

Table 1. Final Development Orders with Valid Concurrency Reservations										
Project	Development Order Granted	Project Status	Building Permit Issuance Date	CO Issued?	CO Issuance Date	Water (GPD)	Sewer (GPD)	Traffic (AADT)*	Solid Waste (lbs/day)	Drainage (cfs)
Alachua Partners SP	September 11, 2007	Extension granted through May 15, 2016	5/1/2016	No	N/A	12,150	150	327 (34)	32	OK
Nanotechnology SP	September 23, 2013	Certificate of Occupancy Issued (1 of 3 Permits)	12/10/2013	Yes (1 of 3 Permits)	4/13/2016	70,000	44,500	332 (CR 2054 E)	1,950	OK
Upland Industrial Park, Lot 6 SP	September 9, 2014	Certificate of Occupancy Issued	5/26/2015	Yes	12/2/2015	1,000	1,000	38 (34)	120	OK
Alachua Market Place SP	November 18, 2014	Certificate of Occupancy Issued	12/7/2014	Yes	9/17/2015	4,295	4,295	77 (1), 613 (2), 2,261 (5), 77 (CR 235A)	672	OK
Family Delivery/Zone SP	November 18, 2014	Certificate of Occupancy Issued	5/7/2015	Yes	8/7/2015	1,912	1,912	N/A (CR 235A S)	N/A	No Impact
Alachua Research Park SP	December 9, 2014	Certificate of Occupancy Issued	5/19/2015	Yes	12/17/2015	6,375	6,375	181 (34), 259 (34), 86 (CR 2054 E)	304.28	OK
PePi-Dogs SP	July 14, 2016	Building Permit Application Submitted	N/A	No	N/A	950	0	41 (34), 13 (CR 2054 E)	79.2	OK
Public Services Operations Center SP	December 8, 2016	No Action	N/A	No	N/A	2,655	2,655	586 (34)	214.85	OK
Legacy Park, Phase 1 SP	March 7, 2016	Building Permit Application Submitted	N/A	No	N/A	520	520	1,338 (CR 2054 W)	474.68	OK
Heritage Oaks Phase II Final Plat	June 13, 2016	Final Plat Recorded Infrastructure Under Construction	N/A	N/A	N/A	12,100	11,000	106 (1), 133 (2), 419 (5), 102 (CR 235A)	417	OK
Emmick Pediatric Office SP	July 12, 2016	No Action	N/A	N/A	N/A	870	870	51, 75 (CR 235A N)	52	OK

Source: City of Alachua Final Development Orders (Project Staff Reports)

*City Comp Plan Segments and other roads shown in parenthesis (see Tables 5a and 5b for aggregate impacts by segment)

Table 8. Traffic Impacts Segment by Segment

Segment Name/Number Roadway	Segment 5 US 441	
	From SR 235 to NCL of Alachua	Peak Hour
Total Development Impact	AADT	
Alachua Partners SP	3769	362
Nanotherapeutics SP	0	0
Upland Industrial Park, Lot 6 SP	0	0
Alachua Market Place SP	2261	204
Family Dollar/AutoZone SP	903	91
Alachua Research Park SP	0	0
PePeDogs SP	0	0
Public Services Operations Center SP	0	0
Legacy Park, Phase 1 SP	0	0
Heritage Oaks Phase II Final Plat	419	45
Emerick Pediatric Office SP	186	22

Notes: Peak Hour trip distribution was not provided for all projects prior to November 2008. Any
This table is not automatically updated; please add trips to the appropriate segments as

NOTE: OF THE 3,769 DAILY AND 362 PEAK HOUR VESTED TRIPS, 3,164 DAILY AND
295 PEAK HOUR TRIPS ARE ASSOCIATED WITH DEVELOPMENT THAT HAS BEEN
COMPLETED AND IS INCLUDED IN THE EXISTING TRAFFIC COUNTS

REMAINING VESTED TRIPS

3,769 - 3,164 = 605 DAILY TRIPS

362 - 295 = 67 PEAK HOUR TRIPS

Appendix H
Projected Intersection Volumes

Wal-Mart 3873

Intersection Volumes

Year	In/Out	24h	Pass By	98	98	GR	Y-axis
						0.03	2

Intersection: US 441 & CR 235A										
Approach	Mvmt	Existing	Factor	Backgd	Enter	Exit	Project	PB Ent	PB Ex	Passby
NB	L	50	1.06	53	0	0	0	0	0	53
	T	17	1.06	18	0	0	0	0	0	18
SB	L	97	1.06	103	5%	12	12	0	0	115
	T	23	1.06	24	0	24	0	0	0	24
WB	L	48	1.06	51	0	0	0	0	0	51
	T	28	1.06	30	0	0	0	0	0	30
EB	L	651	1.06	690	20%	49	49	0	0	739
	T	50	1.06	53	0	0	0	0	0	53
WB	L	123	1.06	130	7%	18	18	0	0	148
	T	1,471	1.06	1559	20%	52	52	0	0	1611
WB	R	82	1.06	87	5%	13	13	0	0	100

Intersection: US 441 & NW 167th Blvd										
Approach	Mvmt	Existing	Factor	Backgd	Enter	Exit	Project	PB Ent	PB Ex	Passby
NB	L	1	1.06	0	0	0	0	0	0	0
	T	1	1.06	0	0	0	0	0	0	0
SB	L	132	1.06	140	3%	7	7	0	0	147
	T	0	1.06	0	0	0	0	0	0	0
WB	L	36	1.06	38	0	0	0	0	0	38
	T	113	1.06	120	0	0	0	0	0	120
EB	L	629	1.06	667	32%	79	79	0	0	746
	T	0	1.06	0	0	0	0	0	0	0
WB	L	2	1.06	2	0	0	0	0	0	2
	T	1,214	1.06	1287	32%	83	83	0	0	1370
WB	R	267	1.06	283	3%	8	8	0	0	291

Intersection: US 441 & I-75 SB Ramp										
Approach	Mvmt	Existing	Factor	Backgd	Enter	Exit	Project	PB Ent	PB Ex	Passby
NB	L	14	1.06	15	0	0	0	0	0	15
	T	7	1.06	7	0	0	0	0	0	7
SB	L	147	1.06	156	5%	12	12	0	0	168
	T	5	1.06	5	0	0	0	0	0	5
WB	L	56	1.06	59	0	0	0	0	0	59
	T	0	1.06	0	0	0	0	0	0	0
EB	L	759	1.06	805	35%	86	86	0	0	891
	T	42	1.06	45	0	0	0	0	0	45
WB	L	44	1.06	47	0	0	0	0	0	47
	T	1,510	1.06	1601	35%	91	91	0	0	1692
WB	R	311	1.06	330	12%	31	31	0	0	361

Intersection: US 441 & I-75 NB Ramp										
Approach	Mvmt	Existing	Factor	Backgd	Enter	Exit	Project	PB Ent	PB Ex	Passby
NB	L	53	1.06	56	0	0	0	0	0	56
	T	13	1.06	14	0	0	0	0	0	14
SB	L	273	1.06	289	12%	30	30	0	0	319
	T	21	1.06	22	0	0	0	0	0	22
WB	L	58	1.06	61	0	0	0	0	0	61
	T	494	1.06	524	40%	98	98	0	0	622
WB	R	12	1.06	13	0	0	0	0	0	13
	T	38	1.06	40	0	0	0	0	0	40
WB	L	1,191	1.06	1262	47%	122	122	0	0	1384
	T	108	1.06	114	5%	13	13	0	0	127

Intersection: US 441 & Access										
Approach	Mvmt	Existing	Factor	Backgd	Enter	Exit	Project	PB Ent	PB Ex	Passby
NB	L	1	1.06	0	0	52%	135	0	55%	54
	T	0	1.06	0	0	0	0	0	0	0
SB	L	97	1.06	0	38%	99	99	0	45%	44
	T	0	1.06	0	0	0	0	0	0	0
WB	L	1	1.06	0	0	0	0	0	0	0
	T	0	1.06	0	0	0	0	0	0	0
EB	L	775	1.06	822	0	0	0	-45%	0	0
	T	0	1.06	0	52%	128	128	45%	44	172
WB	L	1,337	1.06	1417	0	0	0	-55%	54	148
	T	0	1.06	0	0	0	0	0	-54	1363

Intersection: US 441 & NW 147th Dr										
Approach	Mvmt	Existing	Factor	Backgd	Enter	Exit	Project	PB Ent	PB Ex	Passby
NB	L	187	1.06	198	0	0	0	0	0	198
	T	20	1.06	21	0	0	0	0	0	21
SB	L	86	1.06	70	0	0	0	0	0	70
	T	26	1.06	28	0	0	0	0	0	28
WB	L	92	1.06	98	2%	5	5	0	0	103
	T	60	1.06	64	0	2%	5	0	0	69
EB	L	589	1.06	624	36%	94	94	0	0	718
	T	118	1.06	125	0	0	0	0	0	125
WB	L	75	1.06	80	0	0	0	0	0	80
	T	1,139	1.06	1207	36%	89	89	0	0	1296
WB	R	85	1.06	90	0	0	0	0	0	90

Intersection: US 441 & Main St										
Approach	Mvmt	Existing	Factor	Backgd	Enter	Exit	Project	PB Ent	PB Ex	Passby
NB	L	76	1.06	81	0	0	0	0	0	81
	T	44	1.06	47	0	0	0	0	0	47
SB	L	13	1.06	14	0	0	0	0	0	14
	T	25	1.06	27	0	0	0	0	0	27
WB	L	42	1.06	45	2%	5	5	0	0	41
	T	646	1.06	685	34%	88	88	0	0	773
WB	R	76	1.06	81	0	0	0	0	0	81
	T	64	1.06	68	0	0	0	0	0	68
WB	L	1,143	1.06	1212	34%	84	84	0	0	1296
	T	17	1.06	18	0	0	0	0	0	18

Intersection: US 441 & NW 140th St										
Approach	Mvmt	Existing	Factor	Backgd	Enter	Exit	Project	PB Ent	PB Ex	Passby
NB	L	151	1.06	160	8%	20	20	0	0	180
	T	110	1.06	117	0	0	0	0	0	117
SB	L	49	1.06	52	0	0	0	0	0	52
	T	129	1.06	137	0	0	0	0	0	137
WB	L	121	1.06	128	6%	16	16	0	0	144
	T	457	1.06	484	19%	49	49	0	0	533
WB	R	137	1.06	145	8%	21	21	0	0	166
	T	138	1.06	146	0	0	0	0	0	146
WB	L	1,059	1.06	1123	19%	47	47	0	0	1170
	T	101	1.06	107	0	0	0	0	0	107

Appendix I
Projected Intersection Conditions

HCM 2010 Signalized Intersection Summary 3: CR 235A & US441

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	30	739	53	148	1611	100	53	18	101	115	24	51
Future Volume (veh/h)	30	739	53	148	1611	100	53	18	101	115	24	51
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, 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
Adj Sat Flow, veh/h/ln	1863	1863	1863	1583	1863	1863	1863	1863	1583	1863	1863	1900
Adj Flow Rate, veh/h	32	778	40	156	1696	68	56	19	59	121	25	49
Adj No. of Lanes	1	2	1	1	2	1	1	1	1	1	1	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	20	2	2	2	2	20	2	2	2
Cap, veh/h	169	1947	871	387	2035	910	280	248	179	327	85	166
Arrive On Green	0.03	0.55	0.55	0.06	0.57	0.57	0.04	0.13	0.13	0.06	0.15	0.15
Sat Flow, veh/h	1774	3539	1583	1508	3539	1583	1774	1863	1346	1774	563	1104
Grp Volume(v), veh/h	32	778	40	156	1696	68	56	19	59	121	0	74
Grp Sat Flow(s), veh/h/ln	1774	1770	1583	1508	1770	1583	1774	1863	1346	1774	0	1668
Q Serve(g_s), s	0.9	15.2	1.4	5.4	46.9	2.3	3.2	1.1	4.8	7.0	0.0	4.7
Cycle Q Clear(g_c), s	0.9	15.2	1.4	5.4	46.9	2.3	3.2	1.1	4.8	7.0	0.0	4.7
Prop In Lane	1.00		1.00	1.00		1.00	1.00		1.00	1.00		0.66
Lane Grp Cap(c), veh/h	169	1947	871	387	2035	910	280	248	179	327	0	250
V/C Ratio(X)	0.19	0.40	0.05	0.40	0.83	0.07	0.20	0.08	0.33	0.37	0.00	0.30
Avail Cap(c_a), veh/h	169	1947	871	387	2035	910	280	248	179	327	0	250
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	19.7	15.6	12.5	11.6	20.8	11.3	42.2	45.5	47.1	42.1	0.0	45.4
Incr Delay (d2), s/veh	2.5	0.6	0.1	3.1	4.2	0.2	1.6	0.6	4.8	3.2	0.0	3.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	1.0	12.0	1.1	4.6	32.1	1.9	3.1	1.1	3.6	0.7	0.0	4.3
LnGrp Delay(d),s/veh	22.2	16.2	12.6	14.7	25.0	11.5	43.8	46.1	52.0	45.3	0.0	48.4
LnGrp LOS	C	B	B	B	C	B	D	D	D	D		D
Approach Vol, veh/h		850			1920			134			195	
Approach Delay, s/veh		16.2			23.7			47.7			46.5	
Approach LOS		B			C			D			D	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	13.0	22.0	13.0	72.0	11.0	24.0	10.0	75.0				
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0				
Max Green Setting (Gmax), s	7.0	16.0	7.0	66.0	5.0	18.0	4.0	69.0				
Max Q Clear Time (g_c+I1), s	9.0	6.8	7.4	17.2	5.2	6.7	2.9	48.9				
Green Ext Time (p_c), s	0.0	0.4	0.0	31.2	0.0	0.5	0.0	16.2				

Intersection Summary

HCM 2010 Ctrl Delay	24.1
HCM 2010 LOS	C

HCM 2010 Signalized Intersection Summary 23: US441 & NW 167th Blvd

								
Movement	EBL	EBT	WBU	WBT	WBR	SBL	SBR	
Lane Configurations								
Traffic Volume (veh/h)	120	746	2	1370	291	147	39	
Future Volume (veh/h)	120	746	2	1370	291	147	39	
Number	7	4		8	18	1	16	
Initial Q (Qb), veh	0	0		0	0	0	0	
Ped-Bike Adj(A_pbT)	1.00				1.00	1.00	1.00	
Parking Bus, Adj	1.00	1.00		1.00	1.00	1.00	1.00	
Adj Sat Flow, veh/h/ln	1863	1863		1863	1863	1863	1900	
Adj Flow Rate, veh/h	133	829		1522	323	103	107	
Adj No. of Lanes	1	2		2	1	1	1	
Peak Hour Factor	0.90	0.90		0.90	0.90	0.90	0.90	
Percent Heavy Veh, %	2	2		2	2	2	0	
Cap, veh/h	300	2477		1888	844	355	323	
Arrive On Green	0.23	1.00		0.71	0.71	0.20	0.20	
Sat Flow, veh/h	1774	3632		3632	1583	1774	1615	
Grp Volume(v), veh/h	133	829		1522	323	103	107	
Grp Sat Flow(s),veh/h/ln	1774	1770		1770	1583	1774	1615	
Q Serve(g_s), s	1.7	0.0		35.0	9.8	5.9	6.8	
Cycle Q Clear(g_c), s	1.7	0.0		35.0	9.8	5.9	6.8	
Prop In Lane	1.00				1.00	1.00	1.00	
Lane Grp Cap(c), veh/h	300	2477		1888	844	355	323	
V/C Ratio(X)	0.44	0.33		0.81	0.38	0.29	0.33	
Avail Cap(c_a), veh/h	300	2477		1888	844	355	323	
HCM Platoon Ratio	2.00	2.00		1.33	1.33	1.00	1.00	
Upstream Filter(I)	1.00	1.00		1.00	1.00	1.00	1.00	
Uniform Delay (d), s/veh	25.4	0.0		13.2	9.6	40.8	41.1	
Incr Delay (d2), s/veh	4.7	0.4		3.8	1.3	2.1	2.7	
Initial Q Delay(d3),s/veh	0.0	0.0		0.0	0.0	0.0	0.0	
%ile BackOfQ(95%),veh/ln	5.6	0.2		24.5	8.0	5.6	10.9	
LnGrp Delay(d),s/veh	30.1	0.4		17.0	10.9	42.8	43.9	
LnGrp LOS	C	A		B	B	D	D	
Approach Vol, veh/h		962		1845		210		
Approach Delay, s/veh		4.5		16.0		43.4		
Approach LOS		A		B		D		
Timer	1	2	3	4	5	6	7	8
Assigned Phs				4		6	7	8
Phs Duration (G+Y+Rc), s				90.0		30.0	20.0	70.0
Change Period (Y+Rc), s				6.0		6.0	6.0	6.0
Max Green Setting (Gmax), s				74.0		24.0	14.0	64.0
Max Q Clear Time (g_c+I1), s				2.0		8.8	3.7	37.0
Green Ext Time (p_c), s				37.8		0.5	0.2	20.3
Intersection Summary								
HCM 2010 Ctrl Delay			14.2					
HCM 2010 LOS			B					
Notes								

HCM 2010 Signalized Intersection Summary 6: US441 & I-75 SB Ramp

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	0	891	45	47	1692	361	15	7	55	168	5	59
Future Volume (veh/h)	0	891	45	47	1692	361	15	7	55	168	5	59
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, 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
Adj Sat Flow, veh/h/ln	0	1863	1900	1863	1863	1863	1900	1863	1863	1900	1863	1863
Adj Flow Rate, veh/h	0	938	26	49	1781	0	16	7	26	177	5	36
Adj No. of Lanes	0	2	0	1	2	1	0	1	1	0	1	1
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	0	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	0	1436	40	177	1976	884	167	73	211	274	8	251
Arrive On Green	0.00	0.82	0.82	0.20	1.00	0.00	0.13	0.13	0.13	0.16	0.16	0.16
Sat Flow, veh/h	0	3611	98	1774	3539	1583	1252	548	1583	1728	49	1583
Grp Volume(v), veh/h	0	472	492	49	1781	0	23	0	26	182	0	36
Grp Sat Flow(s), veh/h/ln	0	1770	1846	1774	1770	1583	1800	0	1583	1776	0	1583
Q Serve(g_s), s	0.0	12.6	12.6	2.8	0.0	0.0	1.3	0.0	1.7	11.5	0.0	2.3
Cycle Q Clear(g_c), s	0.0	12.6	12.6	2.8	0.0	0.0	1.3	0.0	1.7	11.5	0.0	2.3
Prop In Lane	0.00		0.05	1.00		1.00	0.70		1.00	0.97		1.00
Lane Grp Cap(c), veh/h	0	723	754	177	1976	884	240	0	211	281	0	251
V/C Ratio(X)	0.00	0.65	0.65	0.28	0.90	0.00	0.10	0.00	0.12	0.65	0.00	0.14
Avail Cap(c_a), veh/h	0	723	754	177	1976	884	240	0	211	281	0	251
HCM Platoon Ratio	1.00	2.00	2.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	0.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	0.0	7.7	7.7	44.3	0.0	0.0	45.7	0.0	45.8	47.4	0.0	43.5
Incr Delay (d2), s/veh	0.0	4.6	4.4	3.8	7.2	0.0	0.8	0.0	1.2	11.0	0.0	1.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	0.0	10.9	11.2	2.8	3.5	0.0	1.3	0.0	1.5	10.7	0.0	2.0
LnGrp Delay(d),s/veh	0.0	12.2	12.0	48.1	7.2	0.0	46.4	0.0	47.0	58.3	0.0	44.7
LnGrp LOS		B	B	D	A		D		D	E		D
Approach Vol, veh/h		964			1830			49			218	
Approach Delay, s/veh		12.1			8.3			46.7			56.1	
Approach LOS		B			A			D			E	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2	3	4		6		8				
Phs Duration (G+Y+Rc), s		22.0	18.0	55.0		25.0		73.0				
Change Period (Y+Rc), s		6.0	6.0	6.0		6.0		6.0				
Max Green Setting (Gmax), s		16.0	12.0	49.0		19.0		67.0				
Max Q Clear Time (g_c+I1), s		3.7	4.8	14.6		13.5		2.0				
Green Ext Time (p_c), s		0.1	0.0	26.1		0.5		40.3				
Intersection Summary												
HCM 2010 Ctrl Delay			13.5									
HCM 2010 LOS			B									
Notes												

HCM 2010 Signalized Intersection Summary 9: US441 & I-75 NB Ramp

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	61	622	13	40	1384	127	56	14	8	319	22	682
Future Volume (veh/h)	61	622	13	40	1384	127	56	14	8	319	22	682
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, 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
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1863	1900	1863	1900	1900	1863	1863
Adj Flow Rate, veh/h	64	655	5	42	1457	0	59	15	3	336	23	0
Adj No. of Lanes	1	2	0	1	2	1	0	1	0	0	1	2
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	198	1620	12	444	1593	712	102	26	5	402	28	673
Arrive On Green	0.07	0.90	0.90	0.07	0.90	0.00	0.08	0.08	0.08	0.24	0.24	0.00
Sat Flow, veh/h	1774	3600	27	1774	3539	1583	1366	347	69	1665	114	2787
Grp Volume(v), veh/h	64	322	338	42	1457	0	77	0	0	359	0	0
Grp Sat Flow(s), veh/h/ln	1774	1770	1858	1774	1770	1583	1782	0	0	1779	0	1393
Q Serve(g_s), s	2.3	3.4	3.4	1.5	28.0	0.0	5.0	0.0	0.0	23.0	0.0	0.0
Cycle Q Clear(g_c), s	2.3	3.4	3.4	1.5	28.0	0.0	5.0	0.0	0.0	23.0	0.0	0.0
Prop In Lane	1.00		0.01	1.00		1.00	0.77		0.04	0.94		1.00
Lane Grp Cap(c), veh/h	198	796	836	444	1593	712	134	0	0	430	0	673
V/C Ratio(X)	0.32	0.40	0.40	0.09	0.91	0.00	0.58	0.00	0.00	0.83	0.00	0.00
Avail Cap(c_a), veh/h	198	796	836	444	1593	712	134	0	0	430	0	673
HCM Platoon Ratio	2.00	2.00	2.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	19.8	3.5	3.5	15.9	4.7	0.0	53.7	0.0	0.0	43.2	0.0	0.0
Incr Delay (d2), s/veh	4.3	1.5	1.5	0.4	9.7	0.0	16.8	0.0	0.0	17.2	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	2.4	3.2	3.3	1.4	20.0	0.0	5.6	0.0	0.0	19.3	0.0	0.0
LnGrp Delay(d),s/veh	24.1	5.0	4.9	16.3	14.4	0.0	70.5	0.0	0.0	60.4	0.0	0.0
LnGrp LOS	C	A	A	B	B		E			E		
Approach Vol, veh/h		724			1499			77			359	
Approach Delay, s/veh		6.7			14.4			70.5			60.4	
Approach LOS		A			B			E			E	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		15.0	10.0	60.0		35.0	10.0	60.0				
Change Period (Y+Rc), s		6.0	6.0	6.0		6.0	6.0	6.0				
Max Green Setting (Gmax), s		9.0	4.0	54.0		29.0	4.0	54.0				
Max Q Clear Time (g_c+I1), s		7.0	3.5	5.4		25.0	4.3	30.0				
Green Ext Time (p_c), s		0.0	0.0	22.9		0.8	0.0	15.5				
Intersection Summary												
HCM 2010 Ctrl Delay			20.1									
HCM 2010 LOS			C									

HCM 2010 Signalized Intersection Summary 12: Site Access & US441

	→	↘	↙	←	↖	↗		
Movement	EBT	EBR	WBL	WBT	NBL	NBR		
Lane Configurations	↑↑	↑	↙↘	↑↑	↙↘	↙↘		
Traffic Volume (veh/h)	778	172	148	1363	189	143		
Future Volume (veh/h)	778	172	148	1363	189	143		
Number	4	14	3	8	5	12		
Initial Q (Qb), veh	0	0	0	0	0	0		
Ped-Bike Adj(A_pbT)		1.00	1.00		1.00	1.00		
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00		
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863		
Adj Flow Rate, veh/h	819	102	156	1435	199	67		
Adj No. of Lanes	2	1	2	2	2	2		
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95		
Percent Heavy Veh, %	2	2	2	2	2	2		
Cap, veh/h	1593	712	545	2330	832	673		
Arrive On Green	0.45	0.45	0.32	1.00	0.24	0.24		
Sat Flow, veh/h	3632	1583	3442	3632	3442	2787		
Grp Volume(v), veh/h	819	102	156	1435	199	67		
Grp Sat Flow(s),veh/h/ln	1770	1583	1721	1770	1721	1393		
Q Serve(g_s), s	19.9	4.5	4.1	0.0	5.6	2.2		
Cycle Q Clear(g_c), s	19.9	4.5	4.1	0.0	5.6	2.2		
Prop In Lane		1.00	1.00		1.00	1.00		
Lane Grp Cap(c), veh/h	1593	712	545	2330	832	673		
V/C Ratio(X)	0.51	0.14	0.29	0.62	0.24	0.10		
Avail Cap(c_a), veh/h	1593	712	545	2330	832	673		
HCM Platoon Ratio	1.00	1.00	2.00	2.00	1.00	1.00		
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00		
Uniform Delay (d), s/veh	23.6	19.4	35.9	0.0	36.6	35.4		
Incr Delay (d2), s/veh	1.2	0.4	1.3	1.2	0.7	0.3		
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0		
%ile BackOfQ(95%),veh/ln	15.1	3.7	3.6	0.7	4.9	1.6		
LnGrp Delay(d),s/veh	24.8	19.8	37.2	1.2	37.3	35.6		
LnGrp LOS	C	B	D	A	D	D		
Approach Vol, veh/h	921			1591	266			
Approach Delay, s/veh	24.3			4.8	36.9			
Approach LOS	C			A	D			
Timer	1	2	3	4	5	6	7	8
Assigned Phs		2	3	4				8
Phs Duration (G+Y+Rc), s		35.0	25.0	60.0				85.0
Change Period (Y+Rc), s		6.0	6.0	6.0				6.0
Max Green Setting (Gmax), s		29.0	19.0	54.0				79.0
Max Q Clear Time (g_c+I1), s		7.6	6.1	21.9				2.0
Green Ext Time (p_c), s		0.9	0.4	21.0				32.7
Intersection Summary								
HCM 2010 Ctrl Delay			14.3					
HCM 2010 LOS			B					

HCM 2010 Signalized Intersection Summary 13: NW 147th St & US441

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SEL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	69	718	125	80	1296	90	198	21	52	70	28	103
Future Volume (veh/h)	69	718	125	80	1296	90	198	21	52	70	28	103
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, 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
Adj Sat Flow, veh/h/ln	1863	1863	1863	1863	1863	1863	1863	1863	1900	1863	1863	1863
Adj Flow Rate, veh/h	73	756	132	84	1364	95	208	22	55	74	29	108
Adj No. of Lanes	1	2	1	1	2	1	1	1	0	1	1	1
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	260	1681	752	478	1681	752	412	95	236	335	264	224
Arrive On Green	0.15	0.95	0.95	0.10	0.63	0.63	0.11	0.20	0.20	0.05	0.14	0.14
Sat Flow, veh/h	1774	3539	1583	1774	3539	1583	1774	473	1182	1774	1863	1583
Grp Volume(v), veh/h	73	756	132	84	1364	95	208	0	77	74	29	108
Grp Sat Flow(s),veh/h/ln	1774	1770	1583	1774	1770	1583	1774	0	1654	1774	1863	1583
Q Serve(g_s), s	2.2	2.2	0.6	2.7	34.9	2.9	11.7	0.0	4.7	4.2	1.6	7.5
Cycle Q Clear(g_c), s	2.2	2.2	0.6	2.7	34.9	2.9	11.7	0.0	4.7	4.2	1.6	7.5
Prop In Lane	1.00		1.00	1.00		1.00	1.00		0.71	1.00		1.00
Lane Grp Cap(c), veh/h	260	1681	752	478	1681	752	412	0	331	335	264	224
V/C Ratio(X)	0.28	0.45	0.18	0.18	0.81	0.13	0.50	0.00	0.23	0.22	0.11	0.48
Avail Cap(c_a), veh/h	260	1681	752	478	1681	752	412	0	331	335	264	224
HCM Platoon Ratio	2.00	2.00	2.00	1.33	1.33	1.33	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	17.4	1.6	1.6	12.4	18.0	12.1	36.6	0.0	40.3	40.9	44.9	47.4
Incr Delay (d2), s/veh	2.7	0.9	0.5	0.8	4.4	0.3	4.4	0.0	1.6	1.5	0.8	7.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	2.3	1.9	0.6	2.5	24.6	2.4	10.2	0.0	4.1	4.0	1.6	6.8
LnGrp Delay(d),s/veh	20.0	2.5	2.1	13.2	22.4	12.5	41.0	0.0	41.9	42.4	45.7	54.7
LnGrp LOS	C	A	A	B	C	B	D		D	D	D	D
Approach Vol, veh/h		961			1543			285			211	
Approach Delay, s/veh		3.8			21.3			41.2			49.1	
Approach LOS		A			C			D			D	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	12.0	30.0	15.0	63.0	19.0	23.0	15.0	63.0				
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0				
Max Green Setting (Gmax), s	6.0	24.0	9.0	57.0	13.0	17.0	9.0	57.0				
Max Q Clear Time (g_c+I1), s	6.2	6.7	4.7	4.2	13.7	9.5	4.2	36.9				
Green Ext Time (p_c), s	0.0	0.8	0.1	26.6	0.0	0.5	0.0	14.6				
Intersection Summary												
HCM 2010 Ctrl Delay			19.5									
HCM 2010 LOS			B									

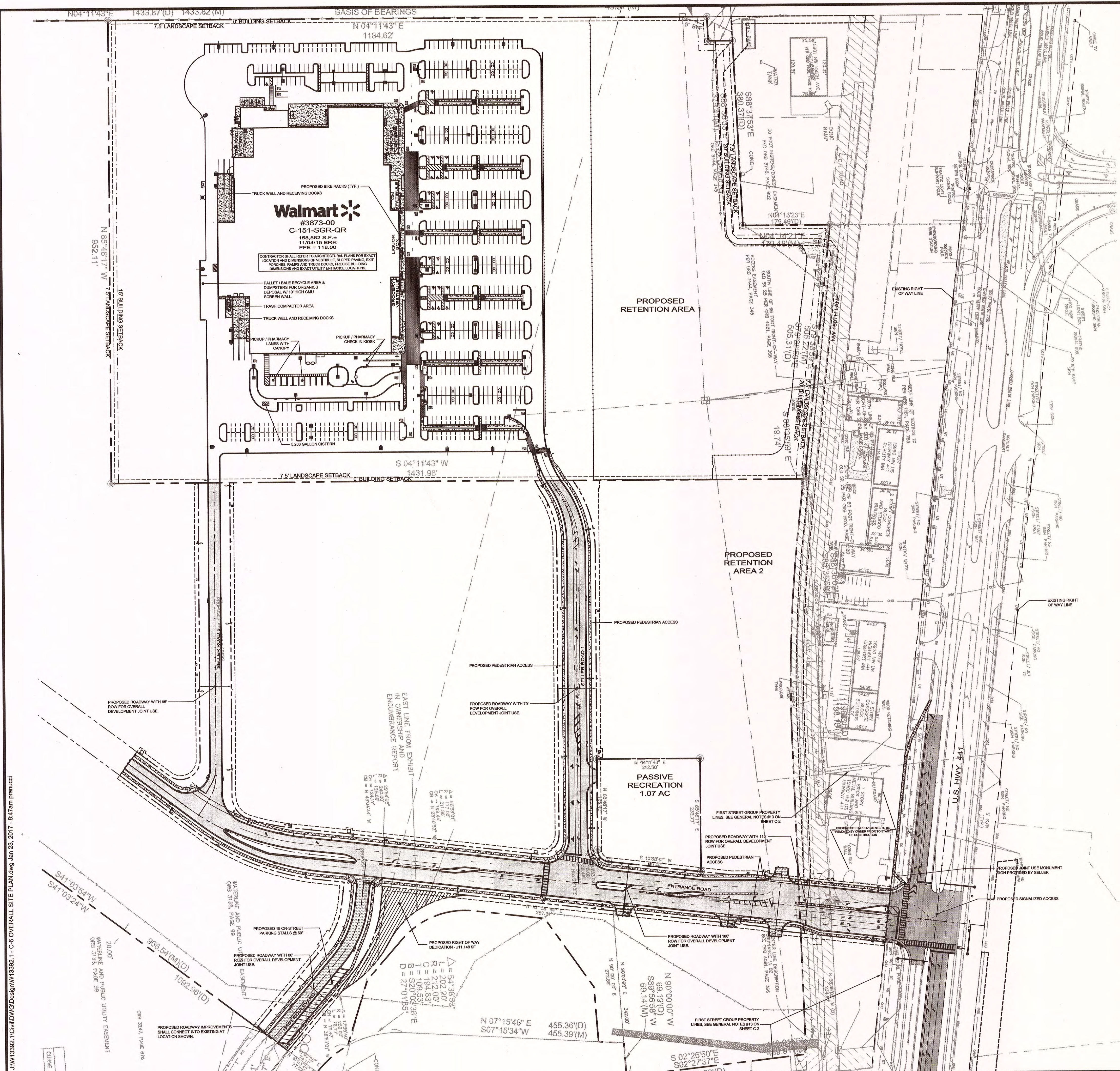
HCM 2010 Signalized Intersection Summary 17: Main St & US441

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	50	773	81	68	1296	18	81	47	41	14	27	41
Future Volume (veh/h)	50	773	81	68	1296	18	81	47	41	14	27	41
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, 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
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1900	1900	1863	1900
Adj Flow Rate, veh/h	53	814	66	72	1364	15	85	49	31	15	28	30
Adj No. of Lanes	1	2	0	1	2	0	1	1	0	0	1	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	374	1934	157	495	2062	23	373	240	152	90	164	152
Arrive On Green	0.10	1.00	1.00	0.08	1.00	1.00	0.22	0.22	0.22	0.22	0.22	0.22
Sat Flow, veh/h	1774	3316	269	1774	3586	39	1340	1068	676	240	728	675
Grp Volume(v), veh/h	53	434	446	72	673	706	85	0	80	73	0	0
Grp Sat Flow(s), veh/h/ln	1774	1770	1815	1774	1770	1856	1340	0	1744	1643	0	0
Q Serve(g_s), s	1.4	0.0	0.0	1.9	0.0	0.0	1.2	0.0	4.5	0.0	0.0	0.0
Cycle Q Clear(g_c), s	1.4	0.0	0.0	1.9	0.0	0.0	5.2	0.0	4.5	4.1	0.0	0.0
Prop In Lane	1.00		0.15	1.00		0.02	1.00		0.39	0.21		0.41
Lane Grp Cap(c), veh/h	374	1032	1059	495	1018	1067	373	0	392	406	0	0
V/C Ratio(X)	0.14	0.42	0.42	0.15	0.66	0.66	0.23	0.00	0.20	0.18	0.00	0.00
Avail Cap(c_a), veh/h	374	1032	1059	495	1018	1067	373	0	392	406	0	0
HCM Platoon Ratio	2.00	2.00	2.00	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	8.2	0.0	0.0	8.8	0.0	0.0	38.0	0.0	37.8	37.6	0.0	0.0
Incr Delay (d2), s/veh	0.8	1.3	1.2	0.6	3.4	3.2	1.4	0.0	1.2	1.0	0.0	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	1.3	0.7	0.7	1.8	1.7	1.7	4.4	0.0	4.1	3.7	0.0	0.0
LnGrp Delay(d),s/veh	9.0	1.3	1.2	9.4	3.4	3.2	39.4	0.0	38.9	38.6	0.0	0.0
LnGrp LOS	A	A	A	A	A	A	D		D	D		
Approach Vol, veh/h		933			1451			165			73	
Approach Delay, s/veh		1.7			3.6			39.2			38.6	
Approach LOS		A			A			D			D	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2	3	4		6	7	8				
Phs Duration (G+Y+Rc), s		33.0	11.0	76.0		33.0	12.0	75.0				
Change Period (Y+Rc), s		6.0	6.0	6.0		6.0	6.0	6.0				
Max Green Setting (Gmax), s		27.0	5.0	70.0		27.0	6.0	69.0				
Max Q Clear Time (g_c+I1), s		7.2	3.9	2.0		6.1	3.4	2.0				
Green Ext Time (p_c), s		1.0	0.0	26.2		1.1	0.0	26.0				
Intersection Summary												
HCM 2010 Ctrl Delay			6.1									
HCM 2010 LOS			A									

HCM 2010 Signalized Intersection Summary
20: NW 140th St & US441

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	144	533	166	146	1170	107	180	117	101	52	137	96
Future Volume (veh/h)	144	533	166	146	1170	107	180	117	101	52	137	96
Number	7	4	14	3	8	18	5	2	12	1	6	16
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, 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
Adj Sat Flow, veh/h/ln	1863	1863	1900	1863	1863	1900	1863	1863	1900	1863	1863	1900
Adj Flow Rate, veh/h	152	561	133	154	1232	84	189	123	74	55	144	78
Adj No. of Lanes	1	2	0	1	2	0	1	1	0	1	1	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	2	2	2
Cap, veh/h	272	1232	291	529	1485	101	283	255	153	280	209	113
Arrive On Green	0.18	0.87	0.87	0.10	0.44	0.44	0.08	0.23	0.23	0.03	0.18	0.18
Sat Flow, veh/h	1774	2842	672	1774	3363	229	1774	1091	656	1774	1138	616
Grp Volume(v), veh/h	152	349	345	154	647	669	189	0	197	55	0	222
Grp Sat Flow(s), veh/h/ln	1774	1770	1744	1774	1770	1822	1774	0	1747	1774	0	1754
Q Serve(g_s), s	5.3	5.2	5.2	5.3	38.7	38.8	10.0	0.0	11.7	3.0	0.0	14.2
Cycle Q Clear(g_c), s	5.3	5.2	5.2	5.3	38.7	38.8	10.0	0.0	11.7	3.0	0.0	14.2
Prop In Lane	1.00		0.39	1.00		0.13	1.00		0.38	1.00		0.35
Lane Grp Cap(c), veh/h	272	767	756	529	782	805	283	0	408	280	0	322
V/C Ratio(X)	0.56	0.45	0.46	0.29	0.83	0.83	0.67	0.00	0.48	0.20	0.00	0.69
Avail Cap(c_a), veh/h	272	767	756	529	782	805	283	0	408	280	0	322
HCM Platoon Ratio	2.00	2.00	2.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	21.1	4.9	4.9	14.5	29.5	29.5	36.1	0.0	39.7	38.1	0.0	45.8
Incr Delay (d2), s/veh	8.1	1.9	2.0	1.4	9.9	9.7	11.9	0.0	4.1	1.6	0.0	11.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(95%),veh/ln	5.7	4.9	4.9	5.0	28.5	29.3	9.8	0.0	10.1	2.8	0.0	12.6
LnGrp Delay(d),s/veh	29.2	6.8	6.9	15.8	39.4	39.3	48.0	0.0	43.8	39.7	0.0	57.3
LnGrp LOS	C	A	A	B	D	D	D		D	D		E
Approach Vol, veh/h		846			1470			386			277	
Approach Delay, s/veh		10.9			36.9			45.9			53.8	
Approach LOS		B			D			D			D	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	1	2	3	4	5	6	7	8				
Phs Duration (G+Y+Rc), s	10.0	34.0	18.0	58.0	16.0	28.0	17.0	59.0				
Change Period (Y+Rc), s	6.0	6.0	6.0	6.0	6.0	6.0	6.0	6.0				
Max Green Setting (Gmax), s	4.0	28.0	12.0	52.0	10.0	22.0	11.0	53.0				
Max Q Clear Time (g_c+I1), s	5.0	13.7	7.3	7.2	12.0	16.2	7.3	40.8				
Green Ext Time (p_c), s	0.0	2.2	0.1	18.8	0.0	1.2	0.1	8.7				
Intersection Summary												
HCM 2010 Ctrl Delay			32.2									
HCM 2010 LOS			C									

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SITE DATA

TAX PARCEL ID NO.:	03869-013-000 (WALMART PARCEL) 03869-000-000 (FIRST STREET GROUP) 03869-000-000 (FIRST STREET GROUP) 03869-014-000 (PASSIVE RECREATION)																														
PROJECT USE:	WALMART RETAIL STORE																														
PROJECT DESCRIPTION:	CONSTRUCTION OF WAL-MART RETAIL STORE (GROCERY AND GENERAL MERCHANDISE), DRIVE THROUGH PHARMACY AND GARDEN CENTER, ASSOCIATED PARKING, STORMWATER MANAGEMENT & REQUIRED INFRASTRUCTURE. CONSTRUCTION OF ACCESS ROADWAY AND UTILITY INFRASTRUCTURE.																														
ZONING INFORMATION	(C3) COMMERCIAL INTENSIVE																														
LAND COVERAGE SUMMARY:	<table><thead><tr><th></th><th>SITE AREA</th></tr></thead><tbody><tr><td>WAL-MART TRACT:</td><td>1,315,094.54 S.F.± (30.19 ACs)</td></tr><tr><td>CROSS ACCESS ROAD ROW:</td><td>277,576.66 S.F.± (6.38 AC)</td></tr><tr><td>PASSIVE RECREATION:</td><td>46,809.69 S.F.± (1.07 AC)</td></tr><tr><td>SUB TOTAL:</td><td>1,639,482.89 S.F.± (37.64 ACs)</td></tr><tr><td>SELLER RETAINED PARCEL A:</td><td>323,230.81 S.F.± (7.42 AC)</td></tr><tr><td>SELLER RETAINED PARCEL B:</td><td>491,654.17 S.F.± (11.29 AC)</td></tr><tr><td>SELLER RETAINED PARCEL C:</td><td>1,059,244.60 S.F.± (24.32 AC)</td></tr><tr><td>SELLER RETAINED PARCEL D:</td><td>290,755.80 S.F.± (6.67 AC)</td></tr><tr><td>SELLER SUB TOTAL:</td><td>2,164,885.38 S.F.± (49.70 ACs)</td></tr><tr><td>TOTAL SITE:</td><td>3,804,368.27 S.F.± (87.34 ACs)</td></tr></tbody></table>				SITE AREA	WAL-MART TRACT:	1,315,094.54 S.F.± (30.19 ACs)	CROSS ACCESS ROAD ROW:	277,576.66 S.F.± (6.38 AC)	PASSIVE RECREATION:	46,809.69 S.F.± (1.07 AC)	SUB TOTAL:	1,639,482.89 S.F.± (37.64 ACs)	SELLER RETAINED PARCEL A:	323,230.81 S.F.± (7.42 AC)	SELLER RETAINED PARCEL B:	491,654.17 S.F.± (11.29 AC)	SELLER RETAINED PARCEL C:	1,059,244.60 S.F.± (24.32 AC)	SELLER RETAINED PARCEL D:	290,755.80 S.F.± (6.67 AC)	SELLER SUB TOTAL:	2,164,885.38 S.F.± (49.70 ACs)	TOTAL SITE:	3,804,368.27 S.F.± (87.34 ACs)						
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BUILDING INFORMATION:	LANDSCAPE INFORMATION:
BUILDING SETBACKS:	LANDSCAPE SETBACKS:
REQUIRED:	REQUIRED:
FRONT: 20'	FRONT: 7.5'
SIDE (EAST): 0'	SIDE (EAST): 0'
SIDE (WEST): 0'	SIDE (WEST): 0'
REAR: 15'	REAR: 7.5'
PROPOSED:	PROPOSED:
FRONT: 707.38'	FRONT: 7.5'
SIDE (EAST): 286.00'	SIDE (EAST): 0'
SIDE (WEST): 181.01'	SIDE (WEST): 0'
REAR: 223.33'	REAR: 7.5'
WAL-MART:	WAL-MART:
PROPOSED WAL-MART SUPERCENTER BUILDING AREA:	158,562 S.F. ±
PROPOSED SEASONAL GARDEN CENTER:	2,835 S.F. ±
TOTAL WAL-MART BUILDING AREA:	161,397 S.F. ±
FLOOR AREA RATIO:	0.12
MAX. BUILDING HEIGHT:	36'-0"

PARKING INFORMATION:
CITY OF ALACHUA PARKING REQUIREMENTS:
1 SPACE PER 305 S.F. OF TOTAL GROSS FLOOR AREA
WAL-MART: 158,562 S.F. / 305 S.F. = 520 SPACES REQUIRED
CITY OF ALACHUA MAXIMUM PARKING ALLOWED PER LDR:
25% INCREASE OVER REQUIRED
WAL-MART: 520 SPACES REQ'D X 1.25 = 650 SPACES MAX.
OFF-STREET PARKING LOCATION (NO MORE THAN 50% LOCATED BETWEEN BUILDING AND STREET FRONTAGE):
REQUIRED PARKING = 520 SPACES
50% REQUIRED PARKING = 260 SPACES
PROPOSED FRONT PARKING = 275 SPACES
PROPOSED PARKING PROVIDED:
WAL-MART: 620 SP. (32 SP. FOR CARTS EXCLUDED)
WALMART PARKING RATIO = 3.91 SPACES PER 1,000 S.F.
(28 SP. FOR CARTS EXCLUDED)
OR 1 SPACE PER 256 S.F. BUILDING AREA
BASED ON GROSS FLOOR AREA OF 158,562 S.F.
CITY OF ALACHUA ADA PARKING:
REQUIRED:
501 TO 1,000 SPACES PROVIDED = 2% OF TOTAL
PROVIDED:
620 SPACES X 2% = 12 SPACES REQUIRED
WAL-MART REQUIREMENT:
2% + 2 ADDITIONAL SPACES OF REGULAR PARKING PROVIDED FOR MEDIAN AGE LESS THAN 40 YEARS.
MEDIAN AGE: 37.1 YEARS
REQUIRED: 15 SPACES
PROVIDED: 24 SPACES
BICYCLE PARKING REQUIRED:
1 SPACE PER 10 REQUIRED PARKING SPACES
520 REQUIRED PARKING SPACES / 10 = 52 SPACES
PROVIDED: 115 SP. ON-SITE
SPECIAL EXCEPTIONS REQUESTED:
1. BUILDINGS GREATER THAN 80,000 SF
2. AUTOMOBILE REPAIR & SERVICING

LEGEND

PAVEMENT LEGEND:	
* HEAVY DUTY CONCRETE (WAL-MART ON-SITE ONLY)	* HEAVY DUTY ASPHALT - OFF-SITE ROADWAY (PER WAL-MART PAVEMENT SPECIFICATIONS)
* HEAVY DUTY ASPHALT OR HEAVY DUTY CONCRETE (WAL-MART ON-SITE ONLY)	* LIGHT DUTY ASPHALT - OFF-SITE ROADWAY (PER WAL-MART PAVEMENT SPECIFICATIONS)
* STANDARD DUTY ASPHALT OR STANDARD DUTY CONCRETE (WAL-MART ON-SITE ONLY)	S.R. 441 PAVEMENT SECTION TO MEET OR EXCEED FOOT SPECIFICATIONS
* LIGHT DUTY PERVIOUS CONCRETE (WAL-MART ON-SITE ONLY)	STAMPED CONCRETE CROSSWALK (ADA CROSSWALK WITH DECORATIVE STAMPED CONCRETE. IMPRINTED CONCRETE PAVEMENT @ 4,000 PSI PER BOMANITE OR APPROVED EQUAL. RUNNING BAND BANDS AT LAMINATE PATTERN PER MANUFACTURER'S SPECIFICATIONS. COLOR TO BE DETERMINED.)
CONCRETE PER ARCH. SPECIFICATIONS. REFER TO ARCH. PLANS. (WAL-MART ON-SITE ONLY)	
	* NOTE: SEE SHEET C-13.1 FOR PAVEMENT MATERIALS.

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Landscape Architects
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Planners
Structural
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• Florida
• Puerto Rico
• Connecticut
• Maryland

APR 0 3 2017

DESIGNED BY: B.P.C.
DRAWN BY: P.W.R.
CHECKED BY: H.L.W.
APPROVED BY: B.P.C.
SCALE: 1"=100'
DATE: 2/17/15
JOB NO.: W13392.1
© 2017

Planned By:
CPH, Inc.
5200 Belfort Rd., Suite 220
Jacksonville, FL 32256
PH: 904.332.9999
Licenses:
Eng. C.O.A. No. 3215
Survey L.B. No. 7143
Arch. Lic. No. AA2609926
Landscape Lic. No. LC0000298

OVERALL SITE PLAN

Walmart

STORE NO. 3873-00, ALACHUA (SEC I-75 HWY 441), FLORIDA

Sheet No.
C-6

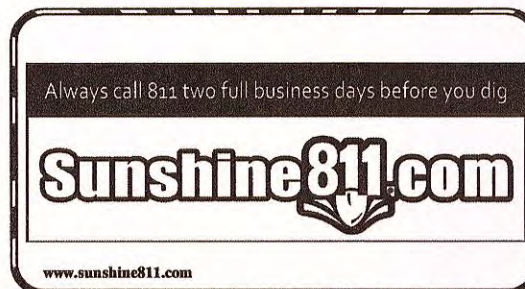
- 1 6" WIDE FIRE LANE STRIPING PAINTED TRAFFIC RED W/ NO PARKING FIRE LANE PAINTED WITH 4" HIGH WHITE LETTERING AT 25' O.C. SEE DETAIL SHEET C-14.
- 2 PEDESTRIAN CROSSWALK WITH 6" WIDE PAINTED WHITE STRIPING. PARALLEL TO CURB OR SIDEWALK. 18" WIDE WHITE STRIPES. STRIPES PERPENDICULAR ON BOTH ENDS UNLESS NOTED OTHERWISE. SEE SITE PLAN FOR DIMENSIONS.
- 3 PEDESTRIAN CROSSING SIGN AT PEDESTRIAN CROSSWALKS. SEE DETAIL SHEET C-13 (TYP).
- 4 "YIELD" PAINTED WHITE ON PAVEMENT TYPICAL. SEE DETAIL SHEET C-14.
- 5 CONCRETE JOINTING AND FILLERS TO BE COMPLETED, SEE DETAIL SHEET C-13 (TYPICAL OF ALL EXTERIOR CONCRETE EXCLUSIVE OF ARCHITECTURAL CONCRETE).
- 6 EXIT PORCH. SEE ARCHITECTURAL PLANS FOR EXACT SIZE. LOCATION FOR STAIRS, STAIRS AND/OR RAMPS THAT MAY BE REQUIRED. RAMP PAVEMENT FLUSH WITH THE TOP OF STOOP.
- 7 6"Ø POLY BOLLARD TYPICAL UNLESS NOTED OTHERWISE, SEE DETAIL SHEET C-12.
- 8 AT GRADE OVERLAP OF DOOR LOCATION. SEE ARCHITECTURAL PLANS FOR EXACT SIZE AND LOCATION FOR COORDINATION WITH CIVIL PLANS.
- 9 4" WIDE X 130' LONG YELLOW PAINTED TRUCK ALIGNMENT STRIPES TYPICAL.
- 10 14' X 42" CONCRETE COMPACTOR PAD. REFER TO ARCHITECTURAL PLAN FOR EXACT LOCATION AND SLOPE.
- 11 CONCRETE TRANSFORMER PAD. CONTRACTOR TO COORDINATE WITH CITY OF ALACHUA FOR INSTALLATION REQUIREMENTS.
- 12 ACCESSIBLE PARKING SPACE SIGN. SEE DETAIL C-14 SHEET FOR ACCESSIBLE PARKING SPACE SIZE, SIGN, AND SYMBOL.
- 13 10'-0" WIDE PEDESTRIAN CROSSWALK. SEE DETAIL SHEET C-14.
- 14 CART CORRAL TYPICAL. SEE DETAIL SHEET C-12.
- 15 10' X 15' STRIPED AREA PAINTED SYSULA® AT 45° @ 2'-0" O.C. AT JOB CRANE LOCATION. SEE ARCH. PLANS.
- 16 18" CONCRETE CURB AND GUTTER TYPICAL. SEE DETAIL SHEET C-13.1.
- 17 ARROW PAVEMENT MARKINGS TYPICAL. SEE PLAN FOR TYPE. SEE DETAIL SHEET C-14.
- 18 "NO PARKING FIRE LANE" SIGN. SEE DETAIL SHEET C-14.
- 19 TIE STRIPING. SEE DETAIL SHEET C-14.
- 20 6"x6" PAINTED STRIPED AREA CENTERED ON SIPHONIC BREAK STORM MANHOLE. 4" PAINTED SOLID TRAFFIC YELLOW STRIPES 18" O.C. @ 45°. SEE DETAIL SHEET C-18.
- 21 ISOLATION JOINT TYPICAL AT FIXED STRUCTURES (BUILDINGS, RETAINING WALLS/SODD WALLS, DROP INLETS, MANHOLES, LIGHT POLE BASES AND BOLLARDS). SEE DETAIL SHEET C-13.
- 22 4" YELLOW STRIPED 6' LONG WITH 18" GAPS.
- 23 BALE & PALLET RECYCLE AREA (90' X 12') W/ 10" HIGH CMU SCREEN WALL. REFER TO ARCH. PLANS FOR SPECIFICATIONS.
- 24 ORGANIC DUMPSTER AREA (120' X 12') W/ 10" HIGH CMU SCREEN WALL. REFER TO ARCH. PLANS FOR SPECIFICATIONS.
- 25 CONCRETE SIDEWALK. SEE ARCH. PLANS FOR SPECIFICATIONS AND DETAILS (TYP.).
- 26 JOINT USE MONUMENT SIGN BY OTHERS (ALL SIGNAGE REQUIRES SEPARATE PERMIT).
- 27 NOISE CURB CURB, SEE DETAIL SHEET C-13.1.
- 28 GRASE INTERCEPTOR. SEE ARCH./MEP PLANS FOR SPECIFICATIONS.
- 29 SIPHONIC MANHOLE. SEE DETAIL SHEET C-16.
- 30 5,000 GALLON CISTERN, SEE IRRIGATION PLANS.
- 31 INTEGRAL CURB AND GUTTER ADJACENT TO HEAVY DUTY CONCRETE PAVEMENT (TYP.).
- 32 DRIVE THRU PHARMACY QUE LENGTH = 8 VEHICLES. AASHTO STANDARD VELOCITY (90X20).
- 33 TRUCK WELL. STORAGE AREA PROVIDED - 12'X30' SPACE FOR EACH DELIVERY DOOR.
- 34 PROPOSED HANDICAP RAMP 1:12 MAX SLOPE, PER FOOT INDEX #304. TRUNCATED DOMES TO BE OVERLAY PAD, 3" DEPTH AND WIDTH OF RAMP.
- 35 PROPOSED SIDEWALK, 5% MAX. LONGITUDINAL SLOPE, 2% MAX. CROSS SLOPE.
- 36 PROPOSED TRUNCATED DOMES TO BE OVERLAY PAD 36" DEEP.
- 37 STOP BAR AND SIGN, SEE DETAIL SHEET C-14.
- 38 BICYCLE RACK - GALVANIZED STEEL TIMBERFORM CYCLOOPS MODEL TYPE 2170-7, 2170-13 & 2170-19. REFER TO SITE PLAN FOR LOCATIONS AND DETAIL SHEET C-12.1.
- 39 GUIDERAIL PER FOOT INDEX NO. 400.
- 40 PROTECT & SAVE EXISTING ASPHALT PAVEMENT.
- 41 PROPOSED APPROX. 8.5 X 13' (FIELD VERIFY) CONCRETE SLAB W/ 4" THICK NON-REINFORCED CONCRETE 3,000 PSI CONCRETE FOR BACK FILL ASSEMBLY ACCESS & MAINTENANCE.
- 42 SYSULA® @ 45°, 2' O.C. BOUNDED BY SYSULA®.
- 43 EXISTING CONCRETE SHALL BE REMOVED TO LIMITS SHOWN. CONCRETE PAVEMENT REMOVED VOID SHALL BE BACKFILLED WITH CLEAN FLORIDA FILL, BROUGHT TO GRADE AND SODDED IN ACCORDANCE WITH LANDSCAPE PLANS.
- 44 LIMITS OF EXISTING CONCRETE REMOVAL.
- 45 EXISTING FENCE TO BE REMOVED TO LIMITS SHOWN.
- 46 PROTECT & SAVE EXISTING FENCE.
- 47 SYSULA® @ 45°, 2' O.C.
- 48 6" HIGH BLACK PAINTED STEEL PICKET FENCE. REFER TO DETAIL, SHEET C-12.
- 49 (2) 5' 2" W/16 SWING GATES PER WALKMART SITEWORK SPECS.
- 50 CART CROSSING SIGN. SEE DETAIL SHEET C-15.
- 51 SWSVL4® @ 45°, 2' O.C. BOUNDED BY SWSVL4®
- 52 EXIT LEFT SIGN. SEE DETAIL SHEET C-15.
- 53 PICKUP ENTRANCE SIGN. SEE DETAIL SHEET C-15.
- 54 10" WIDE STRIPING WITH 6" WHITE STRIPES @ 24" O.C. BOUNDED BY 8" WHITE.
- 55 5" WIDE STRIPING WITH 6" WHITE STRIPES @ 24" O.C. BOUNDED BY 8" WHITE.
- 56 10" WIDE STRIPING WITH 6" WHITE STRIPES @ 24" O.C. BOUNDED BY 8" WHITE.

ALERT TO CONTRACTOR:

ALL WM GENERAL CONTRACTOR WORK TO BE COMPLETED (EARTHWORK, FINAL UTILITIES, AND FINAL GRADING) BY THE MILESTONE DATE IN PROJECT DOCUMENTS. OUTLOTTERS ARE TO KEEP FREE OF JOB TRAILERS AND STORAGE AFTER THE CONTRACT MILESTONE DATE FOR THE OUTLOT. WM GENERAL CONTRACTOR TO PROVIDE CLEAR ACCESS FOR OUTLOT CONTRACTOR TO THE SPECIFIC PARCEL AT ALL TIMES AFTER MILESTONE DATE. PURCHASER OF OUTLOT TO PROVIDE PERMIT DOCUMENTS AND SWPPP REQUIRED BY STATE/LOCAL REQUIREMENTS FOR SPECIFIC OUTLOT.

WALMART	158,562 S.F.
PARKING (ASSOCIATE AND CUSTOMER)	596 SPACES
ACCESSIBLE	24 SPACES
TOTAL PARKING	620 SPACES
RATIO	3.91/1,000 S.F.
*CART CORRALS	28 CORRALS/28 SPACES

1. REFER TO SHEET C-5 FOR GENERAL SITE NOTES.
2. THE PROJECT SITE PARKING LOT IS SCHEDULED TO HAVE A CART CONTAINMENT SYSTEM INSTALLED. CONTRACTOR SHALL COORDINATE WITH WAL-MARTS CONSTRUCTION MANAGER FOR FURTHER INFORMATION.
3. ALL SIGNAGE SHALL BE PER CITY & F.D.O.T. REGULATIONS
4. WITHIN CONCRETE PAVEMENT AREAS AN ISOLATION JOINT SHALL BE UTILIZED AT ALL FIXED STRUCTURES (BUILDINGS, RETAINING WALLS/DOCK WALLS, DROPP CULVERTS, MANHOLES, LIGHT POLE BASES AND BOLLARDS). REFER TO DETAIL, SHEET C-13.



SIGN LEGEND		LIGHT LEGEND	
(RT) →	RIGHT TURN ONLY		SINGLE FIXTURE LIGHT POLE AND BASE
(P) →	PEDESTRIAN CROSSING SIGN		3 FIXTURE LIGHT POLE AND BASE
(S) →	STOP SIGN		4 FIXTURE LIGHT POLE AND BASE
(NP) →	NO PARKING FIRE LANE SIGN		
(NP) →	NO PARKING LOADING ZONE SIGN		
(NT) →	NO TRUCKS SIGN		
(T) →	WAL-MART TRUCKS SIGN (ARROW RIGHT)		
(T) →	WAL-MART TRUCKS SIGN (ARROW LEFT)		
(T) →	TRUCK EXIT SIGN (ARROW UP)		
(T) →	WAL-MART SERVICE VEHICLES & ASSOCIATES ONLY		
(HC) →	ACCESSIBLE PARKING SIGN		BACK TO BACK FIXTURE LIGHT POLE AND BASE
(DE) →	DO NOT ENTER SIGN		
	POLICE ONLY PARKING SPACE W/ NO PARKING POLICE ONLY SIGN		

 SINGLE FIXTURE LIGHT POLE AND BASE
 3 FIXTURE LIGHT POLE AND BASE
 4 FIXTURE LIGHT POLE AND BASE
 BACK TO BACK FIXTURE LIGHT POLE AND BASE

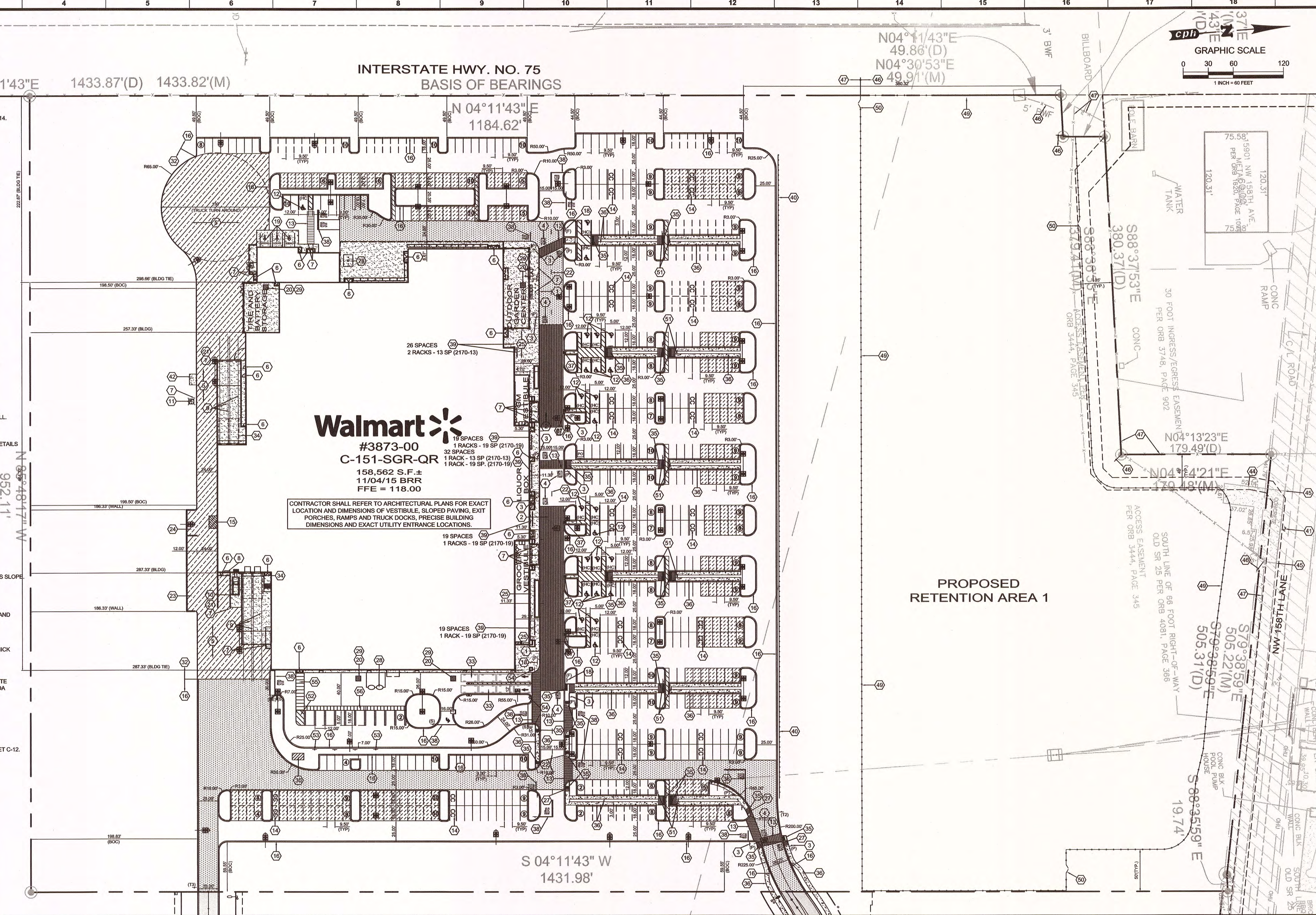
	ASSOCIATE PARKING SPACES (159 TOTAL SPACES)
	PROPOSED PARKING SPACES - SWSL4*
SYSL4*	12" WHITE REFLECTIVE PAINT STOP BAR (ON-SITE ONLY)
SWSL4*	SINGLE YELLOW SOLID LINE (4' WIDE)
DYSL-TI4*	SINGLE WHITE SOLID LINE (4' WIDE)
SWSL-TI4*	DOUBLE YELLOW SOLID LINE-(THERMO.) / 6" WIDE
	SINGLE WHITE SOLID LINE-(THERMO.) / 6" WIDE
CC CC	CART CORRAL (14 TOTAL)

	•HEAVY DUTY CONCRETE (WAL-MART ON SITE ONLY)		•HEAVY DUTY ASPHALT - OFF-SITE ROADWAY (PER WAL-MART PAVEMENT SPECIFICATIONS)
	•HEAVY DUTY ASPHALT OR HEAVY DUTY CONCRETE (WAL-MART ON SITE ONLY, T)		•LIGHT DUTY ASPHALT - OFF-SITE ROADWAY (PER WAL-MART PAVEMENT SPECIFICATIONS)
	•STANDARD DUTY ASPHALT OR STANDARD DUTY CONCRETE (WAL-MART ON SITE ONLY)		S.R. 461 PAVEMENT SECTION TO MEET OR EXCEED FOOT SPECIFICATIONS)
	•LIGHT DUTY PERVIOUS CONCRETE (WAL-MART ON SITE ONLY)		

CONCRETE PER ARCH. SPECIFICATIONS.
(WAL-MART ON SITE ONLY)

STAMPED CONCRETE CROSSWALK
(ADA CROSSWALK WITH DECORATIVE STAMPED CONCRETE IMPRINTED CROSS PAVEMENT 400 PSI PER ISOMANTHIC OR APPROVED ELEVATION CURBING BOND SANDS AND FINISHES. CALL FOR MANUFACTURERS SPECIFICATIONS. PATTERN TO BE DETERMINED.)

★ NOTE: SEE SHEET C-13.1 FOR PAVEMENT MATERIALS.

[illegible]

APR 03 2017