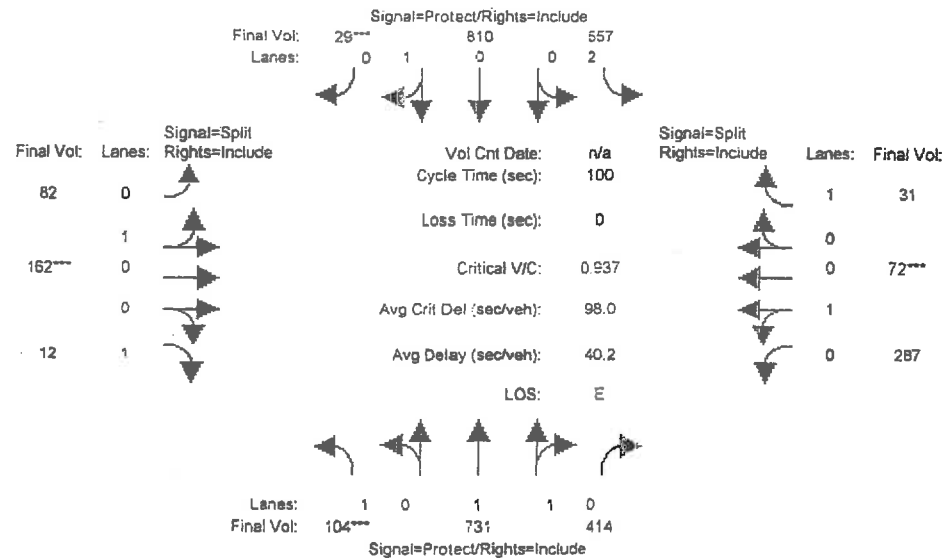
Intersection #1: Stone Valley Road/Danville Boulevard



Street Name:	Danville Boulevard						Stone Valley Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	3	3	3	3	3	3	3	3	3	3	3	3
Y-R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	46	555	628	560	569	40	23	112	78	316	55	216
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Bst:	46	555	628	560	569	40	23	112	78	316	55	216
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserbyVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Pst:	46	555	628	560	569	40	23	112	78	316	55	216
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.91	0.91	0.91	0.93	0.93	0.93	0.90	0.90	0.90	0.79	0.79	0.79
PHF Volume:	50	609	689	600	630	43	26	125	87	359	70	273
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	50	609	689	600	630	43	26	125	87	359	70	273
RTOR Reduct:	0	0	0	0	0	0	0	0	0	0	0	0
RTOR Vol:	50	609	689	600	630	43	26	125	87	359	70	273
FCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	50	609	689	600	630	43	26	125	87	359	70	273
Saturation Flow Module:												
Sat/Lane:	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650
Adjustment:	1.00	1.00	1.00	0.93	0.93	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.00	1.00	2.00	0.86	0.04	0.17	0.83	1.00	0.85	0.15	1.00
Final Sat:	1650	1650	1650	3006	1577	73	281	1369	1650	1403	245	1650
Capacity Analysis Module:												
Vol/Sat:	0.03	0.37	0.42	0.36	0.39	0.59	0.09	0.09	0.02	0.26	0.28	0.00
Crit Volume:	589	300					150			469		
Crit Moves:	****	****					****			****		

Level Of Service Computation Report
CCTALOS (Future Volume Alternative)
PM Existing

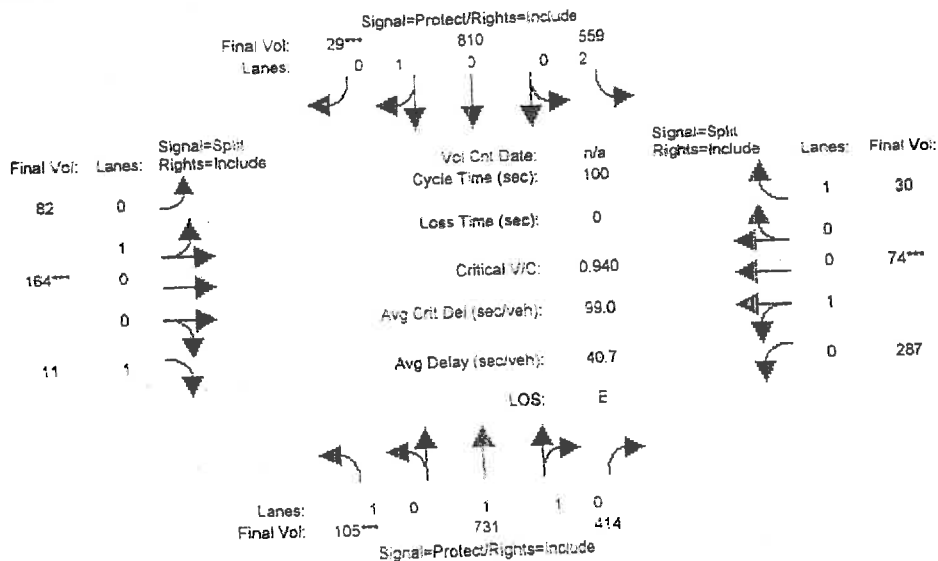
Intersection #1: Stone Valley Road/Danville Boulevard



Street Name: Danville Boulevard											
Approach: North Bound						Approach: South Bound					
Movement: L - T - R						Movement: L - T - R					
Min. Green:	0	0	0	0	0	0	0	0	0	0	0
Y-R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:											
Base Vol:	96	676	323	519	755	27	76	150	107	262	66
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Acc:	96	676	323	519	755	27	76	150	107	262	66
Added Vol:	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0
Initial Fm:	96	676	323	519	755	27	76	150	107	262	66
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	104	731	414	557	810	29	82	162	116	287	72
Reduced Vol:	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	104	731	414	557	810	29	82	162	116	287	72
RTOR Reduct:	0	0	0	0	0	0	0	0	0	0	0
RTOR Vol:	104	731	414	557	810	29	82	162	116	287	72
PCF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	104	731	414	557	810	29	82	162	116	287	72
Saturation Flow Module:											
Sat/Lane:	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650
Adjustment:	1.00	1.00	1.00	0.91	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.28	0.72	2.00	0.97	0.03	0.34	0.66	1.00	0.50	0.20
Final Sat:	1650	2107	1193	3000	1553	57	555	1095	1650	1318	332
Capacity Analysis Module:											
Vol/Sat:	0.06	0.35	0.35	0.19	0.51	0.51	0.12	0.15	0.01	0.22	0.02
Crit Volume:	104					839		244		359	
Crit Moves:	----					----		----		----	

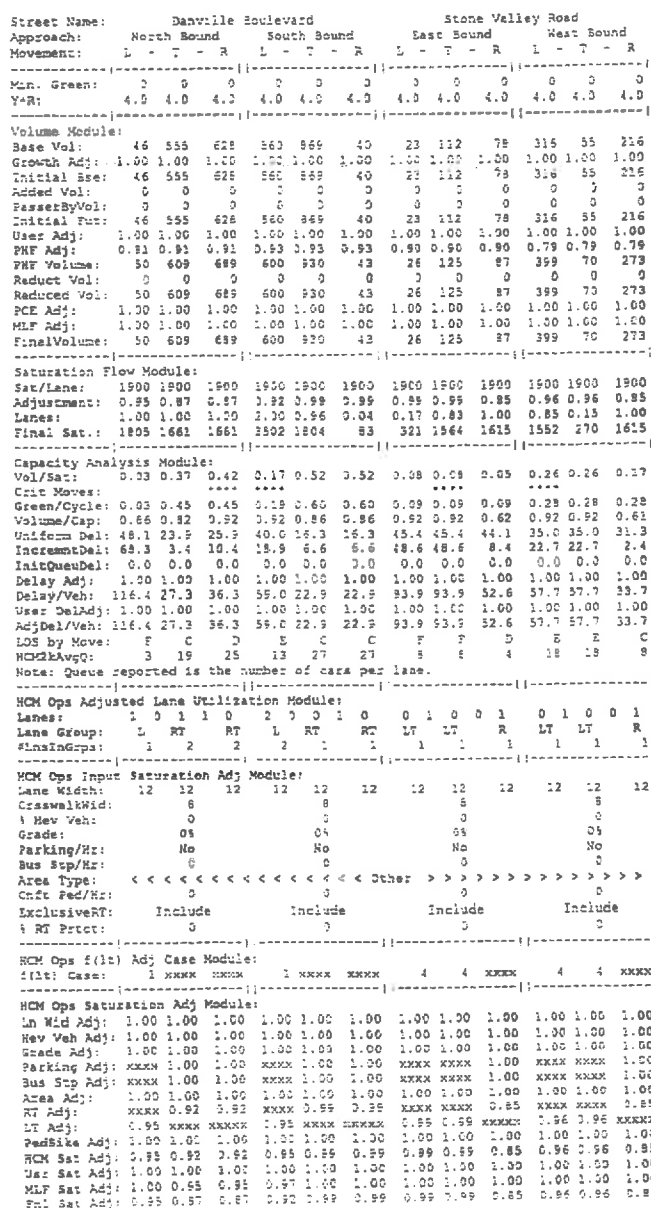
Level Of Service Computation Report
CCTALOS (Future Volume Alternative)
PM Existing Plus Proj

Intersection #1: Stone Valley Road/Danville Boulevard

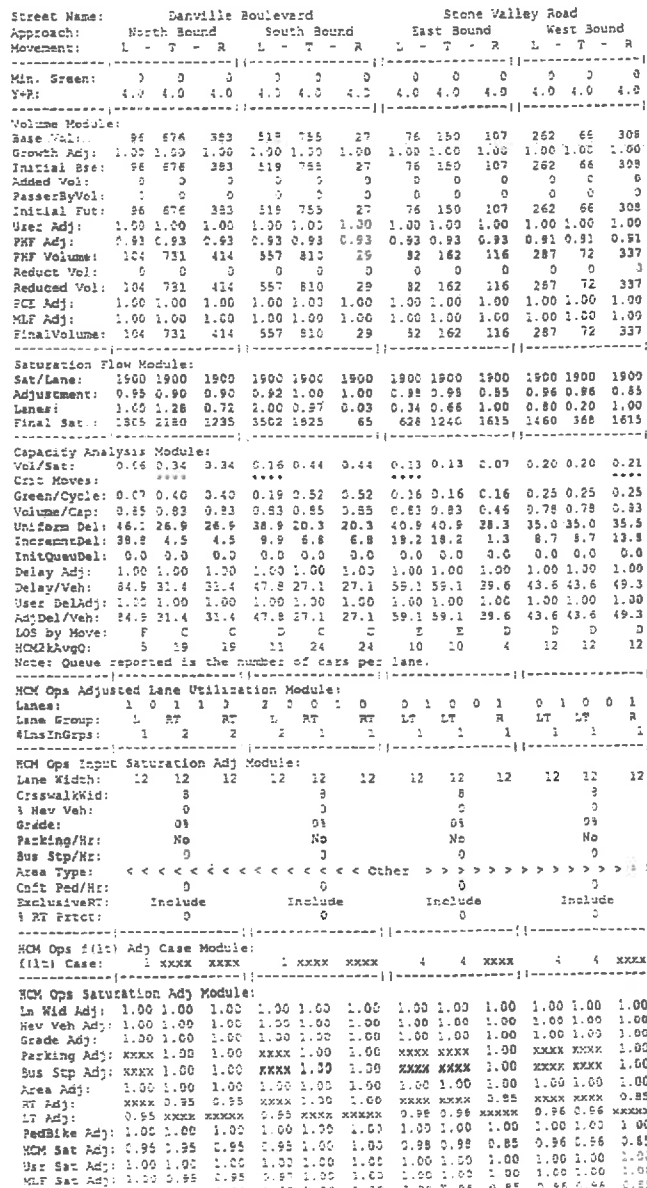


Street Name:	Danville Boulevard						Stone Valley Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y-R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0
Volume Module:												
Base Vol:	97	576	383	521	755	27	76	152	107	262	68	308
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Seg:	97	576	383	521	755	27	76	152	107	262	68	308
Added Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PassesByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Fwd:	97	576	383	521	755	27	76	152	107	262	68	308
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
PHF Volume:	105	731	424	559	810	25	82	164	116	287	74	337
Recurt Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	105	731	424	559	810	25	82	164	116	287	74	337
PCOR Reduct:	0	0	0	0	0	0	0	0	0	0	0	0
PCOR Vol:	105	731	424	559	810	25	82	164	11	287	74	30
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	105	731	424	559	810	25	82	164	11	287	74	30
Saturation Flow Module:												
Sat/Lane:	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650	1650
Adjustment:	1.00	1.00	1.00	0.93	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Lanes:	1.00	1.28	0.72	2.00	0.97	0.93	0.33	0.67	1.00	0.79	0.22	1.00
Final Sat:	1650	2107	1193	1000	1593	57	550	1120	1650	1310	340	1650
Capacity Analysis Module:												
Vol/Sat:	0.06	0.35	0.35	0.19	0.51	0.51	0.15	0.15	0.01	0.22	0.22	0.02
Crit Volume:	105			319			216			361		
Crit Moves:	----			----			----			----		

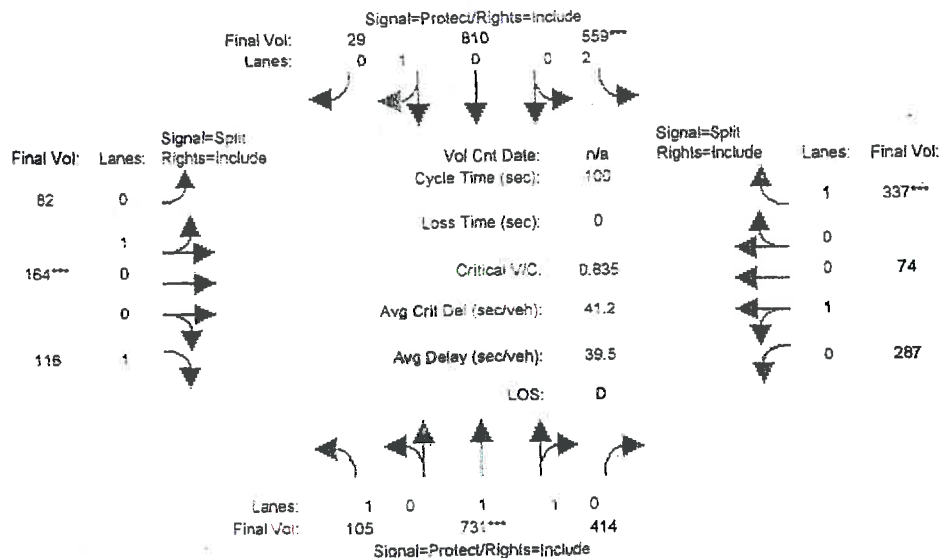
Intersection #1: Stone Valley Road/Danville Boulevard



Intersection #1: Stone Valley Road/Danville Boulevard



Intersection #1: Stone Valley Road/Danville Boulevard



Street Name:	Darville Boulevard						Stone Valley Road					
Approach:	North Bound			South Bound			East Bound			West Bound		
Movement:	L	T	R	L	T	R	L	T	R	L	T	R
Min. Green:	0	0	0	0	0	0	0	0	0	0	0	0
Y+R:	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0	4.0

Volume Module:												
Base Vol:	97	676	383	321	755	27	76	152	107	262	63	308
Growth Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Initial Base:	97	676	383	321	755	27	76	152	107	262	63	308
Adctd Vol:	0	0	0	0	0	0	0	0	0	0	0	0
PasserByVol:	0	0	0	0	0	0	0	0	0	0	0	0
Initial Flt:	97	676	383	321	755	27	76	152	107	262	63	308
User Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
PHF Adj:	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
FWT Volume:	105	731	414	559	810	29	82	164	116	287	74	337
Reduct Vol:	0	0	0	0	0	0	0	0	0	0	0	0
Reduced Vol:	105	731	414	559	810	29	82	164	116	287	74	337
PCE Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
MLF Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Final Volume:	105	731	414	559	810	29	82	164	116	287	74	337

Saturation Flow Module:												
Sat:	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Adjustment:	0.95	0.90	0.80	0.92	1.00	1.00	0.98	0.98	0.85	0.95	0.66	0.59
Losses:	1.00	1.28	0.72	2.30	0.97	0.03	0.33	0.67	1.00	0.79	0.21	1.00
Final Sat:	1805	2180	2335	3502	1825	65	623	1246	1615	1451	377	1615

Capacity Analysis Module:												
Vol/Sat:	0.06	0.34	0.34	0.16	0.44	0.44	0.13	0.13	0.07	0.20	0.20	0.21
Crst Moves:	0.07	0.40	0.40	0.19	0.52	0.52	0.16	0.16	0.16	0.25	0.25	0.25
Green/Cycle:	0.07	0.40	0.40	0.19	0.52	0.52	0.16	0.16	0.16	0.25	0.25	0.25
Volume/Cap:	0.55	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.84	0.79	0.79	0.84
Uniform Del:	46.1	27.0	27.0	38.2	20.4	20.4	46.1	40.8	38.2	35.1	35.1	38.6
IncrementDel:	38.9	4.6	4.6	9.0	6.5	6.5	18.3	12.3	12.3	9.1	9.1	14.0
InitialQueueDel:	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Delay Adj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Delay/Veh:	85.0	31.5	31.5	47.9	27.3	27.3	59.1	59.1	35.5	44.1	44.1	49.6
User DelayAdj:	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
AdjDelay/Veh:	85.0	31.5	31.5	47.9	27.3	27.3	59.1	59.1	35.5	44.1	44.1	49.6
LOS by Move:	F	C	C	D	C	C	E	E	C	D	D	D
HCM2Vgvo:	6	19	19	11	24	24	10	10	4	12	12	12
Note: Queue reported is the number of cars per lane.												

HCM Ops Adjusted Lane Utilization Module:												
Lanes:	1	3	1	0	2	3	0	1	0	3	1	0
Lane Group:	1	RT	RT	1	RT	RT	1	LT	LT	1	LT	LT
FlnsInGrps:	1	2	2	2	1	1	1	1	1	1	1	1

HCM Ops Input Saturation Adj Module:												
Lane Width:	12	12	12	12	12	12	12	12	12	12	12	12
CrosswalkWid:	8			8		8		8		8		8
% Hov Veh:	0			0		0		0		0		0
Grade:	01			04		04		04		04		04
Parking/Hr:	No			No		No		No		No		No
Bus Stop/Hr:	0			0		0		0		0		0
Area Type:	<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<<&											

