Planning and Zoning Board
Agenda
March 9, 2021

Chair James Sajczuk	**City Manager Adam Boukari**
Vice Chair Anthony Wright	
Member Sandy Burgess	
Member Gary Thomas	
Member Virginia Johns	
School Board Member Tina Certain	

Planning and Zoning Board
At 6:00 PM

Meeting Date: March 9, 2021

Meeting Location: James A. Lewis Commission Chambers

Notice given pursuant to Section 286.0105, Florida Statutes. In order to appeal any decision made at this meeting, you will need a verbatim record of the proceedings. It will be your responsibility to ensure such a record is made.

PLANNING AND ZONING BOARD MEETING AGENDA

CALL TO ORDER

INVOCATION

PLEDGE TO THE FLAG

APPROVAL OF THE AGENDA

I. OLD BUSINESS

II. NEW BUSINESS

A. Approval of the Minutes of the January 26, 2021 Special PZB Meeting

B. Approval of the Minutes of the February 9, 2021 PZB Meeting

C. Site Plan – Quick Serve Restaurant: A request by Daniel Young, P.E., of CHW, Inc., applicant and agent, for VRE Alachua, LLC, property owner, for consideration of a Site Plan to construct a ±1,930 square foot restaurant with drive-through service with associated site improvements on a ±1.15 acre property . Tax Parcel Number 03067-601-003 (Quasi-Judicial Hearing).

III. BOARD COMMENTS/DISCUSSION

IV. CITIZENS COMMENTS

ADJOURN

City of ALACHUA
THE GOOD LIFE COMMUNITY

Board/Committee Agenda Item

MEETING DATE: 3/9/2021
SUBJECT: Approval of the Minutes of the January 26, 2021 Special PZB Meeting

PREPARED BY: Kenyata Curtis, Planning Assistant

RECOMMENDED ACTION:

Approve the Minutes of the January 26, 2021 Special PZB Meeting.

Summary

Approval of the Minutes of the January 26, 2021 Special PZB Meeting.

ATTACHMENTS:

Description

- January 26, 2021 Special PZB Minutes

Special Planning and Zoning Board Meeting Minutes

January 26, 2021

Chair James Sajczuk
Vice Chair Anthony Wright
Member Sandy Burgess
Member Gary Thomas
Member Virginia Johns
School Board Member Tina Certain

City Manager Adam Boukari

Special Planning and Zoning Board Meeting
At 6:00 PM
to address the item(s) below.

Meeting Date: January 26, 2021

Meeting Location: James A. Lewis Commission Chambers

Notice given pursuant to Section 286.0105, Florida Statutes. In order to appeal any decision made at this meeting, you will need a verbatim record of the proceedings. It will be your responsibility to ensure such a record is made.

SPECIAL PLANNING AND ZONING BOARD MEETING MINUTES

CALL TO ORDER

Chair James Sajczuk called the meeting to order. Vice Chair Anthony Wright and School Board Member Tina Certain were absent.

I. NEW BUSINESS

A. Site Plan – Ology ADMF Expansion: A request by Daniel Young, P.E., LEED AP of Causseaux, Hewett, & Walpole, Inc., applicant and agent for SNH Medical Office Properties Trust, property owner, for consideration of a Site Plan which proposes to construct a ±58,433 square foot building with associated site improvements on a ±28.05 acre subject property. Tax Parcel Numbers 03927-011-000 and 03927-012-000 (Quasi-Judicial Hearing).

Planning Assistant Kenyata Curtis swore all parties entering in testimony.

Principal Planner Justin Tabor, AICP, presented the Staff Report.

Robert Walpole, P.E., of Causseaux, Hewett, and Walpole, Inc., applicant and agent for the property owner, availed himself for questions and accepted Staff's recommended conditions.

Member Johns moved that based upon the competent substantial evidence presented at this hearing, the presentation before this Board, and Staff's recommendation, this Board finds the application to be consistent with the City of Alachua Comprehensive Plan and in compliance with the Land Development Regulations and approves the Site Plan for SNH Medical Office Properties Trust subject to the following three (3) conditions:

1. The Applicant agrees that it shall provide the City all Public Utilities Easements depicted on the Site Plan. All Public Utilities Easements shall be approved by the City and recorded in the Public Records of Alachua County within 30 days of the date of approval of the Site Plan. The applicant shall incur all costs associated with the preparation and recording of these Public Utilities Easements. The City will not conduct a final inspection for the building on the subject property until all required Public Utilities Easements have been approved by the City and recorded in the Public records of Alachua County.

2. The applicant agrees it shall obtain all other applicable local, state, and federal permits before the commencement of the development.

3. The Applicant agrees that Conditions 1-2 as stated above do not inordinately burden the land and shall be binding upon the property owner, including any subsequent property owners, successors, or assigns, and that the development shall comply with Conditions 1-3 as stated herein; seconded by Member Burgess.

Motion Passed 4-0 in a roll call vote.

ADJOURN

Chair Sajczuk adjourned the meeting.

ATTEST:

PLANNING AND ZONING BOARD OF THE CITY OF ALACHUA, FLORIDA

_____
Presiding Officer

_____
Staff Liaison

City of ALACHUA
THE GOOD LIFE COMMUNITY

Board/Committee Agenda Item

MEETING DATE: 3/9/2021
SUBJECT: Approval of the Minutes of the February 9, 2021 PZB Meeting

PREPARED BY: Kenyata Curtis, Planning Assistant

RECOMMENDED ACTION:

Approve the Minutes of the February 9, 2021 PZB Minutes.

Summary

Approval of the Minutes of the February 9, 2021 PZB Minutes.

ATTACHMENTS:

Description

- Minutes PZB February 9, 2021

Planning and Zoning Board
Minutes
February 9, 2021

Chair James Sajczuk
Vice Chair Anthony Wright
Member Sandy Burgess
Member Gary Thomas
Member Virginia Johns
School Board Member Tina Certain

City Manager Adam Boukari

Planning and Zoning Board
At 6:00 PM
to address the item(s) below.

Meeting Date: February 9, 2021

Meeting Location: James A. Lewis Commission Chambers

Notice given pursuant to Section 286.0105, Florida Statutes. In order to appeal any decision made at this meeting, you will need a verbatim record of the proceedings. It will be your responsibility to ensure such a record is made.

Planning and Zoning Board Meeting Minutes

CALL TO ORDER

Chair James Sajczuk called the meeting to order. Vice Chair Anthony Wright and Member Virginia Johns were absent for roll call.

INVOCATION

Member Sandy Burgess led the invocation.

PLEDGE TO THE FLAG

Led by Board.

APPROVAL OF THE AGENDA

Member Gary Thomas moved to approve the agenda; seconded by Member Burgess.

Passed by unanimous consent.

I. OLD BUSINESS

II. NEW BUSINESS

A. Approval of the Minutes of the January 12, 2021 PZB Minutes

Member Burgess moved to approve the minutes; seconded by Member Thomas.

Passed by unanimous consent.

B. Site Plan – Arbours at Merrillwood: A request by Sergio Reyes, P.E., of EDA Consultants, Inc., applicant and agent for the Alachua County Housing Authority, property owner, for consideration of a Site Plan which proposes to redevelop 17 existing single-family dwellings into a 40-unit multiple family development, community garden, and picnic pavilion with associated site improvements on a ±4.34 acre subject property; Tax Parcel Numbers 03214-021-000 through 03214-037-000 (Quasi-Judicial Hearing).

Member Johns arrived.

Planning Assistant Kenyata Curtis swore in all partied entering testimony.

Principal Planner Justin Tabor, AICP, presented the Staff Report.

Member Burgess asked for clarification about the process of vacating a plat and what the term means.

Principal Planner Tabor responded.

City Attorney Marian Rush responded.

Ken Armstrong, Executive Director of Housing for the Alachua County Housing Authority, shared his excitement for the new project and explained the details of future housing. He shared the plan for the resident's relocation process.

Clay Sweger, P.E., of EDA Consultants, Inc., presented additional information and availed himself for questions.

Tina Certain, School Board Member, shared concerns about the impact to local public school enrollment. She also inquired about fencing around the perimeter of the area proposed for development.

Mr. Sweger responded.

Member Johns moved that based upon the competent substantial evidence presented at this hearing, the presentation before this Board, and Staff's recommendation, this Board finds the application to be consistent with the City of Alachua Comprehensive Plan and in compliance with the Land Development Regulations and approves the Site Plan for the

Arbours at Merrillwood subject to the four (4) conditions provided in Exhibit "A" and located on page 23 of the February 9, 2021 Staff Report to the Planning & Zoning Board; seconded by Member Burgess.

Member Burgess commented that other future development will help increase school enrollment.

Mr. Armstrong responded.

Motion Passed 4-0 in a roll call vote.

III. BOARD COMMENTS/DISCUSSION

Department Director Kathy Winburn stated the next Planning & Zoning Board Meeting will be March 9, 2021 at 6:00 p.m.

IV. CITIZENS COMMENTS

Ms. Vanessa Anthony inquired about the tenants in the Merrillwood community.

Chair Sacjzuk responded.

ADJOURN

Member Burgess moved to adjourn; seconded by Member Johns.

Passed by unanimous consent.

ATTEST:

PLANNING AND ZONING BOARD OF THE CITY OF ALACHUA, FLORIDA

_____
Presiding Officer

_____
Staff Liaison

City of ALACHUA
THE GOOD LIFE COMMUNITY

Board/Committee Agenda Item

MEETING DATE: 3/9/2021
SUBJECT: Site Plan – Quick Serve Restaurant: A request by Daniel Young, P.E., of CHW, Inc., applicant and agent, for VRE Alachua, LLC, property owner, for consideration of a Site Plan to construct a ±1,930 square foot restaurant with drive-through service with associated site improvements on a ±1.15 acre property . Tax Parcel Number 03067-601-003 (Quasi-Judicial Hearing).

PREPARED BY: Adam Hall, AICP, Planner

RECOMMENDED ACTION:
Staff recommends that the Planning & Zoning Board approve the Site Plan for a restaurant with drive-through service on Tax Parcel Number 03067-601-003, subject to the two (2) conditions provided in Exhibit "A" and located on page 17 of the March 9, 2021 Staff Report to the Planning & Zoning Board, upon making the following motion:

Based upon the competent substantial evidence presented at this hearing, the presentation before this Board, and Staff's recommendation, this Board finds the application to be consistent with the City of Alachua Comprehensive Plan and in compliance with the Land Development Regulations and approves the Site Plan for a restaurant with drive through service on Tax Parcel Number 03067-601-003, subject to the two (2) conditions provided in Exhibit "A" and located on page 17 of the March 9, 2021 Staff Report to the Planning & Zoning Board.

Summary

This application is a request by Daniel Young, P.E., of CHW, Inc., applicant and agent, for VRE Alachua, LLC., property owner, for consideration of a Site Plan to construct a ±1,930 square foot restaurant with drive-through service on Lot 3 of the Baywood Centre subdivision.

The subject property is ±1.15 acres in size and is located to the North US HWY 441, to the south of NW 157th Lane, and to the west of NW 147th Drive. Previous Commission action replatted Lot 3 of the Baywood Centre Subdivision to permit one additional point of ingress and egress, connecting NW 157th Lane to US 441 (see Plat Book 37 Page 5, Alachua County Public Records). Both Lots 2 and 3 of the Baywood Centre subdivision will access US 441 and NW 157th Lane through this new proposed street.

ATTACHMENTS:

Description
- Site Plan
- Staff Report
- Exhibit A- Staff Supporting Materials
- Application and Supporting Materials
- Public Notice Materials for the 03/09/2021 Planning and Zoning Board Hearing

DEVELOPMENT PLANS

FOR:

QUICK SERVICES RESTAURANT - ALACHUA

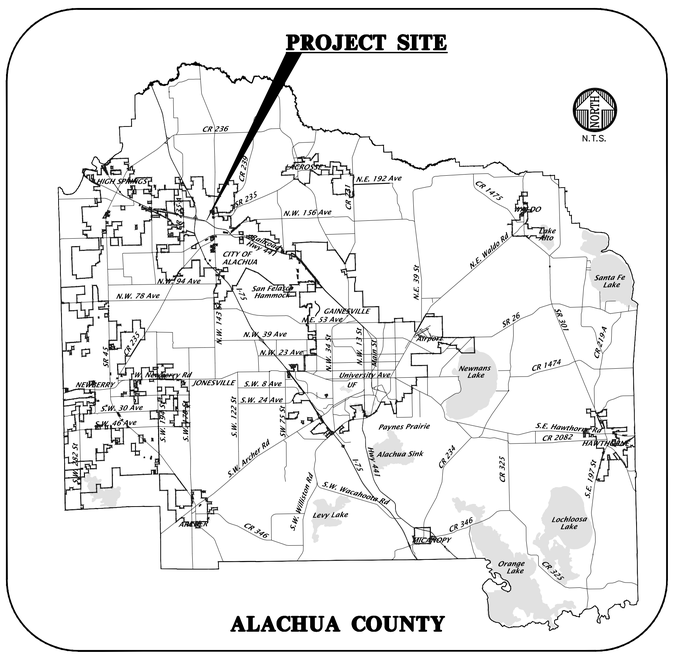
ALACHUA COUNTY, FLORIDA

SECTIONS 10 AND 15, TOWNSHIP 8 SOUTH, RANGE 18 EAST

SUBMITTED TO:

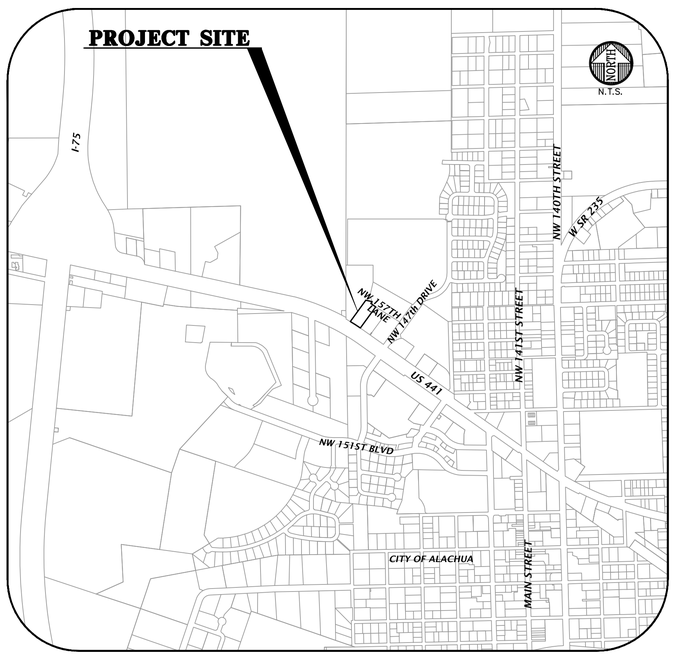
CITY OF ALACHUA
SUWANNEE RIVER WATER MANAGEMENT DISTRICT
FLORIDA DEPARTMENT OF TRANSPORTATION

BID SET



ALACHUA COUNTY

VICINITY MAP



LOCATION MAP

GENERAL NOTES

1. *DEVELOPMENT DATA:* *PROPOSED DEVELOPMENT*

TOTAL AREA=	*50,094 S.F.*	*100.0%*	*1.15 ACRES*
TOTAL IMPERVIOUS AREA=	*25,960 S.F.*	*51.8%*	
OPEN SPACE=	*24,134 S.F.*	*48.2%*	

DESCRIPTION: THIS PROJECT CONSISTS OF THE CONSTRUCTION OF A ±2,150 SF QUICK SERVICES RESTAURANT (QSR) WITH ASSOCIATED DRIVE AISLES, PARKING AND UTILITIES

BUILDING SIZE:
INTERIOR: 1930 SF
BUILDING FOOTPRINT AREA = 2150 SF

ZONING & LAND USE DESIGNATION:
ZONING = COMMERCIAL INTENSIVE - CI
FUTURE LAND USE = COMMERCIAL - C

2. *MINIMUM BUILDING / YARD SETBACKS PER CBD ZONING ARE AS FOLLOWS:*

PRIMARY BUILDING (ILW)	
FRONT:	*15'*
SIDE:	*NONE*
REAR:	*15'*
MINIMUM LOT AREA	*NONE*
MINIMUM LOT WIDTH	*NONE*
MAX BUILDING HEIGHT	*65'*
MAX LOT COVERAGE	*NONE*
MAX FAR	*0.75*

3. *PARKING CALCULATIONS:*
CAR: 1 SPACE PER 150 SQ. FT. FLOOR AREA

1,930 SQ. FT. / 150 SQ. FT. = 13 SPACES (MINIMUM)
PROVIDED SPACES:
OFF STREET PARKING = 17 SPACES
ON STREET PARKING = 3 SPACES
TOTAL PROVIDED = 20 SPACES

ACCESSIBLE PARKING SPACES REQUIRED: 1 SPACES
PROVIDED: 1 SPACES

4. *DATE OF BOUNDARY SURVEY:*
A BOUNDARY AND TOPOGRAPHIC SURVEY WAS COMPLETED BY CHW AND DATED APRIL 9, 2020

5. *UTILITIES:*
·POTABLE WATER AND FIRE SERVICE WILL BE PROVIDED BY CONNECTION TO CITY OF ALACHUA WATER SYSTEM.

·SANITARY SEWER SERVICE WILL BE PROVIDED BY CONNECTION TO CITY OF ALACHUA SEWER SYSTEM.

·ELECTRIC SERVICE WILL BE PROVIDED VIA NEW SERVICE CONNECTION TO ADJACENT ELECTRIC SERVICE AND CITY OF ALACHUA SYSTEM.

·RECLAIM WATER SERVICE IS NOT AVAILABLE TO THE PROJECT SITE AT THE CURRENT TIME.

·POTABLE WATER AND SANITARY SERVICE SHALL CONFORM TO "CITY OF ALACHUA, DEPARTMENT OF PUBLIC SERVICE, REQUIREMENTS FOR DESIGN AND CONSTRUCTION, POTABLE WATER, RECLAIMED WATER AND WASTEWATER, 2020".

6. *NATURAL FEATURES:*
EXISTING TOPOGRAPHY MILDLY SLOPES FROM NORTH TO SOUTH. THE LOT WAS PREVIOUSLY CLEARED AND FILLED.

7. *ZONING/LAND USE INFORMATION AND COMPLIANCE:*

ZONING DISTRICT DESIGNATION.

PER ARTICLE 6 OF THE LDRS, THE PROPOSED SITE IS CONSISTENT WITH ALL APPLICABLE DEVELOPMENT STANDARDS. COMPLIANCE WITH REQUIRED PARKING CAN BE FOUND IN NOTE 3 ON THIS SHEET. THERE ARE FEW EXISTING TREES ON SITE AND THE PROPOSED LANDSCAPING FULFILLS GENERAL, MITIGATION, AND BUFFER REQUIREMENTS. THE PROPOSED PROJECT WILL USE THE EXISTING STORMWATER COLLECTION SYSTEM.

8. *CONCURRENCY IMPACT ANALYSIS:*
SUBMITTED UNDER SEPARATE COVER

9. *LEGAL DESCRIPTION:*
LOT 3, BAYWOOD CENTRE, ACCORDING TO THE MAP OR PLAT THEREOF, AS RECORDED IN PLAT BOOK 28, PAGE 91, OF THE PUBLIC RECORDS OF ALACHUA COUNTY, FLORIDA.

CONTAINING 1.15 ACRES MORE OR LESS.

10.

QRS Alachua Trip Generation									
Land Use	ITE LU Code	Variable SF	Daily	AM Peak			PM Peak		
			Total	Total	In	Out	Total	In	Out
Fast-Food Restaurant with Drive-Through Window	934	1930	909	78	40	38	63	33	30
Pass by Trips			450	38	20	18	32	17	15
Total Trips			909	78	40	38	63	33	30
Net New Total Trips			459	40	20	20	31	16	15

SURVEYOR OF RECORD
AARON H. HICKMAN, P.S.M.
CHW
11801 RESEARCH DRIVE
ALACHUA, FLORIDA 32615
(352) 331-1976

LANDSCAPE ARCHITECT
CAELI TOLAR, R.L.A.
CHW
11801 RESEARCH DRIVE
ALACHUA, FLORIDA 32615
(352) 331-1976

DEVELOPER/OWNER
VRE ALACHUA, LLC
201 ST. JOSEPH STREET SUITE 200
NEW ORLEANS LA. 70130
PH: (504) 256-0881

ENGINEER OF RECORD
DANIEL H. YOUNG, P.E.
CHW
11801 RESEARCH DRIVE
ALACHUA, FLORIDA 32615
(352) 331-1976

SHEET INDEX

SHEET NUMBER	DESCRIPTION
C0.00	COVER SHEET AND INDEX
C0.10	GENERAL NOTES
C0.11	LEGEND
1 OF 1	BOUNDARY AND TOPOGRAPHIC SURVEY
C0.20	STORMWATER POLLUTION PREVENTION NOTES
C0.21	STORMWATER POLLUTION PREVENTION PLAN
C0.30	DEMOLITION AND TRE PROTECTION PLAN
C0.50	FDOT DRIVEWAY CONNECTION
C1.00	HORIZONTAL CONTROL AND PAVEMENT MARKING PLAN
C2.00	GRADING AND DRAINAGE PLAN
C2.30 - C2.32	CONSTRUCTION DETAILS
C3.00	UTILITY PLAN
A5 - A6	ARCHITECTURAL ELEVATIONS
LS-1 - LS-2	LANDSCAPE PLAN
IR-1	IRRIGATION PLAN
P-1	PHOTOMETRIC PLAN

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11801 Research Drive
Alachua, Florida 32615
(352) 331-1976
www.chw-inc.com
est. 1988 FLORIDA CA-9075

CHW Professional Consultants

SCALE: N/A
VERIFY SCALE BAR IS ONE INCH ON ORIGINAL DRAWING
IF NOT ONE INCH ON THIS SHEET ADJUST SCALES ACCORDINGLY

CONSTRUCTION/BID REVISIONS:

SUBMITTALS:
4/30/20 - CITY OF ALACHUA SUBMITTAL
6/17/20 - SRWMD SUBMITTAL
7/15/20 - CITY OF ALACHUA RESUBMITTAL
8/10/20 - CITY OF ALACHUA AND FDOT SUBMITTAL
9/17/20 - CITY OF ALACHUA RESUBMITTAL
10/5/20 - BID SET
10/15/20 - BAYWOOD PRIVATE ROAD SUBMITTAL
12/7/20 - SUBMITTAL

CLIENT: VRE ALACHUA, LLC
PROJECT: QUICK SERVICES RESTAURANT - ALACHUA
SHEET TITLE: COVER SHEET AND INDEX

TECHNICIAN: K MERRITT
DESIGNER: C THORNTON
QUALITY CONTROL: D YOUNG
PROJECT NUMBER: 20-0017

DANIEL H. YOUNG
LICENSE No 70780 STATE OF FLORIDA PROFESSIONAL ENGINEER
Dec 08 2020
FL PE No. 70780

SHEET NO: C0.00

Xref: Xurfm Plot Date: Dec 07,2020 10:41am Filename: N:\2020\20-0017\Department\04_Engineering\03_Plans\Production Files\20-0017 C0.00 CV Alachua508.dwg

GENERAL NOTES

1. THE TOPOGRAPHIC AND EXISTING INFORMATION SHOWN HEREON WERE TAKEN FROM A TOPOGRAPHIC SURVEY PREPARED BY CHW, AND DATED APRIL 09, 2020.
2. THE LOCATION OF ALL EXISTING UTILITIES SHOWN ON THE PLANS HAS BEEN DETERMINED FROM THE BEST INFORMATION AVAILABLE. THE ENGINEER ASSUMES NO RESPONSIBILITY FOR ACCURACY. IT SHALL BE THE CONTRACTOR'S RESPONSIBILITY TO NOTIFY THE VARIOUS UTILITIES AND TO MAKE NECESSARY ARRANGEMENTS FOR ANY RELOCATION OF THESE UTILITIES WITH THE OWNER OF THE UTILITY. THE CONTRACTOR SHALL EXERCISE CAUTION WHEN CROSSING ANY UNDERGROUND UTILITY, WHETHER SHOWN ON THE PLANS OR LOCATED BY THE UTILITY COMPANY. THE RESPECTIVE UTILITY COMPANIES SHALL RELOCATE ALL UTILITIES THAT INTERFERE WITH THE PROPOSED CONSTRUCTION. THE CONTRACTOR SHALL COOPERATE WITH THE UTILITY COMPANIES DURING THE RELOCATION OPERATIONS. ANY DELAY OR INCONVENIENCE CAUSED TO THE CONTRACTOR BY THE VARIOUS UTILITIES SHALL BE INCIDENTAL TO THE CONTRACT AND NO EXTRA COMPENSATION WILL BE ALLOWED.
3. THE CONTRACTOR SHALL EXERCISE EXTREME CAUTION IN AREAS OF BURIED UTILITIES AND SHALL PROVIDE AT LEAST 48 HOURS NOTICE TO THE APPROPRIATE UTILITY COMPANIES IN ORDER TO ALLOW MARKING OF THE LOCATIONS OF EXISTING UNDERGROUND FACILITIES IN ADVANCE OF CONSTRUCTION BY CALLING THE FLORIDA SUNSHINE STATE ONE-CALL CENTER, INC. AT 1-800-432-4770 OR 811. IT IS THE CONTRACTOR'S RESPONSIBILITY TO NOTIFY "SUNSHINE" 48 HOURS PRIOR TO ANY CLEARING OF CONSTRUCTION TO IDENTIFY ALL UTILITY LOCATIONS. NO CONSTRUCTION ACTIVITY MAY OCCUR UNTIL THE UTILITIES HAVE BEEN PROPERLY MARKED.
4. THE CONTRACTOR SHALL FIELD VERIFY THE HORIZONTAL LOCATION AND VERTICAL LOCATION OF ALL EXISTING UTILITIES WITHIN THE LIMITS OF THE PROJECT ENVELOPE SHOWN PRIOR TO COMMENCING WORK. THE CONTRACTOR SHALL CALL ALL UTILITY COMPANIES TO HAVE THE LOCATIONS OF ALL UTILITIES FIELD MARKED PRIOR TO COMMENCEMENT OF CONSTRUCTION. ANY DISCREPANCIES SHALL BE BROUGHT TO THE ATTENTION OF THE ENGINEER PRIOR TO CONTINUING CONSTRUCTION.
5. THE CONTRACTOR IS RESPONSIBLE FOR REPAIRING ANY DAMAGE TO EXISTING FACILITIES, ABOVE OR BELOW GROUND THAT MAY OCCUR AS A RESULT OF THE WORK PERFORMED BY THE CONTRACTOR.
6. ALL PRIVATE AND PUBLIC PROPERTY AFFECTED BY THIS WORK SHALL BE RESTORED TO A CONDITION EQUAL TO OR BETTER THAN EXISTING CONDITIONS BEFORE COMMENCING CONSTRUCTION WORK, UNLESS SPECIFICALLY EXEMPTED BY THE PLANS. ADDITIONAL COSTS ARE INCIDENTAL TO OTHER CONSTRUCTION AND NO EXTRA COMPENSATION WILL BE ALLOWED.
7. ALL WORK PERFORMED SHALL COMPLY WITH THE REGULATIONS AND ORDINANCES OF THE VARIOUS GOVERNMENTAL AGENCIES HAVING JURISDICTION OVER THE WORK INCLUDING LANDSCAPING.
8. IT IS THE CONTRACTOR'S RESPONSIBILITY TO BECOME FAMILIAR WITH THE PERMIT AND INSPECTION REQUIREMENTS OF THE VARIOUS GOVERNMENTAL AGENCIES. THE CONTRACTOR SHALL OBTAIN ALL NECESSARY PERMITS PRIOR TO CONSTRUCTION AND SCHEDULE INSPECTIONS ACCORDING TO AGENCY AND/OR MUNICIPALITY INSTRUCTIONS.
9. IT SHALL BE THE SOLE RESPONSIBILITY OF THE CONTRACTOR TO COMPLY WITH AND ENFORCE ALL APPLICABLE SAFETY REGULATIONS.
10. THE CONTRACTOR SHALL BE RESPONSIBLE FOR PROTECTING EXCAVATIONS AGAINST COLLAPSE AND SHALL PROVIDE BRACING, SHEETING OR SHORING AS NECESSARY. TRENCHES SHALL BE KEPT DRY WHILE PIPES ARE BEING PLACED. DEWATERING SHALL BE USED AS REQUIRED, AND PERMITTED THROUGH LOCAL GOVERNMENTAL AGENCIES AND WATER MANAGEMENT DISTRICT PER CURRENT REGULATIONS AT THE SOLE COST OF THE CONTRACTOR.
11. CONTRACTOR TO REVIEW GEOTECHNICAL REPORT AND BORINGS PRIOR TO BIDDING THE PROJECT AND FOLLOW OUTLINED CONSTRUCTION TECHNIQUES.
12. THE CONTRACTOR IS RESPONSIBLE FOR COORDINATING APPLICABLE TESTING WITH THE SERVICES OF AN APPROVED TESTING LABORATORY AND/OR SOILS ENGINEER, APPLICABLE REGULATORY AGENCIES, AND AS MAY BE FOUND IN THE ENGINEERING CONSTRUCTION DRAWINGS OR SPECIFICATIONS. CONTRACTOR TO VERIFY ALL TESTING WITH THE OWNER PRIOR TO COMMENCING CONSTRUCTION. UPON COMPLETION OF THE WORK, THE TESTING LABORATORY AND/OR SOILS ENGINEER MUST SUBMIT TO THE OWNER'S ENGINEER CERTIFICATIONS STATING THAT ALL REQUIREMENTS HAVE BEEN MET.
13. INSTALL SILT FENCE PRIOR TO SITE DEMOLITION OR NEW SITE CONSTRUCTION. INSTALL SILT FENCE PER FLORIDA STORMWATER EROSION AND SEDIMENTATION CONTROL INSPECTOR'S MANUAL AND PROVIDE TOE-IN. THE CONTRACTOR SHALL MAINTAIN THE SILT FENCE IN WORKING ORDER THROUGHOUT THE CONSTRUCTION PHASE. THE PROJECT SILT FENCE SHALL BE INSPECTED DAILY AND ANY CORRECTIVE MEASURES SHALL BE COMPLETED WITHIN 24 HOURS.
14. ALL TREE BARRICADES AND SILT FENCING SHALL BE INSTALLED AND INSPECTED BY ALACHUA COUNTY ENVIRONMENTAL PROTECTION DEPARTMENT PRIOR TO COMMENCEMENT OF ANY DEMOLITION OR CONSTRUCTION ACTIVITIES.
15. THE CONTRACTOR IS TO PREPARE THE SITE PRIOR TO BEGINNING ACTUAL CONSTRUCTION IN ACCORDANCE WITH THE GEOTECHNICAL REPORT.
16. ALL DELETERIOUS MATERIAL (I.E. MUCK, PEAT, BURIED DEBRIS) IS TO BE EXCAVATED IN ACCORDANCE WITH THESE PLANS OR AS DIRECTED BY THE OWNER'S ENGINEER OR OWNER'S SOIL TESTING COMPANY. DELETERIOUS MATERIAL IS TO BE STOCKPILED AND REMOVED FROM THE SITE. EXCAVATED AREAS ARE TO BE BACKFILLED WITH APPROVED MATERIALS AND COMPACTED AS SHOWN ON THESE AREAS.
17. CONTRACTOR SHALL CLEAR AND GRUB ONLY THOSE PORTIONS OF THE SITE NECESSARY FOR CONSTRUCTION. DISTURBED AREAS SHALL BE SODDED, SEEDED, MULCHED, OR PLANTED WITH OTHER APPROVED LANDSCAPE MATERIAL, AS DIRECTED BY THESE PLANS, IMMEDIATELY FOLLOWING CONSTRUCTION PER LOCAL INSPECTOR.
18. WORK BEING PERFORMED UNDER THIS CONTRACT SHALL INTERFACE SMOOTHLY WITH OTHER WORK BEING PERFORMED ON THE SITE BY OTHER CONTRACTORS AND/OR UTILITY COMPANIES. IT WILL BE NECESSARY FOR THE CONTRACTOR TO COORDINATE AND SCHEDULE HIS ACTIVITIES, WHERE NECESSARY, WITH OTHER CONTRACTORS AND UTILITY COMPANIES.
19. ALL PAVEMENT DIMENSIONS SHOWN ARE TO EDGE OF PAVEMENT UNLESS OTHERWISE NOTED.
20. THE GOVERNING STANDARDS AND SPECIFICATIONS, UNLESS STATED OTHERWISE SHALL BE PER FLORIDA DEPARTMENT OF TRANSPORTATION STANDARD PLANS (FY 2020-21 ROAD CONSTRUCTION), AND STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION DATED JULY 2020, AS AMENDED BY CONTRACT DOCUMENTS. ALL MATERIALS AND METHODS SHALL MEET FDOT SPECIFICATIONS AND SHALL BE PRODUCED OR OBTAINED FROM AN FDOT APPROVED SOURCE.
21. ALL NEW TRAFFIC CONTROL DEVICES (SIGNS AND PAVEMENT MARKINGS) SHALL CONFORM TO THE MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES (MUTCD) AND FDOT STANDARDS.
22. ALL STRIPING WITHIN THE FDOT RIGHT OF WAY SHALL BE PLACED FIRST AS TEMPORARY STRIPING FOLLOWED BY APPLICATION OF THERMOPLASTIC STRIPING 30 DAYS LATER.
23. CONTRACTOR IS RESPONSIBLE FOR MAINTAINING PROPER BENCHMARKS ON-SITE. EXISTING BENCH MARKS SCHEDULED FOR REMOVAL SHALL BE RELOCATED AT CONTRACTORS EXPENSE AND RE-ESTABLISHED BY A LICENSED SURVEYOR.
24. ALL HANDICAP RAMPS SHALL COMPLY WITH THE FLORIDA ACCESSIBILITY CODE AND AMERICANS WITH DISABILITIES ACT.
25. A PRE-CONSTRUCTION CONFERENCE SHALL BE REQUIRED. THE CONTRACTOR, ENGINEER OF RECORD, AND THE OWNER SHALL MEET WITH THE CITY OF ALACHUA PUBLIC WORKS DEPARTMENT PRIOR TO INITIATION OF SITE CONSTRUCTION.
26. ANY CHANGE ORDER REQUESTS, SITE REVISIONS, AND PAY REQUESTS MUST BE SUBMITTED TO AND APPROVED BY THE ENGINEER OF RECORD.
27. CONTRACTOR IS RESPONSIBLE FOR ALL DEWATERING AS NEEDED THROUGHOUT ALL CONSTRUCTION ACTIVITIES COVERED BY THESE PLANS. DEWATERING SHALL BE DONE IN ACCORDANCE WITH FDOT STANDARD SPECIFICATIONS, 2018 EDITION, SECTION 120.
28. THE CONTRACTOR IS RESPONSIBLE FOR THE PERFORMANCE AND COST OF ALL CLEARING AND GRUBBING AND ALL WORK OF REMOVAL, DISPOSAL, AND REPAIR OR REPLACEMENT OF EXISTING IMPROVEMENTS WHERE SHOWN IN THE PLANS, OR ORDERED BY THE ENGINEER TO BE REMOVED, OR WHERE REQUIRED BECAUSE OF THE CONSTRUCTION OPERATIONS, IN ORDER TO CONSTRUCT THE PROPOSED IMPROVEMENTS (THIS INCLUDES BUT IS NOT LIMITED TO PROPOSED PIPING, STRUCTURES, UTILITIES, PAVING, CURBING, ETC.).
29. AN AS-BUILT SURVEY MAY BE REQUIRED BY REGULATORY AGENCIES. CONTRACTOR TO COORDINATE WITH PROJECT OWNER FOR COMPLETION OF AS-BUILT SURVEYS PRIOR TO PROJECT / PERMIT CLOSE-OUT.

MAINTENANCE OF TRAFFIC (MOT) NOTES

1. THE CONTRACTOR IS RESPONSIBLE FOR CREATING A MAINTENANCE OF TRAFFIC (MOT) PLAN FOR CONSTRUCTION ACTIVITY THAT OCCURS WITHIN THE PUBLIC RIGHT-OF-WAY, INCLUDING BUT NOT LIMITED TO SIDEWALK WORK AND ACTIVITIES THAT REQUIRE A LANE (OR ROAD) CLOSURE, SUCH AS CONNECTION TO SEWER MANHOLES AND WATER MAINS. THE MOT PLAN MUST BE CREATED BY A REGISTERED PROFESSIONAL ENGINEER WHO IS CERTIFIED TO DO SO BY THE FDOT MOT CERTIFICATION TRAINING. THE MOT PLAN MUST ALSO BE IN ACCORDANCE WITH FDOT STANDARDS PLANS AND FDOT STANDARD SPECIFICATIONS REQUIREMENTS AND MUST BE REVIEWED AND APPROVED BY THE FDOT.
2. THE CONTRACTOR SHALL SUBMIT THE MOT TO THE APPROPRIATE REGULATORY AUTHORITY PRIOR TO WORK REQUIRING THE MOT FOR APPROVAL. NO WORK IN THE ROW SHALL OCCUR UNTIL THE MOT IS APPROVED.

DEMOLITION GENERAL NOTES

1. THE CONTRACTOR SHALL BE RESPONSIBLE TO DISPOSE OF ALL DEMOLITION MATERIALS IN A SAFE AND LAWFUL MANNER. THE CONTRACTOR SHALL SALVAGE TO THE OWNER ANY ITEM AS DETERMINED BY THE OWNER. ONCE DEMOLISHED, MATERIAL SHALL BE DISPOSED OF PROPERLY AND IMMEDIATELY.
2. REMOVE ALL IMPROVEMENTS DEFINED ON THE DEMOLITION PLAN. SALVAGE ITEMS TO OWNER AS DEFINED BY THE OWNER'S REPRESENTATIVE AND CONSTRUCTION DOCUMENT SPECIFICATIONS.
3. EXISTING PAVEMENT AND SIDEWALK EDGES THAT BORDER NEW CONSTRUCTION OR DEMOLITION ARE TO BE SAW-CUT TO PROVIDE A SMOOTH TRANSITION.
4. ALL EXISTING TREES ARE TO REMAIN UNLESS OTHERWISE NOTED.
5. ROOTS LARGER THAN 1 INCH IN DIAMETER ON TREES TO BE PRESERVED THAT ARE ENCOUNTERED DURING CONSTRUCTION MUST BE CUT CLEANLY AND COVERED OVER WITH SOIL BY THE END OF THE WORKING DAY.
6. ALL ASPHALT AND LIMEROCK WILL BE COMPLETELY REMOVED FROM AREAS THAT WILL BE LANDSCAPED. IN PARTICULAR, AREAS WHERE ASPHALT WILL BE REMOVED MUST HAVE THE TOP HARD SURFACE, LIMEROCK, AND COMPACTED SOIL REMOVED. REPLACEMENT SOIL SHALL BE CLEAN DEEP FILL OF PH 5.5 - 6.5. THE DEPTH OF UNCOMPACTED SOIL PRIOR TO PLANTING MUST BE AT LEAST 3 FEET TO ACCOMMODATE FUTURE TREE ROOT GROWTH. NO LIMEROCK, LARGE STONES, OR OTHER CONSTRUCTION DEBRIS CAN REMAIN IN AREAS TO BE LANDSCAPED.

PAVING, GRADING, AND DRAINAGE GENERAL NOTES

1. THE CONTRACTOR IS RESPONSIBLE FOR EROSION/SEDIMENTATION CONTROL PRACTICES DURING CONSTRUCTION TO MINIMIZE ON-SITE EROSION/SEDIMENTATION AND TO PROTECT AGAINST DAMAGE TO OFF SITE PROPERTY. THE FOLLOWING PRACTICES SHALL BE EMPLOYED:
   A. A. EROSION AND SEDIMENTATION CONTROL SHALL BE THE RESPONSIBILITY OF THE CONTRACTOR. AREAS OF OFF-SITE DISCHARGE DURING CONSTRUCTION SHALL BE PROTECTED WITH A SEDIMENT BARRIER PER FLORIDA STORMWATER EROSION AND SEDIMENTATION CONTROL INSPECTOR'S MANUAL TO PREVENT OFF-SITE DISCHARGE OF SEDIMENTS. A SILT BARRIER SHALL SPECIFICALLY BE REQUIRED, CONSTRUCTED, AND MAINTAINED AS INDICATED ON THIS SHEET. TEMPORARY SEED AND MULCH SHOULD BE USED TO CONTROL ON-SITE EROSION WHEN IT IS NOT PRACTICAL TO ESTABLISH PERMANENT VEGETATION. SOD SHALL BE PLACED AS EARLY AS POSSIBLE ON ALL SLOPES STEEPER THAN 5 (FT) HORIZONTAL TO 1 (FT) VERTICAL. SOD SHALL BE PINNED AS REQUIRED. ALL EROSION AND SEDIMENTATION CONTROL MEASURES SHALL BE MAINTAINED IN WORKING ORDER THROUGHOUT THE CONSTRUCTION PHASE. THE CONTRACTOR SHALL INSPECT AND REPAIR AS NECESSARY THE EROSION/SEDIMENTATION PROTECTION AT THE END OF EACH WORKING DAY.
   B. NOTE: EROSION/SEDIMENTATION CONTROL SHALL BE PLACED PRIOR TO SITE EXCAVATION AND SHALL REMAIN IN PLACE UNTIL SITE VEGETATION AND LANDSCAPING IS COMPLETE.
   C. B. ALL INLET STRUCTURES AND PIPE SHALL BE PROTECTED FROM SILTATION BY CONSTRUCTING INLET PROTECTION AS DEFINED BY THESE PLANS OR IN THE FDOT STANDARDS. IF SILTATION OCCURS, THE CONTRACTOR IS RESPONSIBLE TO REMOVE SILTATION AS PART OF THE BASE CONTRACT AT NO ADDITIONAL COST TO THE OWNER.
   D. C. EXCAVATED STORMWATER FACILITIES SHALL BE CONSTRUCTED AS PART OF THE INITIAL CONSTRUCTION. THE FACILITIES SHALL BE ROUGH GRADED TO THE DESIGN ELEVATIONS. AFTER THE CONTRIBUTING DRAINAGE AREA IS STABILIZED. THE FACILITIES BOTTOM SHALL BE OVER-EXCAVATED BY SIX INCHES, SCARIFIED, BACKFILLED WITH ARCHER FILL (HAVING NO MORE THAN 5% PASSING NO. 200 SIEVE), AND GRADED TO FINAL DESIGN GRADES. EXCESS AND UNSUITABLE SOILS SHALL BE REMOVED FROM THE BASIN (REMOVE ALL ACCUMULATED SILTS, CLAYS, ORGANIC, AND DEBRIS). FINALLY, SCARIFY AND RAKE BOTTOM AND VEGETATE.
   E. D. PERMANENT VEGETATIVE STABILIZATION SHALL BE APPLIED ON FINE GRADED SITES AS SOON AS PRACTICAL. TEMPORARY SEEDING SHOULD BE EMPLOYED TO PREVENT EXPOSURE OF BARREN SOILS UNTIL PERMANENT VEGETATION CAN BE APPLIED.
   F. E. ALL SLOPES 1:3 OR STEEPER REQUIRE LAPPED OR PEGGED SOD.
   G. F. EROSION, SEDIMENT AND TURBIDITY CONTROL ARE THE RESPONSIBILITY OF THE CONTRACTOR. THESE DELINEATED MEASURES ARE THE MINIMUM REQUIRED, WITH ADDITIONAL CONTROLS TO BE UTILIZED AS NEEDED, DEPENDENT UPON ACTUAL SITE CONDITIONS AND CONSTRUCTION OPERATION.
   H. G. ALL SYNTHETIC BALES, SILT FENCE, AND OTHER EROSION CONTROL MEASURES SHALL BE REMOVED AT THE COMPLETION OF THE PROJECT.
2. THE CONTRACTOR SHALL MAINTAIN IN HIS POSSESSION A COPY OF THE WATER MANAGEMENT DISTRICT CONSTRUCTION PERMIT. HE SHALL BE RESPONSIBLE FOR ADHERENCE TO ALL CONDITIONS CONTAINED IN THE PERMIT.
3. PROPOSED SPOT ELEVATIONS REPRESENT FINISHED PAVEMENT OR GROUND SURFACE GRADE UNLESS OTHERWISE NOTED ON DRAWINGS.
4. CONTRACTOR SHALL SUBMIT FOR REVIEW TO THE OWNER AND OWNER'S ENGINEER SHOP DRAWINGS ON ALL PRECAST AND MANUFACTURED ITEMS TO BE USED ON THIS SITE. FAILURE TO OBTAIN APPROVAL BEFORE INSTALLATION MAY RESULT IN REMOVAL AND REPLACEMENT AT CONTRACTOR'S EXPENSE. ENGINEER'S APPROVAL OF A SHOP DRAWING DOES NOT RELIEVE THE CONTRACTOR'S RESPONSIBILITY FOR THE PERFORMANCE OF THE ITEM.
5. THE COST OF ALL TESTING OF COMPACTION AND OTHER REQUIRED TESTS SHALL BE PAID BY THE CONTRACTOR AND MADE AVAILABLE TO THE ENGINEER OF RECORD DURING SITE INSPECTIONS.
6. GENERAL CONTRACTOR TO CONTACT ENGINEER OF RECORD AND THE OWNER REPRESENTATIVE 48 HOURS IN ADVANCE PRIOR TO BACKFILLING TRENCHES FOR FIELD INSPECTION AND PRIOR TO LAYING ASPHALT FOR FIELD INSPECTION.
7. CONTRACTOR IS TO SUBMIT FDOT APPROVED ASPHALT DESIGN MIXES TO THE OWNER'S REPRESENTATIVE AND ENGINEER OF RECORD BEFORE ANY WORK IS TO COMMENCE ON PROJECT. THE MIXTURE AT THE PLANT OR ON THE ROAD SHALL NOT EXCEED 335 DEGREES. THE CONTRACTOR SHALL NOTIFY THE OWNER'S REPRESENTATIVE AND PROVIDE TEMPERATURE READINGS PRIOR TO LAYING ASPHALT.
8. AS DETERMINED NECESSARY AND DIRECTED BY CITY OF ALACHUA PUBLIC WORKS DEPARTMENT OR ENGINEER OF RECORD, THE CONTRACTOR SHALL UNDERCUT ALL UNSUITABLE MATERIAL 24 INCHES BELOW THE BOTTOM OF ANY PROPOSED LIMEROCK BASE, AND SHALL BACKFILL WITH FILL MATERIAL MEETING FDOT STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION. SEE FDOT INDEX 120-001 AND 120-002.
9. PROVIDE LEVEL PLATFORM IN FRONT OF ALL EGRESS DOORS. THE FLOOR SURFACE ON BOTH SIDES OF A DOOR SHALL BE AT THE SAME ELEVATION. THE FLOOR SURFACE OR LANDING ON EACH SIDE OF THE DOOR SHALL EXTEND FROM THE DOOR IN THE CLOSED POSITION A DISTANCE EQUAL TO THE DOOR WIDTH AND SHALL COMPLY WITH SECTION 4.13.6 MANEUVERING CLEARANCES AT DOORS OF THE FLORIDA ACCESSIBILITY CODE FOR BUILDING CONSTRUCTION.
10. RAMPS SHALL HAVE LEVEL LANDINGS AT THE BOTTOM AND TOP OF EACH RAMP RUN. CURB RAMPS ARE NOT REQUIRED TO HAVE LANDINGS. LANDINGS SHALL HAVE THE FOLLOWING FEATURES:
    A. THE LANDING SHALL BE AT LEAST AS WIDE AS THE RAMP RUN LEADING TO IT.
    B. ALL LANDINGS ON RAMPS SHALL BE NOT LESS THAN 60" CLEAR, AND THE BOTTOM OF EACH RAMP SHALL HAVE NOT LESS THAN 72" OF STRAIGHT AND LEVEL CLEARANCE.
    C. IF RAMPS CHANGE DIRECTION AT LANDINGS, THE MINIMUM LANDING SIZE SHALL BE 60"X60". IF A RAMP RUN HAS A RISE GREATER THAN 6" OR A HORIZONTAL PROJECTION GREATER THAN 72" THEN IT SHALL HAVE HANDRAILS ON BOTH SIDES. HANDRAILS ARE NOT REQUIRED ON CURB RAMPS. HANDRAILS SHALL BE SHOWN ON THE SITE PLAN.
11. THE CONTRACTOR SHALL STOCKPILE TOPSOIL AND CONSTRUCTION MATERIALS IN AREAS DESIGNATED BY THE OWNER.
12. THE CONTRACTOR IS RESPONSIBLE FOR PROVIDING RECORD DRAWINGS AS NOTED IN NOTE #29 UNDER SITE GENERAL NOTES.
13. ALL CONCRETE USED SHALL BE 2,500 PSI MINIMUM.
14. ALL WELLS, CLEANOUTS, MANHOLE TOPS, PULL BOX COVERS AND OTHER UTILITY APPURTENANCES IN THE AREA OF REDEVELOPMENT SHALL BE PROTECTED AND TOPS ADJUSTED TO MATCH PROPOSED GRADES.
15. CONTRACTOR SHALL SAW CUT, TACK, AND MATCH EXISTING PAVEMENT AT LOCATIONS WHERE NEW PAVEMENT MEETS ANY EXISTING PAVEMENT.
16. SOD SHALL BE PLACED AROUND ALL STRUCTURES AS DIRECTED BY THE FDOT INDEX 524-001 AND FDOT INDEX 425- AND 430- SERIES AS APPROPRIATE. ALL OTHER DISTURBED AREAS SHALL BE SEEDED AND MULCHED.
17. ALL STORM SEWER CURB AND DITCH BOTTOM INLETS SHALL CONFORM TO THE APPLICABLE FDOT INDEX. ALL DRAINAGE STRUCTURES WITH GRATES THAT ARE LOCATED IN GRASSED AREAS SHALL HAVE THE GRATE CHAINED TO THE STRUCTURE USING AN EYE BOLT AND CHAIN.
18. ALL CONCRETE STRUCTURES SHALL HAVE ALL EXPOSED EDGES CHAMFERED 3/4" AND CLASS I SURFACE FINISH.
19. ALL HDPE FITTINGS AND CONNECTORS SHALL BE WATER TIGHT. SEE SPECIFICATIONS FOR MORE INFORMATION.
20. COMPACTION OF ALL MATERIALS SHALL BE LIMITED TO STATIC MODE ONLY, UNLESS DIRECTED OTHERWISE BY THE ENGINEER OF RECORD.
21. ALL RCP PIPE JOINTS SHALL BE WRAPPED WITH FILTER FABRIC IN ACCORDANCE WITH FDOT STANDARD SPECIFICATION SECTION 430.

WATER AND WASTEWATER GENERAL NOTES

1. MATERIALS AND CONSTRUCTION METHODS FOR WATER AND WASTEWATER SYSTEMS SHALL BE IN ACCORDANCE WITH THE LOCAL REGULATORY AGENCY CODES, PLANS, AND SPECIFICATIONS FOR CONSTRUCTION, LATEST REVISION THEREOF AND SUPPLEMENTAL SPECIFICATIONS THERETO. APPROVAL AND CONSTRUCTION OF ALL UTILITY EXTENSIONS AND CONNECTIONS MUST BE COORDINATED THROUGH THE REGULATORY AGENCY DEPARTMENT FOR PUBLIC UTILITIES.
2. IT IS THE CONTRACTOR'S RESPONSIBILITY TO NOTIFY ALL UTILITY COMPANIES TO DISCONNECT OR REMOVE THEIR FACILITIES PRIOR TO REMOVING OR DEMOLISHING ANY EXISTING STRUCTURES FROM THE SITE.
3. THE CONTRACTOR IS RESPONSIBLE FOR ANY NECESSARY UTILITY FIELD LOCATION AND RELOCATION AS REQUIRED.
4. THE COST OF ALL TESTING OF COMPACTION AND OTHER REQUIRED TESTS SHALL BE PAID BY THE CONTRACTOR AND MADE AVAILABLE TO THE ENGINEER OF RECORD DURING SITE INSPECTIONS.
5. THE CONTRACTOR SHALL PERFORM AN INFILTRATION/EXFILTRATION TEST ON GRAVITY SEWERS IN ACCORDANCE WITH THE REGULATORY JURISDICTION. SAID TESTS ARE TO BE CERTIFIED BY THE ENGINEER AND SUBMITTED TO THE REGULATORY AGENCY FOR APPROVAL. COORDINATION AND NOTIFICATION OF PARTIES US THE CONTRACTOR'S RESPONSIBILITY.
6. ALL FORCE MAINS SHALL BE SUBJECT TO A HYDROSTATIC PRESSURE TEST IN ACCORDANCE WITH THE REGULATORY AGENCY HAVING JURISDICTION. SAID TESTS ARE TO BE CERTIFIED BY THE ENGINEER AND SUBMITTED TO THE REGULATORY AGENCY FOR APPROVAL. COORDINATION AND NOTIFICATION OF PARTIES IS THE CONTRACTOR'S RESPONSIBILITY.
7. CONTRACTOR SHALL SUBMIT FOR REVIEW TO THE OWNER AND OWNER'S ENGINEER SHOP DRAWINGS ON ALL PRECAST AND MANUFACTURED ITEMS TO BE USED ON THIS SITE. FAILURE TO OBTAIN APPROVAL BEFORE INSTALLATION MAY RESULT IN REMOVAL AND REPLACEMENT AT CONTRACTOR'S EXPENSE. ENGINEER'S APPROVAL OF A SHOP DRAWING DOES NOT RELIEVE THE CONTRACTOR'S RESPONSIBILITY FOR THE PERFORMANCE OF THE ITEM.
8. A HORIZONTAL SEPARATION OF TEN FEET PREFERRED, BUT NO LESS THAN SIX FEET, SHALL BE MAINTAINED BETWEEN POTABLE WATER MAINS AND GRAVITY OR PRESSURE WASTEWATER MAINS, WASTEWATER FORCE MAINS, AND RECLAIMED WATER MAINS NOT REGULATED UNDER PART III OF CHAPTER 62-610, F.A.C. A HORIZONTAL SEPARATION OF TEN FEET PREFERRED, BUT NO LESS THAN THREE FEET, SHALL BE MAINTAINED BETWEEN POTABLE WATER MAINS AND VACUUM WASTEWATER MAINS. A HORIZONTAL SEPARATION OF THREE FEET SHALL BE MAINTAINED BETWEEN POTABLE WATER MAINS AND STORM SEWERS, STORMWATER FORCE MAINS, AND RECLAIMED WATER MAINS REGULATED UNDER PART III OF CHAPTER 62-610, F.A.C.
9. WHEN POTABLE WATER MAINS CROSS OTHER PIPES, THE TWO PIPES SHALL HAVE JOINTS A MINIMUM OF SIX FEET FROM THE CROSSING. WHEN POTABLE WATER MAINS CROSS UNDERNEATH OTHER PIPES, THE MINIMUM VERTICAL SEPARATION IS TWELVE INCHES. WHEN POTABLE WATER MAINS CROSS ABOVE PRESSURE WASTEWATER MAINS, WASTEWATER FORCE MAINS, AND RECLAIMED WATER MAINS, THE MINIMUM VERTICAL SEPARATION IS TWELVE INCHES. WHEN POTABLE WATER MAINS CROSS ABOVE GRAVITY AND VACUUM WASTEWATER MAINS, STORM SEWERS, AND STORMWATER FORCE MAINS, THE PREFERRED VERTICAL SEPARATION IS TWELVE INCHES AND THE THE MINIMUM VERTICAL SEPARATION IS SIX INCHES.
10. ALL WATER MAINS SHALL HAVE A MINIMUM OF 36 INCHES OF COVER.
11. RESTRAINED JOINTS SHALL BE PROVIDED AT ALL FITTINGS AND HYDRANTS IN ACCORDANCE WITH AWWA STANDARDS.
12. ALL PVC WATER SERVICE LINES SHALL BE SCH 40 PVC.
13. THE SITE WORK CONTRACTOR SHALL ENGAGE THE SERVICES OF A LICENSED UNDERGROUND UTILITY AND EXCAVATION CONTRACTOR TO INSTALL THE NEW WATER SERVICE LINE.
14. ALL SANITARY SEWER SERVICE LATERALS SHALL BE 4" PVC SDR 35 OR 6" PVC SDR 35 WITH A CLEAN-OUT LOCATED PER THE PLANS. MINIMUM SLOPE FOR 4" LATERALS SHALL BE 1.0% AND A MINIMUM CLEANOUT SPACING OF 75 FEET ON-CENTER AND MINIMUM SLOPE FOR 6" LATERALS SHALL BE 0.6% AND A MINIMUM CLEANOUT SPACING OF 100 FEET ON-CENTER.
15. PUBLIC UTILITY EASEMENTS WILL BE PROVIDED AS REQUIRED FOR ALL UTILITIES SHOWN HEREON BY METES AND BOUND DESCRIPTION AND IN ACCORDANCE WITH THE REGULATORY AGENCY DEPARTMENT FOR PUBLIC UTILITIES.

ELECTRIC SERVICE GENERAL NOTES

1. ALL ELECTRICAL UTILITIES AND INFORMATION SHOWN ON THE CIVIL PLANS ARE FOR LOCATION AND COORDINATION PURPOSES ONLY. REFER TO ELECTRICAL PLANS BY OTHERS FOR THE ELECTRICAL DESIGN AND DETAILS.
2. ELECTRICAL PRIMARY SERVICE SUPPLIED BY THE CITY OF ALACHUA.
3. ELECTRIC SERVICE REQUIRED: 208VOLT 3-PHASE 800 AMP.

FDOT GENERAL NOTES

1. ALL WORK PERFORMED WITHIN THE FLORIDA DEPARTMENT OF TRANSPORTATION RIGHT-OF-WAY SHALL CONFORM TO THE FOLLOWING:
   A. STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION (JULY 2020).
   B. FDOT STANDARD PLANS (FY 2019-20 ROAD CONSTRUCTION)
   C. FDOT DESIGN MANUAL (2020)
   D. FDOT FLEXIBLE PAVEMENT DESIGN MANUAL FOR NEW CONSTRUCTION AND PAVEMENT REHABILITATION

SHOULD A CONFLICT ARISE BETWEEN THE DETAILS SHOWN IN THE PLANS AND THE DEPARTMENT OF TRANSPORTATION STANDARDS THE ENGINEER/ PERMITTEE SHALL IMMEDIATELY CONFER WITH THE DEPARTMENT'S ENGINEER IN ORDER TO RESOLVE THE DISCREPANCY. IN NO CASE WILL ANYTHING LESS THAT THE DEPARTMENT'S MINIMUM STANDARD BE ALLOWED.

2. ALL TRAFFIC STRIPING AND MARKINGS ARE TO BE LEAD-FREE, NON-SOLVENT BASED THERMOPLASTIC.
3. REMOVAL OF EXISTING STRIPING SHALL BE ACCOMPLISHED USING THE HYDRO-BLAST METHOD.
4. ALL CURB AND GUTTER AND SIDEWALK WILL BE REMOVED AND REPLACED JOINT TO JOINT.
5. ALL DISTURBED AREA WITH THE DEPARTMENT OF TRANSPORTATION RIGHT OF WAY WILL RESTORED TO ORIGINAL OR BETTER CONDITION BY GRADING AND SODDING THE AREA DISTURBED (BERMUDA IN RURAL, CENTIPEDE IN UTILITY STRIPS).

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SCALE: N/A
VERIFY SCALE BAR IS ONE-INCH ON DRAWING BEING PLOTTED. IF NOT ONE-INCH ON THIS SHEET ADJUST SCALES ACCORDINGLY.

CONSTRUCTION/BID REVISIONS

SUBMITTALS:
4/30/20 - CITY OF ALACHUA SUBMITTAL
6/24/20 - CITY OF ALACHUA RESUBMITTAL
7/15/20 - CITY OF ALACHUA RESUBMITTAL
8/10/20 - CITY OF ALACHUA AND FDOT SUBMITTAL
9/17/20 - CITY OF ALACHUA RESUBMITTAL
10/5/20 - BID SET
10/15/20 - BAYWOOD PRIVATE ROAD SUBMITTAL
12/7/20 - SUBMITTAL

CLIENT: VRE ALACHUA, LLC
PROJECT: QUICK SERVICES RESTAURANT - ALACHUA
SHEET TITLE: GENERAL NOTES

TECHNICIAN: K MERRITT
DESIGNER: C THORNTON
QUALITY CONTROL: D YOUNG
PROJECT NUMBER: 20-00117

DANIEL H. YOUNG
LICENSE No. 70780 STATE OF FLORIDA PROFESSIONAL ENGINEER
Dec 08 2020
FL PE No. 70780

SHEET NO.: C0.10

Tech: kurtm Plot Date: Dec 07,2020 10:41am Filename: H:\2020\20-0017\Department\04_Engineering\01_Civil\Production Files\20-0017 C0.10 NT Alachua028.dwg

ABBREVIATIONS

	SYMBOLS
'	FEET (WHEN USED WITH LENGTHS)
°	DEGREES
'	MINUTES (WHEN USED WITH ANGLES)
"	SECONDS
%	PERCENT
@	AT
	A
AASHTO	ASSOCIATION OF STATE HIGHWAY AND TRANSPORTATION OFFICIALS
AC	ACRES
ADA	AMERICAN WITH DISABILITIES ACT
ANSI	AMERICAN NATIONAL STANDARDS INSTITUTE
ARCH	ARCHITECT
ARV	AIR RELEASE VALVE
ASTM	AMERICAN SOCIETY FOR TESTING AND MATERIALS
AWWA	AMERICAN WATER WORKS ASSOCIATION
	B
BC	BACK OF CURB
BFP	BACKFLOW PREVENTER
BLDG	BUILDING
BM	BENCHMARK
BMP	BEST MANAGEMENT PRACTICE
BOC	BACK OF CURB
BVCS	BEGIN VERTICAL CURVE STATION
BVCE	BEGIN VERTICAL CURVE ELEVATION
BW	BOTTOM OF WALL
BSL	BUILDING SETBACK LINE
	C
CATV	CABLE TELEVISION
CI	CURB INLET
CIP	CAST IRON PIPE
CMP	CORRUGATED METAL PIPE
CO	CLEANOUT
CONC	CONCRETE
COORD	COORDINATE
CR	COUNTY ROAD
C/O	CLEANOUT
	D
DBH	DIAMETER AT BREAST HEIGHT
DE	DRAINAGE EASEMENT
DEG	DEGREE
DIA	DIAMETER
DIP	DUCTILE IRON PIPE
DWG	DRAWING
	E
e	RATE OF ELEVATION
E	EAST
EA	EACH
EL	ELEVATION
ELEV	ELEVATION
EOP	EDGE OF PAVEMENT
EOR	ENGINEER OF RECORD
ERCP	ELLIPTICAL REINFORCED CONCRETE PIPE
ESMT	EASEMENT
EVCS	END VERTICAL CURVE STATION
EVCE	END VERTICAL CURVE ELEVATION
EX	EXISTING
	F
FAC	FLORIDA ADMINISTRATIVE CODE
FBR	FLORIDA BEARING RATIO
FC	FRICTION COURSE
FDEP	FLORIDA DEPARTMENT OF ENVIRONMENTAL PROTECTION
FDOT	FLORIDA DEPARTMENT OF TRANSPORTATION
FFE	FINISHED FLOOR ELEVATION
FH	FIRE HYDRANT
FHWA	FLORIDA HIGHWAY ADMINISTRATION
FIG	FIGURE
FM	FORCE MAIN
FOC	FACE OF CURB
FS	FLORIDA STATUTES
FT	FEET
	G
GALV	GALVANIZED
GM	GAS MAIN
GV	GATE VALVE
	H
HDPE	HIGH DENSITY POLYETHYLENE
HP	HIGH POINT
	I
ID	IDENTIFICATION
INV	INVERT
INV EL	INVERT ELEVATION
IP	IRON PIPE
	K
K	VERTICAL CURVE RATE OF CHANGE
	L
L	LENGTH
LA	LANDSCAPE ARCHITECT
LBR	LIMEROCK BEARING RATIO
LDR	LAND DEVELOPMENT REGULATION
LF	LINEAR FEET
LP	LOW POINT
LT	LEFT
	M
MAX	MAXIMUM
ME	MATCH EXISTING
MH	MANHOLE
MIN	MINIMUM
MISC	MISCELLANEOUS
MUTCD	MANUAL ON UNIFORM TRAFFIC CONTROL DEVICES
	N
N	NORTH
N-E	NORTHING - EASTING
N/A	NOT APPLICABLE
NAVD	NORTH AMERICAN VERTICAL DATUM OF 1988
NGVD	NATIONAL GEODETIC VERTICAL DATUM OF 1929
NO	NUMBER
NPDES	NATIONAL POLLUTANT DISCHARGE ELIMINATION SYSTEM
NTS	NOT TO SCALE
	O
OC	ON CENTER
OHW	OVERHEAD WIRE
ORB	OFFICIAL RECORDS BOOK
OSHA	OCCUPATIONAL SAFETY AND HEALTH ADMINISTRATION
	P
PAVT	PAVEMENT
PC	POINT OF CURVATURE
PCC	POINT OF COMPOUND CURVE
PERF	PERFORATED
PROP	PROPOSED
PT	POINT OF TANGENCY
PVC	POLYVINYL CHLORIDE
PVI	POINT OF VERTICAL INTERSECTION
	R
R	RADIUS
RCP	REINFORCED CONCRETE PIPE
RPM	RAISED REFLECTIVE PAVEMENT MARKER
RPZ	REDUCED PRESSURE ZONE
RT	RIGHT
RWM	RECLAIMED WATER MAIN
R/W	RIGHT-OF-WAY
	S
S	SOUTH
SAN	SANITARY
SHWE	SEASONAL HIGH WATER ELEVATION
SL	SLOPE
SP	SUPERPAVE
SR	STATE ROAD
SS	SANITARY SEWER
ST	STORM
STA	STATION
STD	STANDARD
	T
TCE	TEMPORARY CONSTRUCTION EASEMENT
TEMP	TEMPORARY
TOB	TOP OF BANK
TV	TELEVISION
TW	TOP OF WALL
TYP	TYPICAL
	U
USF	UNITED STATES FOUNDRY
USGS	UNITED STATES GEOLOGICAL SURVEY
UTIL	UTILITY
	V
V	VERTICAL
VC	VERTICAL CURVE
VCP	VITRIFIED CLAY PIPE
	W
W	WEST
W	WATER
W/	WITH
WM	WATER MAIN
WW	WASTEWATER
WWF	WELDED WIRE FABRIC

SIGNAGE

SIGNS ARE PER FDOT SPECIFICATIONS OR PER MUTCD. SIGN POSTS AND INSTALLATION SHALL BE PER FDOT INDEX NO. 700-010. SIGN PLACEMENT SHALL BE PER FDOT INDEX NO. 700-101.

FTP-20-06 (12" X 18") PER FDOT INDEX NO. 700-102

R1-1 "STOP" - SEE PLANS FOR SIZE

SITE INFORMATION

- *EX. PROPERTY LINE*
- *LANDSCAPE BUFFER LINE*
- *BUILDING SETBACK LINE*
- *WETLAND LIMITS LINE*
- *WETLAND SETBACK LINE*
- *CENTER LINE*
- *EASEMENT LINE*
- *RIGHT-OF-WAY LINE*
- SF — SF *SILT FENCE LINE*
- TB — TB *TREE BARRICADE LINE*
- *EX. STRUCTURE OR BUILDING*
- *PROPOSED BUILDING*
- *PROPOSED ASPHALTIC PAVEMENT*
- *PROPOSED CONCRETE PAVEMENT*
- *PROPOSED DETECTABLE WARNING SURFACE*
- *DIRECTIONAL TRAFFIC ARROW PER FDOT INDEX NO. 17346*
- *WATERSHED DIVIDE*
- *EX. ELEVATION CONTOUR*
- *PROPOSED CONTOUR*
- *EX. SPOT ELEVATION*
- *PROPOSED SPOT ELEVATION*
- *DIRECTION OF SURFACE DRAINAGE FLOW*
- *PROPOSED SWALE LINE*
- x — x *EX. FENCE*
- *PROPOSED FENCE*
- 12" PINE *EX. TREE (SIZE & TYPE)*
- 1234 *EX. TREE (TREE ID)*
- 12" PINE *EX. TREE TO BE REMOVED (SIZE & TYPE)*
- 1234 *EX. TREE TO BE REMOVED (TREE ID)*
- *PROJECT BENCHMARK*

STORMWATER

THE PROPOSED STORMWATER STRUCTURES DEPICTED BELOW ARE DRAWN PER FDOT SPECIFICATIONS AND TO SCALE WHEN SHOWN ON THE PLAN SHEETS.

- ST — ST *EX. GRAVITY STORMWATER MAIN*
- *PROPOSED GRAVITY STORMWATER MAIN (PIPE LENGTHS ARE FROM N-E LOCATION OF A STRUCTURE TO N-E LOCATION OF A STRUCTURE)*
- N-E LOCATION / TOP/RIM ELEV. LOCATION — ST *EX. STORMWATER MANHOLE*
- N-E LOCATION / TOP/GRATE ELEV. LOCATION *PROPOSED 48" DIA. STORMWATER MANHOLE PER FDOT INDEX. NO. 425-001 AND 425-010*
- N-E LOCATION / TOP/GRATE ELEV. LOCATION *PROPOSED CIRCULAR AREA DRAIN*
- N-E LOCATION / TOP/GRATE ELEV. LOCATION *PROPOSED SQUARE AREA DRAIN*
- N-E LOCATION / TOP ELEV. LOCATION *PROPOSED TYPE 1 CURB INLET TOP PER FDOT INDEX NO. 425-020 (SEE PLANS FOR BOTTOM SPECIFICATION)*
- N-E LOCATION / TOP ELEV. LOCATION *PROPOSED TYPE 2 CURB INLET TOP PER FDOT INDEX NO. 425-020 (SEE PLANS FOR BOTTOM SPECIFICATION)*
- N-E LOCATION / TOP ELEV. LOCATION *PROPOSED TYPE 3 CURB INLET TOP PER FDOT INDEX NO. 425-020 (SEE PLANS FOR BOTTOM SPECIFICATION)*
- N-E LOCATION / TOP ELEV. LOCATION *PROPOSED TYPE 4 CURB INLET TOP PER FDOT INDEX NO. 425-020 (SEE PLANS FOR BOTTOM SPECIFICATION)*
- N-E LOCATION / TOP ELEV. LOCATION *PROPOSED TYPE 5 CURB INLET TOP PER FDOT INDEX NO. 425-021 (SEE PLANS FOR BOTTOM SPECIFICATION)*
- N-E LOCATION / TOP ELEV. LOCATION *PROPOSED TYPE 6 CURB INLET TOP PER FDOT INDEX NO. 425-021 (SEE PLANS FOR BOTTOM SPECIFICATION)*
- N-E LOCATION / TOP/GRATE ELEV. LOCATION *PROPOSED TYPE 9 CURB INLET TOP PER FDOT INDEX NO. 425-024 (SEE PLANS FOR BOTTOM SPECIFICATION)*
- N-E LOCATION / TOP/GRATE ELEV. LOCATION *PROPOSED TYPE 'C' DITCH BOTTOM INLET TOP PER FDOT INDEX NO. 425-052 (SEE PLANS FOR GRATE MATERIAL AND BOTTOM SPECIFICATION)*
- N-E LOCATION / TOP/GRATE ELEV. LOCATION *PROPOSED TYPE 'D' DITCH BOTTOM INLET TOP PER FDOT INDEX NO. 425-052 (SEE PLANS FOR GRATE MATERIAL AND BOTTOM SPECIFICATION)*
- N-E LOCATION / TOP/GRATE ELEV. LOCATION *PROPOSED TYPE 'E' DITCH BOTTOM INLET TOP PER FDOT INDEX NO. 425-052 (SEE PLANS FOR GRATE MATERIAL AND BOTTOM SPECIFICATION)*
- N-E LOCATION / TOP/GRATE ELEV. LOCATION *PROPOSED TYPE 'F' DITCH BOTTOM INLET TOP WITH STEEL GRATE PER FDOT INDEX NO. 425-053 (SEE PLANS FOR BOTTOM SPECIFICATION)*
- N-E LOCATION / TOP/GRATE ELEV. LOCATION *PROPOSED TYPE 'G' DITCH BOTTOM INLET TOP WITH STEEL GRATE PER FDOT INDEX NO. 425-053 (SEE PLANS FOR BOTTOM SPECIFICATION)*
- N-E LOCATION / TOP/GRATE ELEV. LOCATION *PROPOSED TYPE 'H' DITCH BOTTOM INLET TOP PER FDOT INDEX NO. 425-052 (SEE PLANS FOR GRATE MATERIAL AND BOTTOM SPECIFICATION)*
- N-E LOCATION / TOP/GRATE ELEV. LOCATION *PROPOSED TYPE 'J' DITCH BOTTOM INLET TOP WITH STEEL GRATE PER FDOT INDEX NO. 425-054 (SEE PLANS FOR BOTTOM SPECIFICATION)*
- PIPE INV. LOCATION / N-E LOCATION *PROPOSED U-TYPE CONCRETE ENDWALLS WITH GRATES PER FDOT INDEX NO. 430-010 (SEE PLANS FOR SIZE)*
- N-E LOCATION / INV. ELEV. LOCATION *PROPOSED FLARED END SECTION PER FDOT INDEX NO. 430-020 (SEE PLANS FOR SIZE)*
- N-E LOCATION / PIPE INV. ELEV. LOCATION *PROPOSED CROSS DRAIN MITERED END SECTION PER FDOT INDEX NO. 430-021 (SEE PLANS FOR SIZE)*
- N-E LOCATION / PIPE INV. ELEV. LOCATION *PROPOSED SIDE DRAIN MITERED END SECTION PER FDOT INDEX NO. 430-022 (SEE PLANS FOR SIZE)*
- S-10 *PROPOSED STORMWATER STRUCTURE ID TAG*

POTABLE AND RECLAIMED WATER

- W — W *EX. POTABLE WATER MAIN*
- P-W *PROPOSED POTABLE WATER MAIN*
- RCW — RCW *EX. RECLAIMED WATER MAIN*
- P-RCW *PROPOSED RECLAIMED WATER MAIN*
- *11.25° BEND W/ MECHANICALLY RESTRAINED JOINTS (POTABLE AND RCW)*
- *22.5° BEND W/ MECHANICALLY RESTRAINED JOINTS (POTABLE AND RCW)*
- *45° BEND W/ MECHANICALLY RESTRAINED JOINTS (POTABLE AND RCW)*
- *90° BEND W/ MECHANICALLY RESTRAINED JOINTS (POTABLE AND RCW)*
- *TEE (POTABLE AND RCW)*
- *CROSS (POTABLE AND RCW)*
- *BLOWOFF ASSEMBLY (POTABLE AND RCW)*
- *REDUCER (POTABLE AND RCW)*
- *EX. GATE VALVE AND BOX (POTABLE AND RCW)*
- *PROPOSED GATE VALVE AND BOX (POTABLE AND RCW)*
- *EX. AIR RELEASE VALVE (POTABLE AND RCW)*
- *PROPOSED AIR RELEASE VALVE (POTABLE AND RCW)*
- *EX. FIRE HYDRANT ASSEMBLY*
- *PROPOSED FIRE HYDRANT ASSEMBLY*
- *PROPOSED SAMPLE POINT*
- *EX. WATER METER (POTABLE AND RCW)*
- *PROPOSED POTABLE WATER METER*
- *PROPOSED POTABLE WATER BACK FLOW PREVENTER*
- *PROPOSED RECLAIMED WATER METER*
- W *EX. WATER WELL*
- *EX, HOSE BIB (POTABLE AND RECLAIMED)*
- *PROPOSED HOSE BIB (POTABLE AND RECLAIMED)*
- 11 *PROPOSED FITTING ID TAG (POTABLE AND RECLAIMED)*

WASTEWATER

- SS — SS *EX. GRAVITY WASTEWATER MAIN*
- P-WW *PROPOSED GRAVITY WASTEWATER MAIN (PIPE LENGTHS ARE FROM N-E LOCATION OF A STRUCTURE TO N-E LOCATION OF A STRUCTURE)*
- FM — FM *EX. WASTEWATER FORCE MAIN*
- P-FM *PROPOSED WASTEWATER FORCE MAIN*
- N-E LOCATION / RIM ELEV. LOCATION — S *EX. WASTEWATER MANHOLE*
- N-E LOCATION / RIM ELEV. LOCATION *PROPOSED WASTEWATER MANHOLE*
- *EX. WASTEWATER CLEANOUT*
- *PROPOSED WASTEWATER CLEANOUT*
- *PROPOSED WASTEWATER GREASE TRAP*
- MH# *PROPOSED WASTEWATER MANHOLE ID*
- *11.25° BEND W/ MECHANICALLY RESTRAINED JOINTS (WW FORCE MAIN)*
- *22.5° BEND W/ MECHANICALLY RESTRAINED JOINTS (WW FORCE MAIN)*
- *45° BEND W/ MECHANICALLY RESTRAINED JOINTS (WW FORCE MAIN)*
- *90° BEND W/ MECHANICALLY RESTRAINED JOINTS (WW FORCE MAIN)*
- *WYE W/ MECHANICALLY RESTRAINED JOINTS (WW FORCE MAIN)*
- *EX. PLUG VALVE AND BOX (WW FORCE MAIN)*
- *PROPOSED PLUG VALVE AND BOX (WW FORCE MAIN)*
- *EX. AIR RELEASE VALVE (WW FORCE MAIN)*
- *PROPOSED AIR RELEASE VALVE (WW FORCE MAIN)*

MISCELLANEOUS UTILITIES

THE PROPOSED UTILITIES BELOW ARE DESIGN BY OTHERS AND ARE DEPICTED FOR COORDINATION PURPOSES ONLY. REFER TO PLANS BY OTHERS FOR EXACT LOCATIONS, DIMENSION, AND DETAILS.

- P-ATT *PROPOSED AT&T LINE*
- BC — BC *EX. BURIED CABLE LINE*
- P-BC *PROPOSED BURIED CABLE LINE*
- BTEL *EX. BURIED TELEPHONE LINE*
- P-TEL *PROPOSED TELEPHONE LINE*
- CATV *EX. CABLE TELEVISION LINE*
- P-TV *PROPOSED CABLE/TELEVISION LINE*
- FO — FO *EX. FIBER OPTIC LINE*
- UGTEL *EX. UNDERGROUND TELEPHONE LINE*
- te *EX. TELEPHONE PEDESTAL*
- *EX. TELEVISION/CABLE PEDESTAL*
- CHW — CHW *EX. CHILLED WATER MAIN*
- P-CHW *PROPOSED CHILLED WATER MAIN*
- FIRE *EX. FIRE MAIN*
- P-FIRE *PROPOSED FIRE MAIN*
- IRR — IRR *EX. IRRIGATION LINE*
- P-IRR *PROPOSED IRRIGATION LINE*
- STEAM *EX. STEAM LINE*
- P-STEAM *PROPOSED STEAM LINE*
- P-CLAY *PROPOSED CLAY ELECTRIC LINE*
- E — E *EX. ELECTRIC LINE*
- P-E *PROPOSED ELECTRIC LINE*
- EN — EN *EX. ENERGY LINE*
- P-LIGHT *PROPOSED PRIVATE LIGHTING LINE*
- OHW — OHW *EX. OVERHEAD WIRE LINE*
- UGE — UGE *EX. UNDERGROUND ELECTRIC LINE*
- *EX. LIGHT*
- *EX. UTILITY POLE*
- *EX. UTILITY POLE*
- *EX. WOOD POWER POLE*
- *EX. GUY ANCHOR*
- T *PROPOSED TRANSFORMER*
- GAS — GAS *EX. GAS LINE*
- P-GAS *PROPOSED GAS LINE*
- *EX. GAS MARKER*
- *EX. GAS MARKER*

NOTES:
1. THIS LEGEND IS ALL INCLUSIVE AND MAY INCLUDE ITEMS NOT A PART OF THIS PLAN SET.

2. SYMBOLS SHOWN ON THIS SHEET ARE FOR ILLUSTRATIVE PURPOSES ONLY. UNLESS NOTED OTHERWISE, SYMBOLS IN THESE PLANS MAY NOT BE REPRESENTATIVE OF SIZE.

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CHW Professional Consultants

SCALE: N/A
VERIFY SCALE BAR IS ONE INCH ON ORIGINAL DRAWING. IF NOT ONE INCH ON THIS SHEET ADJUST SCALES ACCORDINGLY.

CONSTRUCTION/BID REVISIONS:

SUBMITTALS:
4/30/20 - CITY OF ALACHUA SUBMITTAL
6/22/20 - SRWMD SUBMITTAL
7/15/20 - CITY OF ALACHUA RESUBMITTAL
8/10/20 - CITY OF ALACHUA AND FDOT SUBMITTAL
9/7/20 - CITY OF ALACHUA RESUBMITTAL
10/5/20 - BID SET
10/15/20 - BAYWOOD PRIVATE ROAD SUBMITTAL
12/7/20 - SUBMITTAL

CLIENT: VRE ALACHUA, LLC
PROJECT: BAYWOOD PRIVATE ROAD
SHEET TITLE: LEGEND

TECHNICIAN: K MERRITT
DESIGNER: C CLOUGHTON
CONSTRUCTION CONTROL: D YOUNG
PROJECT NUMBER: 20-0017

DANIEL H. YOUNG
DANIEL H. YOUNG LICENSED No 70780 STATE OF FLORIDA PROFESSIONAL ENGINEER
Dec 08 2020
FL PE No. 70780

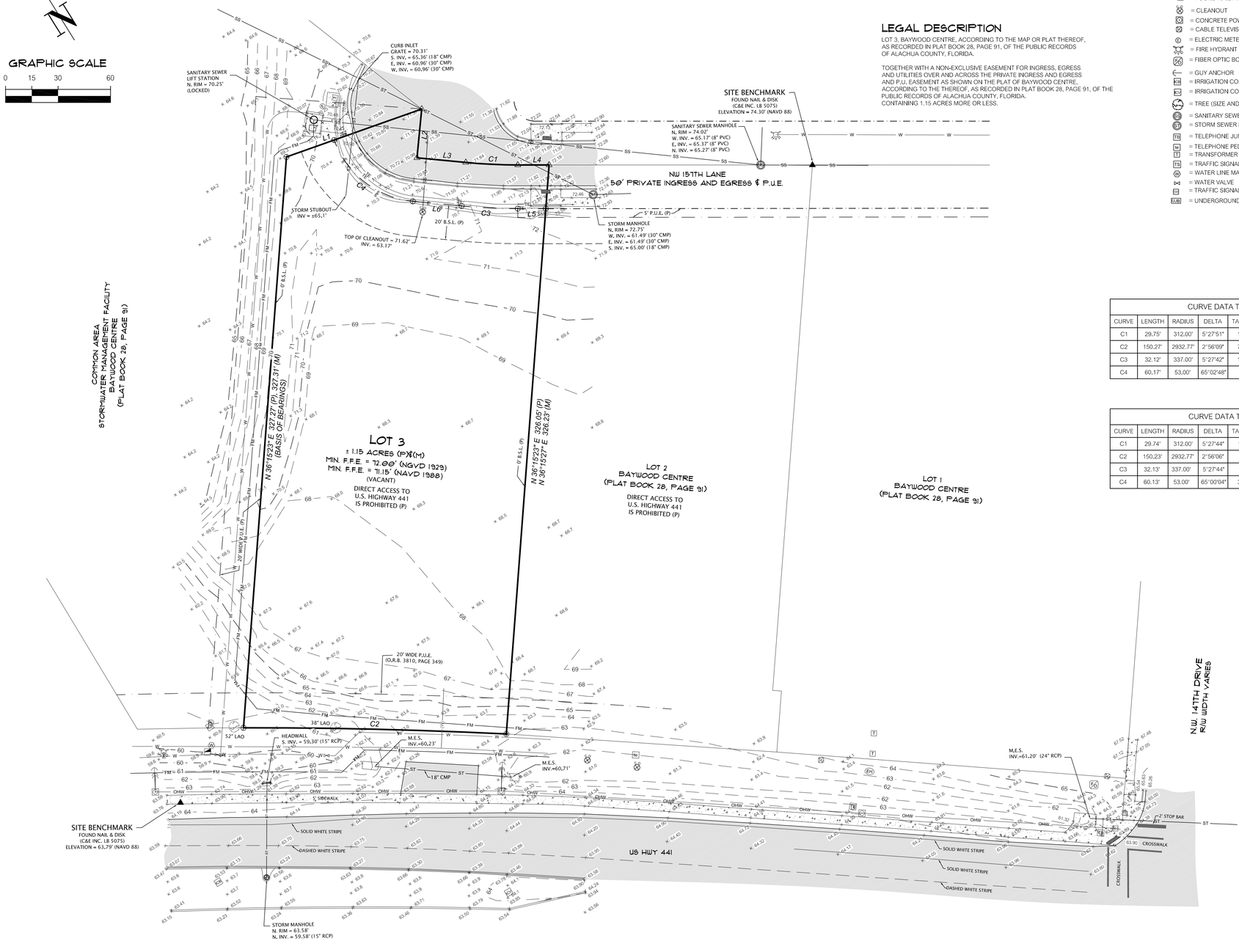
SHEET NO: C0.11

Tech: turtin Plot Date: Dec 07,2020 10:41am Filename: H:\2020\20-0017\Department\04_Engineering\02_DWGs\Production Files\20-0017 C0.11 LG Matrix058.dwg

BOUNDARY & TOPOGRAPHIC SURVEY

LOT 3, BAYWOOD CENTRE, SITUATED IN SECTIONS 10 & 15, TOWNSHIP 8 SOUTH, RANGE 18 EAST, CITY OF ALACHUA, ALACHUA COUNTY, FLORIDA

GRAPHIC SCALE
0 15 30 60



LEGAL DESCRIPTION

LOT 3, BAYWOOD CENTRE, ACCORDING TO THE MAP OR PLAT THEREOF, AS RECORDED IN PLAT BOOK 28, PAGE 91, OF THE PUBLIC RECORDS OF ALACHUA COUNTY, FLORIDA.

TOGETHER WITH A NON-EXCLUSIVE EASEMENT FOR INGRESS, EGRESS AND UTILITIES OVER AND ACROSS THE PRIVATE INGRESS AND EGRESS AND P.U. EASEMENT AS SHOWN ON THE PLAT OF BAYWOOD CENTRE, ACCORDING TO THE THEREOF, AS RECORDED IN PLAT BOOK 28, PAGE 91, OF THE PUBLIC RECORDS OF ALACHUA COUNTY, FLORIDA.
CONTAINING 1.15 ACRES MORE OR LESS.

LEGEND

- ⊗ = FOUND 5/8" IRON ROD (NO ID.)
- ◉ = FOUND 5/8" STEEL REBAR & CAP MARKED "CHW INC LB 5075"
- △ = FOUND NAIL AND DISK STAMPED "C&E LB 5075 PCP"
- = CLEANOUT
- = CONCRETE POWER POLE
- = CABLE TELEVISION BOX
- = ELECTRIC METER
- = FIRE HYDRANT
- = FIBER OPTIC BOX
- = GUY ANCHOR
- = IRRIGATION CONTROL BOX
- = IRRIGATION CONTROL VALVE
- = TREE (SIZE AND TYPE AS NOTED)
- = SANITARY SEWER MANHOLE
- = STORM SEWER MANHOLE
- = TELEPHONE JUNCTION BOX
- = TELEPHONE PEDESTAL
- = TRANSFORMER
- = TRAFFIC SIGNAL BOX
- = WATER LINE MARKER
- = WATER VALVE
- = TRAFFIC SIGNAL POLE
- = UNDERGROUND JUNCTION BOX

(P) = DATA BASED ON PLAT OF RECORD
(M) = DATA BASED ON FIELD MEASUREMENTS
P.U.E. = PUBLIC UTILITIES EASEMENT
B.S.L. = BUILDING SETBACK LINE
O.R.B. = OFFICIAL RECORDS BOOK
R/W = RIGHT OF WAY
FFE = FINISHED FLOOR ELEVATION
M.E.S. = MITERED END SECTION
LAO = LAUREL OAK
INV = INVERT
RCP = REINFORCED CONCRETE PIPE
PVC = POLYVINYL CHLORIDE
CMP = CORRUGATED METAL PIPE
X 71.0 = SPOT ELEVATION (PERVIOUS SURFACE)
X 71.95 = SPOT ELEVATION (IMPERVIOUS SURFACE)

- OHW = OVERHEAD WIRE
- SS = SANITARY SEWER LINE
- W = UNDERGROUND WATER LINE
- X = FENCE (SIZE AND TYPE AS NOTED)
- ST = STORM SEWER LINE
- UGE = UNDERGROUND ELECTRIC LINE
- TE = TELEPHONE LINE
- (W) = UNDERGROUND WATER LINE (PER PLAN)
- FM = SANITARY SEWER FORCE MAIN
- = ASPHALT SURFACE
- = CONCRETE SURFACE

CURVE DATA TABLE (M)						
CURVE	LENGTH	RADIUS	DELTA	TANGENT	CHORD	CHORD BEARING
C1	29.75'	312.00'	5°27'51"	14.89'	29.74'	S 55°17'54" E
C2	150.27'	2932.77'	2°56'09"	75.15'	150.25'	N 56°43'05" W
C3	32.12'	337.00'	5°27'42"	16.07'	32.11'	S 55°18'59" E
C4	60.17'	53.00'	65°02'48"	33.80'	56.99'	S 20°05'39" E

LINE DATA TABLE (M)		
LINE	DIRECTION	LENGTH
L1	S 77°35'01" E	82.01'
L2	S 37°26'10" W	28.03'
L3	S 52°36'20" E	29.02'
L4	S 58°00'32" E	17.92'
L5	N 57°55'08" W	16.05'
L6	S 52°36'12" E	28.01'

CURVE DATA TABLE (P)						
CURVE	LENGTH	RADIUS	DELTA	TANGENT	CHORD	CHORD BEARING
C1	29.74'	312.00'	5°27'44"	14.88'	29.73'	S 55°18'57" E
C2	150.23'	2932.77'	2°56'06"	75.13'	150.21'	N 56°46'48" W
C3	32.13'	337.00'	5°27'44"	16.08'	32.12'	S 55°18'57" E
C4	60.13'	53.00'	65°00'04"	33.77'	56.95'	S 20°05'03" E

LINE DATA TABLE (P)		
LINE	DIRECTION	LENGTH
L1	S 77°35'01" E	81.99'
L2	S 37°24'55" W	28.00'
L3	S 52°35'05" E	28.00'
L4	S 58°02'49" E	17.91'
L5	N 58°02'49" W	16.03'
L6	N 52°35'05" W	28.00'

SURVEYOR'S NOTES:

1. BEARINGS SHOWN HEREON ARE REFERRED TO A VALUE OF N 36°15'23" E, FOR THE WEST LINE OF LOT 3, BAYWOOD CENTRE; SAID BEARING IS IDENTICAL WITH THE PLAT OF RECORD.
2. NO UNDERGROUND INSTALLATION OF UTILITIES OR IMPROVEMENTS HAVE BEEN LOCATED EXCEPT AS SHOWN. THE SURVEYOR MAKES NO GUARANTEE THAT THE UNDERGROUND UTILITIES SHOWN COMPRISE ALL SUCH UTILITIES IN THE AREA, EITHER IN SERVICE OR ABANDONED. THE SURVEYOR FURTHER DOES NOT WARRANT THAT THE UNDERGROUND UTILITIES SHOWN ARE IN THE EXACT LOCATION INDICATED ALTHOUGH HE DOES CERTIFY THAT THEY ARE LOCATED AS ACCURATELY AS POSSIBLE FROM INFORMATION AVAILABLE. THE SURVEYOR HAS NOT PHYSICALLY LOCATED THE UNDERGROUND UTILITIES.
3. THE SURVEYOR HAS NO KNOWLEDGE OF UNDERGROUND FOUNDATIONS WHICH MAY ENCROACH.
4. INSTRUMENTS OF RECORD REFLECTING EASEMENTS, RIGHTS-OF-WAY, AND OR OWNERSHIP WERE FURNISHED TO THE SURVEYOR VIA FIDELITY NATIONAL TITLE INSURANCE COMPANY, ORDER NUMBER FTPA19-73629, DATED MAY 2, 2019. A SEARCH OF THE PUBLIC RECORDS HAS NOT BEEN DONE BY THE SURVEYOR.
5. INFORMATION FROM FEDERAL EMERGENCY MANAGEMENT AGENCY, (F.E.M.A.) FLOOD INSURANCE RATE MAP(S), SHOWN ON THIS MAP WAS CURRENT AS OF THE REFERENCED DATE. MAP REVISIONS AND AMENDMENTS ARE PERIODICALLY MADE BY LETTER AND MAY NOT BE REFLECTED ON THE MOST CURRENT MAP.
6. FENCES, SYMBOLS, MONUMENTATION AND UTILITIES SHOWN HEREON MAY BE EXAGGERATED FOR PICTORIAL PURPOSES ONLY AND MAY NOT BE SHOWN TO SCALE.
7. IN THE OPINION OF THIS SURVEYOR, THE PERIMETER LINES AS SHOWN HEREON REPRESENT THE LOCATION OF THE BOUNDARY LINES OF THE SUBJECT PARCEL IN RELATION TO THE DESCRIPTION OF RECORD AND THOSE EXISTING LAND CORNERS FOUND TO BE ACCEPTABLE BY THIS SURVEYOR.
8. ELEVATIONS AND CONTOURS SHOWN HEREON ARE BASED ON NORTH AMERICAN VERTICAL DATUM OF 1988 (NAVD 88), DERIVED FROM BENCHMARKS AS SHOWN ON THE PLAT OF BAYWOOD CENTRE.
9. ADDITIONAL POINTS MAY BE FOUND BY TURNING ON THE SV-NODE* LAYERS IN THE SUPPLIED DIGITAL FILE.

FLOOD ZONE:

THIS PROPERTY IS LOCATED IN FEDERAL FLOOD ZONE "X", AREAS DETERMINED TO BE OUTSIDE THE 0.2% ANNUAL CHANCE FLOODPLAIN, AS INTERPOLATED FROM F.I.R.M. PANEL NO. 12001C0140D, EFFECTIVE DATE: JUNE 16, 2006.

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SCALE: 1" = 30'
VERIFY SCALE BAR IS CORRECT ON ORIGINAL DRAWING. IF NOT ONE INCH ON THIS SHEET ADJUST SCALES ACCORDINGLY. 1"

CERTIFIED TO:
VERDAD REAL ESTATE, INC.

SURVEY DATE: 04/09/2020
REVISION DATE:
PROJECT NUMBER: 20-0017

TECHNICIAN: AHH
CREW CHIEF: J.S.
CHECKED BY: AHH
FIELD BOOK & PAGE: 592/38

This map prepared by:
AARON H. HICKMAN
Professional Surveyor & Mapper Fla. License No. 6791
Certificate of Authorization No. LB 5075
NOT VALID WITHOUT THE ORIGINAL SIGNATURE AND SEAL OF A FLORIDA LICENSED SURVEYOR AND MAPPER

SHEET NO.: 1 OF 1

Tech: Agnott Plot Date: Jul 10,2020 2:43pm Filename: N:\2020\20-0017\Department\01_Survey\DWG\20-0017-Topo Survey.dwg

I. INTRODUCTION

THIS DOCUMENT WAS PREPARED IN ORDER TO ILLUSTRATE COMPLIANCE WITH CHAPTER 62-621.300 (4) OF THE FLORIDA ADMINISTRATIVE CODE, WHICH PERTAINS TO THE GENERIC PERMIT FOR STORMWATER DISCHARGE FROM LARGE AND SMALL CONSTRUCTION ACTIVITIES. THE ADMINISTRATIVE CODE GRANTS THE FLORIDA DEPARTMENT OF ENVIRONMENTAL PROTECTION (FDEP) THE AUTHORITY TO REGULATE POINT SOURCE DISCHARGE OF STORMWATER FROM CONSTRUCTION SITES. THIS DOCUMENT ESTABLISHES A STORMWATER POLLUTION PREVENTION PLAN FOR THE SITE USING STANDARD PRACTICE AND BEST MANAGEMENT PRACTICES (BMPs) AND IS ORGANIZED TO CORRESPOND TO 62-621.300(4)(a) GENERIC PERMIT FOR STORMWATER DISCHARGE FROM LARGE AND SMALL CONSTRUCTION ACTIVITIES FDEP FORM 62-621.300(4)(b) IS TO BE SUBMITTED IN CONJUNCTION WITH THIS DOCUMENT. CONTRACTOR(S) MUST FILL IN THE ACTIVITIES SEQUENCE (SECTION II. B. BELOW) AND SIGN THIS SHEET (REFER TO SIGNATURE TABLE THIS SHEET) AND RETAIN THIS SHEET AND ALL FOLLOWING SWPPP SHEETS ON SITE. ALTERNATIVELY, CONTRACTOR(S) MAY PREPARE AND SIGN THEIR OWN SWPP PLAN MEETING THE REQUIREMENTS. IF THE SITE OR CONTRACTOR ACTIVITIES REQUIRE ANY BMPs THAT ARE NOT DESCRIBED ON THIS SHEET, THE CONTRACTOR MUST PREPARE AN ALTERNATIVE OR ADDITIONAL SWPPP DOCUMENT CONTAINING THE NECESSARY BMPs.

II. SITE DESCRIPTION

COUNTY:	*ALACHUA COUNTY, FLORIDA*
SECTION, TOWNSHIP, RANGE:	*SECTION 10 & 15, TOWNSHIP 8 SOUTH, RANGE 18 EAST*
COUNTY PARCEL NO.:	*03067-601-003*
STREET ADDRESS:	*NW 157TH LANE*
PROJECT AREA:	*1.15 ACRES*
SITE LOCATION MAP:	*SEE COVER SHEET OF CONSTRUCTION DRAWINGS*

A. NATURE OF CONSTRUCTION ACTIVITY

THE PROPOSED DEVELOPMENT IS THE CONSTRUCTION OF A ±2,150 S.F. QUICK SERVICES RESTAURANT AND ASSOCIATED PAVEMENT FOR DRIVEWAYS AND PARKING, SIDEWALKS, UTILITIES, AND STORMWATER MANAGEMENT FACILITY(S). THE PROJECT SITE IS LOCATED AT NW 157TH LANE, ALACHUA FLORIDA. THE PROJECT SITE TOTAL AREA IS APPROXIMATELY 1.15 ACRES.

B. SEQUENCE OF MAJOR SOIL DISTURBING ACTIVITIES - CONTRACTOR MUST FILL IN DAYS

DAYS

1. *PRIOR TO CONSTRUCTION, SILT FENCING AND TREE PROTECTION FENCING SHALL BE INSTALLED AND ALL EXISTING STORM DRAINAGE SWALE AND INLETS SHALL BE PROTECTED IN ACCORDANCE WITH THE STATE OF FLORIDA EROSION AND SEDIMENT CONTROL DESIGNER AND REVIEWER MANUAL, DATED JULY 2013, AND THESE PLANS.*
2. *THE CONSTRUCTION SERVICE ENTRANCE SHALL BE STABILIZED TO MINIMIZE THE CREATION OF DUST AND OFF-SITE TRACKING OF SEDIMENTS.*
3. *ONLY THE AREA COMPRISING THE PROPOSED STORMWATER MANAGEMENT FACILITY(S) SHALL BE CLEARED AND GRUBBED OF UNWANTED VEGETATION.*
4. *THE PROPOSED STORMWATER MANAGEMENT FACILITY(S) SHALL BE CONSTRUCTED.*
5. *IF SUITABLE, THE EXCAVATED SOIL FROM THE FACILITY(S) MAY BE USED AS FILL FOR ON-SITE GRADING THAT IS DEPICTED IN THESE CONSTRUCTION PLANS. THE CONTRACTOR SHALL DISPOSE OF ALL UNSUITABLE MATERIAL ON-SITE OR OFF-SITE TO A PERMITTED LOCATION.*
6. *THE REMAINING PORTION OF THE SITE THAT IS TREATED BY THE CONSTRUCTED STORMWATER MANAGEMENT FACILITY(S) SHALL BE CLEARED AND GRUBBED.*
7. *THE PERMANENT ROADWAYS/DRIVEWAYS SHALL BE ROUGHLY GRADED.*
8. *THE UNDERGROUND UTILITIES INFRASTRUCTURE AND STORMWATER PIPING SYSTEM SHALL BE INSTALLED. ANY DE-WATERING (PUMPED) SHALL BE DIVERTED TO THE ASSOCIATED STORMWATER MANAGEMENT FACILITY(S).*
9. *THE PERMANENT ROADWAY/DRIVEWAY SUBGRADE SHALL BE COMPACTED, A LIMEROCK BASE SHALL BE ESTABLISHED, AND THEN FOLLOWED BY AN OVERLAY OF ASPHALT.*
10. *UPON SIGNIFICANT COMPLETION OF CONSTRUCTION, THE STORMWATER PIPING SYSTEM SHALL BE FLUSHED OUT TO REMOVE ACCUMULATED DEBRIS AND SEDIMENT.*
11. *UPON COMPLETION OF THE DEBRIS AND SEDIMENT REMOVAL FROM THE STORMWATER PIPING SYSTEM, THE PROPOSED STORMWATER MANAGEMENT FACILITY(S) SHALL BE FINE GRADED AND SHALL BE EXCAVATED A MINIMUM OF SIX INCHES BELOW THE DESIGN BOTTOM ELEVATION AND REPLACED WITH FILL HAVING A MINIMUM PERMEABILITY RATE OF 20 FEET/DAY WITH A MAXIMUM OF 5% SOIL FINES PASSING THE NO. 200 SIEVE. THE BOTTOM SHALL BE SCARIFIED AND STABILIZED ACCORDING TO THESE PLANS. ONCE COMPLETED, NO HEAVY MACHINERY SHALL BE ALLOWED WITHIN THE STORMWATER MANAGEMENT FACILITY(S).*
12. *ALL REMAINING DISTURBED AREAS WITHIN THE CONSTRUCTION AREA SHALL BE COMPLETELY GRASSED AND/OR LANDSCAPED ACCORDING TO THESE PLANS. TURF ESTABLISHMENT SHALL BE PER FDOT STANDARD SPECIFICATIONS SECTION 570. EVIDENCE OF GROWTH MUST BE PRESENT PRIOR TO REMOVAL OF SILT FENCING AND OTHER EROSION CONTROL APPLICATIONS.*

C. SITE DEVELOPMENT DATA:

TOTAL PROJECT SITE AREA:	*1.15 ACRES*
TOTAL SITE AREA TO BE DISTURBED:	*1.15 ACRES*
TOTAL IMPERVIOUS AREA (AS SHOWN IN CONSTRUCTION DRAWINGS):	*0.60 ACRES*
TOTAL DETENTION VOLUME:	*13.63 ACRE-FEET*
TOTAL OPEN AREA:	*0.55 ACRES*

D. SOIL CONDITIONS AND STORMWATER QUALITY

THE NRCS DATA FOR THE SITE REVEALS THAT THE SITE SOILS ARE COMPRISED OF ARREDONDO FINE SAND AND GAINESVILLE SAND. A GEOTECHNICAL EXPLORATION OF THE EXISTING STORMWATER MANAGEMENT FACILITY WAS PERFORMED IN 2010. THE INVESTIGATION REVEALED THAT THE PROJECT SITE'S SURFACE SOILS HAVE THE FOLLOWING CHARACTERISTICS:

DEPTH TO EFFECTIVE OR MOBILIZED AQUIFER:	*17 FEET*
DEPTH OF SEASONAL HIGH WATER TABLE:	*58 FEET*
HORIZONTAL HYDRAULIC CONDUCTIVITY:	*0.8 FEET/DAY*
UNSATURATED VERTICAL INFILTRATION:	*0.4 FEET/DAY*

DESIGN PERCOLATION RATES FOR THE STORMWATER MANAGEMENT FACILITY(S) WERE DETERMINED BASED ON LABORATORY PERMEABILITY TEST RESULTS FROM BORING SAMPLES TAKEN WITHIN THE LIMITS OF THE STORMWATER MANAGEMENT FACILITY(S).

THE STORMWATER MANAGEMENT FACILITY(S) WAS DESIGNED TO PROVIDE RATE AND VOLUME CONTROL AND WATER QUALITY TREATMENT OF THE STORMWATER RUNOFF RESULTING FROM THE POST-DEVELOPMENT SITE UNDER 100-YEAR CRITICAL STORM EVENT RAINFALL CONDITIONS. THE STORMWATER POLLUTION PREVENTION PLAN (C0.21) DEPICTS THE POST-DEVELOPMENT WATERSHED(S) LIMITS AND THE TABLE BELOW SUMMARIZES EACH WATERSHED.

WATERSHED ID	*POST DEVELOPMENT AREA (ACRES)*	*POST DEVELOPMENT RUNOFF FACTOR (CN)*	*POST DEVELOPMENT IMPERVIOUS AREA (ACRES)*	*STORMWATER MANAGEMENT FACILITY TYPE*	*FACILITY DETENTION CAPACITY (ACRE-FEET)*	*100-YEAR FLOOD ELEVATION (FT)*
N/A	*N/A*	*N/A*	*N/A*	*DRY DETENTION/ RETENTION*	*N/A*	*N/A*

E. SITE MAP

PLEASE SEE THE STORMWATER POLLUTION PREVENTION PLAN (C0.21) FOR DETAILS.

F. STORMWATER OUTFALL LOCATION AND RECEIVING WATER BODY

THE STORMWATER MANAGEMENT FACILITY OUTFALL STRUCTURE IS LOCATED AT THE SOUTHWEST PORTION OF THE PROJECT AND THE ASSOCIATED RECEIVING WATER BODY IS THE SANTA FE RIVER

III. CONTROLS TO REDUCE POLLUTION

AS OUTLINED IN THE SUWANNEE RIVER WATER MANAGEMENT DISTRICT (SRWMD) PERMIT, ALL CONSTRUCTION ACTIVITIES SHALL BE CONDUCTED IN A MANNER AS TO NOT VIOLATE STATE WATER QUALITY STANDARDS. PRIOR TO CONSTRUCTION, THE CONTRACTOR SHALL IMPLEMENT AND MAINTAIN ALL EROSION AND SEDIMENT CONTROL MEASURES REQUIRED TO RETAIN SEDIMENT ON-SITE. IF SITE CONDITIONS ARE SUCH THAT ADDITIONAL CONTROL MEASURES ARE REQUIRED OTHER THAN WHAT IS SPECIFIED IN THE EROSION AND SEDIMENTATION CONTROL PLAN, THEN THE CONTRACTOR SHALL IMPLEMENT ADDITIONAL BEST MANAGEMENT PRACTICES. THESE MEASURES MUST BE INSPECTED AND MAINTAINED THROUGHOUT THE CONSTRUCTION PHASE AND UNTIL AS DIRECTED BY THESE PLANS. THE STORMWATER POLLUTION PREVENTION PLAN (C0.21) AND SECTION IV BELOW PROVIDE DETAILS ON THE SPECIFIC CONTROL MEASURES TO REDUCE STORMWATER POLLUTION.

IV. EROSION AND SEDIMENT CONTROLS

A. STABILIZATION PRACTICES

EXISTING TREES AND NATURAL VEGETATION TO REMAIN ON-SITE SHALL BE PROTECTED BY TREE BARRICADE FENCING AS DEPICTED ON THE STORMWATER POLLUTION PREVENTION PLAN (C0.21). TYPE III SILT FENCING SHALL PROTECT ALL DRAINAGE STRUCTURES AND SHALL BUFFER AREAS WITH POTENTIAL TO CONTRIBUTE OFF-SITE RUNOFF AND AS SPECIFICALLY DEPICTED ON THE STORMWATER POLLUTION PREVENTION PLAN (C0.21). STABILIZATION MEASURES SHALL BE INITIATED FOR EROSION AND SEDIMENT CONTROL ON DISTURBED AREAS AS SOON AS PRACTICAL, BUT IN NO CASE MORE THAN 7 DAYS, IN PORTIONS OF THE SITE WHERE CONSTRUCTION HAS TEMPORARILY OR PERMANENTLY CEASED. AS SPECIFIED IN SECTION II.B. ABOVE, UPON COMPLETION OF CONSTRUCTION, ALL STORMWATER MANAGEMENT FACILITIES SHALL BE SCRAPED CLEAN OF ACCUMULATED SEDIMENT AFTER THE COMPLETION OF CONSTRUCTION. ALL TURF ESTABLISHMENT SHALL BE PERFORMED MEETING THE REQUIREMENTS OF SECTION 570 OF THE STANDARD SPECIFICATIONS. EVIDENCE OF GROWTH MUST BE PRESENT PRIOR TO FINAL RELEASE.

B. STRUCTURE PRACTICES

AS DEPICTED IN THE STORMWATER POLLUTION PREVENTION PLAN (C0.21), A STORMWATER MANAGEMENT SYSTEM HAS BEEN PREVIOUSLY CONSTRUCTED AND IS COMPRISED OF A MASTER DRY RETENTION FACILITY AND A STORM PIPE CONVEYANCE SYSTEM. TO PREVENT EROSION DURING CONSTRUCTION, TYPE III SILT FENCING WILL BE INSTALLED IN THE LOCATIONS SHOWN ON THE PLANS. ALL EXISTING AND PROPOSED STORM DRAINS AND DRAINAGE SWALES SHALL BE PROTECTED ACCORDING TO THE STATE OF FLORIDA EROSION AND SEDIMENT CONTROL DESIGNER AND REVIEWER MANUAL, DATED JULY 2013 OR PER DETAILS PROVIDED ON SHEET C0.21 UNTIL CONSTRUCTION IS COMPLETE. THE STORM PIPE CONVEYANCE SYSTEM SHALL BE FLUSHED OUT TO REMOVE ALL ACCUMULATED DEBRIS AND SEDIMENT UPON COMPLETION OF CONSTRUCTION.

C. DRAINAGE LOCATIONS THAT SERVE AREAS WITH LESS THAN 10 DISTURBED ACRES

AS SPECIFIED IN THE "SEQUENCE OF MAJOR SOIL DISTURBING ACTIVITIES," THE SMF(S) WILL BE CONSTRUCTED PRIOR TO CLEARING AND GRUBBING OUTSIDE OF THE SMF(S) AREAS AND CONSTRUCTION OF THE PERMANENT PAVED AREAS. THE TOTAL CONTRIBUTING DRAINAGE AREA TO THE STORMWATER MANAGEMENT SYSTEM IS APPROXIMATELY 1.15 ACRES AND WILL CONSIST OF APPROXIMATELY 1.15 ACRES OF DISTURBED CONSTRUCTION AREA. THEREFORE, NO ADDITIONAL SEDIMENT TRAP BASINS ARE NECESSARY TO PROVIDE SEDIMENT STORAGE ON-SITE DURING CONSTRUCTION. AS SHOWN ON THE STORMWATER POLLUTION PREVENTION PLAN (C0.21), THE PROPOSED STORMWATER MANAGEMENT SYSTEM WILL PREVENT OFF-SITE EROSION DURING CONSTRUCTION. SILT FENCES OR EQUIVALENT SEDIMENT CONTROLS SHALL BE INSTALLED AT SIDE SLOPE AND DOWN SLOPE BOUNDARIES, INLET LOCATION, OUTLET LOCATIONS, AND OTHER LOCATIONS AS SHOWN ON THE STORMWATER POLLUTION PREVENTION PLAN, AS REQUIRED. BY COMPLETION OF CONSTRUCTION, THE SIDE SLOPES, SWALES, AND ALL DISTURBED AREAS SHALL BE STABILIZED WITH GRASS AND LANDSCAPING AS SPECIFIED ON THE CONSTRUCTION DRAWINGS.

D. DRAINAGE LOCATIONS THAT SERVE AREAS WITH MORE THAN 10 DISTURBED ACRES

NOT APPLICABLE, SEE SECTION C, ABOVE.

V. STORMWATER MANAGEMENT

A. BEST MANAGEMENT PRACTICES

AFTER CONSTRUCTION, THE STORMWATER MANAGEMENT SYSTEM SHALL BE MAINTAINED IN ACCORDANCE WITH THE SPECIFIED STORMWATER MAINTENANCE NOTES IN THE INCLUDED CONSTRUCTION DRAWINGS AND/OR RESPECTIVE MAINTENANCE REPORTS. SPECIFICALLY, THE PROPOSED SMF(S) SHALL BE MOWED REGULARLY IN THE SPECIFIED AREAS, STORM PIPES AND STRUCTURES WILL BE INSPECTED SEMI-ANNUALLY AND CLEANED ANNUALLY, SMF(S) SIDE SLOPES SHALL BE MAINTAINED TO PREVENT EROSION, AND LANDSCAPING AND GRASS THAT PREVENTS EROSION SHALL BE MAINTAINED. ADDITIONALLY, REMEDIAL ACTIONS SHALL BE TAKEN SHOULD THE SMF(S) NOT PERFORM AS DESIGNED.

B. VEGETATED SWALES

WHEN VEGETATED SWALES ARE UTILIZED, SILT FENCING OR EQUIVALENT SEDIMENT CONTROLS SHALL BE INSTALLED AT ADEQUATE INTERVALS TO COLLECT SEDIMENT ALONG THE SWALE. THE SEDIMENT SHALL BE REMOVED WHEN SEDIMENT REACHES ONE-THIRD OF THE HEIGHT OF THE SILT FENCING. SEE THE STORMWATER POLLUTION PREVENTION PLAN (C0.21) FOR DETAILS AND LOCATIONS, AS REQUIRED.

C. VELOCITY DISSIPATION DEVICES AT DISCHARGE POINTS

WHEN DISCHARGE POINTS ARE NOT LOCATED UNDER WATER, RIP RAP PADS HAVE BEEN PROVIDED AT LOCATIONS WHERE NECESSARY DUE TO ANTICIPATED DISCHARGE VELOCITIES. PLEASE SEE THE CONSTRUCTION PLANS FOR DETAILS AND LOCATIONS, AS NEEDED.

VI. CONTROLS FOR OTHER POTENTIAL POLLUTANTS

A. WASTE DISPOSAL

THE CONTRACTOR SHALL PROVIDE LITTER COLLECTION CONTAINERS WITHIN THE PROJECT BOUNDARIES DURING CONSTRUCTION. CONTRACTOR SHALL DISPOSE OF ALL UNSUITABLE MATERIALS AND CONSTRUCTION DEBRIS IN ACCORDANCE WITH ALL APPLICABLE LOCAL, STATE, AND FEDERAL REQUIREMENTS.

B. DUST CONTROL

TO PREVENT OFF-SITE VEHICULAR TRACKING OF SEDIMENTS AND DUST GENERATION, A STABILIZED CONSTRUCTION ENTRANCE SHALL BE ESTABLISHED BY THE SITE CONTRACTOR. PLEASE SEE THE STORMWATER POLLUTION PREVENTION PLAN (C0.21) FOR DETAILS AND LOCATION(S).

C. EXISTING VERSUS PROPOSED POTABLE AND SANITARY SEWER SYSTEMS

THERE ARE EXISTING SANITARY SEWER AND POTABLE WATER SYSTEMS LOCATED ON THE PROJECT SITE. EXTENSION AND UPGRADES ARE PROPOSED. IF TEMPORARY SANITARY SYSTEMS ARE UTILIZED DURING CONSTRUCTION, THE CONTRACTOR SHALL PROPERLY CONTROL AND DISCHARGE ANY SANITARY WASTE IN ACCORDANCE WITH ALL APPLICABLE LOCAL, STATE, AND FEDERAL REGULATIONS.

D. FERTILIZER & PESTICIDES

THE USE OF FERTILIZERS, HERBICIDES, AND PESTICIDES ON THE PROJECT SITE, WILL BE DIRECTED BY THE LANDSCAPE PLAN AND THE FDOT STANDARD SPECIFICATIONS SECTION 570, TO SUPPORT THE GROWTH OF THE PROPOSED VEGETATION. ESTABLISHING THIS VEGETATION WILL AID IN THE STABILIZATION OF THE PROJECT SITE AND REDUCE EROSION. APPLICATION RATES FOR THE FERTILIZERS, HERBICIDES, AND PESTICIDES SHALL BE IN ACCORDANCE WITH THE MANUFACTURER'S RECOMMENDATIONS TO GUARD AGAINST OVER-USE, WHICH CAN LEAD TO VIOLATIONS OF STATE WATER QUALITY STANDARDS.

E. TOXIC MATERIAL

THE CONSTRUCTION SITE WILL BE IN FULL COMPLIANCE WITH STATE AND FEDERAL REQUIREMENTS. A PLASTIC MAT, TAR PAPER, OR OTHER IMPERVIOUS MATERIAL SHALL BE PLACED UNDER AREAS WHERE TOXIC LIQUIDS ARE TO BE OPENED AND STORED.

F. HAZARDOUS MATERIALS

ALL HAZARDOUS MATERIALS SHALL BE STORED IN A SECURE LOCATION, UNDER COVER, AND IN APPROPRIATE TIGHTLY, SEALED CONTAINERS WHEN NOT IN USE. ALL PRODUCTS SHALL BE STORED IN AND USED FROM THE ORIGINAL CONTAINER WITH THE ORIGINAL PRODUCT LABEL. CONTAINERS MUST BE STORED IN A MANNER TO PROTECT THEM FROM THE ELEMENTS AND INCIDENTAL DAMAGE. THE MINIMUM PRACTICAL QUANTITY OF ALL SUCH MATERIALS SHALL BE KEPT ON THE JOB SITE AND SCHEDULED FOR DELIVERY AS CLOSE TO TIME OF USE AS PRACTICAL.

ALL PRODUCTS SHALL BE USED IN STRICT COMPLIANCE WITH THE INSTRUCTIONS ON THE PRODUCT LABEL.

SUFFICIENT EQUIPMENT AND/OR MATERIALS SHALL BE KEPT ONSITE TO CONTAIN AND CLEAN UP SPILLS OF HAZARDOUS MATERIALS IN THE AREAS WHERE THESE MATERIALS ARE STORED OR USED. SPILL CONTROL AND CONTAINMENT KIT SUPPLIES SHALL BE OF SUFFICIENT QUANTITIES AND APPROPRIATE CONTENT TO CONTAIN A SPILL FROM THE LARGEST ANTICIPATED PIECE OF EQUIPMENT AND FROM THE LARGEST ANTICIPATED QUANTITIES OF PRODUCTS STORED ON THE SITE AT ANY GIVEN TIME.

CONTRACTOR TO CONTAIN AND CLEAN UP ANY SPILLS IMMEDIATELY AFTER THEY OCCUR. ANY SPILLS OF PETROLEUM PRODUCTS OR HAZARDOUS MATERIALS IN EXCESS OF REPORTABLE QUANTITIES AS DEFINED BY EPA, STATE, OR LOCAL AGENCY REGULATIONS SHALL BE REPORTED TO THE APPROPRIATE AGENCIES IN THE REQUIRED TIME FRAMES. THE CONTRACTOR SHALL PROVIDE A WRITTEN NOTICE TO THE OWNER IMMEDIATELY UPON IDENTIFICATION OF ANY SPILL.

ALL EXCESS, USED, OR SPILLED PRODUCTS, INCLUDING CONTAMINATED SOIL, SHALL BE DISPOSED OF BY THE CONTRACTOR IN STRICT COMPLIANCE WITH INSTRUCTIONS ON THE PRODUCT LABEL AND ALL APPLICABLE REGULATIONS.

VII. APPROVED STATE AND LOCAL PLANS

THE CONSTRUCTION DRAWINGS FOR THE PROJECT WERE APPROVED AND PERMITTED BY THE FOLLOWING AGENCIES:

- *CITY OF ALACHUA*
- *GAINESVILLE REGIONAL UTILITIES*
- *FLORIDA DEPARTMENT OF TRANSPORTATION*
- *SUWANNEE RIVER WATER MANAGEMENT DISTRICT*

VIII. CONSTRUCTION ACTIVITY DISCHARGES

IN ACCORDANCE WITH THIS PLAN, THERE ARE NO ANTICIPATED DISCHARGES OF STORMWATER ASSOCIATED WITH CONSTRUCTION ACTIVITIES.

IX. CHANGES TO THE POLLUTION PREVENTION PLAN

THIS STORMWATER POLLUTION PREVENTION PLAN SHALL BE AMENDED TO REFLECT ANY APPLICABLE CHANGE IN A STATE, REGIONAL, OR LOCAL PERMIT FOR WHICH THE PERMITTEE RECEIVES WRITTEN NOTICE. WHEN WRITTEN NOTICE IS RECEIVED, THE PERMITTEE SHALL PROVIDE A RE-CERTIFICATION OF THIS POLLUTION PREVENTION PLAN, WHICH HAS BEEN REVISED TO ADDRESS SUCH CHANGES. AMENDMENTS TO THE PLAN SHALL BE PREPARED, SIGNED, DATE, AND KEPT AS ATTACHMENTS TO THE ORIGINAL PLAN.

X. ALTERNATIVE PERMIT REQUIREMENTS

NO ALTERNATIVE PERMIT REQUIREMENTS ARE REQUESTED.

XI. MAINTENANCE

THE CONTRACTOR IS RESPONSIBLE FOR THE MAINTENANCE, INSPECTION SCHEDULE, AND REPAIRS OUTLINED IN THIS PLAN. MAINTENANCE SHALL CONTINUE THROUGHOUT THE PROJECT UNTIL WORK IS COMPLETE. THE CONTRACTOR IS RESPONSIBLE FOR REMOVING ALL TEMPORARY EROSION AND SEDIMENT CONTROL DEVICES AFTER CONSTRUCTION IS COMPLETE. IN ADDITION TO THE TIMES MENTIONED IN THE PREVIOUS SECTIONS, THE CONTRACTOR SHALL INITIATE ANY REPAIRS WITHIN 24 HOURS OF BEING REPORTED. IN THE EVENT THAT THE SMF(S) DO NOT PERFORM PROPERLY OR IF A SINKHOLE DEVELOPS, THE PROJECT ENGINEER SHALL BE NOTIFIED TO ASSIST IN COORDINATING REMEDIAL ACTION. ACCUMULATED SEDIMENT SHALL BE REMOVED FROM SILT FENCING WHEN IT HAS REACHED ONE-THIRD THE HEIGHT OF THE SILT FENCE. UPON FINAL COMPLETION OF CONSTRUCTION AND ACCEPTANCE BY BOTH THE CITY AND OWNER, THE OPERATION AND MAINTENANCE ENTITY WILL BE "VRE ALACHUA, LLC".

XII. INSPECTIONS

THE CONTRACTOR SHALL INSPECT ALL POINTS OF POTENTIAL DISCHARGE FROM THE PROJECT SITE FOR ALL DISTURBED AREAS ON THE CONSTRUCTION SITE AT LEAST ONCE EVERY SEVEN CALENDAR DAYS AND WITHIN 24 HOURS OF THE END OF A STORM THAT IS 0.50 INCHES OR GREATER. FOR POINTS OF DISCHARGE INTO SURFACE WATERS OF THE STATE OR AN MS4, A QUALIFIED INSPECTOR (PROVIDED BY THE OPERATOR) SHALL PERFORM THE REQUIRED INSPECTIONS. THE CONTRACTOR SHALL INSTALL A RAIN GAUGE AT THE SITE TO MONITOR AND DOCUMENT RAINFALL EVENTS 0.50 INCHES OR GREATER. LOCATIONS WHERE THE SITE IS COMPLETELY CONSTRUCTED AND STABILIZED, SUCH INSPECTIONS SHALL BE CONDUCTED AT LEAST ONCE A MONTH. ALL INSPECTIONS SHALL BE RECORDED ON THE CONSTRUCTION INSPECTION FORM. THE CONTRACTOR MAY USE THEIR OWN FORM (MEETING FDEP SWPPP REQUIREMENTS) OR A SAMPLE FORM FROM FDEP. A SAMPLE CONSTRUCTION FORM IS AVAILABLE AT: "HTTPS://FLORIDADEP.GOV/WATER/STORMWATER/DOCUMENTS/CONSTRUCTION-SWPPP". MORE SPECIFICALLY, THE INSPECTION SHALL ENSURE THE FOLLOWING CATEGORIES.

A. DISTURBED AREAS

ALL DISTURBED AREAS AND AREAS USED FOR MATERIAL STORAGE SHALL BE INSPECTED FOR POLLUTANTS ENTERING THE STORMWATER SYSTEM. THE STORMWATER MANAGEMENT SYSTEM AND EROSION AND SEDIMENT CONTROL MEASURES IDENTIFIED IN THE PLAN SHALL BE INSPECTED TO ENSURE THEY ARE OPERATING CORRECTLY. LOCATIONS WHERE VEHICLES ENTER AND EXIT THE SITE SHALL BE INSPECTED FOR EVIDENCE OF OFF-SITE SEDIMENT TRACKING.

B. MAINTENANCE PERFORMANCE

BASED ON THE RESULTS OF THE INSPECTION, ALL MAINTENANCE OPERATIONS NEEDED TO ASSURE PROPER COMPLIANCE WITH THIS PLAN SHALL BE DONE IN A TIMELY MANNER, BUT IN NO CASE LATER THAN 7 DAYS FOLLOWING THE INSPECTION.

C. REPORTING REQUIREMENTS

ALL INSPECTIONS SHALL BE RECORDED ON THE CONSTRUCTION INSPECTION FORM. THIS FORM IS CREATED TO SUMMARIZE THE SCOPE OF THE INSPECTION, THE NAME(S) AND QUALIFICATION OF THE INSPECTOR(S), THE DATE OF INSPECTION, RAINFALL DATA, OBSERVATIONS, THE ACTIONS TAKEN TO CORRECT INCIDENTS OF NON-COMPLIANCE WITH THE PROVISIONS OF THIS PLAN. IF NO INCIDENTS OF NON-COMPLIANTS ARE OBSERVED, THE REPORT SHALL CONTAIN A CERTIFICATION THAT THE FACILITY IS IN COMPLIANCE WITH THE STORMWATER POLLUTION PREVENTION PLAN AND THE ASSOCIATED PERMIT.

XIII. NON-STORMWATER DISCHARGES

IN ADDITION TO STORMWATER RUNOFF, THIS PLAN APPLIES TO RUNOFF FROM IRRIGATION OPERATIONS AND CONSTRUCTION PRACTICES. THIS PLAN DOES NOT PERTAIN TO DISCHARGES FROM FIRE FIGHTING ACTIVITIES.

XIV. CONTRACTORS CERTIFICATION

THE CONTRACTORS OR SUB-CONTRACTORS SHALL PHOTOCOPY AND COMPLETE THE FORM ON THIS PAGE. IT SHALL BE PROVIDED TO THE OWNER AND KEPT ON FILE PURSUANT TO SECTION XV REGARDING PROJECT RECORDS.

XV. RETENTION OF RECORDS

THE PERMITTEE SHALL RETAIN COPIES OF STORMWATER POLLUTION PREVENTION PLANS AND ALL REPORTS REQUIRED BY THIS PERMIT, AND RECORDS OF ALL DATA USED TO COMPLETE THE NOTICE OF INTENT TO BE COVERED BY THIS PERMIT, FOR A PERIOD OF AT LEAST THREE YEARS FROM THE DATE THAT THE SITE IS FINALLY STABILIZED.

THE PERMITTEE SHALL RETAIN A COPY OF THE STORMWATER POLLUTION PREVENTION PLAN AND ALL REPORTS, RECORDS, AND DOCUMENTATION REQUIRED BY THIS PERMIT AT THE CONSTRUCTION SITE, OR AN APPROPRIATE ALTERNATIVE LOCATION AS SPECIFIED IN THE NOTICE OF INTENT, FROM THE DATE OF PROJECT INITIATION TO THE DATE OF FINAL STABILIZATION.

XVI. NOTICE OF TERMINATION

NOTICE OF TERMINATION:

1. *WHERE A SITE HAS BEEN FINALLY STABILIZED AND ALL STORMWATER DISCHARGES AUTHORIZED BY THIS PERMIT ARE ELIMINATED, THE PERMITTEE SHALL SUBMIT A NOTICE OF TERMINATION (DEP FORM 62-621.300(6)), SIGNED IN ACCORDANCE WITH PART VII.C OF DEP DOCUMENT NO. 62-621.300(4)(a), WITHIN 14 DAYS OF FINAL STABILIZATION OF THE SITE TO TERMINATE COVERAGE UNDER THIS PERMIT.*
2. *ELIMINATION OF STORMWATER DISCHARGES ASSOCIATED WITH CONSTRUCTION ACTIVITY MEANS THAT ALL DISTURBED SOILS AT THE SITE HAVE BEEN FINALLY STABILIZED, TEMPORARY EROSION AND SEDIMENT CONTROL MEASURES HAVE BEEN REMOVED OR WILL BE REMOVED AT AN APPROPRIATE TIME, OR THAT ALL STORMWATER DISCHARGES ASSOCIATED WITH CONSTRUCTION ACTIVITY FROM THE SITE THAT ARE AUTHORIZED BY THIS GENERIC PERMIT HAVE OTHERWISE BEEN ELIMINATED.*
3. *FOR CONSTRUCTION ACTIVITIES WHERE THE OPERATOR CHANGES, THE EXISTING OPERATOR SHALL FILE AN N.O.T. IN ACCORDANCE WITH THIS PART WITHIN 14 DAYS OF RELINQUISHING CONTROL OF THE PROJECT TO A NEW OPERATOR.*

THE PERMITTEE SHALL SUBMIT A NOTICE OF TERMINATION TO THE FOLLOWING ADDRESS:

NPDES STORMWATER NOTICES CENTER, MS# 2510
FLORIDA DEPARTMENT OF ENVIRONMENTAL PROTECTION
2600 BLAIR STONE ROAD
TALLAHASSEE, FLORIDA 32399-2400

PROJECTS THAT DISCHARGED STORMWATER ASSOCIATED WITH CONSTRUCTION ACTIVITY TO A MUNICIPAL SEPARATE STORM SEWER SYSTEM (MS4) SHALL SUBMIT A COPY OF THE N.O.T. TO THE OPERATOR OF THE MS4.

Contractor/Subcontractor Certification Statement
Stormwater Pollution Prevention Plan

Site Name: QSR ALACHUA
Site Location: NW 157TH LANE
Alachua County, Florida

THE CONTRACTOR(S) OR SUB-CONTRACTOR(S) RESPONSIBLE FOR COMPLYING WITH THIS STORMWATER POLLUTION PREVENTION PLAN SHALL SIGN THE CERTIFICATION STATEMENT BELOW. MULTIPLE COPIES OF THIS CERTIFICATION STATEMENT MAY BE NECESSARY DEPENDING ON THE NUMBER OF SUB-CONTRACTORS ASSOCIATED WITH THE PROJECT

I CERTIFY UNDER PENALTY OF LAW THAT I UNDERSTAND, AND SHALL COMPLY WITH, THE TERMS AND CONDITIONS OF THE STATE OF FLORIDA GENERIC PERMIT FOR STORMWATER DISCHARGE FROM LARGE AND SMALL CONSTRUCTION ACTIVITIES AND THIS STORMWATER POLLUTION PREVENTION PLAN PREPARED THEREUNDER.

DATE	RESPONSIBLE INDIVIDUAL'S NAME	RESPONSIBLE INDIVIDUAL'S SIGNATURE	TITLE	COMPANY NAME, ADDRESS, AND PHONE NUMBER

11801 Research Drive
Alachua, Florida 32615
(386) 418-1976
www.chw-inc.com
est. 1988 FLORIDA CA-9075

CHW Professional Consultants

SCALE: N/A
VERIFY SCALE BAR IS ONE INCH ON ORIGINAL DRAWING
IF NOT ONE INCH ON THIS SHEET ADJUST SCALES ACCORDINGLY

CONSTRUCTION/BID REVISIONS:

SUBMITTALS:
4/30/20 - CITY OF ALACHUA SUBMITTAL
6/12/20 - SRWMD SUBMITTAL
7/15/20 - CITY OF ALACHUA RESUBMITTAL
8/10/20 - CITY OF ALACHUA AND FDOT SUBMITTAL
9/15/20 - CITY OF ALACHUA RESUBMITTAL
10/5/20 - BID SET
10/15/20 - BAYWOOD PRIVATE ROAD SUBMITTAL
12/7/20 - SUBMITTAL

CLIENT: VRE ALACHUA, LLC
PROJECT: QUICK SERVICES RESTAURANT: ALACHUA
SHEET TITLE: STORMWATER POLLUTION PREVENTION NOTES

TECHNICIAN: K MERRITT
DESIGNER: C THORNTON
CONSTRUCTION CONTROL: D YOUNG
PROJECT NUMBER: 20-0017

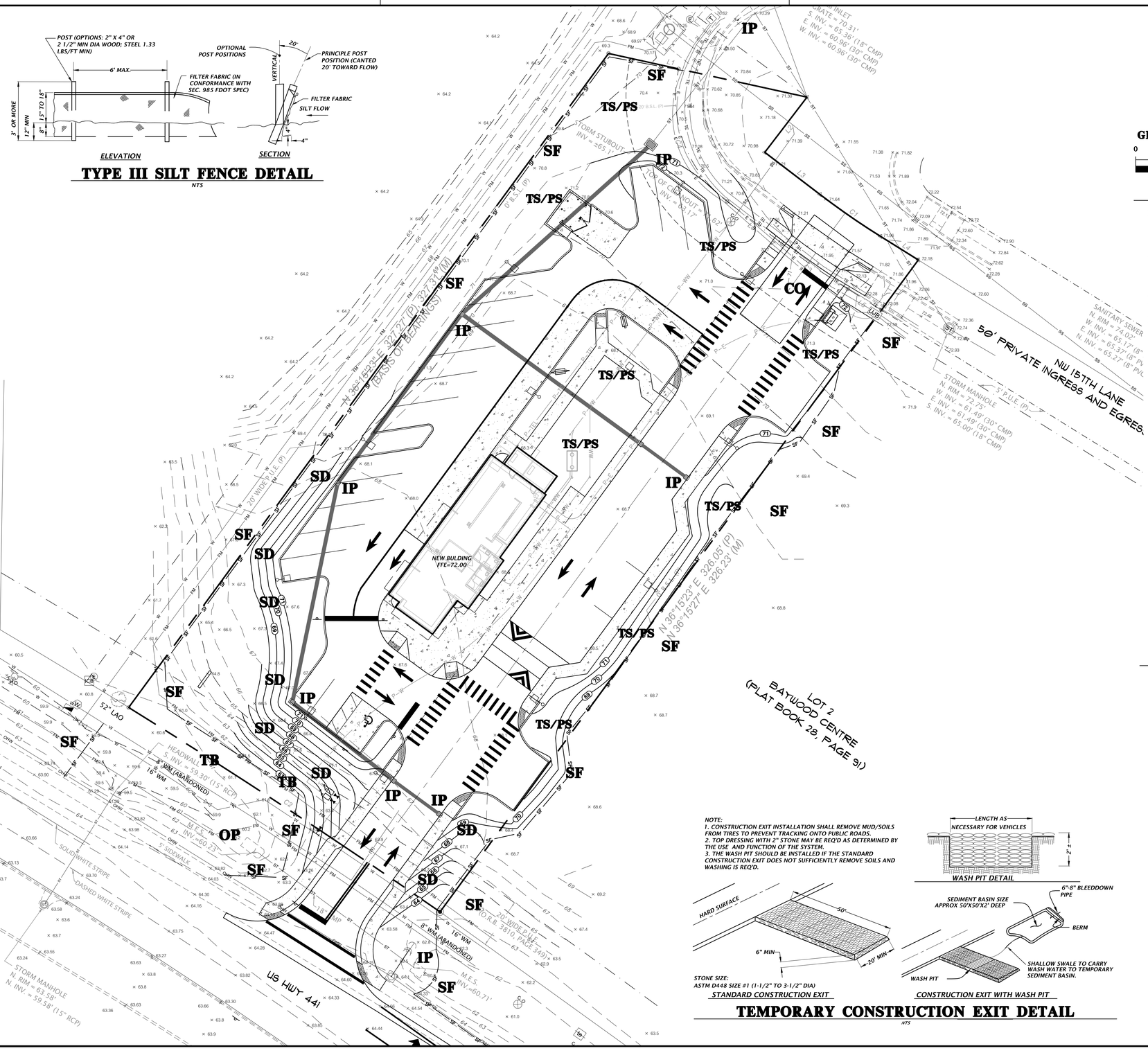
DANIEL H. YOUNG
LICENSED PROFESSIONAL ENGINEER
No 70780
Dec 08 2020
STATE OF FLORIDA
FL PE No. 70780

SHEET NO: C0.20

Tech: hurtin Plot Date: Dec 07,2020 10:41am Filename: M:\2020\20-0017\Departments\04_Engineering\02_DWGA\Production Files\20-0017 C0

TYPE III SILT FENCE DETAIL

NTS



STORMWATER POLLUTION PREVENTION LEGEND

TS	= TEMPORARY SEEDING
PS	= PERMANENT SEEDING
ML	= MULCHING
SD	= SOD STABILIZATION
SF	= SILT BARRIER
TB	= TREE BARRIER
IP	= INLET PROTECTION
OP	= OUTLET PROTECTION
CO	= CONSTRUCTION ENTRANCE/EXIT

GRAPHIC SCALE
0 10 20 40

BASIN EROSION & SEDIMENTATION CONTROL

1. SILT FENCING AND/OR STAKED HAYBALES SHALL BE CONSTRUCTED WHERE SHOWN ON THE DRAWINGS PRIOR TO STARTING CONSTRUCTION.

2 ALL STORMDRAIN INLETS SHALL BE PROTECTED DURING CONSTRUCTION IN ACCORDANCE WITH FDOT STATE OF FLORIDA EROSION AND SEDIMENT CONTROL DESIGNER AND REVIEWER MANUAL.

3. THE DRAINAGE BASINS SHALL BE ROUGH GRADED PRIOR TO CONSTRUCTING THE LIMEROCK BASE. THE RETENTION BASINS SHALL BE FINE GRADED AND GRASSED PRIOR TO PAVING AND SITE CLEANUP.

4. THE STORMDRAIN SYSTEM SHALL BE FLUSHED OUT TO REMOVE ALL ACCUMULATED DEBRIS AND SEDIMENT UPON COMPLETION OF CONSTRUCTION.

5. THE DRAINAGE BASIN BOTTOM SHALL BE SCRAPED CLEAN OF ALL ACCUMMULATED SEDIMENT UPON COMPLETION OF CONSTRUCTION AFTER THE STORMDRAIN SYSTEM IS COMPLETELY FLUSHED OUT. THIS ACTIVITY SHALL ONLY OCURR IN A DRY STATE.

6. ALL DISTURBED AREAS IN THE CONSTRUCTION AREA SHALL BE COMPLETELY STABILIZED BY COMPLETION OF CONSTRUCTION. GRASS SEEDING RATES AND MIXTURES SHALL BE PER SECTION 570 OF THE STANDARD SPECIFICATIONS. EVIDENCE OF GROWTH MUST BE PRESENT PRIOR TO FINAL RELEASE.

7. REFER TO THE SWPPP PLAN FOR COMPLETE EROSION CONTROL MEASURES.

8. WHERE POND TOP OF BANK IS IN CUT TO EXISTING GRADE, CONTRACTOR SHALL SOD 5-FT BEYOND TOP OF BANK FOR EROSION PROTECTION.

TYPICAL INSTALLATION SEQUENCE FOR SILT-SAVER FRAME AND FILTER

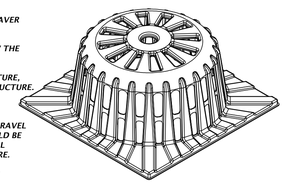
1. EXCAVATE APPROXIMATELY 4" TO 6" BELOW THE TOP OF THE INLET STRUCTURE.

2. PLACE THE FRAME ONTO THE INLET STRUCTURE, ENSURING PROPER SEATING OF FRAME TO STRUCTURE.

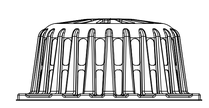
3. SLIDE THE FILTER OVER THE FRAME.

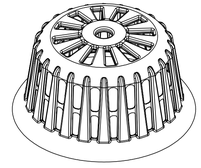
4. FILL THE FILTER POCKETS WITH SOIL, #57 GRAVEL OR EQUIVALENT. THE FILTER POCKETS SHOULD BE COMPLETELY FILLED TO ENSURE A GOOD SEAL BETWEEN THE GROUND AND INLET STRUCTURE.

5. BACK FILL AROUND THE FRAME AND FILTER ASSEMBLY IS NOT REQUIRED TO COMPLETE INSTALLATION; HOWEVER, BACK FILLING MAY BE NECESSARY TO COMPLETE EXCAVATION REQUIREMENTS FOR THE SITE.



BASE OF FRAME SHAPED & SIZED TO FIT INLET TOP





SILT-SAVER® DETAIL

NTS

NOTE:
1. CONSTRUCTION EXIT INSTALLATION SHALL REMOVE MUD/SOILS FROM TIRES TO PREVENT TRACKING ONTO PUBLIC ROADS.
2. TOP DRESSING WITH 2" STONE MAY BE REQ'D AS DETERMINED BY THE USE AND FUNCTION OF THE SYSTEM.
3. THE WASH PIT SHOULD BE INSTALLED IF THE STANDARD CONSTRUCTION EXIT DOES NOT SUFFICIENTLY REMOVE SOILS AND WASHING IS REQ'D.

STONE SIZE:
ASTM D448 SIZE #1 (1-1/2" TO 3-1/2" DIA)

STANDARD CONSTRUCTION EXIT

CONSTRUCTION EXIT WITH WASH PIT

TEMPORARY CONSTRUCTION EXIT DETAIL

NTS

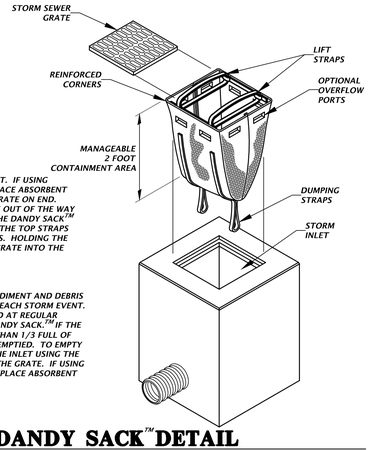
WASH PIT DETAIL

INSTALLATION:

REMOVE THE GRATE FROM INLET. IF USING OPTIONAL OIL ABSORBENTS; PLACE ABSORBENT PILLOW IN UNIT. STAND THE GRATE ON END. MOVE THE TOP LIFTING STRAPS OUT OF THE WAY AND PLACE THE GRATE INTO THE DANDY SACK™ SO THAT THE GRATE IS BELOW THE TOP STRAPS AND ABOVE THE LOWER STRAPS. HOLDING THE LIFTING DEVICES, INSERT THE GRATE INTO THE INLET.

MAINTENANCE:

REMOVE ALL ACCUMULATED SEDIMENT AND DEBRIS FROM VICINITY OF UNIT AFTER EACH STORM EVENT. AFTER EACH STORM EVENT AND AT REGULAR INTERVALS, LOOK INTO THE DANDY SACK.™ IF THE CONTAINMENT AREA IS MORE THAN 1/3 FULL OF SEDIMENT, THE UNIT MUST BE EMPTIED. TO EMPTY UNIT, LIFT THE UNIT OUT OF THE INLET USING THE LIFTING STRAPS AND REMOVE THE GRATE. IF USING OPTIONAL OIL ABSORBENTS; REPLACE ABSORBENT WHEN NEAR SATURATION.



DANDY SACK™ DETAIL

NTS

INLET PROTECTION OPTIONS DETAIL

NTS

11801 Research Drive
Alachua, FL 32615
(352) 331-1976
352-331-2476
www.chw-inc.com
est. 1988 FLORIDA CA-9075
CHW Professional Consultants

SCALE: 1"=20'
VERIFY SCALE BAR IS ONE INCH ON ORIGINAL DRAWING. IF NOT ONE INCH ON THIS SHEET ADJUST SCALES ACCORDINGLY.

CONSTRUCTION BID REVISIONS:

SUBMITTALS:
4/30/20 - CITY OF ALACHUA SUBMITTAL
6/22/20 - SWMD UNITS
7/15/20 - CITY OF ALACHUA RESUBMITTAL
8/10/20 - CITY OF ALACHUA AND FDOT SUBMITTAL
9/17/20 - CITY OF ALACHUA RESUBMITTAL
10/1/20 - BID SET
10/15/20 - BAYWOOD PRIVATE ROAD SUBMITTAL
12/7/20 - SUBMITTAL

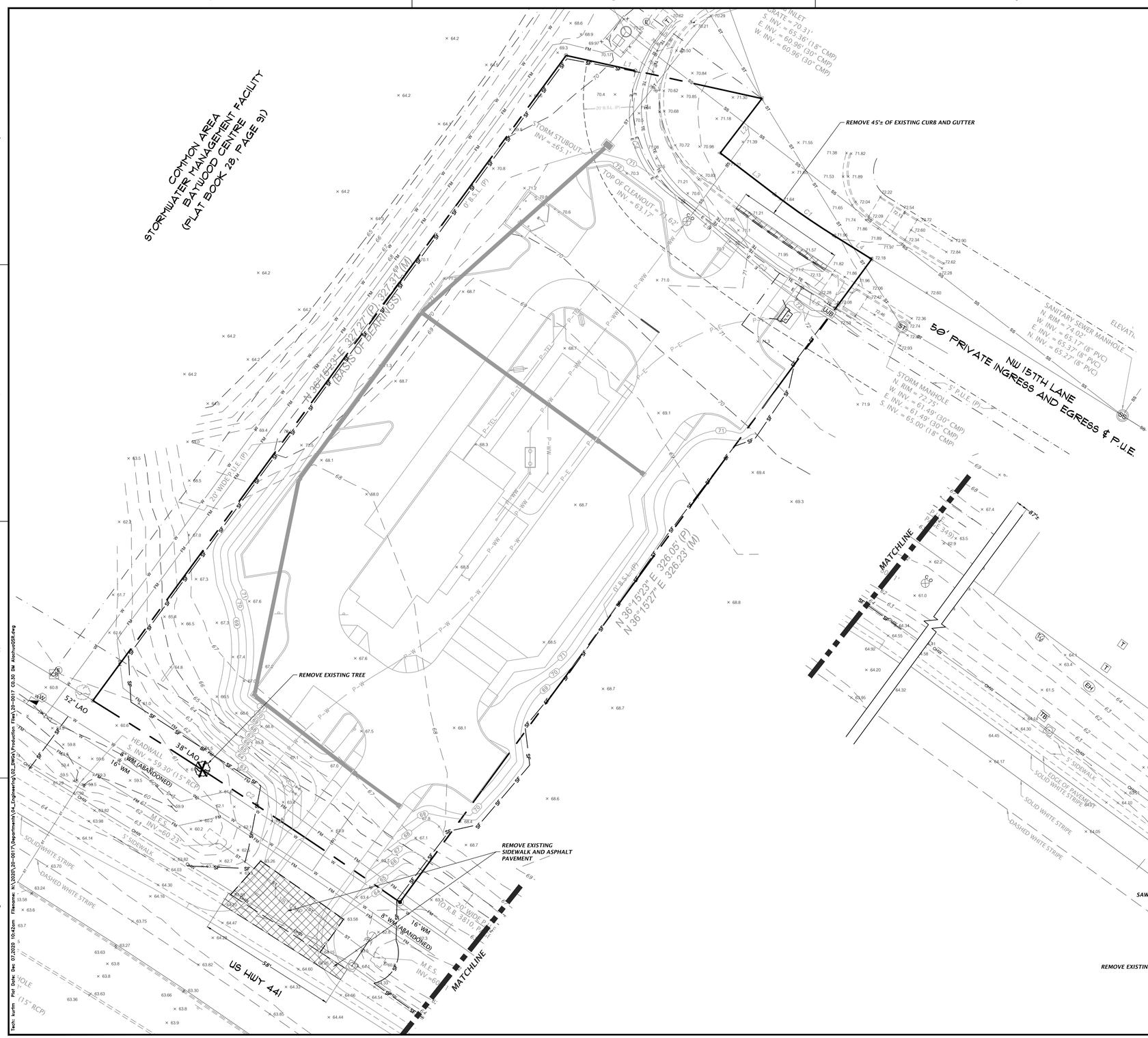
CLIENT: VRE ALACHUA, LLC
PROJECT: QUICK SERVICES RESTAURANT - ALACHUA
SHEET TITLE: STORMWATER POLLUTION PREVENTION PLAN

TECHNICIAN: K MERRITT
DESIGNER: C TIMMERMANN
PROJECT MANAGER: D YOUNG
PROJECT NUMBER: 20-0017

DANIEL H. YOUNG
LICENSE No. 70780 STATE OF FLORIDA PROFESSIONAL ENGINEER
Dec 08 2020
FL PE No. 70780

SHEET NO.: C0.21

Tech: kurtm Plot Date: Dec. 07,2020 10:41am FileName: N:\2020\20-0017\Civil\Permit\04_Engineering\01_Design\Production Files\20-0017 C0.21 SWPPP Alachua058.dwg



NOTES:

1. CONTRACTOR SHALL HAVE ALL SILT FENCE & TREE BARRICADES INSTALLED PRIOR TO ANY SITE WORK.
2. CONTRACTOR SHALL REPAIR/RESTORE ANY DISTURBED AREAS TO EXISTING OR BETTER CONDITION.
3. CONTRACTOR TO COORDINATE WITH DOH OR FDEP FOR PROPER REMOVAL AND DISPOSAL OF ANY EX. ONSITE SEPTIC SYSTEMS OR WELL SYSTEMS.
4. CONTRACTOR TO USE EXTREME CAUTION WHEN WORKING AROUND EXISTING ABOVE AND UNDERGROUND UTILITIES.
5. CONTRACTOR IS RESPONSIBLE FOR COORDINATING WITH UTILITY COMPANY AS NEEDED TO SUPPORT POLES DURING CONSTRUCTION.

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VERIFY SCALE
BAR IS ONE INCH ON
ORIGINAL DRAWING
IF NOT ONE INCH ON
THIS SHEET ADJUST
SCALES ACCORDINGLY.

CONSTRUCTION/BID REVISIONS:

SUBMITTALS:
4/30/20 - CITY OF ALACHUA SUBMITTAL
6/24/20 - CITY OF ALACHUA RESUBMITTAL
7/15/20 - CITY OF ALACHUA RESUBMITTAL
8/10/20 - CITY OF ALACHUA AND FDOT SUBMITTAL
9/16/20 - CITY OF ALACHUA RESUBMITTAL
10/5/20 - BID SET
10/15/20 - BAYWOOD PRIVATE ROAD SUBMITTAL
12/7/20 - SUBMITTAL

CLIENT: VRE ALACHUA, LLC

PROJECT: QUICK SERVICES RESTAURANT - ALACHUA

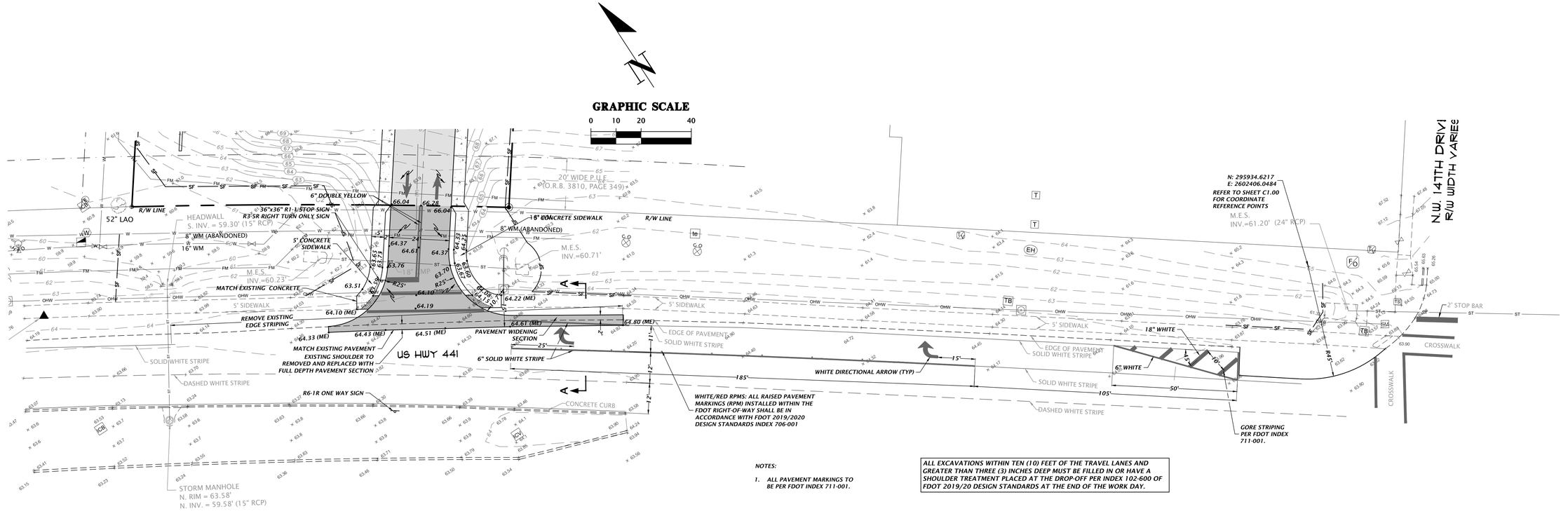
SHEET TITLE: DEMOLITION AND TREE PROTECTION PLAN

TECHNICIAN: K MERRITT
DESIGNER: C CHORNTON
C.T. MANAGER/PM: D YOING
PROJECT NUMBER: 20-00117

DANIEL H. YOUNG
LICENSE No 70780 STATE OF FLORIDA PROFESSIONAL ENGINEER
Dec 08 2020
FL PE No. 70780

SHEET NO.: C0.30

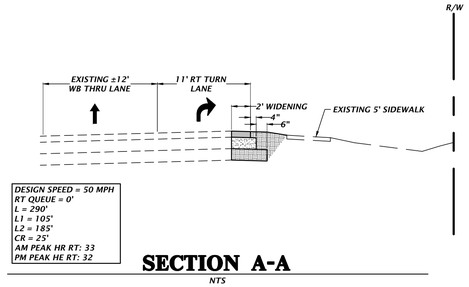
Tech: kurtm Plot Date: Dec 07,2020 - 10:42am File name: N:\2020\20-0017\Department\04_Engineering\04_Design\Production Files\20-0017 C0.30 SW Alachua09H.dwg



NOTES:

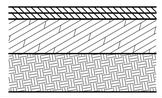
1. ALL PAVEMENT MARKINGS TO BE PER FDOT INDEX 711-001.

ALL EXCAVATIONS WITHIN TEN (10) FEET OF THE TRAVEL LANES AND GREATER THAN THREE (3) INCHES DEEP MUST BE FILLED IN OR HAVE A SHOULDER TREATMENT PLACED AT THE DROP-OFF PER INDEX 102-600 OF FDOT 2019/20 DESIGN STANDARDS AT THE END OF THE WORK DAY.



SECTION A-A

NTS



TYPICAL PAVEMENT SECTION US 441 WIDENING "TRAFFIC LEVEL C"

NTS

FDOT GENERAL NOTES

1. ALL WORK PERFORMED WITHIN THE FLORIDA DEPARTMENT OF TRANSPORTATION RIGHT-OF-WAY SHALL CONFORM TO THE FOLLOWING:

   A. STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION (JULY 2020).
   B. FDOT DESIGN STANDARDS INDEX (FY 2020-21)
   C. FDOT PLANS PREP MANUAL (2020)
   D. FDOT FLEXIBLE PAVEMENT DESIGN MANUAL FOR NEW CONSTRUCTION AND PAVEMENT REHABILITATION

SHOULD A CONFLICT ARISE BETWEEN THE DETAILS SHOWN IN THE PLANS AND THE DEPARTMENT OF TRANSPORTATION STANDARDS THE ENGINEER/ PERMITTEE SHALL IMMEDIATELY CONFER WITH THE DEPARTMENT'S ENGINEER IN ORDER TO RESOLVE THE DISCREPANCY. IN NO CASE WILL ANYTHING LESS THAT THE DEPARTMENT'S MINIMUM STANDARD BE ALLOWED.

2. ALL TRAFFIC STRIPING AND MARKINGS ARE TO BE LEAD-FREE, NON-SOLVENT BASED THERMOPLASTIC.
3. REMOVAL OF EXISTING STRIPING SHALL BE ACCOMPLISHED USING THE HYDRO-BLAST METHOD.
4. ALL CURB AND GUTTER AND SIDEWALK WILL BE REMOVED AND REPLACED JOINT TO JOINT.
5. ALL DISTURBED AREA WITH THE DEPARTMENT OF TRANSPORTATION RIGHT OF WAY WILL RESTORED TO ORIGINAL OR BETTER CONDITION BY GRADING AND SODDING THE AREA DISTURBED (BERMUDA IN RURAL).
6. SIGN POST SIZES SHALL BE PER INDEX 700-010 AND SIGNING PER 711-001.
7. NO SPRINKLERS AND LANDSCAPING BUSHES SHALL BE CLOSER THAN 1' FROM RIGHT OF WAY UNLESS A SEPARATE LANDSCAPE PERMIT IS APPLIED FOR.
8. TREES SHOWN IN THESE PLANS TO BE PRESERVED ARE NOT TO BE REMOVED FROM THE FDOT RIGHT OF WAY UNLESS APPROVED BY FDOT.
9. ALL DENSITY TESTING REQUIREMENTS SHALL BE PER FDOT SPECIFICATIONS.
10. PLASTIC MATERIAL MAY BE ENCOUNTERED DURING EXCAVATION FOR THE TURN LANE. REFERENCE PAGE 4-1 FOR "STRATUM 3" AND "STRATUM 4" IN THE "SUMMARY REPORT OF A ROADWAY SOIL SURVEY" BY GSE, DATED FEBRUARY 2019 FOR RECOMMENDATIONS ON HOW TO HANDLE PLASTIC SOILS.

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SCALE: 1"=20'

VERIFY SCALE BAR IS ONE INCH ON ORIGINAL DRAWING. IF NOT ONE INCH ON THIS SHEET ADJUST SCALES ACCORDINGLY.

CONSTRUCTION BID REVISIONS

SUBMITTALS:
4/30/20 - CITY OF ALACHUA SUBMITTAL
6/12/20 - DRAINAGE SUBMITTAL
7/15/20 - CITY OF ALACHUA RESUBMITTAL
8/10/20 - CITY OF ALACHUA AND FDOT SUBMITTAL
9/17/20 - CITY OF ALACHUA RESUBMITTAL
10/5/20 - BID SET
10/15/20 - BAYWOOD PRIVATE ROAD SUBMITTAL
12/7/20 - SUBMITTAL

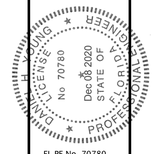
CLIENT: VRE ALACHUA, LLC

PROJECT: QUICK SERVICES RESTAURANT - ALACHUA

SHEET TITLE: FDOT DRIVEWAY CONNECTION

TECHNICIAN: K MERRITT
DESIGN: C COVINGTON
QUALITY CONTROL: D YOUNG
PROJECT NUMBER: 20-0017

DANIEL H. YOUNG



FL PE No. 70780

SHEET NO: C0.50

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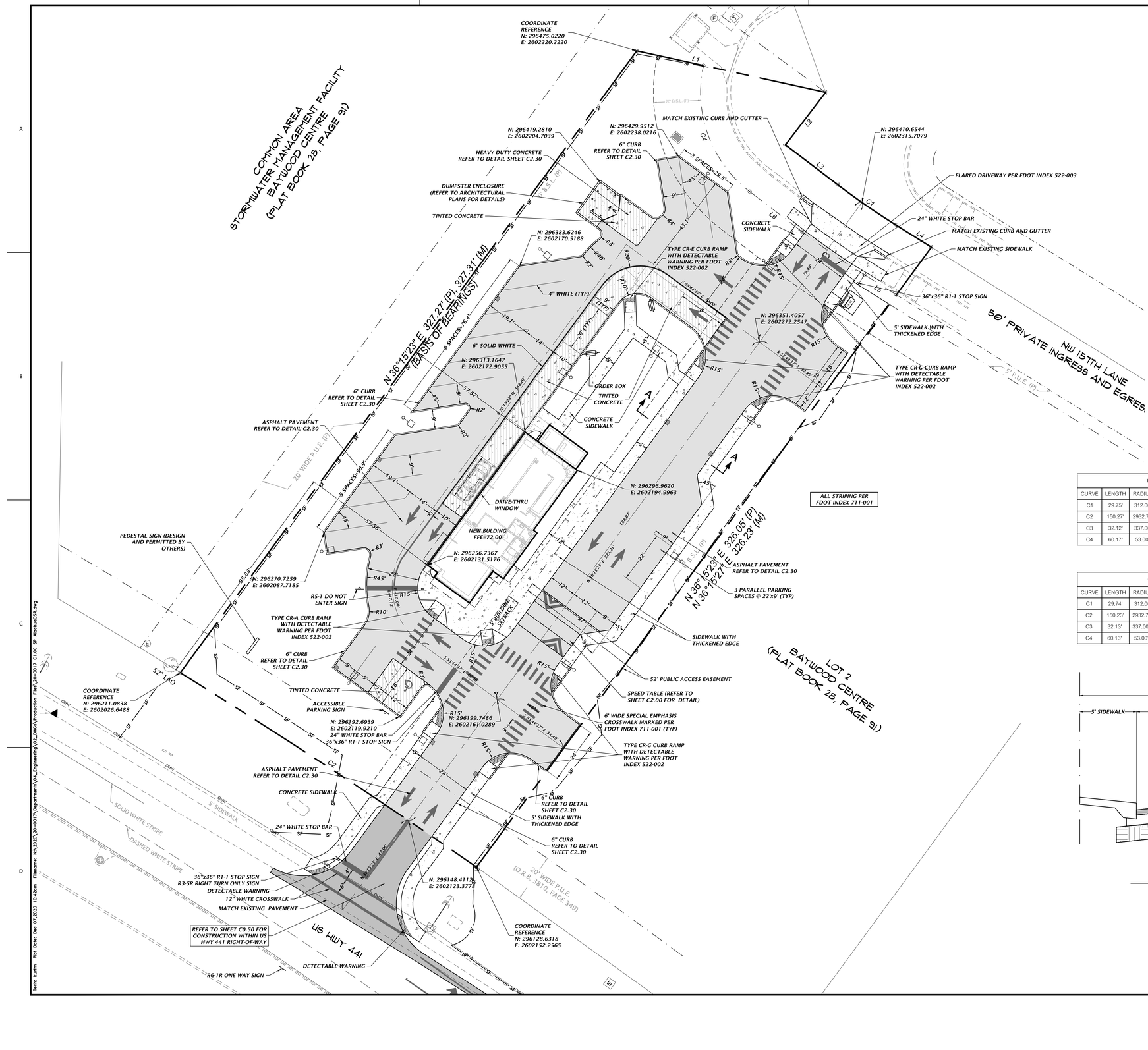


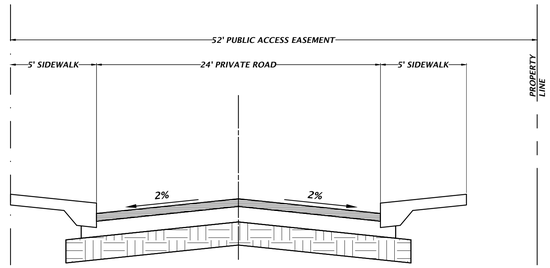
* TINTED CONCRETE PAVING SHALL BE TINTED AND SEALED, SOLOMONS COLOR, SGS INTEGRAL COLOR #920 BLACK ONYX 1 SHALL BE USED AT A RATE OF 25LB BAG PER A YARD OF CONCRETE. THE CONCRETE SEALER SHALL BE WR MEADOWS SEALER CS-309-30, 1 POUND OF CONCRETE DYE SHALL BE MIXED WITH EVERY 5 GALLONS OF SEALER.

CURVE DATA TABLE (M)						
CURVE	LENGTH	RADIUS	DELTA	TANGENT	CHORD	CHORD BEARING
C1	29.75'	312.00'	5°27'51"	14.89'	29.74'	S 55°17'54" E
C2	150.27'	2932.77'	2°56'09"	75.15'	150.25'	N 56°43'05" W
C3	32.12'	337.00'	5°27'42"	16.07'	32.11'	S 55°18'59" E
C4	60.17'	53.00'	65°02'48"	33.80'	56.99'	S 20°05'39" E

LINE DATA TABLE (m)		
LINE	DIRECTION	LENGTH
L1	S 77°35'00" E	82.01'
L2	S 37°26'10" W	28.03'
L3	S 52°36'20" E	28.02'
L4	S 58°00'32" E	17.92'
L5	N 57°55'08" W	16.05'
L6	S 52°36'12" E	28.01'

CURVE DATA TABLE (P)						
CURVE	LENGTH	RADIUS	DELTA	TANGENT	CHORD	CHORD BEARING
C1	29.74'	312.00'	5°27'44"	14.88'	29.73'	S 55°18'57" E
C2	150.23'	2932.77'	2°56'06"	75.13'	150.21'	N 56°46'48" W
C3	32.13'	337.00'	5°27'44"	16.08'	32.12'	S 55°18'57" E
C4	60.13'	53.00'	65°00'04"	33.77'	56.95'	S 20°05'03" E

LINE DATA TABLE (P)		
LINE	DIRECTION	LENGTH
L1	S 77°35'01" E	81.99'
L2	S 37°24'50" W	28.00'
L3	S 52°35'05" E	28.00'
L4	S 58°02'49" E	17.91'
L5	N 58°02'49" W	16.03'
L6	N 52°35'05" W	28.00'



PRIVATE ROAD SECTION A-A

NTS

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Professional Consultants

SCALE: 1"=20'

VERIFY SCALE BAR IS ONE INCH ON ORIGINAL DRAWING. IF NOT ONE INCH ON THIS SHEET ADJUST SCALES ACCORDINGLY.

CONSTRUCTION/BID REVISIONS:

SUBMITTALS:
- 4/30/20 - CITY OF ALACHUA SUBMITTAL
- 6/23/20 - CITY OF ALACHUA RESUBMITTAL
- 7/15/20 - CITY OF ALACHUA RESUBMITTAL
- 8/10/20 - CITY OF ALACHUA AND FDOT SUBMITTAL
- 9/17/20 - CITY OF ALACHUA RESUBMITTAL
- 10/5/20 - BID SET
- 10/15/20 - BAYWOOD PRIVATE ROAD SUBMITTAL
- 12/7/20 - SUBMITTAL

CLIENT: VRE ALACHUA, LLC

PROJECT: QUICK SERVICES RESTAURANT - ALACHUA

SHEET TITLE: HORIZONTAL CONTROL AND PAVEMENT MARKING PLAN

TECHNICIAN: K MERRITT
DESIGNER: C THORNTON
CONSTRUCTION CONTROL: D YOUNG
PROJECT NUMBER: 20-0017

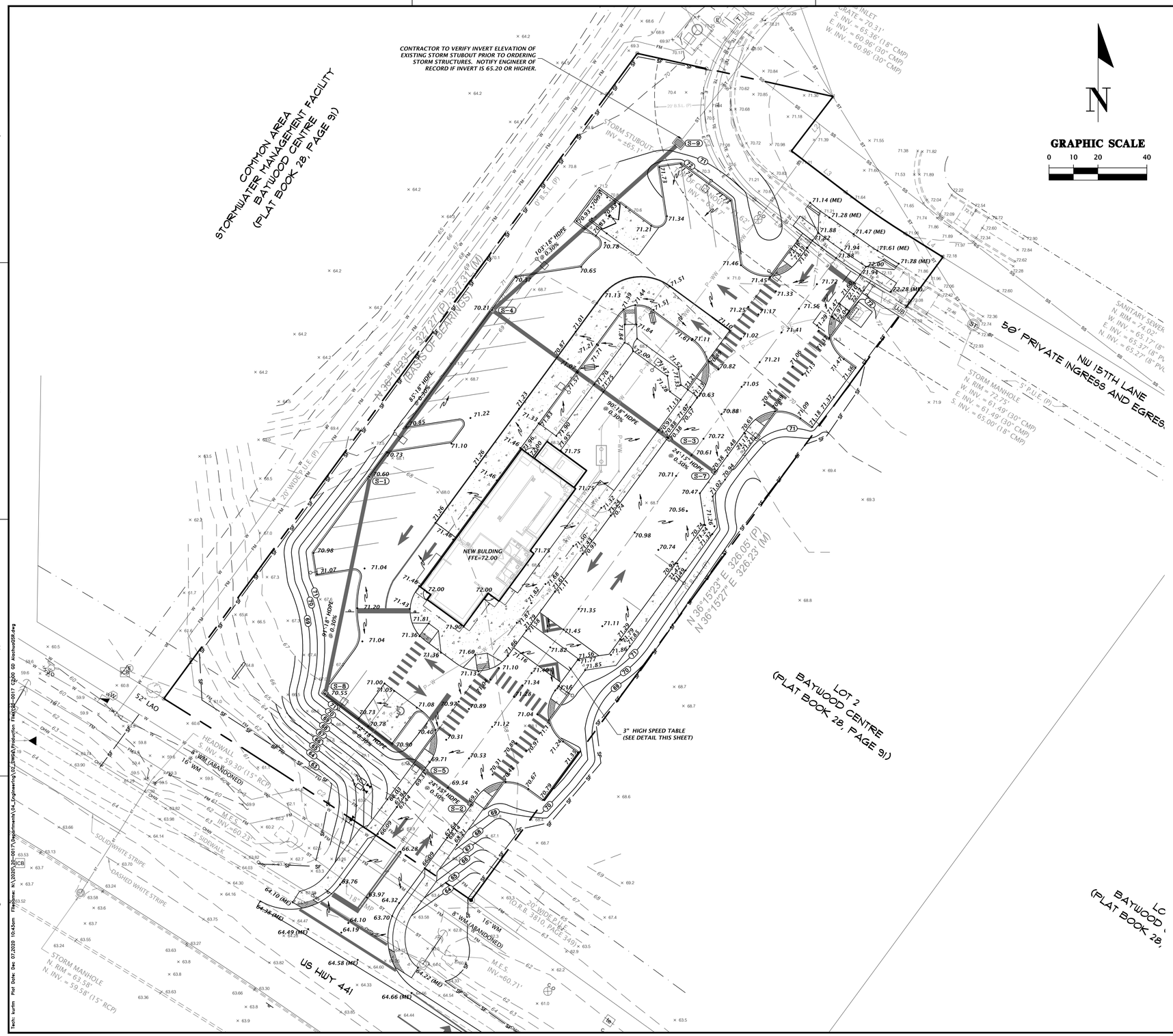
DANIEL H. YOUNG

DANIEL H. YOUNG LICENSE No 70780 STATE OF FLORIDA PROFESSIONAL ENGINEER Dec 08 2020

FL PE No. 70780

SHEET NO: C1.00

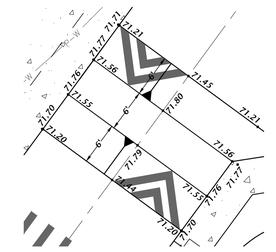
Tech: kurtm Plot Date: Dec 07,2020 10:42am Filename: H:\2020\20-0017\Department\04_Engineering\02_SWFA\Production Files\20-0017 C1.00 SP AlachuaDSR.dwg



STORMWATER STRUCTURE TABLE

STRUCTURE:	STRUCTURE TYPE	TOP	INVERT ELEV	PIPE DIA.	NORTHING & EASTING
S-1	TYPE 10 CURB INLET WITH P BOTTOM PER FDOT INDEX 425-025 AND 425-010	70.60	65.66 NE 65.66 S	18" 18"	N: 296301.60 E: 2602110.93
S-2	TYPE 10 CURB INLET WITH P BOTTOM PER FDOT INDEX 425-025 AND 425-010	69.31	66.21 NW	15"	N: 296167.98 E: 2602152.04
S-3	TYPE 10 CURB INLET WITH P BOTTOM PER FDOT INDEX 425-025 AND 425-010	70.38	65.68 NW 65.68 SE	18" 15"	N: 296317.52 E: 2602233.09
S-4	TYPE 10 CURB INLET WITH P BOTTOM PER FDOT INDEX 425-025 AND 425-010	70.21	65.41 SW 65.41 NE 65.41 SE	18" 18" 18"	N: 296369.93 E: 2602161.04
S-5	TYPE 10 CURB INLET WITH P BOTTOM PER FDOT INDEX 425-025 AND 425-010	69.31	66.09 NW 66.09 SE	18" 15"	N: 296181.63 E: 2602133.43
S-7	TYPE 10 CURB INLET WITH P BOTTOM PER FDOT INDEX 425-025 AND 425-010	70.38	65.80 NW	15"	N: 296303.86 E: 2602251.70
S-8	TYPE 10 CURB INLET WITH P BOTTOM PER FDOT INDEX 425-025 AND 425-010	70.55	65.93 SE 65.93 N	18" 18"	N: 296213.23 E: 2602092.70
S-9	TYPE C INLET PER FDOT INDEX 425-052 AND 425-010	70.80	65.10 SW 65.10 NE *	18" 18"	N: 296438.24 E: 2602237.32

* CONTRACTOR TO VERIFY INVERT ELEVATION OF EXISTING STORM STUBOUT PRIOR TO ORDERING STORM STRUCTURES. NOTIFY ENGINEER OF RECORD IF INVERT IS 65.20 OR HIGHER.



SPEED TABLE DETAIL

1"=10'

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(352) 331-1976
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Professional Consultants

SCALE: 1"=20'

VERIFY SCALE
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IF NOT ONE INCH ON THIS SHEET ADJUST SCALES ACCORDINGLY

CONSTRUCTION BID REVISIONS

SUBMITTALS:	
4/30/20	CITY OF ALACHUA 1 SUBMITTAL
7/2/20	SFWMD APPLICATION
7/15/20	CITY OF ALACHUA RESUBMITTAL
8/10/20	CITY OF ALACHUA AND FDOT SUBMITTAL
9/17/20	CITY OF ALACHUA RESUBMITTAL
10/5/20	BID SET
10/15/20	- BAYWOOD PRIVATE ROAD SUBMITTAL
12/7/20	- SUBMITTAL

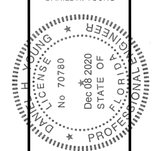
CLIENT: VRE ALACHUA, LLC

PROJECT: QUICK SERVICES RESTAURANT - ALACHUA

SHEET TITLE: GRADING AND DRAINAGE PLAN

TECHNICIAN: K MERRITT
DESIGNER: C THOMPSON
CONSTRUCTION CONTROL: D YOUNG
PROJECT NUMBER: 20-00017

DANIEL H. YOUNG



FL PE No. 70780

SHEET NO.: C2.00

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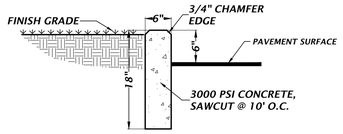
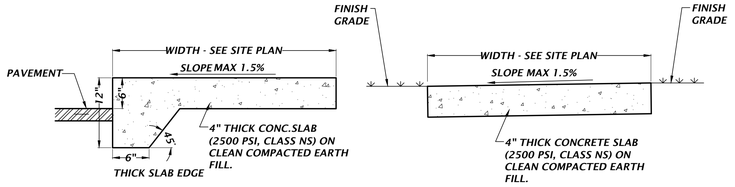


TYPICAL 6" CURB DETAIL
NTS



NOTE(S):

1. *SAWCUT CONTROL JOINTS SHALL BE CONSTRUCTED 5 FEET ON CENTER*
2. *EXPANSION JOINTS WITH PREFORMED JOINT FILLER SHALL BE CONSTRUCTED BETWEEN ALL FIXED OBJECTS AND WALK AND AT CONSTRUCTION JOINTS.*

ADJACENT TO PAVEMENT
NTS

NOT ADJACENT TO PAVEMENT
NTS

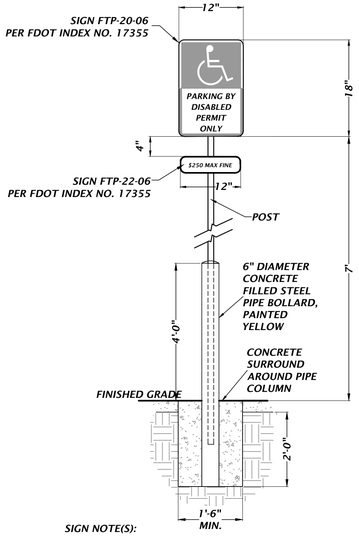
CONCRETE SIDEWALK DETAILS

STANDARD DUTY CONCRETE

HEAVY DUTY CONCRETE

NOTE:
JOINT PATTERN AND TYPE PER FLORIDA CONCRETE & PRODUCTS ASSOCIATION SPECIFICATIONS

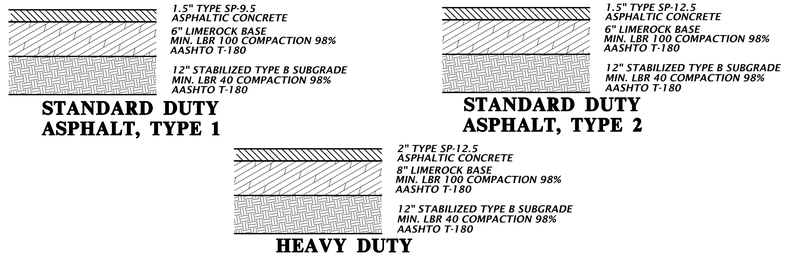
CONCRETE DETAILS
NTS



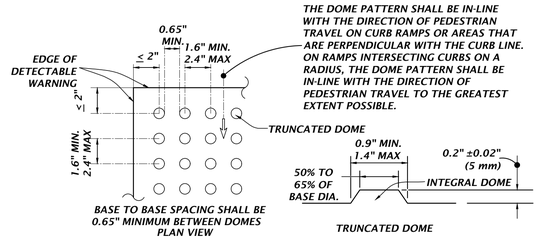
SIGN NOTE(S):

1. *SIGN CONSTRUCTION, DESIGN AND PLACEMENT SHALL COMPLY WITH STATE AND LOCAL STATUTES.*

H.C. PARKING SIGN
NTS



ASPHALT PAVEMENT DETAILS
NTS



1. *PROVIDE DETECTABLE WARNINGS IN ACCORDANCE WITH THE AMERICANS WITH DISABILITIES ACT ACCESSIBILITY GUIDELINES (ADAAG) SECTION 705 DETECTABLE WARNINGS ON WALKING SURFACES AND THE 2017 FLORIDA BUILDING CODE, ACCESSIBILITY, CHAPTER 7, SECTION 705.*
2. *RAISED TRUNCATED DOMES SHALL HAVE A BASE DIAMETER FROM 0.9" MIN TO 1.4" MAX, A TOP DIAMETER FROM 50% TO 65% OF BASE DIAMETER, A HEIGHT OF 0.2 INCH (5 mm) NOMINAL, CENTER-TO-CENTER SPACING FROM 1.6" MIN TO 2.4" MAX, AND BASE-TO-BASE SPACING OF 0.65% MINIMUM, MEASURED BETWEEN THE MOST ADJACENT DOMES ON A SQUARE GRID.*
3. *SURFACES SHALL CONTRAST VISUALLY WITH ADJACENT WALKING SURFACES EITHER LIGHT-ON-DARK, OR DARK-ON-LIGHT.*
4. *ALL SIDEWALK CURB RAMPS SHALL HAVE DETECTABLE WARNING SURFACES THAT EXTEND THE FULL WIDTH OF THE RAMP AND IN THE DIRECTION OF TRAVEL 24 INCHES.*
5. *MATS ARE NOT ACCEPTABLE.*
6. *PROVIDE INTERLOCKING PAVERS AS FOLLOWS:*
   - *A - DETECTABLE WARNING SURFACE FOR THE RAMPS SHALL CONSIST OF INTERLOCKING 4" X 8" ADA DETECTABLE WARNING SURFACE PAVERS HAVING A MINIMUM DEPTH OF 2". CONCRETE PAVERS ARE TO MEET ASTM C902 CLASS SX TYPE 1; AND BRICK PAVERS ARE TO MEET ASTM C55, GRADE N, SOLID BRICK COLOR TO MEET ADA CONTRAST REQUIREMENTS.*
   - *B - ALL UNITS SHALL BE SOUND AND FREE OF DEFECTS THAT WOULD INTERFERE WITH THE APPEARANCE OF PROPER PLACEMENT OF THE UNIT OR IMPAIR THE STRENGTH OR LONGEVITY OF THE FINAL STRUCTURE. ANY UNITS THAT ARE STRUCTURALLY DAMAGED DURING THE WORK SHALL BE IMMEDIATELY REMOVED AND REPLACED. THE PAVERS ARE TO BE LAID IN A TWO BY TWO BASKETWEAVE PATTERN, FLUSH WITH THE FINISH GRADE OF THE RAMP SURFACE, AND HAVE GAPS BETWEEN 1/16 AND 1/8 INCH. CUT PAVERS (MASONRY SAW ONLY) SHALL BE NO SMALLER THAN ONE-THIRD OF A WHOLE PAVER.*
   - *C - MODIFY FORMWORK OR PROVIDE FORMED GROUT INFILL BEHIND CURVED DROP CURB SECTIONS TO ENSURE STRAIGHT EDGE RESTRAINT FOR PAVERS.*
   - *D - CONCRETE EDGE RESTRAINT FOR WARNING AREA. MAXIMUM GAP OF 1/8" BETWEEN PAVERS AND EDGE. USE ½" RADIUS ALONG CONCRETE EDGES.*
   - *E - WHEN PAVERS ABUT EITHER EARTH/DIRT OR PAVEMENT, A SIX INCH CONCRETE BAND SHALL BE INSTALLED. BAND SHALL BE WITHIN LIMITS OF THE WIDTH OF PROPOSED CONCRETE AND NOT EXTENDED AN ADDITIONAL SIX INCHES..*
7. *OTHER METHODS/MATERIALS MAY BE USED FOR THE DETECTABLE WARNING STRIP, BUT THEY MUST MEET THE ABOVE CRITERIA.*
8. *ALL MATERIALS/METHODS TO BE UTILIZED SHALL BE SUBMITTED FOR APPROVAL TO THE ENGINEER PRIOR TO ORDERING THE MATERIALS/METHODS. FAILURE TO OBTAIN APPROVAL BEFORE ORDERING OR INSTALLATION MAY RESULT IN REMOVAL AND REPLACEMENT AT CONTRACTOR'S EXPENSE. ENGINEER'S APPROVAL DOES NOT RELIEVE THE CONTRACTOR'S RESPONSIBILITY FOR THE PERFORMANCE OF THE ITEM,*
9. *IF FDOT CURB RAMPS ARE SPECIFIED, REFER TO THE FDOT INDEX 522-002 FOR SPECIFICATIONS CONCERNING THE APPLICABLE DETECTABLE WARNING STRIP TO BE USED WITH FDOT SPECIFIED RAMPS.*

DETECTABLE WARNING
NTS

11801 Research Drive
Alachua, Florida 32615
(352) 331-1976
(352) 331-2476
www.chw-inc.com
est. 1988 FLORIDA CA-9075
CHW Professional Consultants

SCALE: N/A
VERIFY SCALE BAR IS ONE INCH ON ORIGINAL DRAWING. IF NOT ONE INCH ON THIS SHEET ADJUST SCALES ACCORDINGLY.

CONSTRUCTION/BID REVISIONS:

SUBMITTALS:
4/30/20 - CITY OF ALACHUA SUBMITTAL
6/23/20 - SWMD SUBMITTAL
7/15/20 - CITY OF ALACHUA RESUBMITTAL
8/10/20 - CITY OF ALACHUA AND FDOT SUBMITTAL
9/17/20 - CITY OF ALACHUA RESUBMITTAL
10/5/20 - BID SET
10/15/20 - BAYWOOD PRIVATE ROAD SUBMITTAL
12/7/20 - SUBMITTAL

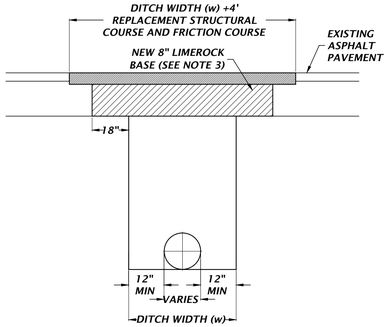
CLIENT: VRE ALACHUA, LLC
PROJECT: QUICK SERVICES RESTAURANT - ALACHUA
SHEET TITLE: CONSTRUCTION DETAILS

TECHNICIAN: K MERRITT
DESIGNER: C THORNTON
CONSTRUCTION CONTROL: D YOUNG
PROJECT NUMBER: 20-0017

DANIEL H. YOUNG
DANIEL H. YOUNG LICENSE No 70780 STATE OF FLORIDA PROFESSIONAL ENGINEER
Dec 08 2020
FL PE No. 70780

SHEET NO: C2.30

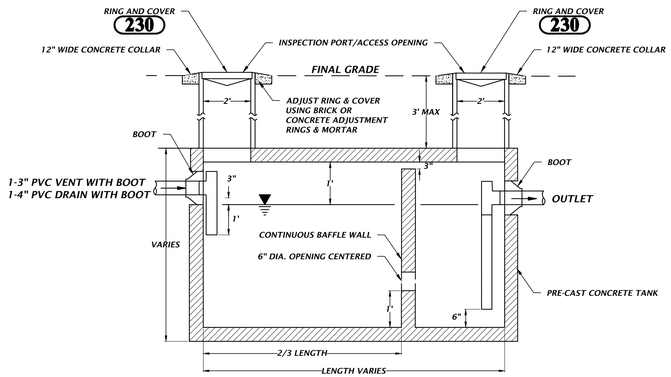
Tech: kurtm Plot Date: 12/7/2020 10:43am Filename: H:\2020\20-0017\Department\04_Engineering\02_DWGs\Production Files\20-0017 C2.30 DT Alachua058.dwg



GENERAL NOTE(S):

1. SEE BEDDING AND TRENCHING DETAIL (303) FOR SPECIFICATIONS ON BACKFILL OVER A PIPE.
2. NEW 8" LIMEROCK BASE SHALL BE COMPACTED TO NOT LESS THAN 98% OF MAX DENSITY AS SPECIFIED BY THE FLORIDA DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATION 200-7.2. THE WIDTH OF THE LIMEROCK BASE SHALL BE THE WIDTH OF THE PIPE TRENCH PLUS 18" ON BOTH SIDES SEE DETAIL.
3. UNLESS OTHERWISE SPECIFIED, MATERIALS AND METHODS OF OPERATION REQUIRED TO INSTALL NEW AND REPLACEMENT PAVEMENT SHALL BE IN ACCORDANCE WITH THE LATEST APPLICABLE REQUIREMENTS OF THE FLORIDA DEPARTMENT OF TRANSPORTATION STANDARD SPECIFICATIONS FOR ROAD AND BRIDGE CONSTRUCTION.
4. PAVEMENT SHALL BE REMOVED TO NEATLY SAWED STRAIGHT EDGES.
5. THE TYPE AND THICKNESS OF NEW SURFACE MATERIAL SHALL BE CONSISTENT WITH THAT OF THE EXISTING SURFACE, BUT IN ALL CASES SHALL MEET THE MINIMUM STANDARDS ESTABLISHED BY THE PLANS AND SPECIFICATIONS.
6. THE BACKFILLING AND PAVEMENT REPLACEMENT MUST BE DONE IN ACCORDANCE WITH FDOT INDEX.

(300) BACKFILL OVER PIPE/PAVEMENT REPAIR DETAIL
NTS



GENERAL NOTE(S):

1. TANK VOLUME TO BE DETERMINED BY CITY OF ALACHUA UPON APPLICATION BY OWNER, 1000 GALLON MINIMUM TANK VOLUME. STRUCTURAL DESIGN SHALL BE THE RESPONSIBILITY OF THE TANK MANUFACTURER.
2. ONLY KITCHEN WASTE SHALL BE DISCHARGED INTO THE GREASE INTERCEPTOR. ALL DOMESTIC WASTE (i.e. RESTROOMS) SHALL BE CONNECTED DOWNSTREAM OF THE GREASE INTERCEPTOR.
3. MANHOLES THAT ARE NOT INSTALLED UNDER PAVEMENT SHALL HAVE A RIM ELEVATION AT LEAST 6" ABOVE FINISHED GRADE AND A 10:1 SLOPE TO FINISHED GRADE.
4. GREASE INTERCEPTOR ASSEMBLY TO BE H-20 TRAFFIC LOAD RATED - INCLUDING TANK, TANK LID, CHIMNEYS, AND MANHOLE RING & COVER.
5. NO CAPPED TEES.

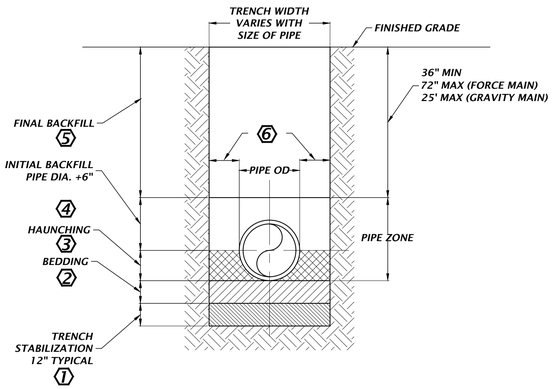
(227) GREASE INTERCEPTOR
NTS

GENERAL NOTE(S):

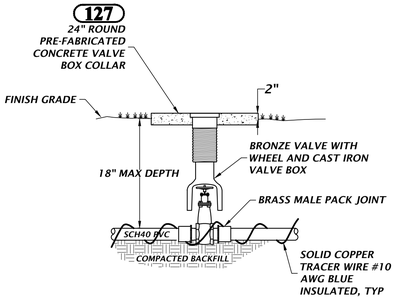
1. WATER SHALL NOT BE PERMITTED IN THE TRENCH DURING CONSTRUCTION.
2. ALL PIPE TO BE INSTALLED WITH BELL FACING UPSTREAM TO THE DIRECTION OF THE FLOW.
3. DEPTH FOR REMOVAL OF UNSUITABLE MATERIAL SHALL GOVERN DEPTH OF BEDDING ROCK BELOW THE PIPE. UTILITIES SHALL DETERMINE IN THE FIELD REQUIRED REMOVAL OF UNSUITABLE MATERIAL TO REACH SUITABLE FOUNDATION. THE BOTTOM OF THE TRENCH SHALL NOT BE EXCAVATED BELOW THE SPECIFIED GRADE. IF UNDERCUTTING OCCURS, THE BOTTOM OF THE TRENCH SHALL BE BROUGHT UP TO THE ORIGINAL GRADE WITH APPROVED MATERIAL AND THOROUGHLY COMPACTED TO A MINIMUM OF 95% MODIFIED PROCTOR.
4. FINAL RESTORATION IN IMPROVED AREAS SHALL BE IN COMPLIANCE WITH ALL APPLICABLE REGULATIONS OF GOVERNING AGENCIES.

KEYED NOTE(S):

1. TRENCH STABILIZATION SHALL BE PROVIDED TO A DEPTH OF 12-INCHES. THE MATERIAL SHALL BE NO. 57 STONE.
2. BEDDING SHALL BE A MINIMUM OF 6-INCHES AND COMPOSED OF IMPORTED GRANULAR FILL. COMPACT TO 95% STANDARD PROCTOR, AASHTO T-99.
3. HAUNCHING PORTION OF THE PIPE ZONE SHALL BE PLACED TO THE SPRINGLINE OF THE PIPE AND COMPOSED OF IMPORTED GRANULAR FILL. COMPACT TO 95% STANDARD PROCTOR ASSHTO T-99.
4. INITIAL BACKFILL: COMMON FILL COMPACTED TO 95% (98% UNDER PAVEMENT) OF THE MAXIMUM DENSITY AS PER AASHTO T-180. FROM THE SPRINGLINE OF THE PIPE TO TWO (2) FEET ABOVE THE PIPE THE SOIL SHALL BE CAREFULLY BACKFILLED IN 6-INCH LIFTS AND THE SOIL CONSOLIDATED WITH THE HAND OPERATED TAMPING MACHINE (OR AS REQUIRED BY CITY, COUNTY, OR STATE INSPECTORS).
5. FINAL BACKFILL: COMMON FILL COMPACTED TO 95% (98% UNDER PAVEMENT) OF THE MAXIMUM DENSITY AS PER AASHTO T-180. AFTER PLACEMENT AND COMPACTION OF THE INITIAL BACKFILL, THE BALANCE OF THE BACKFILL MATERIAL MAY BE MACHINE PLACED OR AS REQUIRED BY THE INSPECTOR AND SHALL NOT CONTAIN ANY ROCKS OR DEBRIS.
6. 12" MINIMUM



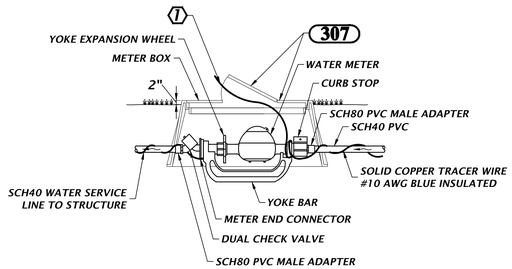
(303) BEDDING AND TRENCHING DETAIL
NTS



GENERAL NOTE(S):

1. WATER VALVE BOX TOPS ARE TO BE CAST WITH THE WORD "WATER" ON TOP AND PAINTED BLUE.

(142) BRONZE GATE VALVE FOR WATER AND RECLAIMED WATER MAINS 2" OR SMALLER
NTS



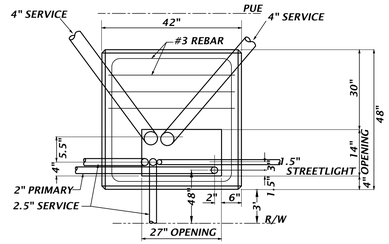
GENERAL NOTE(S):

1. CONNECT TRACER WIRES WITH PRO-LINE TRACER-LOCK CONNECTORS. PART # TL-LUG-SS.

KEYED NOTE(S):

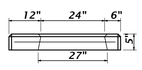
1. PROVIDE ENOUGH TRACER WIRE SO IT CAN EXTEND AT LEAST 8-INCHES ABOVE METER BOX.

(115) 3/4" AND 1" WATER METER ASSEMBLY
NTS



FIRE HYDRANTS SHALL BE 5'-0" MINIMUM CLEAR FROM TRANSFORMERS.

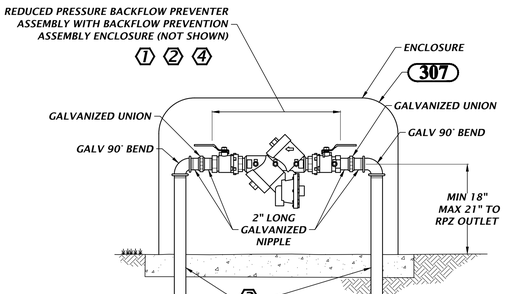
WARNING: CONTRACTOR SHALL NOT OPEN TRANSFORMER, PUSH CONDUIT UNDER TRANSFORMER, OR INSTALL CONDUCTORS WHEN TRANSFORMER IS ENERGIZED. LIFE THREATENING ELECTRICAL SHOCK MAY OCCUR.



ELEVATION

TRANSFORMER BUSHINGS WILL ACCOMMODATE UP TO 8 SETS OF 500 KCMIL CONDUCTORS.

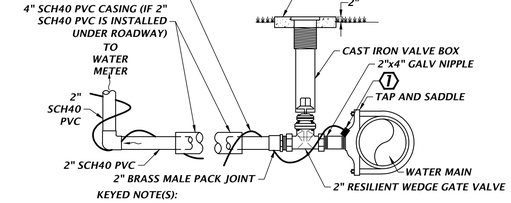
(539) TYPICAL SINGLE PHASE TRANSFORMER PAD
NTS



KEYED NOTE(S):

1. PROVIDE BACKFLOW PREVENTION ASSEMBLY ENCLOSURE. COORDINATE WITH VENDOR TO SELECT ENCLOSURE SIZE SUITABLE FOR INSTALLED BACKFLOW PREVENTER ASSEMBLY.
2. ENCLOSURE VENDOR AND FEATURES:
   - MARINE GRADE ALUMINUM
   - 1.5 INCH INSULATION, 9.0 R VALUE
   - MEANS TO ACCESS ASSEMBLY
   - LOCKABLE
   - MOUNTING HARDWARE
   - COLOR: TAN, UNLESS OTHERWISE NOTED.
   - VENDORS: SAFE T COVER, NASHVILLE, TN; OR EQUAL
3. POUR CONCRETE PAD WITH DIMENSIONS AS PER VENDOR'S RECOMMENDATIONS. MINIMUM THICKNESS OF 4 INCHES.
   - PROVIDE SLEEVES AROUND PIPING
4. BACKFLOW PREVENTER MAINTAINED BY PROPERTY OWNER, NOT COA.

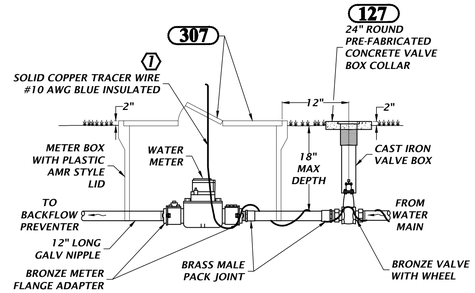
(121) 3/4" TO 2" BACKFLOW PREVENTER AND ENCLOSURE
NTS



KEYED NOTE(S):

1. CONNECT TRACER WIRES FROM MAIN TO SERVICE WITH PRO-LINE TRACER-LOCK CONNECTORS. PART # TL-LUG-SS.

(118) 2" WATER SERVICE CONNECTION
NTS



KEYED NOTE(S):

1. PROVIDE ENOUGH TRACER WIRE SO IT CAN EXTEND AT LEAST 8-INCHES ABOVE METER BOX.

(112) 1 1/2" AND 2" METER ASSEMBLY
NTS

11801 Research Drive
Alachua, Florida 32615
(352) 331-1976
www.chw-inc.com
est. 1988 FLORIDA CA-9075
CHW Professional Consultants

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10/5/20 - BID SET
10/15/20 - BAYWOOD PRIVATE ROAD SUBMITTAL
12/7/20 - SUBMITTAL

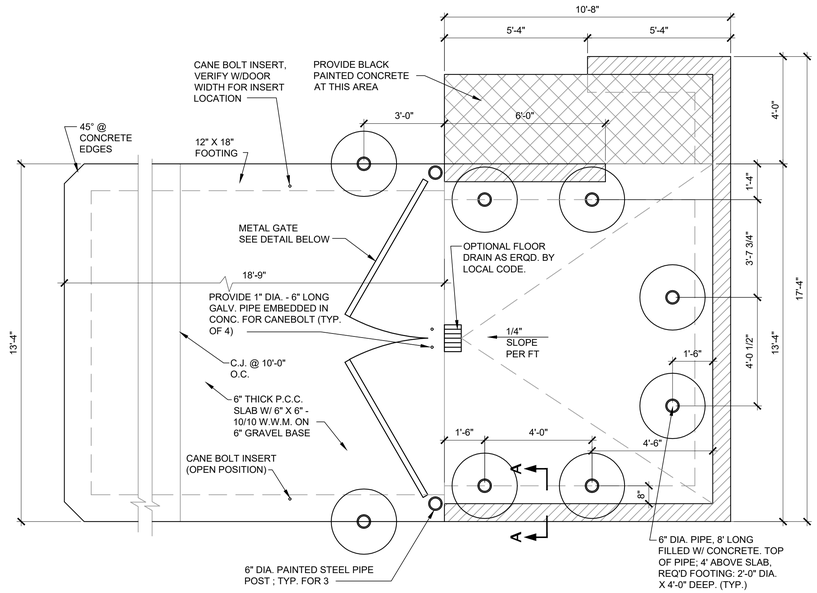
OWNER: VRE ALACHUA, LLC
PROJECT: QUICK SERVICES RESTAURANT - ALACHUA
SHEET TITLE: CONSTRUCTION DETAILS

TECHNICIAN: K MERRITT
DESIGNER: C THORNTON
QA/QC CONTROL: D YOUNG
PROJECT NUMBER: 20-0017

DANIEL H. YOUNG
FL PE No. 70780
Dec 08 2020

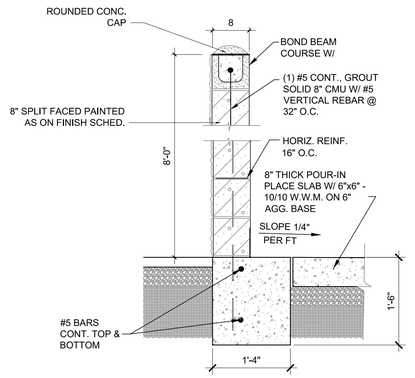
SHEET NO: C2.31

Tech: kurtm Plot Date: Dec 07,2020 10:43am Filename: H:\2020\20-0017\Department\04_Engineering\02_Dwgs\Production Files\20-0017 C2.30 DT AlachuaDSR.dwg



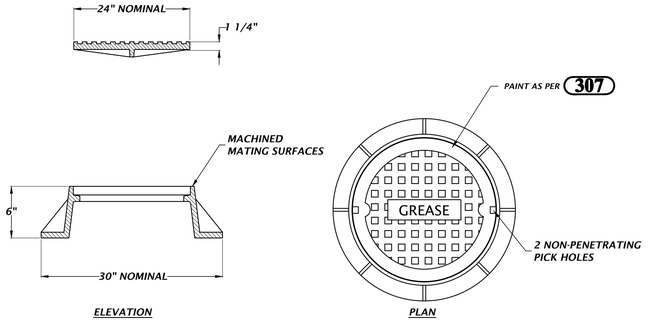
DUMPSTER ENCLOSURE

NTS



SECTION A-A

NTS

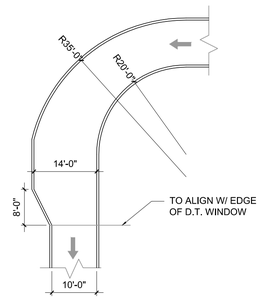


GENERAL NOTE:

1. MATERIAL: ASTM-A48 CLASS 30B GRAY IRON.
2. RING WT: 150 LBS. APP.
3. COVER WT: 130 LBS. APP.

230 RING AND COVER

NTS



DRIVE-THRU WITHOUT BYPASS LANE

NTS

PAINT SYSTEM NO. 5

SURFACE PREPARATION -PRESSSURE WASH SURFACE TO BE PAINTED

OPTIMAL APPLICATION CONDITIONS

AMBIENT TEMPERATURE BETWEEN 55 AND 75 DEGREES F.

HUMIDITY BELOW 60 PERCENT

IF OUTSIDE THESE LIMITS, REQUEST PERMISSION TO APPLY PAINT FROM COA INSPECTOR OR SERVICES DURING CONSTRUCTION ENGINEER

APPLY (SPRAY) FIRST COAT

APPLY (SPRAY) SECOND COAT EITHER WITHIN TWO HOURS OR MORE THAN 48 HOURS AFTER APPLYING FIRST COAT.

PRODUCT

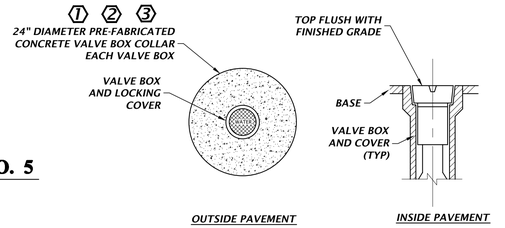
- KRYLON SPAY PAINT
- FUSION ALL-IN-ONE
- PAINT PLUS PRIMER

COLORS

- POTABLE WATER - GLOSS PATRIOTIC BLUE
- WASTEWATER - GLOSSY SPRING GRASS
- RECLAIMED - GLOSSY ICY GRAPE

307 PAINT SYSTEM NO. 5

NTS

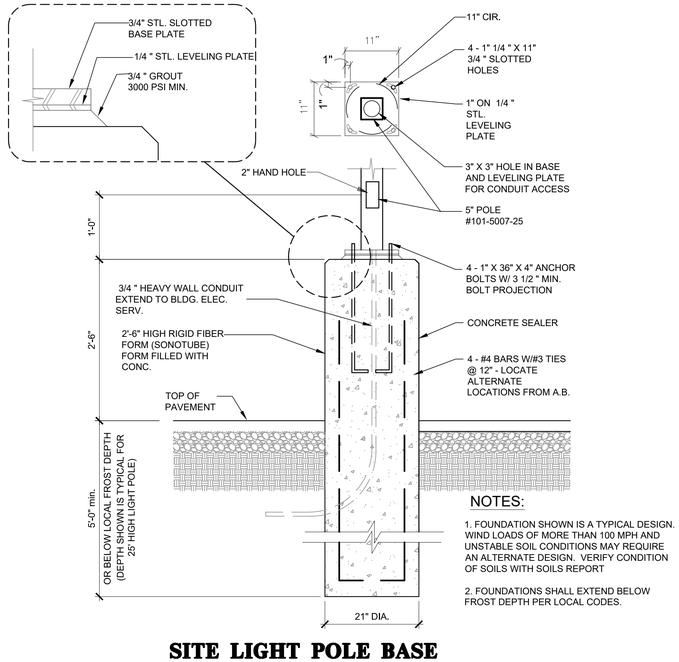


KEYED NOTE(S):

1. VALVE BOX COLLAR FEATURES:
   - 24" DIAMETER, 11" INNER OPENING
   - 4" THICK
   - TWO RINGS OF #3 REBAR
   - 4000 PSI TEST CONCRETE
2. SUPPLIER AND PRODUCT:
   - MASONRY SUPPLY, INC., SELMA, NC OR EQUAL
   - ITEM: 24" CONCRETE VALVE BOX COLLAR OR EQUAL
   - PART: MSVB-24 OR EQUAL
3. PAINT VALVE BOX COVER AND COLLAR AS PER 307

127 VALVE BOX COLLAR

NTS

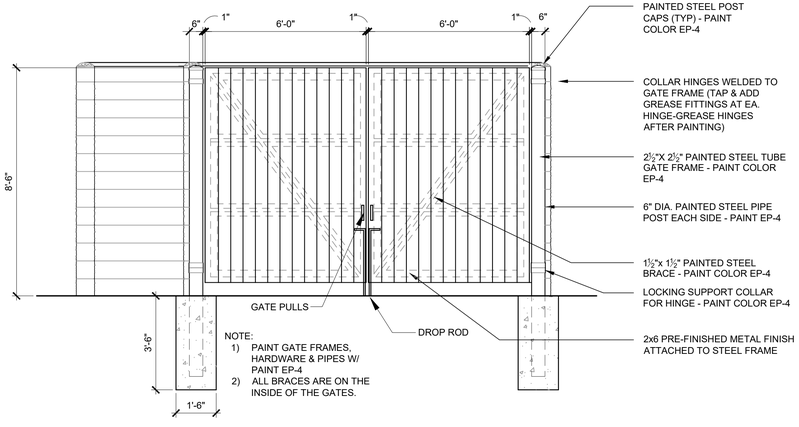


NOTES:

1. FOUNDATION SHOWN IS A TYPICAL DESIGN. WIND LOADS OF MORE THAN 100 MPH AND UNSTABLE SOIL CONDITIONS MAY REQUIRE AN ALTERNATE DESIGN. VERIFY CONDITION OF SOILS WITH SOILS REPORT
2. FOUNDATIONS SHALL EXTEND BELOW FROST DEPTH PER LOCAL CODES.

SITE LIGHT POLE BASE

NTS



NOTE:
1) PAINT GATE FRAMES, HARDWARE & PIPES W/ PAINT EP-4
2) ALL BRACES ARE ON THE INSIDE OF THE GATES.

DUMPSTER GATE/ENCLOSURE

NTS

11801 Research Drive
Alachua, Florida 32615
(386) 418-4190
www.chw-inc.com
est. 1988 FLORIDA CA-9075
CHW Professional Consultants

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10/15/20 - BAYWOOD PRIVATE ROAD SUBMITTAL
12/7/20 - SUBMITTAL

CLIENT: VRE ALACHUA, LLC
PROJECT: QUICK SERVICES RESTAURANT - ALACHUA
SHEET TITLE: CONSTRUCTION DETAILS

TECHNICIAN: K MERRITT
DESIGNER: C THORNTON
QUALITY CONTROL: D YOUNG
PROJECT NUMBER: 20-00117

DANIEL H. YOUNG
LICENSE No 70780 STATE OF FLORIDA PROFESSIONAL ENGINEER
Dec 08 2020
FL PE No. 70780

SHEET NO.: C2.32

Tech: kurtm Plot Date: Dec 07,2020 - 10:43am Filename: N:\2020\20-0011\Departments\04_Engineering\03_Civil\Production Files\20-0017 C2.32 DT Alachua508.dwg

COMMON AREA
STORMWATER MANAGEMENT FACILITY
BAYWOOD CENTRE
(PLAT BOOK 28, PAGE 91)

N 36°15'23" E 322.27' (P)
N 36°15'27" E 322.31' (M)
(BASIS OF BEARINGS)

LOT 2
BAYWOOD CENTRE
(PLAT BOOK 28, PAGE 91)

LC
BAYWOOD
(PLAT BOOK 28,

N 36°15'23" E 326.05' (P)
N 36°15'27" E 326.23' (M)

50' PRIVATE INGRESS AND EGRESS

NW 15TH LANE

US HWY 441

52' LAO

20' WIDE P.U.E. (P)

20' B.S.L. (P)

5' P.U.E. (P)

10' WIDE P.U.E. (O.R.B. 3810, PAGE 349)

SITE LIGHTING (TYP)

TRANSFORMER

PROPOSED PUE

2-4" HDPE ELECTRIC CONDUITS

2-4" HDPE ELECTRIC CONDUITS

PROPOSED GREASE INTERCEPTOR. SIZE TO BE DETERMINED DURING BUILDING DEPARTMENT REVIEW AND PERMIT PROCESS.
INLET INV=68.75
OUTLET INV=68.50
REFER TO DETAIL SHEET C2.31

REFER TO ARCHITECTURAL PLANS FOR CONTINUATION

3" PVC VENT LINE

NEW BULDING FFE=72.00

SS CLEANOUT TOP EL=71.75 INV EL=66.16

SS CLEANOUT TOP EL=71.50 INV EL=68.34

SS CLEANOUT TOP EL=71.50 INV EL=67.92

SS CLEANOUT TOP EL=71.50 INV EL=68.77

SS CLEANOUT TOP EL=71.50 INV EL=69.00

SS CLEANOUT TOP EL=71.50 INV EL=68.46

SS CLEANOUT TOP EL=71.50 INV EL=68.45

63'-6" PVC @ 1.00%

46'-6" PVC @ 1.00%

28'-4" PVC @ 1.00%

23'-4" PVC @ 1.00%

4'-4" PVC @ 1.00%

1 1/2" PVC POTABLE WATER SERVICE (36" MIN COVER)

REFER TO WATER DETAIL THIS SHEET

STORM STUBOUT INV = 365.17

TOP OF CLEANOUT = 71.62' INV = 50.17

STORM MANHOLE
N. RIM = 72.75'
W. INV = 61.49' (30" CMP)
E. INV = 61.49' (30" CMP)
S. INV = 65.00' (18" CMP)

SANITARY SEWER MANHOLE
N. RIM = 74.02'
W. INV = 65.17' (8" PVC)
E. INV = 65.37' (8" PVC)
N. INV = 65.27' (8" PVC)

GRATE INLET
GRATE = 70.31'
S. INV. = 61.36' (18" CMP)
E. INV. = 60.96' (30" CMP)
W. INV. = 60.96' (30" CMP)

HEADWALL
S. INV. = 59.30' (15" RCP)

STORM MANHOLE
N. RIM = 63.58'
N. INV. = 59.58' (15" RCP)

M.E.S. INV.=60.23'

M.E.S. INV.=60.71'

8" WM (ABANDONED)

16" WM

8" WM (ABANDONED)

18" MP

SOLID WHITE STRIPE

DASHED WHITE STRIPE

5' SIDEWALK

N

GRAPHIC SCALE
0 10 20 40

COA ELECTRICAL WORK SCOPE

1.1 SCOPE OF COA ELECTRICAL WORK: AT NO COST TO THE COA, COA WILL PERFORM CERTAIN WORK TASKS TO ASSIST THE CONTRACTOR IN PROVIDING THE COMPLETE AND OPERATING ELECTRICAL SYSTEM(S) AS NOTED IN PAR 1.2, AS SHOWN ON THE DRAWINGS AND AS SPECIFIED HEREIN.

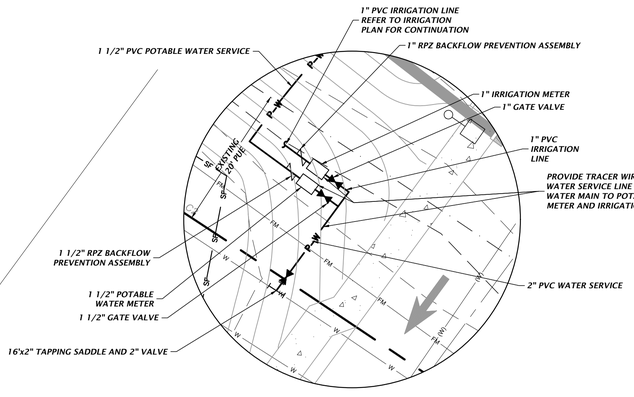
1.2 COA ELECTRICAL WORK INCLUDES MODIFICATIONS TO THE EXISTING JUNCTION BOX AND THE PROPOSED TRANSFORMER.

1.3 CONTRACTOR SHALL FURNISH THE FOLLOWING PRODUCTS: ALL PRIMARY CABLES, ALL SECONDARY CABLES, ALL TRANSFORMERS AND MAKE-UP MATERIALS. THE CITY OF ALACHUA WILL ORDER THESE PRODUCTS, WHICH SHALL BE PAID FOR BY THE CONTRACTOR. ONCE ON SITE, THESE PRODUCTS WILL BE INSTALLED BY THE CITY OF ALACHUA. ALL PRIMARY MAKEUP, SECONDARY MAKEUP, CONNECTIONS AND TESTING WILL BE COMPLETED BY THE CITY OF ALACHUA. ALL WORK DONE BY THE CITY OF ALACHUA WILL BE BACKCHARGED TO THE CONTRACTOR. THE CONTRACTOR SHALL BE FULLY RESPONSIBLE FOR ALL ELECTRICAL WORK REQUIRED TO PROVIDE SECONDARY (LOAD-SIDE) SERVICE FROM THE TRANSFORMER.

1.4 THE CONTRACTOR SHALL FURNISH AND INSTALL ALL OTHER MATERIALS, INCLUDING, BUT NOT LIMITED TO ALL CONDUIT, ENCLOSURES, POLES, LUMINAIRES, TRANSFORMER PADS AND SWITCHGEAR BASES.

1.5 THE CONTRACTOR SHALL SCHEDULE AN ELECTRICAL COORDINATION MEETING AT THE START OF THE PROJECT. REQUIRED ATTENDEES INCLUDE THE CONTRACTOR, THE ELECTRICAL SUB CONTRACTOR, THE ENGINEER OF RECORD, THE CITY OF ALACHUA PROJECT MANAGER AND CITY OF ALACHUA ELECTRICAL STAFF.

1.6 DURING CONSTRUCTION, COA WILL REVIEW ELECTRICAL SUBMITTALS, IN PARTICULAR THE DIAMETER SIZE (KC MIL) OF THE SECONDARY CONDUCTORS THAT CONNECT TO THE TRANSFORMER.



A SPECIALTY CONTRACTOR, PRE-APPROVED BY THE CITY OF ALACHUA, SHALL CONNECT THE NEW WATER SERVICE LINE TO THE EXISTING WATERMAIN.

WATER DETAIL

1"=10'

11801 Research Drive
Alachua, Florida 32615
(352) 331-1976
(352) 331-2476
www.chw-inc.com
est. 1988 FLORIDA CA-9075
CHW
Professional Consultants

SCALE: 1"=20'

VERIFY SCALE
BAR IS ONE INCH ON ORIGINAL DRAWING
IF NOT ONE INCH ON THIS SHEET ADJUST SCALES ACCORDINGLY

CONSTRUCTION/BID REVISIONS

SUBMITTALS:
4/30/20 - CITY OF ALACHUA SUBMITTAL
6/24/20 - CITY OF ALACHUA RESUBMITTAL
7/15/20 - CITY OF ALACHUA RESUBMITTAL
8/10/20 - CITY OF ALACHUA AND FDOT SUBMITTAL
9/15/20 - CITY OF ALACHUA RESUBMITTAL
10/5/20 - BID SET
10/15/20 - BAYWOOD PRIVATE ROAD SUBMITTAL
12/7/20 - SUBMITTAL

CLIENT: VRE ALACHUA, LLC

PROJECT: QUICK SERVICES RESTAURANT - ALACHUA

SHEET TITLE: UTILITY PLAN

TECHNICIAN: K MERRITT
DESIGNER: C THORNTON
PROJECT CONTROL: D YOUNG
PROJECT NUMBER: 20-0017

DANIEL H. YOUNG

DANIEL H. YOUNG LICENSE No 70780 STATE OF FLORIDA PROFESSIONAL ENGINEER
Dec 08 2020

FL PE No. 70780

SHEET NO.: C3.00

Tech: kurtm Plot Date: Dec 07,2020 10:43am Filename: N:\2020\20-0017\Departments\04_Engineering\01_Design\Production Files\20-0017 C3d01 UT Alachua03A.dwg

SPECIFICATIONS:

DIVISION 7: THERMAL AND MOISTURE PROTECTION

SECTION 7C: SHEET METAL WORK

GENERAL PROVISION

1. SCOPE: FURNISH AND INSTALL GRAVEL STOPS, FLASHING, PARAPET CAP, DOWNSPOUTS, AND GUTTERS.

A. ROOFING MEMBRANE FLASHING IS INCLUDED IN SECTION 7B: MEMBRANE ROOFING.

MATERIALS

1. MATERIALS SHEET METAL: .032 ALUMINUM.

2. NAIL FASTENERS: 1 3/4" X 11 GAUGE GALVANIZED, STAINLESS STEEL, OR ALUMINUM ROOFING NAILS MAY BE USED FOR FASTENERS INTO WOOD WHEN CONCEALED ONLY.

3. WASHERS: NEOPRENE

4. SCREW FASTENERS: CORROSION-RESISTANT, SELF-TAPPING, HEX HEAD SCREW, 1/4" MINIMUM DIAMETER WITH SUFFICIENT LENGTH TO PENETRATE 1" MINIMUM INTO WOOD OR 1/2" MINIMUM INTO STEEL. PROVIDE NEOPRENE SEALING WASHER FOR EXPOSED FASTENING.

PERFORMANCE

1. INSTALLATION: EXPOSED FLASHINGS SHALL BE PAINTED TO MATCH ADJACENT MATERIALS. VERIFY WITH POPEYES' CONSTRUCTION MANAGER.

SECTION 7D: STANDING SEAM CANOPY

PART 1 - GENERAL

1.0 SUBMITTALS

A. SUBMIT FOR APPROVAL SAMPLES, SHOP DRAWINGS, PRODUCT DATA.

QUALITY ASSURANCE

A. COMPLY WITH GOVERNING CODES AND REGULATIONS. PROVIDE PRODUCTS OF ACCEPTABLE MANUFACTURERS WHICH HAVE BEEN IN SATISFACTORY USE IN SIMILAR SERVICE FOR THREE YEARS. USE EXPERIENCED INSTALLERS. DELIVER, HANDLE, STORE MATERIALS IN ACCORDANCE WITH MANUFACTURER'S INSTRUCTIONS.

WARRANTY

METAL ROOF SYSTEM MANUFACTURER, UPON FINAL ACCEPTANCE FOR PROJECT, FURNISH A WARRANTY COVERING BARE METAL AGAINST RUPTURE, STRUCTURAL FAILURE AND PERFORATION DUE TO NORMAL ATMOSPHERIC CORROSION EXPOSURE FOR A PERIOD OF 20 YEARS.

PART 2 - PRODUCTS (UC-4 SERIES, AS MANUFACTURED AND SPECIFIED BY UNA-CLAD., METAL ROOF SYSTEMS.)

2.0 MATERIALS

A. METAL ROOF SYSTEM PROFILE:
1. UC-4 "NO CLIP", 1 1/2" HIGH BATTENS x 12" RIB TO RIB. (SMALL BATTEN-SB)
2. CONCEALED FASTENER

B. GAUGE:
1. .026 GAUGE - STEEL

C. TEXTURE:
1. SMOOTH.

D. FINISH:
1. PREMIUM FLUOROCARBON COATING PRODUCED WITH KYNAR 500 OR HYLAR 5000 RESIN (20 YEAR WARRANTY.)

E. MANUFACTURER:
1. UNA-CLAD OR EQUAL.

PART 3 - EXECUTION

3.0 INSTALLATION

A. COMPLY WITH SMACNA SHEET METAL MANUAL RECOMMENDATIONS. COMPLY WITH ACCESSORY MANUFACTURERS' INSTRUCTIONS AND RECOMMENDATIONS. COORDINATE INSTALLATION WITH ROOFING SYSTEM TO ENSURE WEATHERTIGHT PERFORMANCE.

B. ANCHOR SECURELY TO STRUCTURE TO WITHSTAND INWARD AND OUTWARD LOADS.

C. ISOLATE DISSIMILAR METALS TO PREVENT GALVANIC CORROSION.

DIVISION 9: FINISHES

SECTION 9G: EIFS

PART 1 GENERAL

1.01 DESCRIPTION

A. DESIGN REQUIREMENTS: THE STRUCTURAL WALL SYSTEM TO WHICH THE EIFS IS ATTACHED SHALL MEET L/240 MAXIMUM ALLOWABLE DEFLECTION CRITERIA AND APPLICABLE BUILDING CODE REQUIREMENTS.

1.02 SUBMITTALS

A. SUBMIT SAMPLES FOR APPROVAL AS DIRECTED BY OWNER.

1.03 DELIVERY, STORAGE AND HANDLING

A. ALL EIFS MATERIALS SHALL BE DELIVERED IN THEIR ORIGINAL SEALED CONTAINERS BEARING MANUFACTURER'S NAME AND IDENTIFICATION OF PRODUCT WITH WRITTEN APPLICATION INSTRUCTIONS AND APPROPRIATE HEALTH, HAZARD, AND SAFETY DATA.

B. ALL EIFS READY-MIXED MATERIALS SHALL BE PROTECTED FROM EXTREME HEAT, SUN AND FROST. FACTORY PROPORTIONED BAGGED MATERIALS SHALL BE STORED OFF THE GROUND AND PROTECTED FROM MOISTURE.

1.04 JOB CONDITIONS

A. ALL EIFS MATERIALS SHALL NEVER BE APPLIED IF AMBIENT AND SURFACE TEMPERATURES CANNOT BE KEPT ABOVE 40° F DURING APPLICATION AND DRYING PERIOD. FOR INSTALLATION IN TEMPERATURES LESS THAN 40° F SUPPLEMENTARY HEAT SHALL BE PROVIDED. THE INSTALLED EIFS MATERIALS SHALL BE PROTECTED FROM EXPOSURE TO RAIN AND FREEZING UNTIL DRY.

1.11 WARRANTY

A. PROVIDE MANUFACTURERE'S STANDARD LABOR AND MATERIAL WARRANTY.

PART 2 PRODUCTS

2.01 MANUFACTURERS

A. DRYVIT SYSTEMS, INC.

2.02 ADHESIVES

A. DISPERSION ADHESIVE - NONCEMENTITIOUS, ACRYLIC BASED ADHESIVE.

2.03 INSULATION BOARD

A. NOMINAL 1.0 lb/cubic feet (16 kg/cubic meter) EXPANDED POLYSTYRENE (EPS) INSULATION BOARD IN COMPLIANCE WITH ASTM C 578 TYPE I REQUIREMENTS, AND EIMA GUIDELINE SPECIFICATION FOR EXPANDED POLYSTYRENE (EPS) INSULATION BOARD.

2.04 BASECOAT

A. ONE-COMPONENT POLYMER MODIFIED CEMENTITIOUS BASE COAT WITH FIBER REINFORCEMENT AND LESS THAN 33% PORTLAND CEMENT CONTENT BY WEIGHT.

2.05 REINFORCING MESHES

A. STANDARD MESH
1. MESH - NOMINAL 4.5 oz/sq.yd. (163 g/sq.meter). SYMMETRICAL, INTERLACED OPEN-WEAVE GLASS FIBER FABRIC MADE WITH MINIMUM 25 PERCENT BY WEIGHT ALKALINE RESISTANT COATING FOR COMPATIBILITY WITH DRYVIT MATERIALS.

B. HIGH IMPACT MESH
1. INTERMEDIATE MESH (MESH C) - NOMINAL 11.0 oz/sq.yd. HIGH IMPACT, INTERWOVEN, OPEN WEAVE GLASS FIBER FABRIC WITH ALKALINE RESISTANT COATING FOR COMPATIBILITY WITH DRYVIT MATERIALS.

2.06 PRIMER

A. PRIMER
ACRYLIC BASED PRIMER (FOR ACRYLIC BASED FINISHES)

2.07 FINISH COAT

A. ACRYLIC BASED TEXTURED WALL COATING. SEE E.I.F.S. FORMULAS FOR FINISH COLOR.

2.08 JOB MIXED INGREDIENTS

A. PORTLAND CEMENT: ASTM C 150, TYPE I.

B. WATER: CLEAN AND POTABLE.

PART 3 EXECUTION

A. UNDER NO CIRCUMSTANCES SHALL ANY OF THE PRODUCTS BE ALTERED BY ADDING ANY ADDITIVES, EXCEPT FOR SMALL AMOUNTS OF CLEAN WATER AS DIRECTED ON LABEL. ANTIFREEZE, ACCELERATORS, RAPID BINDERS, ETC., ARE FORBIDDEN.

B. THE SURFACE TO RECEIVE THE EIFS SHALL BE STRUCTURALLY SOUND, CLEAN, DRY AND FREE OF WARPAGE, RESIDUAL MOISTURE OR DAMAGE FROM MOISTURE. SURFACES SHALL BE UNIFORM, WITH NO IRREGULARITIES GREATER THAN 1/8" in 4'-0". SURFACES SHALL BE INSPECTED FOR COMPLIANCE WITH THE FOLLOWING REQUIREMENTS PRIOR TO INSTALLATION OF THE EIFS:

1. PLYWOOD SHEATHING SHALL MEET A.P.A. (AMERICAN PLYWOOD ASSOCIATION) REQUIREMENTS FOR EXTERIOR OR EXPOSURE 1 CLASSIFICATION. APA DESIGN AND CONSTRUCTION GUIDELINES SHALL BE FOLLOWED FOR STORAGE, HANDLING AND INSTALLATION. MANUFACTURER'S PUBLISHED RECOMMENDATIONS SHALL BE FOLLOWED FOR SHALL BE FOLLOWED FOR STORAGE, HANDLING, STORAGE, HANDLING, INSTALLATION AND PROTECTION. ANY SHEATHING NOT IN COMPLIANCE SHALL BE REPLACED TO CONFORM WITH SPECIFICATION REQUIREMENTS PRIOR TO INSTALLATION OF THE EIFS.

2. CONCRETE, MASONRY OR PLASTER SURFACES SHALL BE PROPERLY CURED AND FREE OF DIRT, DUST, OIL, GREASE, MILDEW, FUNGUS, LATENCY, PAINT, EFFLORESCENCE AND ANY OTHER CONTAMINANT. ANY SURFACES NOT IN COMPLIANCE SHALL BE CORRECTED PER MANUFACT. RECOMMENDATIONS PRIOR TO INSTALLATION OF THE EIFS.

C. AFTER SATISFACTORY INSPECTION OF SURFACES AND CORRECTION OF ANY DEVIATIONS FROM SPECIFICATION REQUIREMENTS, THE EIFS INSTALLATION MAY BEGIN PER MANUFACTURER'S INSTRUCTIONS.

D. THE STARTER STRIP OF MESH SHALL BE WIDE ENOUGH TO ADHERE 4" OF MESH ONTO THE WALL, BE ABLE TO WRAP AROUND THE BOARD EDGE AND COVER APPROXIMATELY 4" ON THE OUTSIDE SURFACE OF THE BOARD. THIS "BACKWRAP" PROCEDURE SHALL BE FOLLOWED AT ALL EXPOSED BOARD EDGES IN ACCORDANCE WITH DETAILS (EXAMPLE-WINDOW AND DOOR HEADS AND JAMBS).

ALL AREAS WHERE THE EIFS MEETS DISSIMILAR MATERIAL OR TERMINATES (FOR EXAMPLE, WINDOW AND DOOR FRAMES) SHALL HAVE THE INSULATION BOARD CUT BACK FROM THE ADJOINING MATERIAL A MINIMUM OF 1/4" TO FORM AN ISOLATION JOINT.

E. APPLY THE ADHESIVE TO THE BACK OF THE INSULATION BOARD. STAGGER VERTICAL JOINTS AND INTERLOCK BOARDS AT ALL INSIDE AND OUTSIDE CORNERS. APPLY FIRM PRESSURE OVER ENTIRE SURFACE OF THE BOARDS TO INSURE UNIFORM CONTACT. BOARDS SHALL BRIDGE SHEATHING JOINTS BY A MINIMUM OF 8". ALL BOARD JOINTS SHALL BE BUTTED TIGHTLY TOGETHER TO ELIMINATE ANY THERMAL BREAKS IN THE EIFS. CARE MUST BE TAKEN TO PREVENT ANY ADHESIVE FROM GETTING BETWEEN THE JOINTS OF THE BOARDS. ALL OPEN JOINTS IN THE INSULATION BOARD LAYER SHALL BE FILLED WITH SLIVERS OF INSULATION OR AN APPROVED SPRAY FOAM.

F. NAILS, SCREWS, OR ANY OTHER TYPE OF NONTHERMAL MECHANICAL FASTENER SHALL NOT BE USED.

G. EXPANSION JOINTS ARE REQUIRED IN THE EIFS WHERE THEY EXIST IN THE SUBSTRATE, WHERE THE EIFS ADJOINS DISSIMILAR CONSTRUCTION, AND AT FLOOR LINES IN MULTILEVEL WOOD FRAME CONSTRUCTION. THE EIFS SHALL TERMINATE AT THE EXPANSION JOINT TO PROVIDE APPROPRIATE JOINT SIZE (SEE DETAILS) AND ALL BOARD EDGES SHALL BE COATED WITH APPROPRIATE GROUND COAT AND MESH IN ACCORDANCE WITH STANDARD "BACKWRAPPING" PROCEDURE. APPROPRIATE SEALANT/PRIMER AND BACKER SHALL BE INSTALLED AFTER GROUND COAT IS FULLY DRY TO PREVENT ANY WATER FORM GETTING INTO OR BEHIND THE SYSTEM.

H. USE OF PLASTIC OR METAL CORNER BEADS, STOPBEADS, ETC., IS FORBIDDEN.

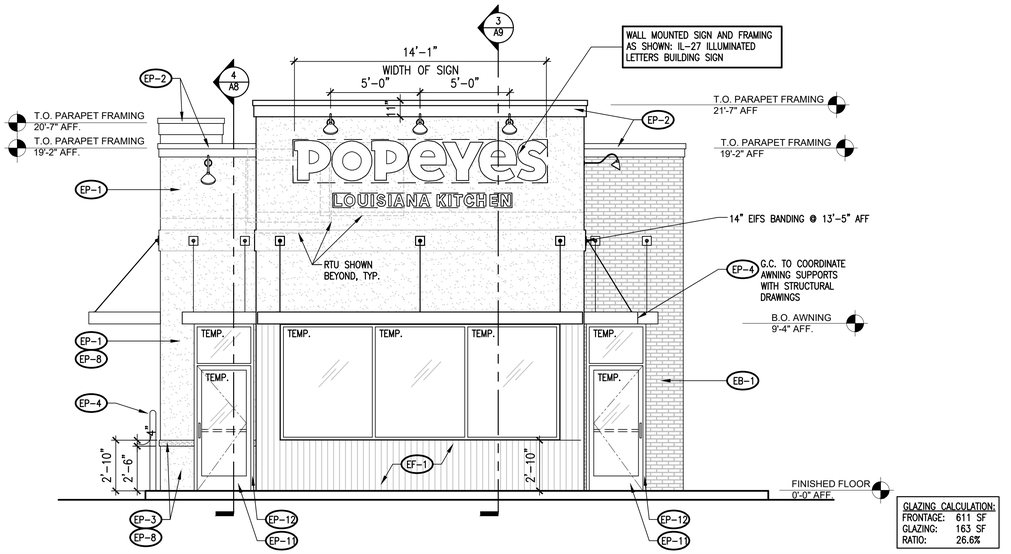
I. APPLY APPROPRIATE GROUND COAT OVER THE INSULATION BOARD WITH PROPER SPRAY EQUIPMENT OR A STAINLESS STEEL TROWEL TO A UNIFORM THICKNESS OF APPROXIMATELY 1/16". WORK HORIZONTALLY OR VERTICALLY IN STRIPS OF 40", AND IMMEDIATELY EMBED STANDARD REINFORCING MESH INTO THE WET GROUND COAT. THE MESH SHALL BE DOUBLE WRAPPED AT ALL CORNERS AND OVERLAPPED NOT LESS THAN 2-1/2" AT MESH JOINTS.AVOID WRINKLES IN THE MESH. THE FINISH THICKNESS OF THE GROUND COAT SHALL BE SUCH THAT THE MESH IS FULLY EMBEDDED. ALLOW GROUND COAT TO THOROUGHLY DRY BEFORE APPLYING PRIMER OR FINISH.

J. DUPLICATE INSTALLATION PROCESS NOTED IN 3.01 M USING STANDARD MESH CREATING SECOND MESH LAYER AND ADDITIONAL IMPACT RESISTANCE. ALLOW TO DRY BEFORE APPLICATION OF EITHER STO PRIMER (OPTIONAL) OR STO FINISH.

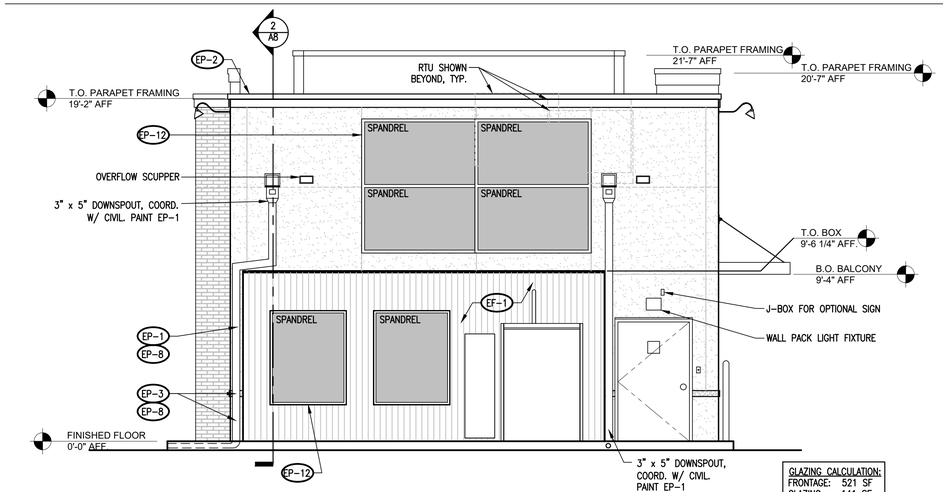
K. IF A PRIMER IS USED, APPLY WITH BRUSH, ROLLER OR PROPER SPRAY EQUIPMENT OVER CLEAN, DRY GROUND COAT AND ALLOW TO DRY THOROUGHLY BEFORE APPLYING FINISH. P. APPLY FINISH DIRECTLY OVER THE GROUND COAT (OR PRIMED GROUND COAT) ONLY AFTER THE GROUND COAT/PRIMER HAS THOROUGHLY DRIED. THE FINISH SHALL BE APPLIED BY SPRAYING, ROLLING OR TROWELING WITH A STAINLESS STEEL TROWEL, DEPENDING ON FINISH SPECIFIED. GENERAL RULES FOR APPLICATION OF FINISHES ARE AS FOLLOWS:

1. USE A CLEAN, RUST-FREE, HIGH-SPEED MIXER TO THOROUGHLY STIR THE FINISH TO A UNIFORM CONSISTENCY (SMALL AMOUNTS OF CLEAN WATER MAY BE ADDED TO AID WORKABILITY).
2. AVOID APPLICATION IN DIRECT SUNLIGHT.
3. APPLY FINISH IN A CONTINUOUS APPLICATION, ALWAYS WORKING TO A WET EDGE.
4. WEATHER CONDITIONS AFFECT APPLICATION AND DRYING TIME. HOT OR DRY CONDITIONS LIMIT WORKING TIME AND ACCELERATE DRYING AND MAY REQUIRE ADJUSTMENTS IN THE SCHEDULING OF WORK TO ACHIEVE DESIRED RESULTS; COOL OR DAMP CONDITIONS EXTEND WORKING TIME AND RETARD DRYING AND MAY REQUIRE ADDED MEASURES OF PROTECTION AGAINST WIND, DUST, DIRT, RAIN AND FREEZING.
5. AESTHETIC "U"-GROOVES MAY BE DESIGNED INTO THE SYSTEM. (A MINIMUM OF 3/4" INSULATION BOARD MUST BE LEFT AFTER ANY GROOVES ARE CUT).
6. "R" (RILLED TEXTURE) FINISHES MUST BE FLOATED WITH A PLASTIC TROWEL TO ACHIEVE THEIR RILLED TEXTURE.
7. AVOID INSTALLING SEPARATE BATCHES OF FINISH SIDE-BY-SIDE.
8. APPLY FINISH COLOR TO EIFS MIX AND APPLY TO WALL. COLOR TO MATCH EXTERIOR FINISH SCHEDULE COLORS.

L. EXTERIOR INSULATION AND FINISH TEXTURE SYSTEM: APPLY HIGH IMPACT SYSTEM ADJACENT TO DOORS FOR ADDITIONAL IMPACT RESISTANCE, USING INTERMEDIATE MESH. USE THE STANDARD SYSTEM SPECIFICATIONS AT ALL OTHER LOCATIONS.

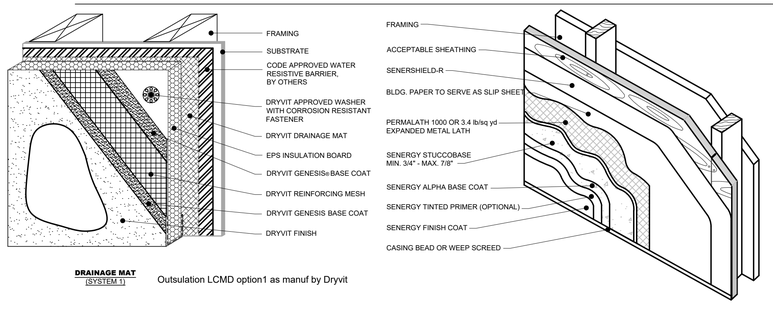


1 BUILDING ELEVATION
Scale: 1/4"=1'-0"



2 BUILDING ELEVATIONS
Scale: 1/4"=1'-0"

EXTERIOR FINISH NOTES		FINISH NOTES	
STO COLORS		THE FOLLOWING COMPONENTS CAN BE PURCHASED FROM THE APPROVED SIGN VENDORS:	
---		*	STANDING SEAM ROOF
---		*	BALCONY RAILING
DRYVIT COLORS		*	CLEARANCE BAR
---		*	MENU CANOPY
---		*	GUARD RAIL
---		*	AWNINGS
E.I.F.S. WALL TEXTURE FINISH		*	SHUTTERS
Manuf.	Texture	*	DUMPSTER GATES
STO	STO ESSENCE SWIRL	*	INTERIOR LADDER
DRYVIT	QUARTZ PUTZ		



DRAINAGE MAT (SYSTEM 1) — Outsulation LCMD option1 as manuf by Dryvit

3A TYP. EIFS DETAIL
Scale: 1/4"=1'-0"

3B TYP. STUCCO DETAIL (ALTERNATE)
Scale: 1/4"=1'-0"

POPEYES LOUISIANA KITCHEN — **EXTERIOR FINISH SCHEDULE**
NEW CONSTRUCTION AND REIMAGING — *UPDATE: 6/29/2020*

Mark	Location	Supplier / Manuf.	Material	Specification	Color	Finish / Notes
EP-1	MAIN WALL SURFACE ABOVE WAINSCOT ACCENT TRIM	BENJAMIN MOORE	PAINT OR EIFS FORMULA	BM# OC-125	"WHITE" MOONLIGHT WHITE	RODGER LIPPMAN, AIECH ACCOUNT EXECUTIVE 800-344-0400 X5240 RODGER.LIPPMAN@BENJAMINMOORE.COM
EP-2	PARAPET TRIM		PAINT OR EIFS FORMULA	BM# 2120-20	"BLACK" BLACK IRON	
EP-3	WAINSCOT ACCENT TRIM AND BELOW		PAINT OR EIFS FORMULA	BM# HC-170	"GRAY" STONINGTON GRAY	
EP-4	BOLLARDS, PYLON POLE, AND DIRECTIONAL SIGN POLES, WINDOW CANOPY		PAINT OR EIFS FORMULA	BM# 2086-10	"RED" EXOTIC RED	
EP-5	DRIVE THRU WINDOW CANOPY	METAL / POWDER COAT	METAL / PAINT	PRO-CRYL PRIMER: B66-310 HIGH PERF. ACRYLIC: B66-660, EGGSHELL	FACTORY FINISH BLACK	
EP-6	DUMPSTER WALLS	BENJAMIN MOORE	PAINT	BM# HC-170	"GRAY" STONINGTON GRAY	
EP-7	DUMPSTER GATES	PRO INDUSTRIAL	METAL / PAINT	PRO-CRYL PRIMER: B66-310 HIGH PERF. ACRYLIC: B66-660, EGGSHELL	FACTORY FINISH BLACK	
EP-8	ALL EXTERIOR WALLS	BENJAMIN MOORE	EXTERIOR PAINT	ALPHATIC ACRYLIC URETHANE	CLEAR GLOSS	M74-00 / M75 (2 COATS) RODGER LIPPMAN 800-344-0400 X5240 RODGER.LIPPMAN@BENJAMINMOORE.COM
EP-9	SHUTTER		POWDER COATED FINISH	TO MATCH BM#669	OCEANIC TEAL	
EP-10	LIGHT POLE BASE	BENJAMIN MOORE	EXTERIOR PAINT	BM# HC-170	"GRAY" STONINGTON GRAY	RODGER LIPPMAN 800-344-0400 X5240 RODGER.LIPPMAN@BENJAMINMOORE.COM
EP-11	GOOSENECK, ENTRY DOORS		POWDER COATED FINISH	#F67828 HEX COLOR CODE	PASTEL ORANGE	
EP-12	STOREFRONT	YKK AP	ANODIZED ALUMINUM	YK1N	BLACK	
EF-1	EXTERIOR WALLS AT DINING ROOM, FREEZER/COOLER	NICHIHA	WOODEN SIDING PANEL	VINTAGE WOOD	CEDAR	MATT STEPHENSON 770-805-9466 MSTEPHENSON@NICHIHA. COM
EB-1	EXTERIOR TOWERS	DESIGN AND DIRECT SOURCE	BRICK	ARCHITECTURAL URBAN SERIES	FLAGSTAFF	ALLISON PICHE 518-713-5395 APICHE@CREATIVEMATERIALS.COM

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Facsimile: (239) 693-3628
2572 West State Road 426
Suite 2064, Oviedo, FL 32765
Phone: (321) 444-9419
Facsimile: (321) 244-9419

CLIENT NAME
VERDAD REAL ESTATE, INC
1211 SOUTH WHITE CHAPEL BLVD
SOUTHLAKE TX 76092

POPEYES
PROJECT NAME
POPEYES
PLK 1930-28-DL SAILORMEN
NW US-441 AND NW 147TH DR
ALACHUA, FL 32615

SHEET TITLE
FRONT AND REAR EXTERIOR ELEVATIONS

SEAL
REVIEW
08/07/20
HAROLD DANIEL HUTTER III
FL REG. 98913

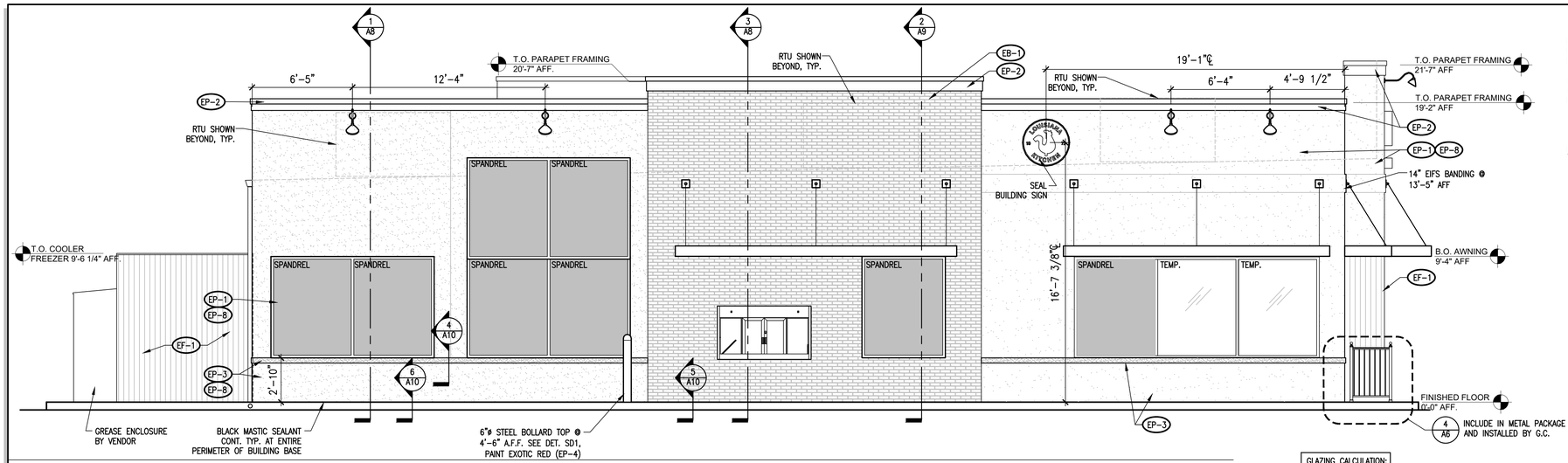
RELEASE	DATE
1	- -
2	
3	
4	
5	
6	

PROJECT NO.
2019--037

ISSUE DATE
-/-/-

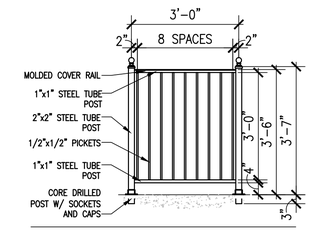
DRAWN: GM
CHECKED: HDH

SHEET NO.
A5
FRONT AND REAR EXTERIOR ELEVATIONS

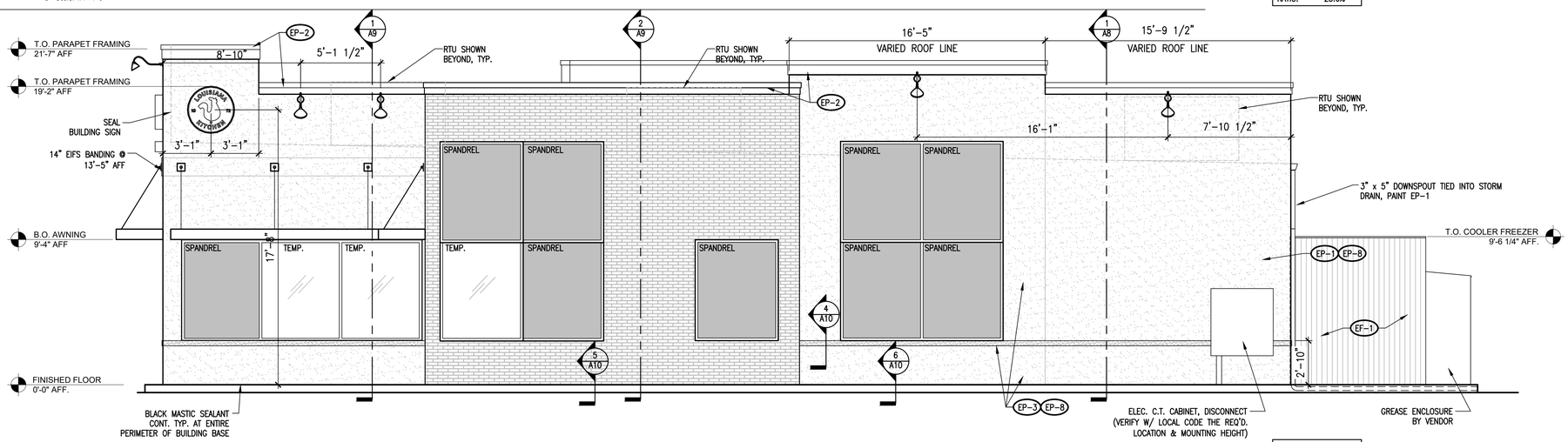


1 BUILDING ELEVATION
Scale: 1/4"=1'-0"

GLAZING CALCULATION:
FRONTAGE: 1386 SF
GLAZING: 356 SF
RATIO: 25.6%



4 ENLARGED ELEVATION
Scale: 1/2"=1'-0"



2 BUILDING ELEVATIONS
Scale: 1/4"=1'-0"

GLAZING CALCULATION:
FRONTAGE: 1386 SF
GLAZING: 402 SF
RATIO: 29.0%

DRIVE THRU SPECIFICATIONS

DRIVE THRU WINDOW - QUIKSERV
MODEL # BP-7241E - STANDARD INSTALLATION
MODEL # BP-7241E-IP - HIGH WIND ZONE AS DETERMINED BY THE LOCAL BUILDING CODE

GENERAL NOTES:
ACTUAL DIMENSIONS: 72" (W) x 27" (H)
ROUGH OPENING 72 1/2" (W) x 41 1/2" (H)
1) EYE SET TO BE MOUNTED DIRECTLY BELOW THE SERVICE OPENING. BAR TO BE MOUNTED ON THE WALL.
2) ANCHOR SCREWS TO BE SUPPLIED BY THE CONTRACTOR.
3) JUNCTION BOX TO BE SUPPLIED BY CONTRACTOR.

INSTALLATION:
1) QUIKSERV WINDOWS MUST BE INSTALLED LEVEL AND SQUARE TO WORK PROPERLY.
2) ANCHOR ACCORDING TO THE LOCAL BUILDING CODE ANCHOR SCHEDULE.
3) 115V/15 AMP. DEDICATED CIRCUIT FEATURE.
4) RECOMMENDED HEIGHT FROM FLOOR TO SERVCE OPENING TO BE 36". (CHECK FOR ANY LOCAL CODES OR CITY CODES)
5) SILICONE ALL EXTERIOR AND INTERIOR JOINTS.
6) ALL OTHER TYPES OF ANCHORING TO BE APPROVED BY CERTIFIED ENGINEER.

SPECIFICATIONS

SECTION TITLE
ALUMINUM - FRAMED ENTRANCES AND STOREFRONTS YKK AP PRODUCT SERIES YKK AP YES 45 FS/FI SERIES
PART 1 GENERAL
1. SECTION INCLUDES: ALUMINUM STOREFRONT, INCLUDING:
1.1. YKK AP SERIES YES 45 FI STOREFRONT SYSTEM (INSULATING GLAZING)
1. RELATED SECTIONS:
1.1. SINGLE SOURCE REQUIREMENT: ALL PRODUCTS LISTED BELOW SHALL BE BY THE SAME MANUFACTURER.

2. SYSTEM PERFORMANCE DESCRIPTION
2.1. PERFORMANCE REQUIREMENTS: PROVIDE ALUMINUM STOREFRONT SYSTEMS THAT COMPLY WITH PERFORMANCE REQUIREMENTS INDICATED, AS DEMONSTRATED BY TESTING MANUFACTURER'S ASSEMBLIES IN ACCORDANCE WITH TEST METHOD INDICATED.
2.2. AIR INFILTRATION: WHEN TESTED IN ACCORDANCE WITH ASTM E 283 AT DIFFERENTIAL STATIC PRESSURE OF 6.24 PSF (299 PA), COMPLETED STOREFRONT SYSTEMS SHALL HAVE MAXIMUM ALLOWABLE INFILTRATION OF:
2.2.1. 0.06 CFM/FT² (1.10 M ³ /H · M²) FOR YES 45 FI SYSTEMS.
2.3. WATER INFILTRATION: NO UNCONTROLLED WATER WHEN TESTED IN ACCORDANCE WITH ASTM E 331 AT TEST PRESSURE DIFFERENTIAL OF:
2.3.1. 10 PSF (479 PA) FOR YES 45 FI SYSTEMS. (OR WHEN REQUIRED, FIELD TESTED IN ACCORDANCE WITH AAMA 503). FASTENER HEADS MUST BE SEATED AND SEALED AGAINST SILL FLASHING ON ANY FASTENERS THAT PENETRATE THROUGH THE SILL FLASHING.
2.4. WIND LOADS: COMPLETED STOREFRONT SYSTEM SHALL WITHSTAND WIND PRESSURE LOADS NORMAL TO WALL PLANE INDICATED:
2.4.1. EXTERIOR WALLS:
2.4.1.1. POSITIVE PRESSURE: PER LOCAL CODE.
2.4.1.2. NEGATIVE PRESSURE: PER LOCAL CODE.
2.4.1.3. INTERIOR WALLS (PRESSURE ACTING IN EITHER DIRECTION): PER LOCAL CODE.
2.5. DEFLECTION: MAXIMUM ALLOWABLE DEFLECTION IN ANY MEMBER WHEN TESTED IN ACCORDANCE WITH ASTM E 330 WITH ALLOWABLE STRESS IN ACCORDANCE WITH AA SPECIFICATIONS FOR ALUMINUM STRUCTURES.
2.5. DEFLECTION: MAXIMUM ALLOWABLE DEFLECTION IN ANY MEMBER WHEN TESTED IN ACCORDANCE WITH ASTM E 330 WITH ALLOWABLE STRESS IN ACCORDANCE WITH AA SPECIFICATIONS FOR ALUMINUM STRUCTURES.
2.6. THERMAL MOVEMENT: PROVIDE FOR THERMAL MOVEMENT CAUSED BY 180 DEGREES F. (82.2 DEGREES C.) SURFACE TEMPERATURE, WITHOUT CAUSING BUCKLING STRESSES ON GLASS, JOINT SEAL FAILURE, UNDUE STRESS ON STRUCTURAL ELEMENTS, DAMAGING LOADS ON FASTENERS, REDUCTION OF PERFORMANCE, OR DETRIMENTAL EFFECTS.
2.7. THERMAL PERFORMANCE: WHEN TESTED IN ACCORDANCE WITH AAMA 1503.1 AND NFRC 100:
2.7.1. CONDENSATION RESISTANCE FACTOR (CRF F): A MINIMUM OF 44 FOR YES 45 FI SYSTEMS.
2.7.2. THERMAL TRANSMITTANCE U VALUE: 0.51 BTU/HR/FT²/°F OR LESS FOR YES 45 FI SYSTEMS.
NOTE: THERMAL PERFORMANCE FOR THE GLAZED SYSTEM AS A WHOLE WILL BE AFFECTED BY THE CHARACTERISTICS OF THE GLASS SPECIFIED.
SUBMITTALS
2.1. GENERAL: PREPARE, REVIEW, APPROVE, AND SUBMIT SPECIFIED SUBMITTALS IN ACCORDANCE WITH "CONDITIONS OF THE CONTRACT" AND DIVISION 1 SUBMITTALS SECTIONS. PRODUCT DATA, SHOP DRAWINGS, SAMPLES, AND SIMILAR SUBMITTALS ARE DEFINED IN "CONDITIONS OF THE CONTRACT."
2.2. PRODUCT DATA: SUBMIT PRODUCT DATA FOR EACH TYPE STOREFRONT SERIES SPECIFIED AS REQUIRED BY THE ARCHITECT OF RECORD.
2.3. SUBSTITUTIONS: WHENEVER SUBSTITUTE PRODUCTS ARE TO BE CONSIDERED, SUPPORTING TECHNICAL DATA, SAMPLES, AND TEST REPORTS MUST BE SUBMITTED TEN (10) WORKING DAYS PRIOR TO BID DATE IN ORDER TO MAKE A VALID COMPARISON.
2.4. SHOP DRAWINGS: PROVIDE TO THE ARCHITECT OF RECORD IF REQUESTED. SHOP DRAWINGS SHOWING LAYOUT, PROFILES, AND PRODUCT COMPONENTS, INCLUDING ANCHORAGE, ACCESSORIES, FINISH COLORS AND TEXTURES.
2.5. QUALITY ASSURANCE / CONTROL SUBMITTALS:
2.5.1. TEST REPORTS: SUBMIT CERTIFIED TEST REPORTS SHOWING COMPLIANCE WITH SPECIFIED PERFORMANCE CHARACTERISTICS AND PHYSICAL PROPERTIES IF REQUIRED BY THE LOCAL PERMITTING AUTHORITY.
2.6. CLOSEOUT SUBMITTALS:
2.6.1. WARRANTY: SUBMIT WARRANTY DOCUMENTS SPECIFIED HEREIN.

QUALITY ASSURANCE
1. QUALIFICATIONS:
1.1. INSTALLER QUALIFICATIONS: INSTALLER EXPERIENCED (AS DETERMINED BY CONTRACTOR) TO PERFORM WORK OF THIS SECTION WHO HAS SPECIALIZED IN THE INSTALLATION OF WORK SIMILAR TO THAT REQUIRED FOR THIS PROJECT. IF REQUESTED BY OWNER, SUBMIT REFERENCE LIST OF COMPLETED PROJECTS.
2.2. PRE-INSTALLATION MEETINGS: CONDUCT PRE-INSTALLATION MEETING TO VERIFY PROJECT REQUIREMENTS, SUBSTRATE CONDITIONS, MANUFACTURER'S INSTALLATION INSTRUCTIONS, AND MANUFACTURER'S WARRANTY REQUIREMENTS.
3. PROJECT CONDITIONS / SITE CONDITIONS.
3.1. FIELD MEASUREMENTS: VERIFY ACTUAL MEASUREMENTS / OPENINGS BY FIELD MEASUREMENTS BEFORE FABRICATION; RETAIN RECORDED MEASUREMENTS ON SHOP DRAWINGS. COORDINATE FIELD MEASUREMENTS, FABRICATION SCHEDULE WITH CONSTRUCTION PROGRESS TO AVOID CONSTRUCTION DELAYS.
4. WARRANTY
4.1. PROJECT WARRANTY: REFER TO "CONDITIONS OF THE CONTRACT" FOR PROJECT WARRANTY PROVISIONS.
4.2. MANUFACTURER'S WARRANTY: SUBMIT, FOR OWNER'S ACCEPTANCE, MANUFACTURER'S STANDARD WARRANTY DOCUMENT EXECUTED BY AN AUTHORIZED COMPANY OFFICIAL.
4.3. WARRANTY PERIOD: MANUFACTURER'S ONE (1) YEAR STANDARD WARRANTY COMMENCING ON THE SUBSTANTIAL DATE OF COMPLETION FOR THE PROJECT PROVIDED THAT THE WARRANTY, IN NO EVENT, SHALL START LATER THAN SIX (6) MONTHS FROM THE DATE OF SHIPMENT BY YKK AP AMERICA INC. EDITOR NOTE: LONGER WARRANTY PERIODS ARE AVAILABLE AT ADDITIONAL COST.
5. PART 2 PRODUCTS
5.1. MANUFACTURERS (ACCEPTABLE MANUFACTURERS/PRODUCTS)
5.2. ACCEPTABLE MANUFACTURERS: YKK AP AMERICA INC.
5.3. STOREFRONT SYSTEM: YKK AP YES 45 FI STOREFRONT SYSTEM.
6. COLORS: AS SPECIFIED BY POPEYES LOUISIANA KITCHEN:

INSTALLATION
1. GENERAL: INSTALL MANUFACTURER'S SYSTEM IN ACCORDANCE WITH SHOP DRAWINGS, AND WITHIN SPECIFIED TOLERANCES.
1. PROTECT ALUMINUM MEMBERS IN CONTACT WITH MASONRY, STEEL, CONCRETE, OR DISSIMILAR MATERIALS USING NYLON PADS OR BITUMINOUS COATING.
2. SHIM AND BRACE ALUMINUM SYSTEM BEFORE ANCHORING TO STRUCTURE.
3. SHIM AND BRACE ALUMINUM SYSTEM BEFORE ANCHORING TO STRUCTURE.
4. PROVIDE SILL FLASHING AT EXTERIOR STOREFRONT SYSTEMS. EXTEND EXTRUDED FLASHING CONTINUOUS WITH SPLICE JOINTS; SET IN CONTINUOUS BEADS OF SEALANT.
5. VERIFY STOREFRONT SYSTEM ALLOWS WATER ENTERING SYSTEM TO BE COLLECTED IN GUTTERS AND WEPT TO EXTERIOR. VERIFY METAL JOINTS ARE SEALED IN ACCORDANCE WITH MANUFACTURERS INSTALLATION INSTRUCTIONS.

1. SCOPE: FURNISH AND INSTALL GLASS IN STOREFRONT AND DRIVE-THRU SERVICE WINDOW.

1. TYPE: SOLAR CONTROL LOW-E CLEAR INSULATING GLASS "SOLARBAN 60 (2) CLEAR + CLEAR BY VITRO ARCHITECTURAL GLASS.
1.1. OUTDOOR LITE: CLEAR GLASS, SPUTTER COATED ON SECOND SURFACE (2)
1.2. INDOOR LITE: CLEAR (TRANSPARENT) FLOAT GLASS.
1.3. LOW-E COATING: "SOLARBAN" 60 SOLAR CONTROL (SPUTTERED) BY VITRO ARCHITECTURAL GLASS
LOCATION: SECOND SURFACE (2)

2. PERFORMANCE VALUES:
2.1. VISIBLE LIGHT TRANSMITTANCE: 70%
2.2. U-VALUE WINTER: 0.29
2.3. U-VALUE SUMMER : 0.27
2.4. SHGC: 0.39
2.5. SHADING COEFFICIENT: 0.45
2.6. OUTDOOR VISIBLE LIGHT REFLECTANCE: 11%

APPROVED MANUFACTURERS:
VITRO CERTIFIED FABRICATOR REQUIRED
CERTIFICATION: BOTH LITES TO BE CRADLE TO CRADLE CERTIFIED™, MINIMUM BRONZE LEVEL, BY CRADLE TO CRADLE PRODUCT INNOVATION INSTITUTE (WWW.C2CCERTIFIED.ORG).

OUTDOOR APPEARANCE: CLEAR
INSULATING UNIT CONSTRUCTION: 1/4" (6MM) GLASS + 1/2" (13MM) AIR SPACE + 1/4" (6MM) GLASS

EXTERIOR FINISH NOTES		FINISH NOTES	
STO COLORS		THE FOLLOWING COMPONENTS CAN BE PURCHASED FROM THE APPROVED SIGN VENDORS:	
---		*	STANDING SEAM ROOF
---		*	BALCONY RAILING
DRYVIT COLORS		*	CLEARANCE BAR
---		*	MENU CANOPY
---		*	GUARD RAIL
---		*	AWNINGS
E.I.F.S. WALL TEXTURE FINISH		*	SHUTTERS
Manuf.	Texture	*	DUMPSTER GATES
STO	STO ESSENCE SWIRL	*	INTERIOR LADDER
DRYVIT	QUARTZ PUTZ		

POPEYES LOUISIANA KITCHEN — *NEW CONSTRUCTION AND REIMAGING*
EXTERIOR FINISH SCHEDULE — *UPDATE 6/29/2020*

Mark	Location	Supplier / Manuf.	Material	Specification	Color	Finish / Notes
EP-1	MAIN WALL SURFACE ABOVE WAINSCOT ACCENT TRIM	BENJAMIN MOORE	PAINT OR EIFS FORMULA	BM# OC-125	"WHITE" MOONLIGHT WHITE	RODGER LIPPMAN, ARCH ACCOUNT EXECUTIVE 800-344-0400 X5240 RODGER.LIPPMAN@BENJAMINMOORE.COM
EP-2	PARAPET TRIM		PAINT OR EIFS FORMULA	BM# 2120-20	"BLACK" BLACK IRON	
EP-3	WAINSCOT ACCENT TRIM AND BELOW		PAINT OR EIFS FORMULA	BM# HC-170	"GRAY" STONINGTON GRAY	
EP-4	BOLLARDS, PYLON POLE, AND DIRECTIONAL SIGN POLES, WINDOW CANOPY		PAINT OR EIFS FORMULA	BM# 2086-10	"RED" EXOTIC RED	
EP-5	DRIVE THRU WINDOW CANOPY	METAL / POWDER COAT	METAL / PAINT	PRO-CRYL PRIMER: B66-310 HIGH PERF. ACRYLIC B66-660, EGGSHELL	FACTORY FINISH BLACK	
EP-6	DUMPSTER WALLS	BENJAMIN MOORE	PAINT	BM# HC-170	"GRAY" STONINGTON GRAY	
EP-7	DUMPSTER GATES	PRO INDUSTRIAL	METAL / PAINT	PRO-CRYL PRIMER: B66-310 HIGH PERF. ACRYLIC B66-660, EGGSHELL	FACTORY FINISH BLACK	
EP-8	ALL EXTERIOR WALLS	BENJAMIN MOORE	EXTERIOR PAINT	ALPHATIC ACRYLIC URETHANE	CLEAR GLOSS	M74-00 / M75 (2 COATS) RODGER LIPPMAN 800-344-0400 X5240 RODGER.LIPPMAN@BENJAMINMOORE.COM
EP-9	SHUTTER		POWDER COATED FINISH	TO MATCH BM#669	OCEANIC TEAL	
EP-10	LIGHT POLE BASE	BENJAMIN MOORE	EXTERIOR PAINT	BM# HC-170	"GRAY" STONINGTON GRAY	RODGER LIPPMAN 800-344-0400 X5240 RODGER.LIPPMAN@BENJAMINMOORE.COM
EP-11	GOOSENECK, ENTRY DOORS		POWDER COATED FINISH	#F67828 HEX COLOR CODE	PASTEL ORANGE	
EP-12	STOREFRONT	YKK AP	ANODIZED ALUMINUM	YK1N	BLACK	
EF-1	EXTERIOR WALLS AT DINING ROOM, FREEZER/COOLER	NICHIHA	WOODEN SIDING PANEL	VINTAGE WOOD	CEDAR	MATT STEPHENSON 770-805-9466 MSTEPHENSON@NICHIHA.COM
EB-1	EXTERIOR TOWERS	DESIGN AND DIRECT SOURCE	BRICK	ARCHITECTURAL URBAN SERIES	FLAGSTAFF	ALLISON RICHE 518-713-5395 ARICHE@CREATIVEMATERIALS.COM

ARCHITECT / ENGINEER
LIS ARCHITECTURE ENGINEERING
LAND INVESTMENT SERVICES, LLC
21430 Palm Beach Blvd
Aiva, FL 33920
Phone: (239) 693-3624
Facsimile: (239) 693-3628
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CLIENT NAME
VERDAD REAL ESTATE, INC
1211 SOUTH WHITE CHAPEL BLVD
SOUTHLAKE TX 76092

POPEYES LOUISIANA KITCHEN

PROJECT NAME
POPEYES
PLK 1930-28-DL SAILORMEN
NWUS-441 AND NW 147TH DR
ALACHUA, FL 32615

SHEET TITLE
LEFT AND RIGHT EXTERIOR ELEVATIONS

SEAL
REVIEW 08/07/20
HAROLD DANIEL HUTTER III
FL. REG. 98913

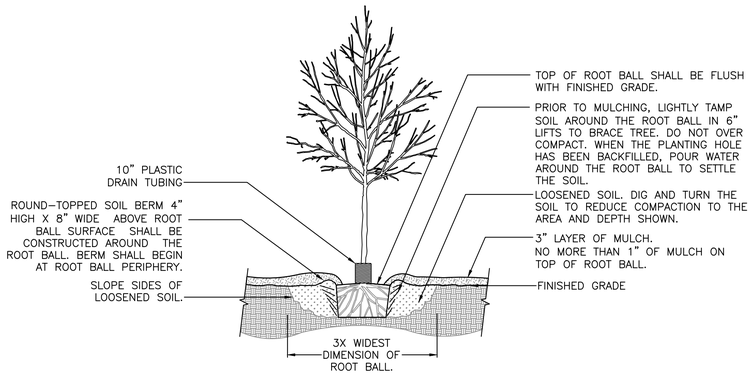
RELEASE	DATE
1	-
2	
3	
4	
5	
6	

PROJECT NO.
2019-037

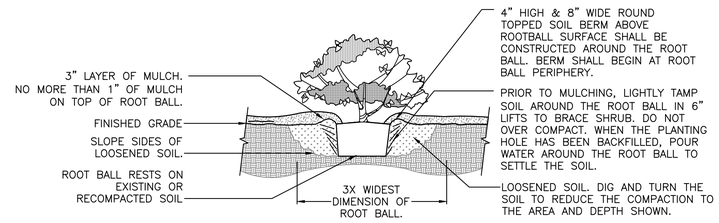
ISSUE DATE
-/-/-

DRAWN: GM | CHECKED: HDH

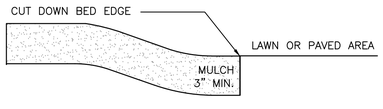
SHEET NO.
A6
LEFT AND RIGHT EXTERIOR ELEVATIONS



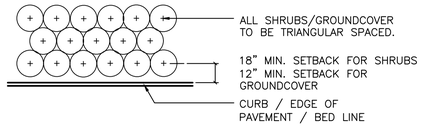
1 TREE PLANTING DETAIL
SCALE: N.T.S.



2 SHRUB PLANTING DETAIL
SCALE: N.T.S.



3 MULCH DETAIL
SCALE: N.T.S.



NOTE: THE PERIMETER OF ALL CURVED PLANTING BEDS SHALL BE PLANTED WITH A ROW OF SHRUBS AS SHOWN IN THE PLANS AND AT THE SPACING SHOWN IN THE PLANT LIST. INTERIOR PORTIONS OF EACH BED SHALL BE PLANTED AT APPROPRIATE SPACING ACCORDING TO THIS PLANT SPACING DETAIL.

4 SHRUB PLANTING DETAIL
SCALE: N.T.S.

811
KNOW WHAT'S BELOW ALWAYS CALL 811 BEFORE YOU DIG
It's fast, it's free, it's the law.
Call 811 two business days before digging

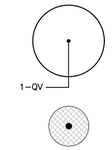
PLANT SCHEDULE

TREES	QTY	BOTANICAL NAME	COMMON NAME	SIZE
LIN	10	LAGERSTROEMIA INDICA 'NATCHEZ'	NATCHEZ CRAPE MYRTLE	30 GAL, 10' HT, 4' SPR, 2" CAL
LT	12	LIRIODENDRON TULIPIFERA	TULIP TREE	30 GAL, 11' HT, 3' SPR, 2" CAL
MGD	9	MAGNOLIA GRANDIFLORA 'DD BLANCHARD'	DD BLANCHARD MAGNOLIA	30 GAL, 12' HT, 42" SPR, 2" CAL
PM	11	PODOCARPUS MACROPHYLLUS	PODOCARPUS	15 GAL., 9' HT., 2' SPR., 1-1/2" CAL.
QVB	2	QUERCUS VIRGINIANA 'BOARDWALK'	BOARDWALK LIVE OAK	30 GAL, 12' HT, 54" SPR, 2" CAL
TD	6	TAXODIUM DISTICHUM	BALD CYPRESS	30 GAL, 12' HT, 42" SPR, 2" CAL
UA	4	ULMUS ALATA	WINGED ELM	30 GAL, 10' HT, 4' SPR, 2" CAL
SHRUBS	QTY	BOTANICAL NAME	COMMON NAME	SIZE
IDB	109	ILEX CORNUTA 'DWARF BURFORDII'	DWARF BURFORD HOLLY	3 GAL, 24" HT, 16" SPR
RI	104	RHAPHIOLEPIS INDICA	INDIAN HAWTHORN	3 GAL., 24" HT. X 12" SPR.
VOS	138	VIBURNUM OBOVATUM 'MRS. SHILLER'S DELIGHT'	MRS. SHILLERS DELIGHT VIBURNUM	3 GAL., 18" HT., 18"SPR.
SOD/SEED		BOTANICAL NAME	COMMON NAME	SIZE
SOD		PASPALUM NOTATUM 'ARGENTINE'	BAHIA GRASS	WEED FREE AND SAND GROWN SOD
MULCH			COMMON NAME	
MULCH			EGG ROCK MULCH	

30% LANDSCAPED AREA REQUIREMENT
PER CITY OF ALACHUA COMPREHENSIVE PLAN FUTURE LAND USE ELEMENT, OBJECTIVE 2.4, POLICY 2.4.A

TOTAL SITE AREA	50,070 S.F.
TOTAL PROPOSED LANDSCAPED AREA	24,100 S.F.
LANDSCAPED AREA % OF TOTAL SITE AREA (MIN. 30%)	48.1%

LEGEND



PARKING AREA LANDSCAPE REQUIREMENTS [Sec. 6.2.2(D)(2)(a) & (b)]

DESCRIPTION	LANDSCAPE REQUIRED	LANDSCAPE PROVIDED
PARKING AREA PERIMETER LANDSCAPE	PARKING PERIMETER = 450 L.F. 4 CANOPY TREES PER 100 L.F. 2 UNDERSTORY/ORNAMENTAL PER 100 L.F. CONTINUOUS ROW OF SHRUBS 18 CANOPY TREES REQUIRED 9 UNDERSTORY TREES REQUIRED CONTINUOUS ROW OF SHRUBS	18 CANOPY TREES PROVIDED 9 UNDERSTORY TREES PROVIDED CONTINUOUS ROW OF SHRUBS PROVIDED
INTERIOR PARKING AREA LANDSCAPE	PARKING AREA = 11,100 S.F. 1 CANOPY TREE REQUIRED PER 2,000 S.F. 10 SHRUBS REQUIRED PER CANOPY TREE REQUIRED 6 CANOPY TREES REQUIRED 60 SHRUBS REQUIRED	6 CANOPY TREES PROVIDED 96 SHRUBS PROVIDED

SITE LANDSCAPE CALCULATIONS [Sec. 6.2.2(D)(1)(c)]

DESCRIPTION	TREE REQUIREMENTS	TREES PROVIDED
PRIMARY SIDE CANOPY TREES (WEST SIDE)	3 TREES PER ACRE X 1.15 ACRES = 4 CANOPY TREES REQUIRED	4 CANOPY TREES PROVIDED
REAR SIDE CANOPY TREES (NORTH SIDE)	2 TREES PER ACRE X 1.15 ACRES = 2 TREES REQUIRED	2 CANOPY TREES PROVIDED
EAST SIDE CANOPY TREES	2 TREES PER ACRE X 1.15 ACRES = 2 TREES REQUIRED	9 CANOPY TREES PROVIDED
WEST SIDE CANOPY TREES	2 TREES PER ACRE X 1.15 ACRES = 2 TREES REQUIRED	5 CANOPY TREES PROVIDED
SITE UNDERSTORY TREES	6 UNDERSTORY TREES PER ACRE X 1.15 ACRES = 7 TREES REQUIRED 50% IN FRONT = 4 TREES REQUIRED 25% ON EAST SIDE = 1 TREES REQUIRED 25% ON WEST SIDE = 2 TREES REQUIRED	FRONT SIDE 4 UNDERSTORY TREES PROVIDED EAST SIDE 9 UNDERSTORY TREES PROVIDED WEST SIDE 5 UNDERSTORY TREES PROVIDED 18 UNDERSTORY TREES PROVIDED
BUILDING FACADE	30 LINEAR FEET 4 CANOPY TREES PER 100 LIN. FT. REQUIRED = 1 CANOPY TREE REQUIRED + ROW OF SHRUBS	1 CANOPY TREE PROVIDED ROW OF SHRUBS PROVIDED

PERIMETER BUFFER LANDSCAPE REQUIREMENTS [Section 6.2.2(D)(3)]

LOCATION	BUFFER LENGTH & TYPE	LANDSCAPE REQUIRED	LANDSCAPE PROVIDED
PERIMETER	470 L.F. BUFFER TYPE 'C'	OPTION 1 1 CANOPY TREE/30 LF ONE EVERGREEN HEDGE	16 CANOPY TREES PROVIDED ONE EVERGREEN HEDGE PROVIDED

GENERAL NOTES
ALL ASPHALT, LIMEROCK, AND CONSTRUCTION DEBRIS SHALL BE REMOVED FROM PLANTING BEDS AND SOD AREAS PRIOR TO LANDSCAPE INSTALLATION. IF ENCOUNTERED DURING CONSTRUCTION OR INSTALLATION, THESE SHALL BE EXCAVATED AND REMOVED FROM THE SITE. PLANTING DEPTH OF SOIL IN SUCH AREAS SHOULD BE AT LEAST 3'. IF FILL MUST BE ADDED, IT MUST BE FLORIDA CLEAN DEEP FILL (FREE OF WEED SEEDS) WITH pH 6.0 – 7.5.

ALL LANDSCAPED AREAS SHALL BE MULCHED WITH 3" THICKNESS OF MULCH. ALL PLANTING AREAS ON THE INSIDE OF THE CURB SURROUNDING THE BUILDING SHALL HAVE TAN EGG ROCK MULCH. THE EGG ROCK MULCH SHALL BE PLACED OVER A CERTIFIED WEED CONTROL FABRIC TO A DEPTH OF 3". THE WEED CONTROL FABRIC SHALL NOT BE VISIBLE THROUGH THE ROCK LAYER. IF ANY OF THE WEED CONTROL FABRIC IS VISIBLE INCREASE THE DEPTH OF THE ROCK MULCH UNTIL THE MULCH ACHIEVES FULL COVERAGE. ALL AREAS OF THE SITE NOT SODDED, OR TREATED WITH EGG ROCK MULCH, SHALL BE MULCHED WITH SCOTTS (NATURAL COLOR) 'FLORIDA SELECT' CITRUS/EUCALYPTUS HARDWOOD MULCH TO A VERIFIED FULL DEPTH OF 3".

NEW TREES OUTSIDE OF MULCHED LANDSCAPED BEDS WILL BE PROTECTED FROM MOWER AND STRING TRIMMER DAMAGE WITH 10" OF PLASTIC DRAIN TUBING.

LEADER SHOOTS AND MAIN STRUCTURAL LIMBS OF TREES SHALL NOT BE TOPPED OR PRUNED. TREES WILL BE STAKED AS NEEDED. GUYLINES WILL BE OF NON-SYNTHETIC BIODEGRADABLE MATERIAL.

REFER TO CIVIL PLANS FOR TREE BARRICADE DETAILS AND INFORMATION.

ALL PLANT MATERIAL HAS BEEN SELECTED IN ACCORDANCE WITH THE PRINCIPLES AND GUIDELINES AS DEFINED IN FLORIDA-FRIENDLY LANDSCAPING. PLANT MATERIAL SELECTION IS BASED ON SITE'S SOIL, LIGHT, WATER, AND CLIMATIC CONDITIONS AND WITH THE INTENT TO ATTRACT WILDLIFE. PLANTS WITH SIMILAR WATER NEEDS SHALL BE IN PROXIMITY OF EACH OTHER AND IRRIGATION SHALL BE ZONED APPROPRIATELY. FERTILIZER AND MULCH SHALL BE USED ACCORDING TO UF/IFAS RECOMMENDED RATES AND APPLICATION. LANDSCAPE DESIGN SHALL SEEK TO RETAIN AND USE RAINFALL AND IRRIGATION WATER WHERE POSSIBLE.

GRASSING
ALL DISTURBED AND UNPAVED AREAS TO BE GRASSED WITH SOD THAT IS FREE OF NOXIOUS WEEDS INCLUDING TROPICAL SODA APPLE OR SHALL BE SEEDED AND MULCHED. SEE CIVIL SITE PLANS FOR ADDITIONAL RELATED INFORMATION.

PLANT MATERIAL
ALL PLANT MATERIAL TO BE FLORIDA NO.1 OR BETTER, GRADED IN ACCORDANCE WITH THE STATE OF FLORIDA DEPARTMENT OF AGRICULTURE, DIVISION OF PLANT INDUSTRY'S 'GRADES AND STANDARDS FOR NURSERY PLANTS', CURRENT EDITION AT THE TIME PLANS ARE ISSUED.

PLANT QUANTITIES SHOWN ARE FOR PERMITTING PURPOSES ONLY. IT IS THE RESPONSIBILITY OF THE CONTRACTOR TO CONFIRM ALL QUANTITIES SHOWN ON THE PLAN.

10% OPEN SPACE REQUIREMENT
AS PER CITY OF ALACHUA LDR SECTION 6.7.3 (A), THE MINIMUM OPEN SPACE SET ASIDE SHALL BE 10% OF THE DEVELOPMENT SITE. REFER TO CIVIL PLANS FOR OPEN SPACE CALCULATIONS.

IRRIGATION
LANDSCAPE IRRIGATION TO BE PROVIDED BY AUTOMATIC IRRIGATION SYSTEM IN ACCORDANCE WITH CITY OF ALACHUA LDR SECTION 6.2.2(D)(6)(B)(VI).

11801 Research Drive
Alachua, Florida 32615
(352) 331-1976
www.chw-inc.com
est. 1988 FLORIDA
LC26000564
CHW
Professional Consultants

SCALE: N/A
VERIFY SCALE BAR IS ONE INCH ON ORIGINAL DRAWING
IF NOT ONE INCH ON THIS SHEET ADJUST SCALES ACCORDINGLY.
0 1"

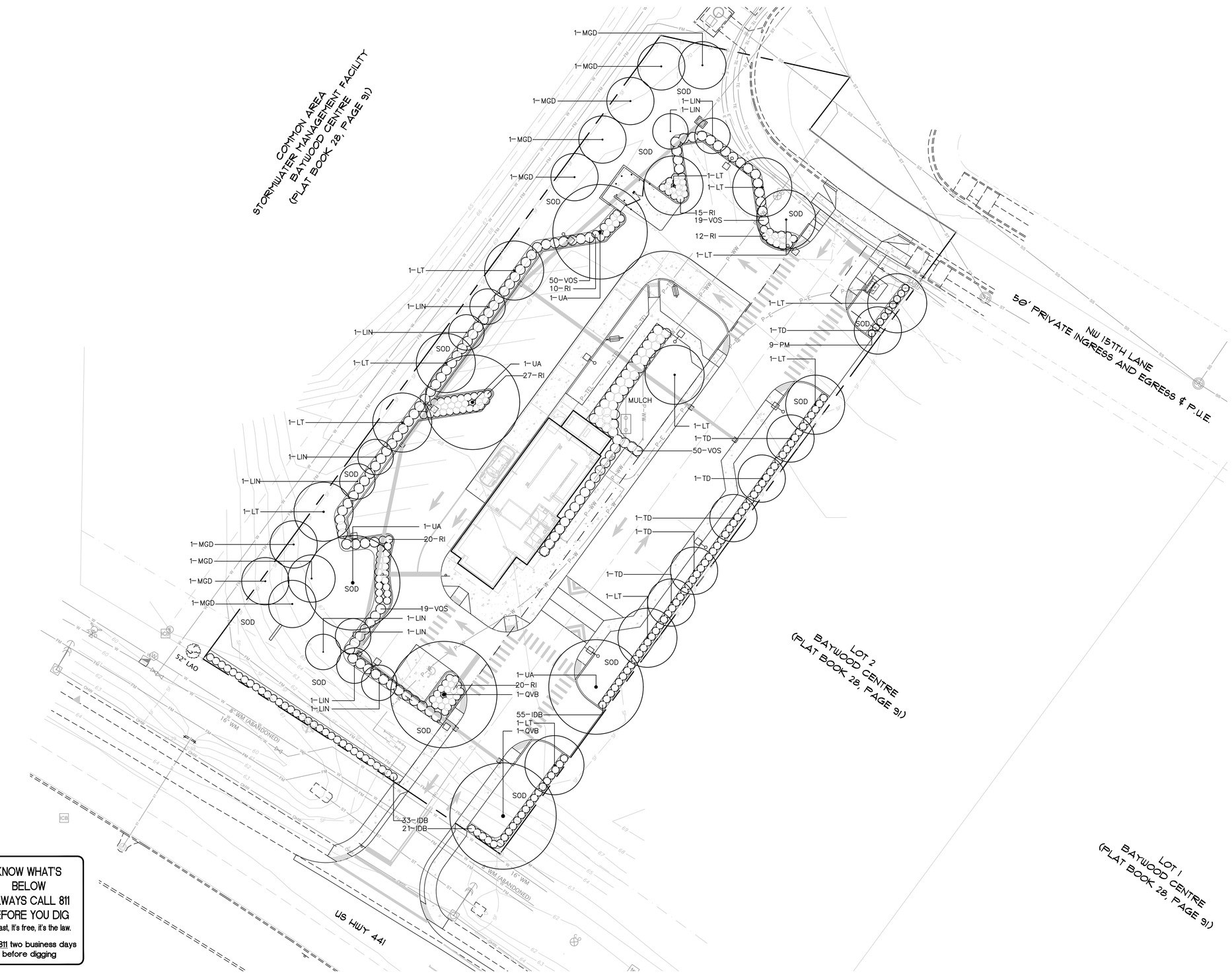
SUBMITTALS:
200430 - SUBMITTAL TO CITY OF ALACHUA, FDOT, SJRWMD
200610 - SUBMITTAL TO CITY OF ALACHUA, FDOT, SJRWMD
200917 - SUBMITTAL TO CITY OF ALACHUA, FDOT, SJRWMD

CLIENT: VRE ALACHUA, LLC
PROJECT: QUICK SERVICES RESTAURANT - ALACHUA
SHEET TITLE: LANDSCAPE SCHEDULE, CALCULATIONS, & NOTES

TECHNICIAN: L. ROSARIO
DESIGNER: L. ROSARIO
QUALITY CONTROL: C. TOLAR
PROJECT NUMBER: 20-00117

SHEET NO.: LS-1

Tech: lwelor Plot Date: Dec 07,2020 - 2:51pm Filename: N:\2020\20-0017\Department\05_Design\02_Dwgs\01_Permitting\20-0017 Design Base-Permitting.dwg



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It's fast, it's free, it's the law.
Call 811 two business days before digging

11801 Research Drive
Alachua, FL 32615
(352) 331-1976
www.chw-inc.com
est. 1988 FLORIDA
L.C.#0000564
Professional Consultants

SCALE: 1"=20'

VERIFY SCALE
BAR IS ONE INCH ON
ORIGINAL DRAWING
0 1"
IF NOT ONE INCH ON
THIS SHEET ADJUST
SCALES ACCORDINGLY.

CONSTRUCTION/BID REVISIONS:

SUBMITTALS:
2009-25_SUBMITTAL TO CITY OF ALACHUA, FDOT, SJRWMD
20091-5_SUBMITTAL TO CITY OF ALACHUA, FDOT, SJRWMD
20091-7_SUBMITTAL TO CITY OF ALACHUA, FDOT, SJRWMD

CLIENT: VRE ALACHUA, LLC

PROJECT: QUICK SERVICES RESTAURANT - ALACHUA

SHEET TITLE: LANDSCAPE PLAN

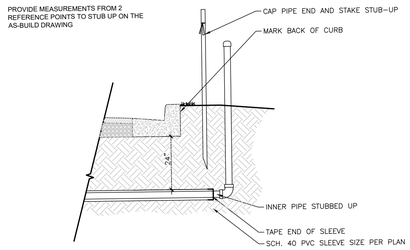
TECHNICIAN: L. ROSARIO
DESIGNER: L. ROSARIO
QUALITY CONTROL: C. TOLAR
PROJECT NUMBER: 20-00117

SHEET NO.: LS-2

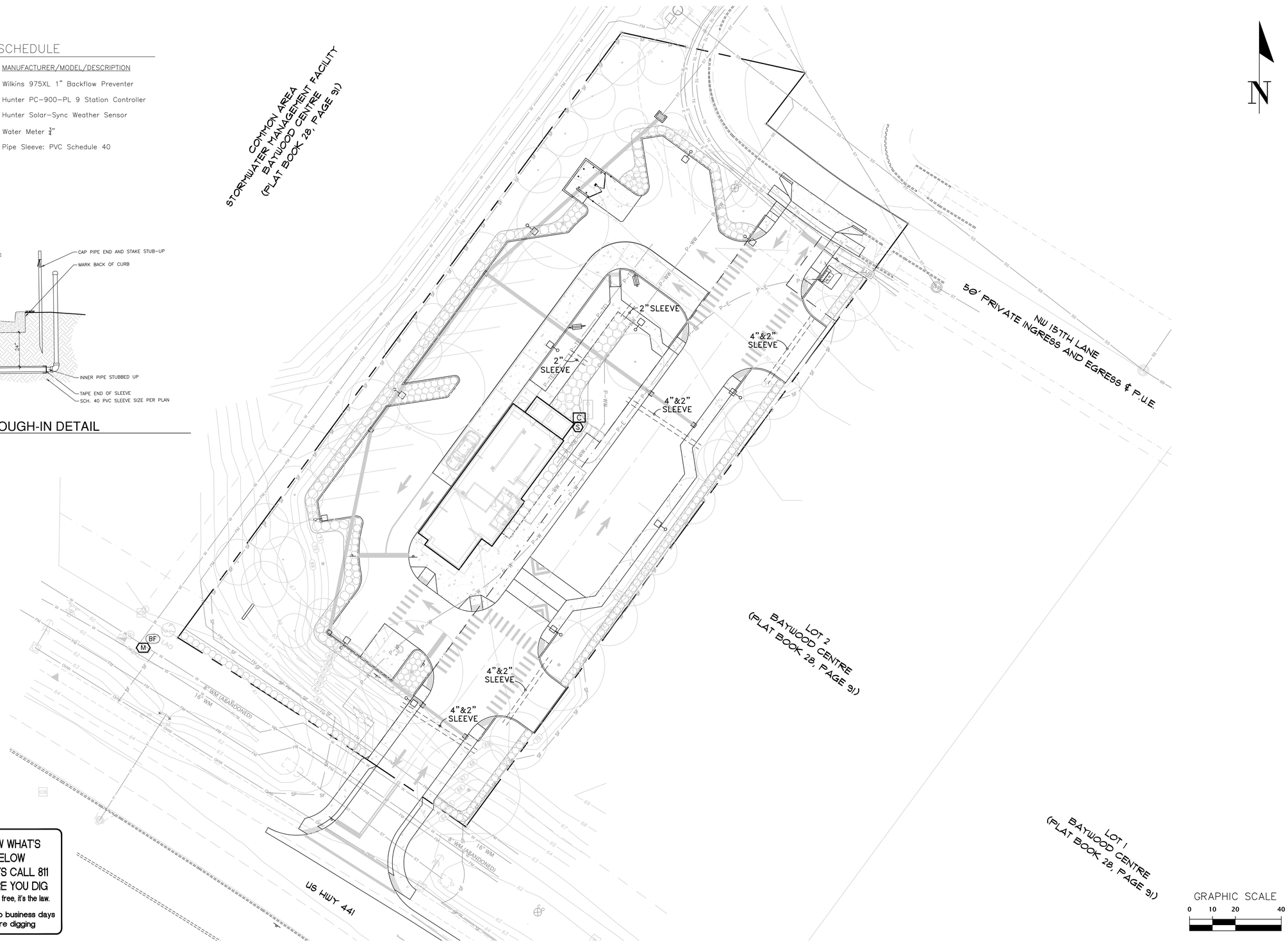
Tech: lwinur Plot Date: Dec 07,2020 2:53pm Filename: H:\2020\20-00117\Department\03_Design\02_Dwgs\01_Permitting\20-00117 Design Base-Permitting.dwg

IRRIGATION_SCHEDULE

SYMBOL	MANUFACTURER/MODEL/DESCRIPTION
(BF)	Wilkins 975XL 1" Backflow Preventer
C	Hunter PC-900-PL 9 Station Controller
(S)	Hunter Solar-Sync Weather Sensor
(M)	Water Meter 1"
========	Pipe Sleeve: PVC Schedule 40



1 SLEEVING ROUGH-IN DETAIL
SCALE: NTS



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Professional Consultants

SCALE: 1"=20'
VERIFY SCALE BAR IS CORRECT ON PRINTED PLANS
0 1" 2"
IF NOT ONE INCH ON THIS SHEET ADJUST SCALES ACCORDINGLY.

SUBMITTALS:
2004.15 SUBMITTAL TO CITY OF ALACHUA, FDOT, SJRWMD
20051.5 SUBMITTAL TO CITY OF ALACHUA, FDOT, SJRWMD
20091.7 SUBMITTAL TO CITY OF ALACHUA, FDOT, SJRWMD

CONSTRUCTION/BID REVISIONS:

CLIENT: VRE ALACHUA, LLC
PROJECT: QUICK SERVICES RESTAURANT - ALACHUA
SHEET TITLE: IRRIGATION PLAN, SCHEDULE, & DETAIL

TECHNICIAN: L. ROSARIO
DESIGNED: L. ROSARIO
QUALITY CONTROL: C. TOLAR
PROJECT NUMBER: 20-0017

SHEET NO.: IR-1

Tech: lrosar Plot Date: Dec 07,2020 3:53pm Filename: W:\2020\20-0017\Department\03_Design\02_Sheets\01_Permitting\20-0017 Design Base-Permitting-IR.dwg

Luminaire Schedule

Symbol	Qty	Label	Arrangement	LMF	Lum. Lumens	Lum. Watts	Part Number
	16	H1	SINGLE	1.000	N.A.	17.9	CL-H-18110-91-HL-D-91-13-LED2-30-DBCM-M
	5	4Z	SINGLE	0.980	7031	53	OSQ-A-NM-4ME-Z-57K-UL-BZ w/OSQ-AABZ
	3	4Z-B	SINGLE	0.980	5402	86	OSQ-A-NM-4ME-B-57K-UL-BZ w/OSQ-AABZ OSQ-BLSLF
	3	Z-3ME w BLS	SINGLE	1.000	5551	53	OSQ-A-NM-3ME-Z-57K-UL-BZ w/OSQ-DABZ OSQ-BLSMF
	1	Z-5ME	SINGLE	1.000	6192	53	OSQ-A-NM-5ME-Z-57K-UL-BZ w/OSQ-DABZ

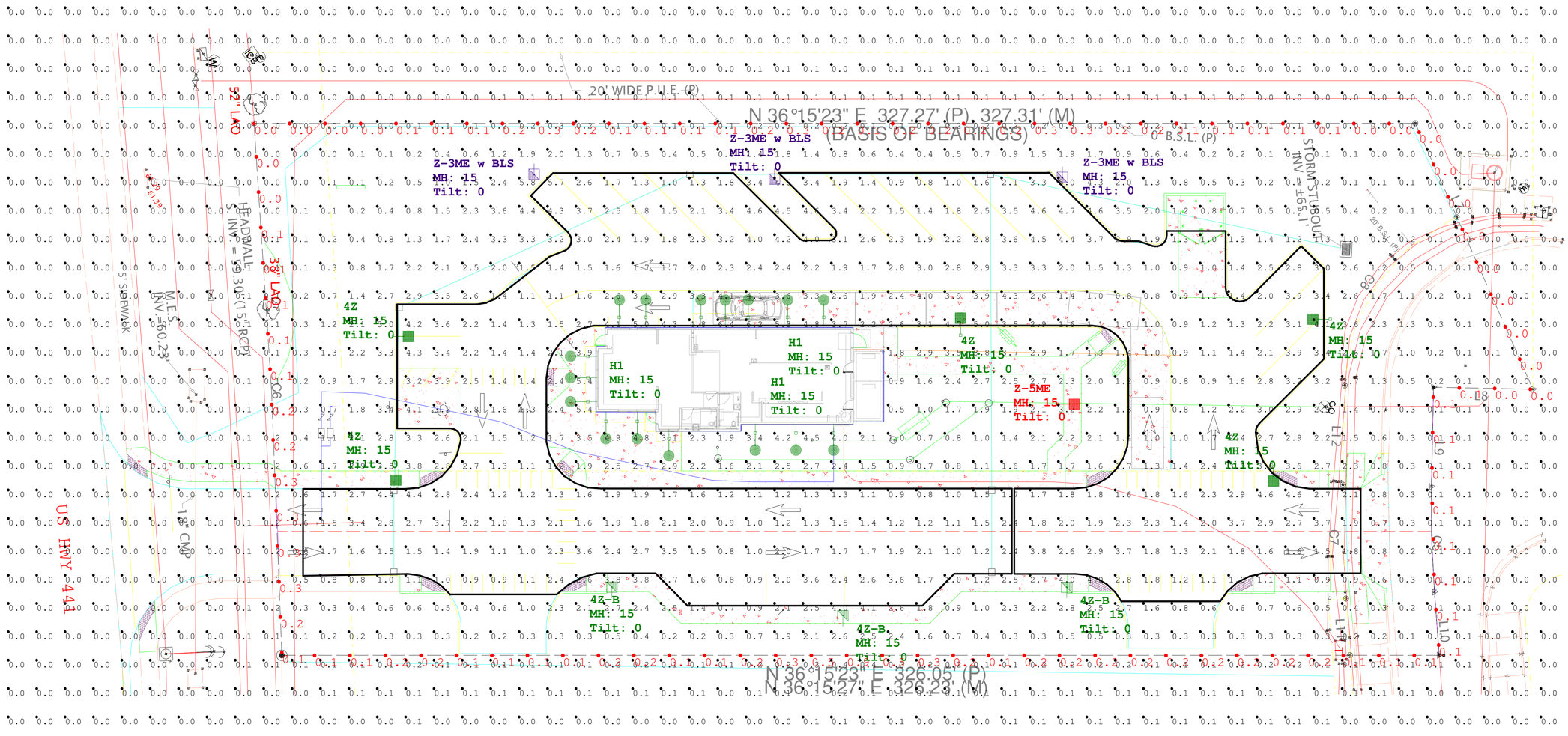
Calculation Summary; 1.00 LLF

Label	Units	Avg	Max	Min	Avg/Min	Max/Min
All Calc Points	Fc	0.94	6.4	0.0	N.A.	N.A.
Property Line	Fc	0.15	0.9	0.0	N.A.	N.A.
Paved Parking	Fc	2.24	6.4	0.7	3.20	9.14

FIXTURE MOUNTING HEIGHT: 15' AFG
Poles, Tenons by Others - Wind Zone Exceeds 120MPH Winds

ADDITIONAL EQUIPMENT REQUIRED:
(12) OSQ-B-AABZ ADJUSTABLE ARM MOUNT
(6) OSQ-BLSLF LARGE BACKLIGHT SHIELD

NOTE: 5.0FC MAX in Paved Area; 10.0 FC max on Sidewalk



CREE LIGHTING
A COMPANY OF IDEAL INDUSTRIES, INC.
9201 Washington Ave, Racine, WI 53406 https://creelighting.com - (800) 236-6800

Illumination results shown on this lighting design are based on project parameters provided to Cree Lighting used inconjunction with luminaire test procedures conducted under laboratory conditions. Actual project conditions differing from these design parameters may affect field results. The customer is responsible for verifying dimensional accuracy along with compliance with any applicable electrical, lighting,or energy code.

Project Name: Popeyes - Alachua FL - EXT

SR-41828 | Footcandles calculated at grade | Filename: POP-200430ALFLCJWR3 ACL

Layout By:
Collin Witherow
Date:8/4/2020

Scale 1" = 16'
0 32 64

City of Alachua
Planning & Community Development Department
Staff Report

Planning & Zoning Board Hearing Date: March 9, 2021
Quasi-Judicial Hearing

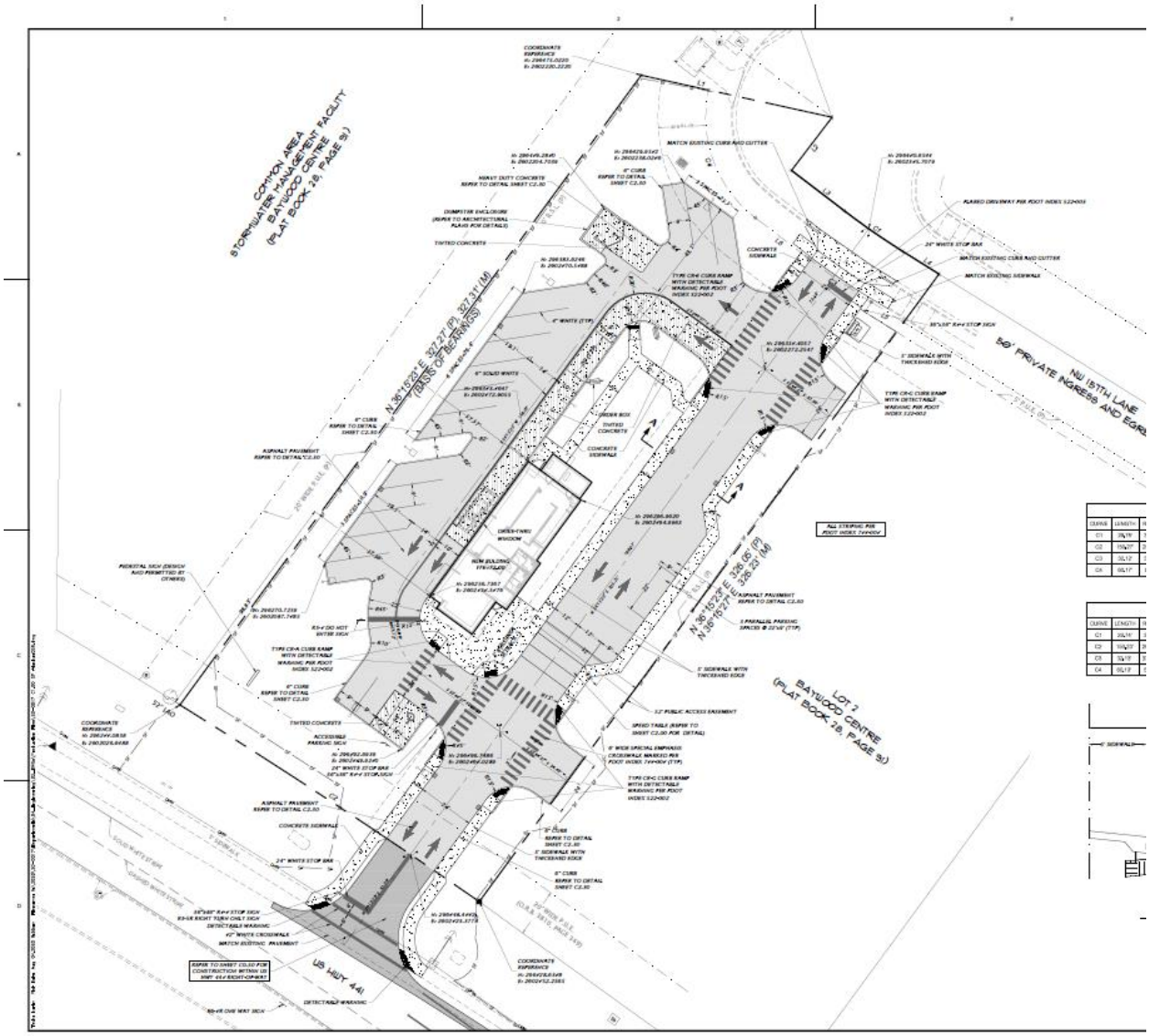
SUBJECT:	A request for a Site Plan to construct a ±1,930 square foot drive through-restaurant with drive-through service and associated site improvements
APPLICANT/AGENT:	Daniel Young, P.E., of CHW, Inc.
PROPERTY OWNER:	VRE Alachua, LLC.
LOCATION:	North of US HWY 441, south of NW 157th Lane, west of NW 147th Drive
PARCEL ID NUMBER:	03067-601-003
FLUM DESIGNATION:	Commercial
ZONING:	Commercial Intensive (CI)
OVERLAY:	NA
ACREAGE:	±1.15 acres
PROJECT PLANNER:	Adam Hall, AICP
RECOMMENDATION:	Staff recommends that the Planning & Zoning Board approve the Site Plan for a restaurant with drive-through service on Tax Parcel Number 03067-601-003, subject to the two (2) conditions provided in Exhibit "A" and located on page 17 of the March 9, 2021 Staff Report to the Planning & Zoning Board.
RECOMMENDED MOTION:	*Based upon the competent substantial evidence presented at this hearing, the presentation before this Board, and Staff's recommendation, this Board finds the application to be consistent with the City of Alachua Comprehensive Plan and in compliance with the Land Development Regulations and approves the Site Plan for a restaurant with drive through service on Tax Parcel Number 03067-601-003, subject to the two (2) conditions provided in Exhibit "A" and located on page 17 of the March 9, 2021 Staff Report to the Planning & Zoning Board.*

SUMMARY

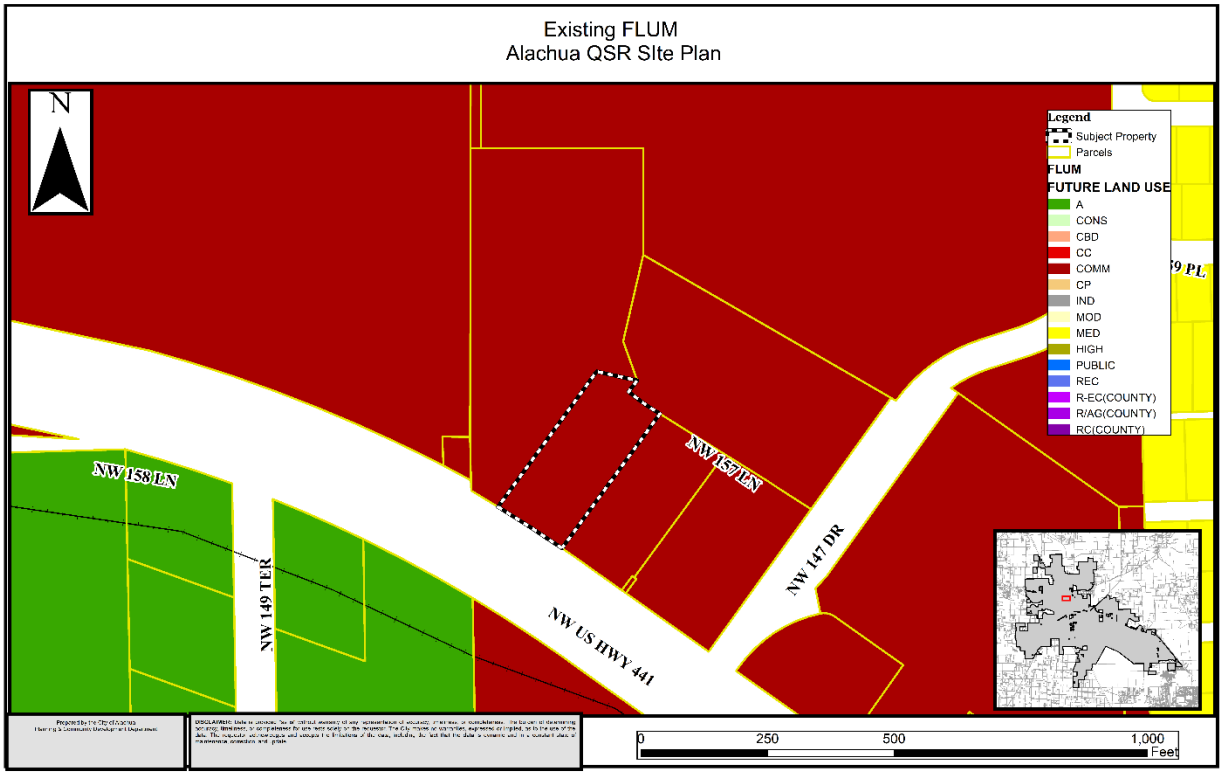
This application is a request by Daniel Young, P.E., of CHW, Inc., applicant and agent, for the VRE Alachua, LLC., property owner, for consideration of a Site Plan to construct a ±1,930 square foot restaurant with drive-through service on Lot 3 of the Baywood Centre subdivision.

The subject property is ±1.15 acres in size and is located to the North US HWY 441, to the south of NW 157th Lane, and to the west of NW 147th Drive. Previous Commission action replated Lot 3 of the Baywood Centre Subdivision to permit one additional point of ingress and egress, connecting NW 157th Lane to US 441. Both Lots 2 and 3 of the Baywood Centre subdivision will access US 441 and NW 157th Lane through this new proposed street.

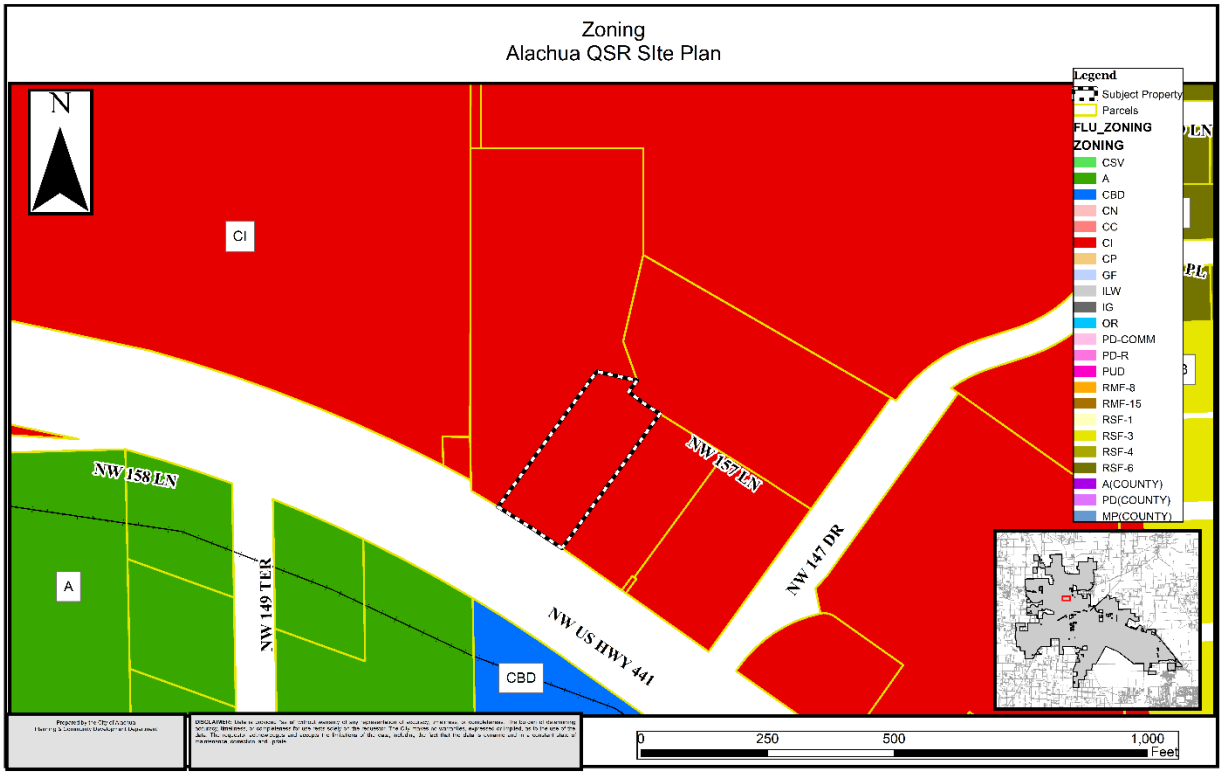
Illustration 1. Alachua QSR Site Plan – Site & Dimension Plan



Map 1. FLUM



Map 2. Zoning Map



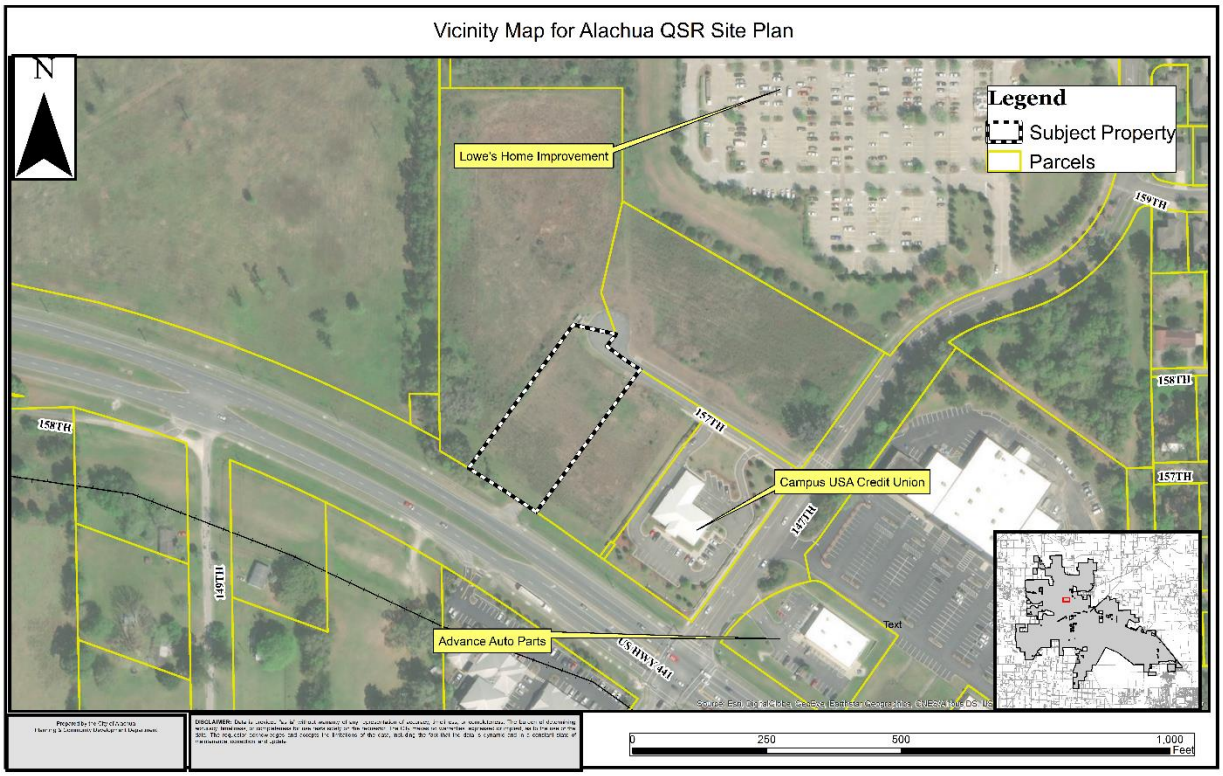
SURROUNDING USES

The existing uses, Future Land Use Map (FLUM) Designations, and zoning districts of the surrounding area are identified in Table 1. Map 1 provides an overview of the vicinity of the subject property. (NOTE: The information below is intended to provide a general overview of the area surrounding the subject property and to generally orient the reader. It is not intended to be all-inclusive, and may not identify all existing uses, FLUM Designations, and/or zoning districts surrounding the subject property.

Table 1. Surrounding Land Uses

Direction	Existing Use(s)	FLUM Designation(s)	Zoning District(s)
North	Vacant Commercial/ Lowe's	Commercial	CI (Commercial Intensive)
South	US Highway 441/ Commercial	Commercial	CBD (Central Business District)
West	Vacant Commercial	Commercial	CI (Commercial Intensive)
East	Vacant Commercial/ Financial Institution	Commercial	CI (Commercial Intensvie)

Map 3. Vicinity Map



NEIGHBORHOOD MEETING

The purpose of a Neighborhood Meeting is to educate the owners of nearby land and any other interested members of the public about the project and to receive comments regarding the project. As required by Section 2.2.4 of the LDRs, all property owners within 400 feet of the subject property were notified of the meeting and notice of the meeting was published in a newspaper of general circulation.

A virtual Neighborhood Meeting was held on Wednesday, April 29, 2020 to educate the owners of nearby land and any other interested members of the public about the application. As required by Section 2.2.4 of the LDRs, all property owners within 400 feet of the subject property and any organizations or persons who have registered to receive notification of applications for development were notified of the meeting. In addition, a notice of the meeting was published in a newspaper of general circulation. The applicant's agent was present and available to answer questions. As evidenced by materials submitted by the applicant, the meeting was attended by three (3) members of the public. A summary of the discussion which occurred at the Neighborhood Meeting has been provided by the applicant and is included within the application materials.

CONSISTENCY WITH THE COMPREHENSIVE PLAN

The Goals, Objectives, and Policies (GOPs) identified below are provided to establish a basis of the application's consistency with the Comprehensive Plan. There may be additional GOPs which the application is consistent with that are not identified within this report. An evaluation and findings of consistency with the identified GOPs is also provided below.

Future Land Use Element

Goal 1: *Future Land Use Map 2035*

The City shall maintain a Future Land Use Map in order to effectively guide development in a sustainable manner and to ensure economic prosperity and stability while maintaining a high quality of life for all of its present and future citizens, businesses, and visitors.

Objective 1.3: *Commercial*

The City shall establish three commercial land use categories: Community Commercial, Commercial, and Central Business District. These land use categories shall provide a broad range of commercial uses, including retail sales and services, personal services, offices, and tourist-oriented uses, in order to provide for the availability of goods and services, both to the citizens and visitors of Alachua and to the citizens of the North Central Florida region.

Policy 1.3.b: *Commercial*: The Commercial land use category is established to provide for general commercial uses, as well as more intense commercial and highway commercial uses. This is the land use category in which large-scale, regional

commercial uses may locate. The following uses are allowed within the Commercial land use category:

1. Retail sales and services;
2. Personal services;
3. Financial institutions;
4. Outdoor recreation and entertainment;
5. Tourist-related uses;
6. Hotels and motels;
7. Commercial shopping centers;
8. Auto-oriented uses;
9. Traditional Neighborhood Planned Developments;
10. Employment Center Planned Developments;
11. Commercial recreation centers;
12. Office/business parks;
13. Limited industrial services; and,
14. **Eating establishments.**

Analysis of Consistency with Goal 1, Objective 1.2, and Policy 1.2.a: The proposed site plan would be consistent with permitting an eating establishment. There is no proposed change of future land use designation or zoning designation.

Objective 5.1: Natural features: The City shall coordinate Future Land Use designations with appropriate topography, soils, areas of seasonal flooding, wetlands and habitat during review of proposed amendments to the Future Land Use Map and the development review process. Natural features may be included as amenities within a development project.

Policy 5.1.a: Topography: The City shall protect the natural topography of the City, including steep and seepage slopes, by requiring new development to include techniques to minimize negative impacts on the natural terrain. An emphasis will be placed on retaining the natural function of seepage slopes during development. Additionally, retention of existing native vegetation will be encouraged as one method of protecting slopes.

Policy 5.1.b: Soils: The City shall ensure soil protection and intervention measures are included in the development review process.

Policy 5.1.c: Flood prone areas: The City shall require as part of the development review process the identification of FEMA flood zone areas. Where necessary, base flood elevations and minimum finished floor elevations shall be established. The City shall also require finished floor elevations on subdivision plats, site plans and building permit plans when necessary to determine compliance with flood prone area regulations. The City shall establish standards for a limitation on filling in flood prone areas.

Policy 5.1.d: Wetlands: The City shall utilize statewide wetland delineation methodology in accordance with Florida Administrative Code (FAC) and regulations adopted by the FDEP and the Suwannee River Water Management District.

Policy 5.1.e: Habitat: The City shall require as part of the development review process, an inventory of listed species for all new developments in areas identified as known habitat for listed species if listed species are known to exist in close proximity to the development. The survey shall include detailed information regarding type, quantity, location, and habitat requirements for any listed species identified. A de minimus threshold for properties required to complete the inventory shall be established in the City's Land Development Regulations.

Analysis of Consistency with Objective 5.1 and Policies 5.1.a – e: Based on the best available data, there are no significant environmental resources that would limit or impact development.

Objective 5.2: Availability of facilities and services: All new development shall be planned and constructed concurrently with the availability of facilities and services necessary for the development.

Analysis of Consistency with Objective 5.2: The subject property is located within the City's potable water and wastewater service areas, as defined in Policies 1.2.a and 4.2.a of the Community Facilities and Natural Groundwater Aquifer Recharge Element of the Comprehensive Plan, and will be required to connect to the City of Alachua's potable water and wastewater system.

Objective 9.1: *Connections to Water and Wastewater Systems*

The City will require new development and significant redevelopment projects to connect to the City's potable water and wastewater systems when such connections can be made to such systems.

Policy 9.1: Any new development or redevelopment within a Commercial or Industrial land use category within the corporate limits, where potable water and wastewater service are available, as defined in Policy 1.2.a and Policy 4.2.b of the Community Facilities Element of the City's Comprehensive Plan, shall connect to the City's potable water and wastewater system.

Analysis of Consistency with Goal 9 and Policy 9.1: The subject property is within the potable water and wastewater service area. Any development of the subject property will be required to connect to the potable water and wastewater systems at the time of development.

Transportation Element

Objective 1.1: Level of Service: The City shall establish a safe, convenient and efficient level of service standard for all motorized and non-motorized transportation systems.

Analysis of Consistency with Objective 1.1: An analysis of the impacts to transportation facilities has been provided within this report. The proposed development would not result in a decrease in the level of service for transportation facilities monitored for concurrency.

Community Facilities & Natural Groundwater Aquifer Recharge Element

Policy 1.2.a: The City shall establish a Community Wastewater Service Area, which includes all areas where wastewater service is available. Wastewater service shall be deemed available if:

1. A gravity wastewater system, wastewater pumping station, or force main exists within ¼ mile of the property line of any residential subdivision with more than 5 units, or any multi-family residential development, or any commercial development, or any industrial development and the gravity wastewater system, wastewater pumping station, or force main can be accessed through public utility easements or right of ways. The distance shall be measured as required for construction of the infrastructure along public utility easements and right of ways.

Analysis of Consistency with Policy 1.2.a: The subject property is located within the wastewater service area, and any future development on the subject property will be required to connect to the wastewater system.

Policy 2.1.a: The City hereby establishes the following level of service standards for solid waste disposal facilities:

FACILITY TYPE	LEVEL OF SERVICE STANDARD
Solid Waste Landfill	.73 tons per capita per year

Analysis of Consistency with Objective 2.1.a: An analysis of the impacts to solid waste facilities has been provided within this report. The proposed amendment would not result in a decrease in the level of service for solid waste disposal facilities.

Policy 4.1.b: The City shall establish a Community Potable Water Service Area, which includes all areas where potable water service is available. Water service shall be deemed available if:

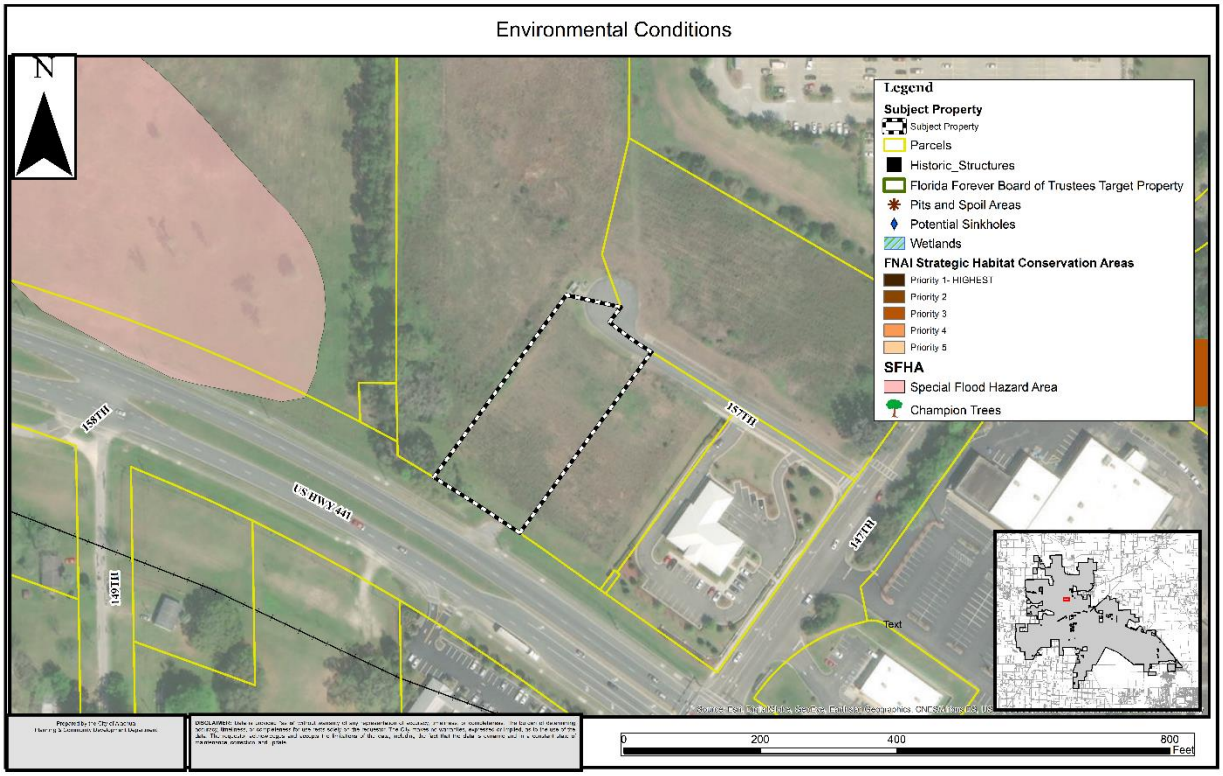
1. A water main exists within ¼ mile of any residential subdivision with more than 5 units, or any multi-family residential development, or any commercial development, or any industrial development and water service can be accessed through public utility easements or right of ways. The distance shall be measured

as required for construction of the infrastructure along public utility easements and right of ways.

Analysis of Consistency with Policy 4.1.b: The subject property is located within the potable water service area, and any future development on the subject property will be required to connect to the potable water system.

ENVIRONMENTAL CONDITIONS ANALYSIS

Map 4. Environmental Features



Wetlands

According to National Wetlands Inventory, no potential wetlands are located on the subject property. Any wetlands identified must be delineated and protected in accordance with the applicable protection standards.

Evaluation: No wetlands have been identified on subject property. If wetlands are identified on subject property at a later time, the applicable standards in the City's Comprehensive Plan, Land Development Regulations, and Suwannee River Water Management District (SRWMD) regulations would apply to those areas identified as wetlands; therefore, there are no issues related to wetland protection.

Strategic Ecosystems

Strategic Ecosystems were identified by an ecological inventory project in a report prepared for Alachua County Department of Growth Management in 1996. The purpose of the inventory was to identify, inventory, map, describe, and evaluate the most significant natural biological communities in private ownership in Alachua County.

Evaluation: The subject property is not located within or adjacent to a Strategic Ecosystem, therefore, the development will have no impact upon any Strategic Ecosystem(s) identified within the ecological inventory report.

Regulated Plant & Animal Species

Based on the best available data, there are no regulated plant or animal species that would limit or impact development.

Evaluation: Based on the best available data, there are no regulated plant or animal species that would limit or impact development. If, however, a regulated plant or animal species is encountered during development, the applicant would be responsible for meeting all applicable state, federal, and local laws regarding the regulated species.

Soil Survey

Each soil type found on the subject property is identified below. The hydrologic soil group is an indicator of potential soil limitations. The hydrologic soil group, as defined for each specific soil, refers to a group of soils which have been categorized according to their runoff-producing characteristics. These hydrologic groups are defined by the Soil Survey of Alachua County, Florida, dated August 1985. The chief consideration with respect to runoff potential is the capacity of each soil to permit infiltration (the slope and kind of plant cover are not considered, but are separate factors in predicting runoff). There are four hydrologic groups: A, B, C, and D. "Group A" soils have a higher infiltration rate when thoroughly wet and therefore have a lower runoff potential. "Group D" soils have very lower infiltration rates and therefore a higher runoff potential.

Table 2. Soil Analysis

Soil Type	Hydrologic Group	Drainage Class	Small Commercial Buildings	% of Subject Property (may not total to 100% due to rounding)
Gainesville sand, 0 to 5% slopes	A	Well drained	Not limited	100.0%

Evaluation: The soil type located within the subject property do not pose any significant limitations for small commercial buildings. Therefore, there are no issues related to soil suitability. Any future development would require that any soil limitations be addressed at the time of development.

Flood Potential

Panel 120D of the Federal Emergency Management Agency (FEMA) Flood Insurance Rate Map (FIRM) Series, dated June 16, 2006, indicates that the subject property contains areas with Flood Zone "X" designations (areas determined to be outside of the 500-year floodplain).

Evaluation: The subject property is located in Flood Zone "X" (areas determined to be outside of the 500-year floodplain. Therefore, there are no issues related to flood potential.

Karst-Sensitive Features

Karst sensitive areas include geologic features, such as fissures, sinkholes, underground streams, and caverns, and are generally the result of irregular limestone formations. The subject property is located within an area where sinkholes may potentially allow hydrologic access to the Floridan Aquifer System, however, best available data indicates that no sinkholes or known indicators of sinkhole activity are located on the subject property.

Evaluation: There are no geologic features located on the subject property which indicate an increased potential for karst sensitivity.

Wellfield Protection Zone

Policy 7.2.1 of the Future Land Use Element of the Comprehensive Plan establishes a 500 foot radial buffer around city-owned potable water well.

Evaluation: The subject property is not located within a City of Alachua wellhead protection zone as identified on the City of Alachua Wellfield Primary Protection Zones Map of the Comprehensive Plan, therefore, there are no issues related to wellfield protection.

Historic Structures and Markers

The subject property does not contain any historic structures or markers as determined by the State of Florida and the Alachua County Historic Resources Inventory.

Evaluation: There are no issues related to historic markers or structures.

FINDINGS OF FACT: COMPLIANCE WITH LAND DEVELOPMENT REGULATIONS

SITE PLAN STANDARDS

Section 2.4.9(E) of the City's Land Development Regulations (LDRs) establishes the standards with which all site plans must be found to be compliant. The application has been reviewed for compliance with the standards of Section 2.4.9(E.) An evaluation and findings of the application's compliance with the standards of Section 2.4.9(E) is provided below.

(E) Site Plan Standards

A Site Plan shall be approved only upon a finding the applicant demonstrates all of the following standards are met:

(1) ***Consistency with Comprehensive Plan***
The development and uses in the Site Plan comply with the Goals, Objectives and Policies of the Comprehensive Plan.

Evaluation & Findings: An analysis of the application's consistency with the Comprehensive Plan has been provided in this report.

(2) ***Use Allowed in Zone District***
The use is allowed in the zone district in accordance with Article 4: *Use Regulations*.

Evaluation & Findings: The subject property is zoned Commercial Intensive (CI), which permits restaurants with drive-through or drive-in service subject to use-specific standards referenced below.

(3) ***Zone District Use-Specific Standards***
The development and uses in the Site Plan comply with Section 4.3, *Use-Specific Standards*.

Evaluation & Findings: Section 4.4.4 (A) (2) provides use-specific standards for restaurants with drive-through service. The proposed site plan complies with these use-specific standards. These standards are below:

(a)Off-street parking and loading. All principal uses with drive-through or drive-in services shall comply with all applicable standards governing vehicle-stacking areas and drive-in facilities set forth in Section 6.1, Off-street parking and loading standards.

(b)Transitional use area requirement. When such use is located within a CI, ILW or IG district which adjoins a residential district, and is located upon the same frontage as the residential district without an

intervening street, drive-throughs or drive-ins may not be closer than 100 feet from the residential district boundary line.

(4) ***Development and Design Standards***
The development proposed in the Site Plan and its general layout and design comply with all appropriate standards in Article 6: *Development Standards*.

Evaluation & Findings: The application has been reviewed for and is found to be in compliance with all relevant provisions of Article 6, *Development Standards*, including but not limited to *Section 6.1*, Off Street Parking & Loading Standards, *Section 6.2*, Tree Protection/Landscape/Xeriscape Standards, *Section 6.3*, Fencing Standards, *Section 6.7*, Open Space Standards, Section 6.8, *Design Standards for Business Uses*, and *Section 6.9*, Environmental Protection Standards.

(5) ***Subdivision Standards***
In cases where a subdivision has been approved or is pending, the development proposed in the Site Plan and its general layout and design comply with all appropriate standards in Article 7: *Subdivision Standards*.

Evaluation & Findings: The replat of the subject property was approved on November 30, 2020 by the City Commission.

(6) ***Complies with All Other Relevant Laws and Ordinances***
The proposed site plan development and use complies with all other relevant City laws and ordinances, state and federal laws, and regulations.

Evaluation & Findings: The application is consistent with all other relevant City ordinances and regulations.

COMPLIANCE WITH SECTION 6.6.3, RESIDENTIAL PROTECTION STANDARDS

Section 6.6.3 of the City's Land Development Regulations (LDRs) establishes additional conditions that may be imposed for development located within 500 feet of any residential district or adjacent to any existing single-family or two-family development. There are no residential zoned lands within 500' of the subject property and the property is not adjacent to existing single-family or two-family development. There is, however, an existing single family use located to the south of the property and across US HWY 441. The residential structure is located more than 500 feet from the subject property. There are no impacts that are anticipated to warrant additional conditions upon the subject property.

PUBLIC FACILITIES IMPACT

The analysis of each public facility provided below represents an analysis of the impacts which would be generated by the proposed development. A related application is under review, which indicates that the proposed use would be a 1,930 square foot restaurant with drive-through service (ITE Code 934).

At present, the impacts which would be generated by the proposed development are acceptable and are not anticipated to degrade the Level of Service (LOS) of any public facility.

As the proposed use is non-residential, an analysis of the recreational and education level of services impact was not completed for this application.

Table 3. Affected Comprehensive Plan Roadway Segments[1]

Segment Number[2, 3]	Segment Description	Lanes	Functional Classification	Area Type	LOS
9 (109)	SR235 (from US 441 to NW 140th Street)	2U	Principle Arterial	N/A	D
5 (107)	US Hwy 441 (from SR235 to I-75)	4D	Principle Arterial	Urban Trans	D

1 Source: City of Alachua Comprehensive Plan, Traffic Circulation Element.
2 For developments generating 1,000 trips or greater, affected roadway segments are identified as all those wholly or partially located within ½ mile of the development's ingress/egress, or to the nearest intersecting major street, whichever is greater, and all roadway segments for which the proposed development's impacts are 5% or greater on the Maximum Service Volume (MSV) of the roadway [Section 2.4.14(H)(2)(b) of the LDRs].
3 FDOT roadway segment number shown in parenthesis. For the purposes of concurrency management, COA Comprehensive Plan segments that make up a portion of a larger FDOT roadway segment will be evaluated together when determining post development roadway capacity.

Table 4. Potential Trip Generation[1]

	Land Use	AADT (Enter/Exit)	AM Peak Hour (Enter/Exit)	PM Peak Hour (Enter/Exit)
Restaurant with Drive-Through Service (1,930 square feet)	Fast Food Restaurant with Drive-Through Window [2] (ITE Code 934)	909 (454/454)	78 (30/38)	63 (33/30)

1 Source: ITE Trip Generation, 10th Edition.
2 Formulas: AADT – 470.94 trips per 1ksf x 1.930 sf (50% entering/50% exiting); AM Peak Hour – 40.19 trips per 1 ksf x 1.930 sf (51% entering/49% exiting); PM Peak Hour – 32.67 trips per 1 ksf x 1.930 sf (52% entering/48% exiting).

Table 5. Potential Impact on Affected Comprehensive Plan Roadway Segments

Traffic System Category	SR235 (from US 441 to NW 140th Street)[1]	US Hwy 441 (from SR235 to I-75)[1]
Maximum Service Volume[2]	14,400	39,000
Existing Traffic[3]	7,636	24,199
Reserved Trips[4]	121	2,785
Available Capacity[4]	6,643	12,016
Potential Impact Generated by Proposed Site Plan[5]	46	459
Residual Capacity after Proposed Site Plan[6]	**6,597**	**11,557**
PM Peak Hour Traffic Analysis	**SR235 (from US 441 to NCL of Alachua)[1]**	**US Hwy 441 (from SR235 to NCL)[1]**
Maximum Service Volume[2]	1,290	3,510
Existing Traffic[3]	725	2,299
Reserved Trips[4]	18	245
Available Capacity[4]	547	558
Potential Impact Generated by Proposed Site Plan [5]	3	31
Residual Capacity after Proposed Site Plan[6]	**544**	**527**

1 FDOT roadway segment number shown in parenthesis. For the purposes of concurrency management, COA Comprehensive Plan segments that make up a portion of a larger FDOT roadway segment will be evaluated together when determining post development roadway capacity.

2 *Source: FDOT 2018 Quality/Level of Service Handbook, Generalized Annual Average Daily Volumes and Generalized Peak Hour Two-Way Volumes for Areas Transitioning to Urbanized Areas or Areas of 5,000 Not in Urbanized Areas.*
3 *Florida State Highway System Level of Service Report 2016, Florida Department of Transportation, District Two (published August 2017).*
4 *Source: City of Alachua October 2020 Development Monitoring Report.*
5 *Pass by rates for AM and PM Peak hours provided by ITE Trip Generation Manual 10th Edition. Daily pass by rates imputed from AM and PM peak rates.*
6 *The application is for a Final Development Order. Facility capacity and concurrency will be reserved.*

Evaluation: It is anticipated that the proposed site plan will not adversely affect the Level of Service ("LOS") for the affected roadway segments, and the potential impact of a 1,930 square foot restaurant with drive-through service is therefore acceptable.

Potable Water Impacts

Table 6. Potable Water Impacts

System Category	Gallons Per Day
Current Permitted Capacity*	2,300,000
Less Actual Potable Water Flows*	1,295,000
Reserved Capacity*	121,059
Potential Potable Water Demand from Proposed Application **	1,544
Residual Capacity	**882,397**
Percentage of Permitted Design Capacity Utilized	**61.63%**

Sources:
** City of Alachua October 2020 Development Monitoring Report*
***Chapter 64-E, FAC, 15 square feet per seat x 20 gpd*

Evaluation: The proposed site plan would increase the maximum potential demand from the development of the subject property to 1,544 gallons per day. This analysis is based on the maximum development potential of a 1,930 square foot restaurant with drive-through service. It is anticipated that the proposed site plan will not adversely affect the Level of Service ("LOS") for potable water facilities, and the impacts are therefore acceptable.

Sanitary Sewer Impacts

Table 7. Sanitary Sewer Impacts

System Category	Gallons Per Day
Treatment Plant Current Permitted Capacity*	1,500,000
Less Actual Treatment Plant Flows*	675,000
Reserved Capacity*	115,933
Projected Potential Wastewater Demand from Proposed Application **	1,544
Residual Capacity	**707,523**
Percentage of Permitted Design Capacity Utilized	**52.83%**

Sources:
** City of Alachua October 2020 Development Monitoring Report*
***Chapter 64-E, FAC, 15 square feet per seat x 20 gpd*

Evaluation: The proposed site plan would increase the maximum potential demand from the development of the subject property to 1,544 gallons per day. This analysis is based on the maximum development potential of 1,930 square foot restaurant with drive-through service. It is anticipated that the proposed site plan will not adversely affect the Level of Service ("LOS") for sanitary sewer facilities, and the impacts are therefore acceptable.

Solid Waste Impacts

Table 9. Solid Waste Impacts

System Category	Lbs Per Day	Tons Per Year
Existing Demand[1]	41,192.00	7,517.54
Reserved Capacity[2]	8.251.19	1,505.84
Projected Solid Waste Demand from Application[3]	23.2	4.23
New River Solid Waste Facility Capacity[4]	**50 years**	

Sources:

1 *University of Florida, Bureau of Economic & Business Research, Estimates of Population by County and City in Florida, April 1, 2016; Policy 2.1.a, CFNGAR Element (Formula: 9,936 persons x 0.73 tons per year)*

2 *City of Alachua October 2020 Development Monitoring Report*

3 *Source: Sincero and Sincero; Environmental Engineering: A Design Approach. Prentice Hall, New Jersey, 1996. Formula used: (((12 lbs. / 1,000 ft2/day x 1,930 sq. ft.) x 365)/2,000)*

4 *New River Solid Waste Facility, April 2019*

Evaluation: The proposed site plan would increase the maximum potential demand from the development of the subject property by approximately 4.23 tons per year. It is anticipated that the proposed site plan will not adversely affect the Level of Service ("LOS") of solid waste facilities; therefore, the impacts are acceptable.

EXHIBIT "A"
TO
ALACHUA QUICK SERVICE RESTAURANT
SITE PLAN
STAFF REPORT

CONDITIONS:

1. The applicant agrees it shall obtain all other applicable local, state, and federal permits before the commencement of the development.
2. The applicant agrees that Condition 1 as stated above does not inordinately burden the land and shall be binding upon the property owner, including any subsequent property owners, successors, or assigns, and that the development shall comply with Conditions 1 as stated herein.

EXHIBIT "B"

TO

ALACHUA QUICK SERVICE RESTAURANT

SITE PLAN
STAFF REPORT

SUPPORTING APPLICATION MATERIALS SUBMITTED BY CITY STAFF TO THE PLANNING AND ZONING BOARD

City of Alachua

ADAM BOUKARI
CITY MANAGER

PLANNING & COMMUNITY DEVELOPMENT
DIRECTOR KATHY WINBURN, AICP

February 23, 2021

Daniel Young, P.E.
CHW, Inc.
11801 Research Drive
Alachua, FL 32615

Also submitted electronically to daniely@chw-inc.com

RE: Notice of Hearing to be Scheduled for Alachua QSR Site Plan

Dear Mr Young:

On February 19, 2021 the City of Alachua received your updated application for the above referenced project.

Based on review of the materials submitted, the City has determined that the application can now be scheduled for a hearing before the Planning and Zoning Board.

You must provide three (3) *double-sided, three-hole punched, color sets* of the **complete** application package (except for full size plans), and a digital copy of all materials (including plans) in PDF format on a CD *no later than 10 business days prior to the PZB Meeting at which your application is scheduled to be heard*. The application has been scheduled for the **March 9, 2021** Planning and Zoning Board meeting; therefore, the above referenced materials must be submitted to the City no later than 12 PM on ***Thursday, February 25, 2021.*** Materials may be submitted earlier than this date.

Should you have any questions, please feel free to contact me at (386) 418-6100, ext. 1603 or via email at ahall@cityofalachua.com.

Sincerely,

Adam Hall, AICP
Planner

c: Kathy Winburn, AICP, Planning Director
File

City of Alachua

ADAM BOUKARI
CITY MANAGER

PLANNING & COMMUNITY DEVELOPMENT
DIRECTOR KATHY WINBURN, AICP

August 27, 2020

David Morin, P.E.
CHW, Inc.
11801 Research Drive
Alachua, FL 32615
Also submitted electronically to davidm@chw-inc.com

Gerry Dedenbach
CHW, Inc.
11801 Research Drive
Alachua, FL 32615
Also submitted electronically to gerryd@chw-inc.com

RE: Alachua QSR Site Plan and Baywood Centre Lot 3 Preliminary Plat – Development Review Team Comments

Sirs,

On August 10, 2020 the City of Alachua received your revised applications for the Baywood Centre Subdivision (replat), which proposes the replatting of Lot 3 of the Baywood Centre subdivision (Plat Book 28, Page 91) and for a site plan application for the Quick Serve Restaurant – Alachua project, which proposes the construction of a 2,150 square feet drive-through restaurant on a 1.15 acre subject property (Parcel No 03067-601-003).

The applications have been reviewed for compliance with the applicable review standards, including the City's Comprehensive Plan and Land Development Regulations (LDRs). Based upon Staff's review, revisions must be made to the Site Plan application before it may be scheduled for a public hearing before the City's Planning & Zoning Board (PZB). The Preliminary Plat application submittal adequately addressed all comments and has been scheduled for a public hearing before the Planning and Zoning Board. This notice was provided separately.

Please address all insufficiencies outlined below in writing and provide an indication as to how they have been addressed by 4:00 PM on **Tuesday, September 8, 2020.** A total of four (4) copies of the complete application package (i.e., all application materials and attachments) and a CD containing a PDF of all application materials (or Cloudlink) must be provided by this date. Upon receipt of your revised application, Staff will notify you of any remaining insufficiencies which must be resolved, if any, before the item may be scheduled for a public hearing before the PZB.

Please address the following insufficiencies (begins on next page):

Deficiencies to be Addressed

** Unless otherwise noted, references to code sections are to the City of Alachua Land Development Regulations. **

SITE PLAN APPLICATION

8. *Public Services/ Fire Marshall/ Outside Review*
    a. Applicant must address any comments provided by Public Service Department, in a memo dated August 18, 2020 and attached to this memo.

A tentative schedule of hearings can be found below. This timeline is based on one resubmission that addresses all DRT comments, and timely provision of all required information or documents for all public hearings.

September 8, 2020 – Preliminary Plat considered by Planning and Zoning Board

September 28, 2020 – Preliminary Plat considered by City Commission

October 26, 2020 – Final Plat considered by City Commission, if construction plans submittal received by September 29, 2020

November 10, 2020- Site Plan considered by Planning and Zoning Board

If you have any questions regarding the information above, please contact me at 386-418-6100 x 108 or via e-mail at ahall@cityofalachua.com. We look forward to receiving your revised application.

Sincerely,

Adam Hall, AICP
Planner

cc: Kathy Winburn, AICP, Planning & Community Development Director
Justin Tabor, AICP, Principal Planner
Project File

City of Alachua

ADAM BOUKARI
CITY MANAGER

RODOLFO VALLADARES, P.E.
PUBLIC SERVICES DIRECTOR

INTER-OFFICE COMMUNICATION

DATE: **Aug 18, 2020**

TO: **Kathy Winburn, AICP**
Planning & Community Development Director

FROM: **Rodolfo Valladares, P.E.**
Public Services Director
Tom Ridgik, P.E.
Engineering Supervisor

TR 8/18/2020

RE: **Quick Services Restaurant – Development Plans**

Public Services has reviewed the Quick Services Restaurant Development Plans (August 10th Submittal) and offer the following comments. Review was specific to the Public Services Utilities.

NO.	COMMENTS
1.	**Comment on Apr 30th Submittal** **General:** The reviewer assumes that the Development Plans will be in sufficient detail to serve as construction documents. Comments have been written with this in mind. **Comment on July 15th Submittal** **Approved**
2.	**Comment on Apr 30th Submittal** **Sheet C0.00:** General Note 5: Please change date of requirements for design and construction to "2020". **Comment on July 15th Submittal** **Approved**
3.	**Comment on Apr 30th Submittal** **Sheet C0.10:** • Please submit the electrical and plans and details as referred to in this note. As a

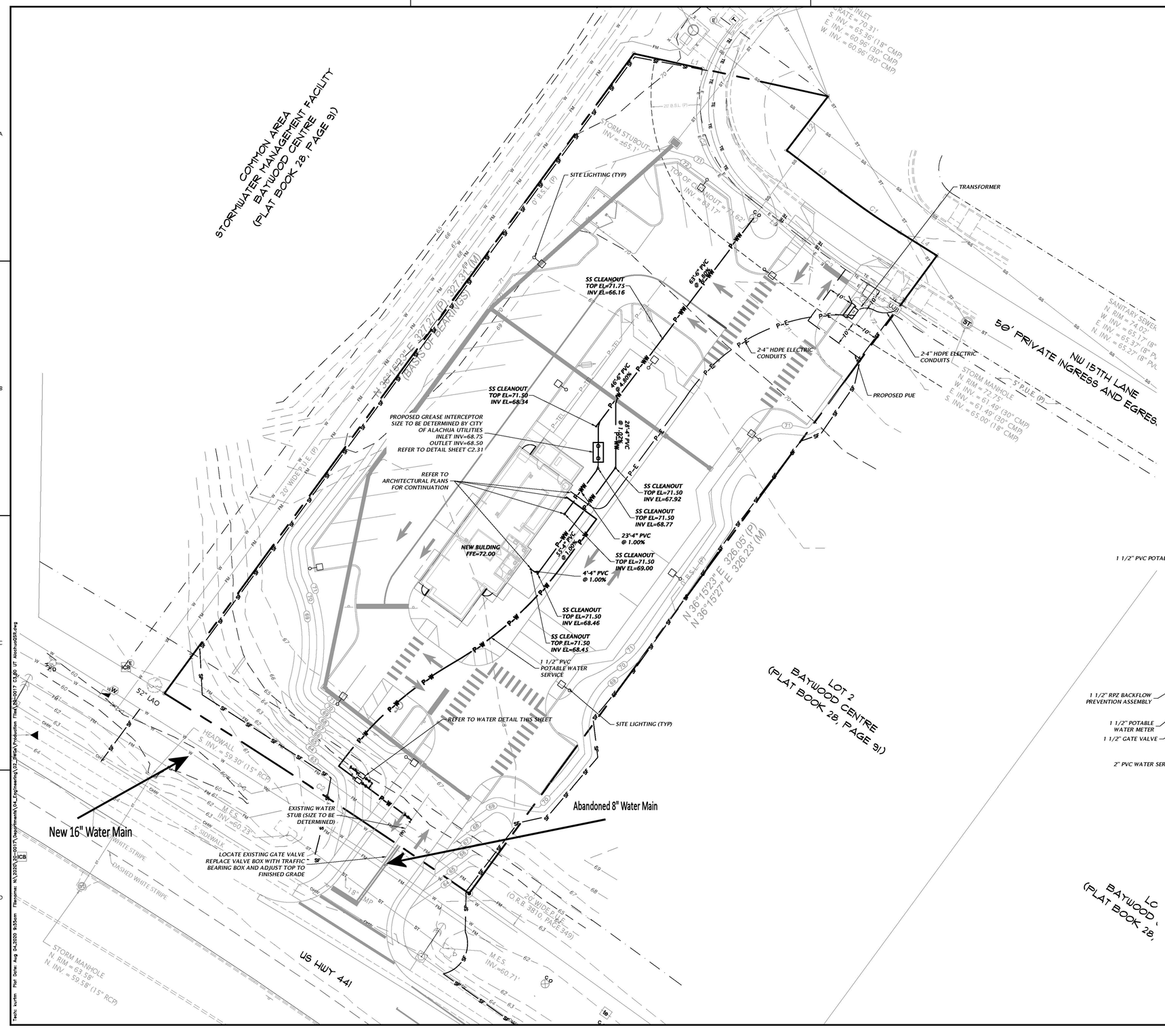
NO.	COMMENTS
	minimum include a site lighting plan (Sheet P-1 is on the Sheet Index, but not yet submitted); a load schedule in enough detail so CoA can size the transformer; and electrical details. Identify the required power; example, 460-volt, 3-phase. Use as many as possible CoA electrical details, of which CHW already has CAD files. • Note 2: Replace "GRU Energy Delivery" with "City of Alachua". **Comment on July 15th Submittal** • The power supply is proposed as 460-volt, 1-Phase 800-amp. Please note that this is a very unusual power supply for this application; namely, fast-food restaurants, as well as other applications in COAs electrical system. Please confirm this power supply, in particular, the 1-phase, aka single-phase. Note that 460-volt, 3-phase is much more common in similar applications. • Note 2: As requested, Engineer has changed text to "City of Alachua". However, upon closer inspection, the Reviewer realized that the text now reads "ELECTRICAL DESIGN PROVIDED BY CITY OF ALACHUA". • Please note that the City of Alachua does NOT perform electrical design tasks. The City expects the Construction Documents to include sufficient design information to design the primary electrical system. • Please change Note 2 to read: "ELECTRICAL PRIMARY SERVICE SUPPLIED BY THE CITY OF ALACHUA." • Also, please submit a load schedule with the total KVa load tabulated. This is to assist the City in sizing the transformer. **Comment on Aug 10th Submittal** **Approved**
4.	**Comment on Apr 30th Submittal** **Sheet C2.31** • Please add Details 127, 230 & 307 to documents, inasmuch as these details are cross-referenced by other details. **Comment on July 15th Submittal** **Approved**
5.	**Comment on Apr 30th Submittal** **Sheet C3.00** • There are two existing parallel water meters. Please verify and call-out that the restaurant water service is connected to the 16-inch main. • There is a note that calls out an existing water main stubout. Will the water services connect to the stubout? If so, please call out the stubout on the water detail. • Water Detail: Where the proposed water service connects to the existing water main, add note similar to "A specialty contractor pre-approved by the City shall connect the new water service line to the existing water main."

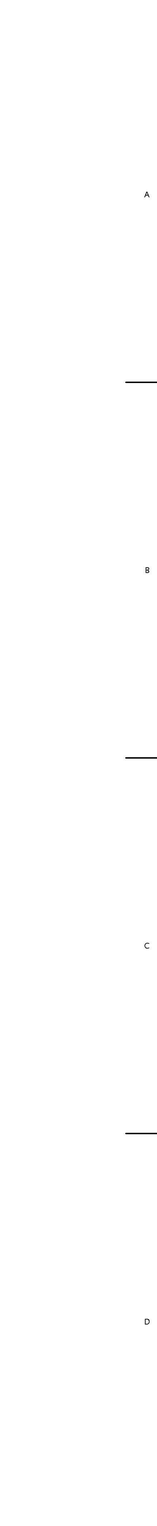
NO.	COMMENTS
	• Water Detail: For 2-inch water service, please replace "HDPE" with "PVC". • Water Detail: Install gate valves (1) in the water service line as it connects to the existing water main, (2) upstream the irrigation meter and (3) upstream the potable water meter. • Please replace "1 ½-inch HDPE Potable Water Service" with "1 ½-inch PVC Potable Water Service". (Note that PVC pipe for water services is called out on W & WW General Notes 7&8 on C0.10.) **Comment on July 15th Submittal** • Refer to the following above comments: Water Detail: Install gate valves (1) in the water service line as it connects to the existing water main, (2) upstream the irrigation meter and (3) upstream the potable water meter. • Although there is now a gate valve installed in the service line where it connects to the existing water main, the reviewer could not find gates valves to be installed upstream the irrigation meter, and upstream the potable water meter. Please install such valves. **Comment on Aug 10th Submittal** • Upon further review, COA has concluded that the new water service line is NOT connected to the new 16-inch water main, but instead is connected to an abandoned 8-inch water line. Please revise. Attached is a sketch showing the abandoned water line and also the new 16-water main.
6.	**Comment on Apr 30th Submittal** **Sheet C3.00 (Continued):** • Where the proposed transformer is now located, instead show an existing junction box. • Locate the proposed transformer either adjacent to the existing junction box or farther south. If located father south, show additional P-E. Call out PUEs for transformer and for the P-E between existing junction box and new transformer. Please coordinate with Andy Lindsey, COA, office (386-518-5832) or work cell (352)-258-8915. • A note says" Refer to Architectural Plans for continuation of P-W, P-WW & P-E. The continuation for the P-E is shown on A6, but the reviewer could not find continuation of the water (P-W) & (P-WW) lines. • CoA Comment: Show a proposed PUE for the water services line from the existing water main and to and including the water meters and backflow preventers. **Comment on July 15th Submittal** • Reference the above: A note says: "Refer to Architectural Plans for continuation of P-W, P-WW & P-E. The continuation for the P-E is shown on A6, but the reviewer could not find continuation of the water (P-W) & (P-WW) lines."

NO.	COMMENTS
	• CoA Comment: Although Engineer indicates that a Preliminary Plan from the Architect has been submitted, the reviewer could not find this preliminary plan. Upon further review, this Preliminary Plan does not need to be submitted. The reviewer suggests that the design engineer coordinate with the architect to ensure proper location of the water service and wastewater lateral. **Approved**
7.	**Comment on Apr 30th Submittal** **Sheets A5 & A6:** • The reviewer could not find the continuation of the water service and wastewater lines that are called out on sheet C.300. Please show the continuation. • The electrical continuation is shown on A6. An electrical CT cabinet and disconnect are called out. Note that the CT cabinet is likely not required as the CT metering will be located at the transformer. Please coordinate with Andy Lindsey of CoA (See above for contact information). **Comment on July 15th Submittal** • CoA Comment: Although Engineer indicates that a Preliminary Plan from the Architect has been submitted, the reviewer could not find this preliminary plan. Upon further review, this Preliminary Plan does not need to be submitted. The reviewer suggests that the design engineer coordinate with the architect to ensure proper location of the water service and wastewater lateral. **Approved**
8.	**Comment on Apr 30th Submittal** **Sheet C3.00 (Continued):** Once the electrical scope between the existing junction and transformer is clarified, please add a note to similar to that noted on Attachment 1. The design intent is for the City to do most, but not all, of this work, but the Contractor will pay for this work. **Comment on July 15th Submittal** Into the COA Scope of Work, please insert the following: 1.3 THE CONTRACTOR SHALL BE FULLY RESPONSIBLE FOR ALL ELECTRICAL WORK REQUIRED TO PROVIDE SECONDARY (LOAD-SIDE) SERVICE FROM THE TRANSFORMER. Also, please insert the following: 1.7 DURING CONSTRUCTION, COA WILL REVIEW ELECTRICAL SUBMITTALS, IN PARTICULAR THE DIAMETER SIZE (KC MIL) OF THE SECONDARY CONDUCTORS THAT CONNECT TO THE TRANSFORMER. **Comment on Aug 10th Submittal**

NO.	COMMENTS
	Please revise Par 1.1 as follows: 1.1 SCOPE OF COA ELECTRICAL WORK: AT NO COST TO COA, COA WILL PERFORM CERTAIN WORK TASKS TO ASSIST THE CONTRACTOR IN PROVIDING THE COMPLETE AND OPERATING ELECTRICAL SYSTEM(S) AS NOTED IN PAR 1.2, AS SHOWN ON THE DRAWINGS AND AS SPECIFIED HEREIN.
9.	**(New) Comment on July 15th Submittal** **Sheet C3.00** • Please add the following note to the water detail: "PROVIDE TRACER WIRE AROUND WATER SERVICE LINE FROM EXISTING WATER MAIN TO POTABLE WATER METER AND IRRIGATION METER". Also, please add details 115 and 118 to the documents. **Comment on Aug 10th Submittal** **Approved**
10.	**(New) Comment on August 10th Submittal** Applicant/developer has submitted a plumbing/waste and vent plan. Please address the following: • The plan shows a 3-inch buried line that connects the grease interceptor, presumably its vapor space, to the vent system within the building. What is its purpose? Does it promote odorous gas to be vented above the roof and not at grade? Does the design engineer agree with this design concept? If design engineer agrees, please show this vent line on C3.00. Detail 227 would need to be modified to connect to this vent line.
	END OF COMMENTS

Please advise if you have any questions or require additional information.
cc: Justin Tabor – AICP Principal Planner
Adam Hall – AICP Planner
Harry Dillard – Lead Engineering Technician





COA ELECTRICAL WORK SCOPE

1.1 SCOPE OF COA ELECTRICAL WORK: AT NO COST TO THE CITY, THE WORK SHALL INCLUDE (BUT NOT BE LIMITED TO) THE COMPLETE AND OPERATING ELECTRICAL SYSTEMS AS SHOWN ON THE DRAWINGS AND SPECIFIED HEREIN.

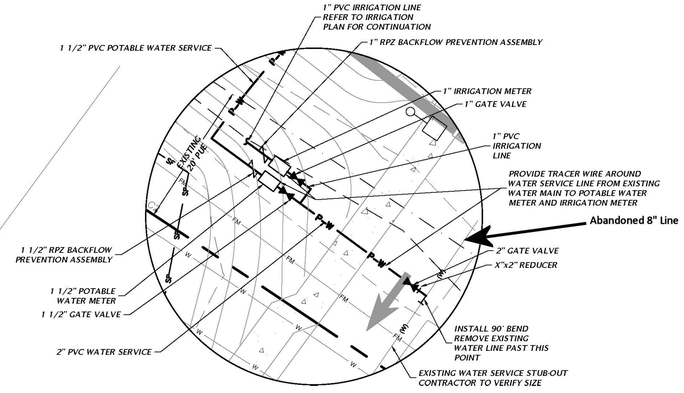
1.2 COA ELECTRICAL WORK INCLUDES THAT FROM AND INCLUDING MODIFICATIONS TO THE EXISTING JUNCTION BOX AND THE PROPOSED TRANSFORMER.

1.3 CONTRACTOR SHALL FURNISH THE FOLLOWING PRODUCTS: ALL PRIMARY CABLES, ALL SECONDARY CABLES, ALL TRANSFORMERS AND MAKE-UP MATERIALS. THE CITY OF ALACHUA WILL ORDER THESE PRODUCTS, WHICH SHALL BE PAID FOR BY THE CONTRACTOR. ONCE ON SITE, THESE PRODUCTS WILL BE INSTALLED BY THE CITY OF ALACHUA. ALL PRIMARY MAKEUP, SECONDARY MAKEUP, CONNECTIONS AND TESTING WILL BE COMPLETED BY THE CITY OF ALACHUA. ALL WORK DONE BY THE CITY OF ALACHUA WILL BE BACKCHARGED TO THE CONTRACTOR. THE CONTRACTOR SHALL BE FULLY RESPONSIBLE FOR ALL ELECTRICAL WORK REQUIRED TO PROVIDE SECONDARY (LOAD-SIDE) SERVICE FROM THE TRANSFORMER.

1.4 THE CONTRACTOR SHALL FURNISH AND INSTALL ALL OTHER MATERIALS, INCLUDING, BUT NOT LIMITED TO ALL CONDUIT, ENCLOSURES, POLES, LUMINAIRES, TRANSFORMER PADS AND SWITCHGEAR BASES.

1.5 THE CONTRACTOR SHALL SCHEDULE AN ELECTRICAL COORDINATION MEETING AT THE START OF THE PROJECT. REQUIRED ATTENDEES INCLUDE THE CONTRACTOR, THE ELECTRICAL SUB CONTRACTOR, THE ENGINEER OF RECORD, THE CITY OF ALACHUA PROJECT MANAGER AND CITY OF ALACHUA ELECTRICAL STAFF.

1.6 DURING CONSTRUCTION, COA WILL REVIEW ELECTRICAL SUBMITTALS, IN PARTICULAR THE DIAMETER SIZE (KC MIL) OF THE SECONDARY CONDUCTORS THAT CONNECT TO THE TRANSFORMER.



A SPECIALTY CONTRACTOR, PRE-APPROVED BY THE CITY OF ALACHUA, SHALL CONNECT THE NEW WATER SERVICE LINE TO THE EXISTING WATERMAIN.

WATER DETAIL

1"=10'

11801 Research Drive
Alachua, Florida 32615
(352) 331-1976
www.chw-inc.com
est. 1988 FLORIDA CA-9075
CHW
Professional Consultants

SCALE: 1"=20'

VERIFY SCALE
BAR IS ONE INCH ON
ORIGINAL DRAWING
IF NOT ONE INCH ON
THIS SHEET ADJUST
SCALES ACCORDINGLY.

CONSTRUCTION REVISIONS

SUBMITTALS
4/30/20 - CITY OF ALACHUA SUBMITTAL
6/12/20 - SRWMD SUBMITTAL
7/15/20 - CITY OF ALACHUA RESUBMITTAL
8/10/20 - CITY OF ALACHUA AND FDOT SUBMITTAL

CLIENT: VERDAD REAL ESTATE & CONSTRUCTION SERVICES
PROJECT: QUICK SERVICES RESTAURANT - ALACHUA
SHEET TITLE: UTILITY PLAN

TECHNICIAN: K MERRITT
DESIGNER: C THORNTON
CONSTRUCTION CONTROL: D MORIN
PROJECT NUMBER: 20-0017

DAVID E. MORIN
FL PE No. 79043

SHEET NO.: C3.00

JBrown Professional Group
CIVIL ENGINEERING • LAND SURVEYING • PLANNING
3530 NW 43rd Street • Gainesville, FL 32606 • 352.375.8999 • JBProGroup.com

August 13, 2020

Mr. Adam Hall, AICP
Planner
City of Alachua
Office of Planning & Community Development
P.O. Box 9
Alachua, FL 32616-0009

Re:

Dear Mr. Hall:

As you requested, we have reviewed the Quick Services Restaurant - Alachua submittal drawings, cost estimate and other materials provided to us for the above referenced project. The drawings reviewed were created by CHW and dated August 10, 2020. These latest plans have addressed all of our comments, and we find the project approvable from an engineering review standpoint.

Sincerely,

A. J. "Jay" Brown, Jr., PE
President, JBrown Professional Group Inc.

Cc: David Morin

City of Alachua

ADAM BOUKARI
CITY MANAGER

RODOLFO VALLADARES, P.E.
PUBLIC SERVICES DIRECTOR

INTER-OFFICE COMMUNICATION

DATE: **Aug 18, 2020**

TO: **Kathy Winburn, AICP**
Planning & Community Development Director

FROM: **Rodolfo Valladares, P.E.**
Public Services Director
Tom Ridgik, P.E.
Engineering Supervisor

TR 8/18/2020

RE: **Quick Services Restaurant – Development Plans**

Public Services has reviewed the Quick Services Restaurant Development Plans (August 10th Submittal) and offer the following comments. Review was specific to the Public Services Utilities.

NO.	COMMENTS
1.	**Comment on Apr 30th Submittal** **General:** The reviewer assumes that the Development Plans will be in sufficient detail to serve as construction documents. Comments have been written with this in mind. **Comment on July 15th Submittal** **Approved**
2.	**Comment on Apr 30th Submittal** **Sheet C0.00:** General Note 5: Please change date of requirements for design and construction to "2020". **Comment on July 15th Submittal** **Approved**
3.	**Comment on Apr 30th Submittal** **Sheet C0.10:** • Please submit the electrical and plans and details as referred to in this note. As a

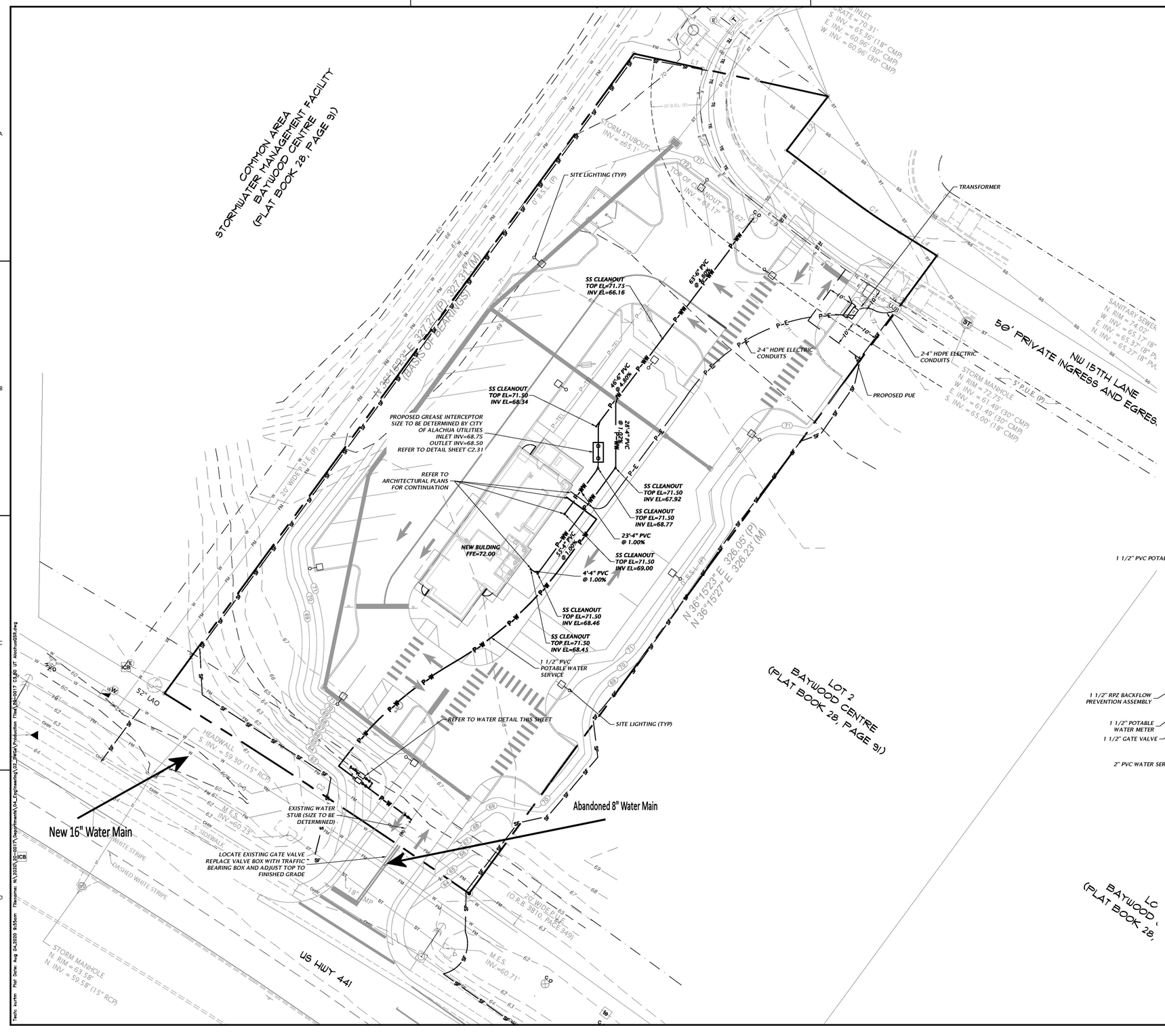
NO.	COMMENTS
	minimum include a site lighting plan (Sheet P-1 is on the Sheet Index, but not yet submitted); a load schedule in enough detail so CoA can size the transformer; and electrical details. Identify the required power; example, 460-volt, 3-phase. Use as many as possible CoA electrical details, of which CHW already has CAD files. • Note 2: Replace "GRU Energy Delivery" with "City of Alachua". **Comment on July 15th Submittal** • The power supply is proposed as 460-volt, 1-Phase 800-amp. Please note that this is a very unusual power supply for this application; namely, fast-food restaurants, as well as other applications in COAs electrical system. Please confirm this power supply, in particular, the 1-phase, aka single-phase. Note that 460-volt, 3-phase is much more common in similar applications. • Note 2: As requested, Engineer has changed text to "City of Alachua". However, upon closer inspection, the Reviewer realized that the text now reads "ELECTRICAL DESIGN PROVIDED BY CITY OF ALACHUA". • Please note that the City of Alachua does NOT perform electrical design tasks. The City expects the Construction Documents to include sufficient design information to design the primary electrical system. • Please change Note 2 to read: "ELECTRICAL PRIMARY SERVICE SUPPLIED BY THE CITY OF ALACHUA." • Also, please submit a load schedule with the total KVa load tabulated. This is to assist the City in sizing the transformer. **Comment on Aug 10th Submittal** **Approved**
4.	**Comment on Apr 30th Submittal** **Sheet C2.31** • Please add Details 127, 230 & 307 to documents, inasmuch as these details are cross-referenced by other details. **Comment on July 15th Submittal** **Approved**
5.	**Comment on Apr 30th Submittal** **Sheet C3.00** • There are two existing parallel water meters. Please verify and call-out that the restaurant water service is connected to the 16-inch main. • There is a note that calls out an existing water main stubout. Will the water services connect to the stubout? If so, please call out the stubout on the water detail. • Water Detail: Where the proposed water service connects to the existing water main, add note similar to "A specialty contractor pre-approved by the City shall connect the new water service line to the existing water main."

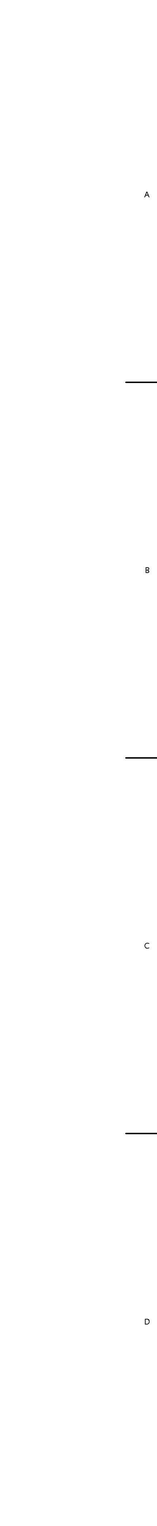
NO.	COMMENTS
	• Water Detail: For 2-inch water service, please replace "HDPE" with "PVC". • Water Detail: Install gate valves (1) in the water service line as it connects to the existing water main, (2) upstream the irrigation meter and (3) upstream the potable water meter. • Please replace "1 ½-inch HDPE Potable Water Service" with "1 ½-inch PVC Potable Water Service". (Note that PVC pipe for water services is called out on W & WW General Notes 7&8 on C0.10.) **Comment on July 15th Submittal** • Refer to the following above comments: Water Detail: Install gate valves (1) in the water service line as it connects to the existing water main, (2) upstream the irrigation meter and (3) upstream the potable water meter. • Although there is now a gate valve installed in the service line where it connects to the existing water main, the reviewer could not find gates valves to be installed upstream the irrigation meter, and upstream the potable water meter. Please install such valves. **Comment on Aug 10th Submittal** • Upon further review, COA has concluded that the new water service line is NOT connected to the new 16-inch water main, but instead is connected to an abandoned 8-inch water line. Please revise. Attached is a sketch showing the abandoned water line and also the new 16-water main.
6.	**Comment on Apr 30th Submittal** **Sheet C3.00 (Continued):** • Where the proposed transformer is now located, instead show an existing junction box. • Locate the proposed transformer either adjacent to the existing junction box or farther south. If located father south, show additional P-E. Call out PUEs for transformer and for the P-E between existing junction box and new transformer. Please coordinate with Andy Lindsey, COA, office (386-518-5832) or work cell (352)-258-8915. • A note says" Refer to Architectural Plans for continuation of P-W, P-WW & P-E. The continuation for the P-E is shown on A6, but the reviewer could not find continuation of the water (P-W) & (P-WW) lines. • CoA Comment: Show a proposed PUE for the water services line from the existing water main and to and including the water meters and backflow preventers. **Comment on July 15th Submittal** • Reference the above: A note says: "Refer to Architectural Plans for continuation of P-W, P-WW & P-E. The continuation for the P-E is shown on A6, but the reviewer could not find continuation of the water (P-W) & (P-WW) lines."

NO.	COMMENTS
	• CoA Comment: Although Engineer indicates that a Preliminary Plan from the Architect has been submitted, the reviewer could not find this preliminary plan. Upon further review, this Preliminary Plan does not need to be submitted. The reviewer suggests that the design engineer coordinate with the architect to ensure proper location of the water service and wastewater lateral. **Approved**
7.	**Comment on Apr 30th Submittal** **Sheets A5 & A6:** • The reviewer could not find the continuation of the water service and wastewater lines that are called out on sheet C.300. Please show the continuation. • The electrical continuation is shown on A6. An electrical CT cabinet and disconnect are called out. Note that the CT cabinet is likely not required as the CT metering will be located at the transformer. Please coordinate with Andy Lindsey of CoA (See above for contact information). **Comment on July 15th Submittal** • CoA Comment: Although Engineer indicates that a Preliminary Plan from the Architect has been submitted, the reviewer could not find this preliminary plan. Upon further review, this Preliminary Plan does not need to be submitted. The reviewer suggests that the design engineer coordinate with the architect to ensure proper location of the water service and wastewater lateral. **Approved**
8.	**Comment on Apr 30th Submittal** **Sheet C3.00 (Continued):** Once the electrical scope between the existing junction and transformer is clarified, please add a note to similar to that noted on Attachment 1. The design intent is for the City to do most, but not all, of this work, but the Contractor will pay for this work. **Comment on July 15th Submittal** Into the COA Scope of Work, please insert the following: 1.3 THE CONTRACTOR SHALL BE FULLY RESPONSIBLE FOR ALL ELECTRICAL WORK REQUIRED TO PROVIDE SECONDARY (LOAD-SIDE) SERVICE FROM THE TRANSFORMER. Also, please insert the following: 1.7 DURING CONSTRUCTION, COA WILL REVIEW ELECTRICAL SUBMITTALS, IN PARTICULAR THE DIAMETER SIZE (KC MIL) OF THE SECONDARY CONDUCTORS THAT CONNECT TO THE TRANSFORMER. **Comment on Aug 10th Submittal**

NO.	COMMENTS
	Please revise Par 1.1 as follows: 1.1 SCOPE OF COA ELECTRICAL WORK: AT NO COST TO COA, COA WILL PERFORM CERTAIN WORK TASKS TO ASSIST THE CONTRACTOR IN PROVIDING THE COMPLETE AND OPERATING ELECTRICAL SYSTEM(S) AS NOTED IN PAR 1.2, AS SHOWN ON THE DRAWINGS AND AS SPECIFIED HEREIN.
9.	**(New) Comment on July 15th Submittal** **Sheet C3.00** • Please add the following note to the water detail: "PROVIDE TRACER WIRE AROUND WATER SERVICE LINE FROM EXISTING WATER MAIN TO POTABLE WATER METER AND IRRIGATION METER". Also, please add details 115 and 118 to the documents. **Comment on Aug 10th Submittal** **Approved**
10.	**(New) Comment on August 10th Submittal** Applicant/developer has submitted a plumbing/waste and vent plan. Please address the following: • The plan shows a 3-inch buried line that connects the grease interceptor, presumably its vapor space, to the vent system within the building. What is its purpose? Does it promote odorous gas to be vented above the roof and not at grade? Does the design engineer agree with this design concept? If design engineer agrees, please show this vent line on C3.00. Detail 227 would need to be modified to connect to this vent line.
	END OF COMMENTS

Please advise if you have any questions or require additional information.
cc: Justin Tabor – AICP Principal Planner
Adam Hall – AICP Planner
Harry Dillard – Lead Engineering Technician





COA ELECTRICAL WORK SCOPE

1.1 SCOPE OF COA ELECTRICAL WORK: AT NO COST TO THE CITY, THE WORK SHALL INCLUDE (BUT NOT BE LIMITED TO) THE COMPLETE AND OPERATING ELECTRICAL SYSTEMS AS SHOWN ON THE DRAWINGS AND SPECIFIED HEREIN.

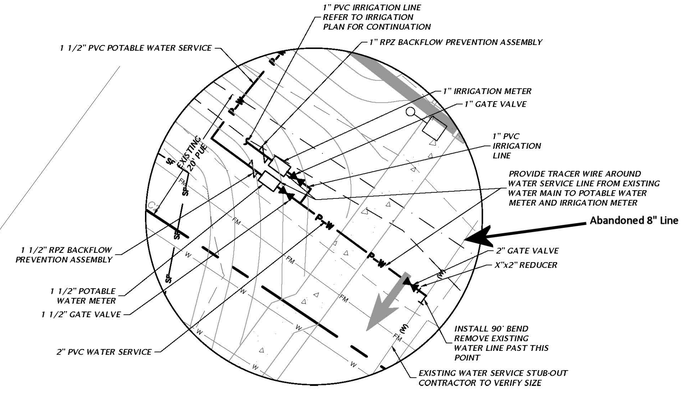
1.2 COA ELECTRICAL WORK INCLUDES THAT FROM AND INCLUDING MODIFICATIONS TO THE EXISTING JUNCTION BOX AND THE PROPOSED TRANSFORMER.

1.3 CONTRACTOR SHALL FURNISH THE FOLLOWING PRODUCTS: ALL PRIMARY CABLES, ALL SECONDARY CABLES, ALL TRANSFORMERS AND MAKE-UP MATERIALS. THE CITY OF ALACHUA WILL ORDER THESE PRODUCTS, WHICH SHALL BE PAID FOR BY THE CONTRACTOR. ONCE ON SITE, THESE PRODUCTS WILL BE INSTALLED BY THE CITY OF ALACHUA. ALL PRIMARY MAKEUP, SECONDARY MAKEUP, CONNECTIONS AND TESTING WILL BE COMPLETED BY THE CITY OF ALACHUA. ALL WORK DONE BY THE CITY OF ALACHUA WILL BE BACKCHARGED TO THE CONTRACTOR. THE CONTRACTOR SHALL BE FULLY RESPONSIBLE FOR ALL ELECTRICAL WORK REQUIRED TO PROVIDE SECONDARY (LOAD-SIDE) SERVICE FROM THE TRANSFORMER.

1.4 THE CONTRACTOR SHALL FURNISH AND INSTALL ALL OTHER MATERIALS, INCLUDING, BUT NOT LIMITED TO ALL CONDUIT, ENCLOSURES, POLES, LUMINAIRES, TRANSFORMER PADS AND SWITCHGEAR BASES.

1.5 THE CONTRACTOR SHALL SCHEDULE AN ELECTRICAL COORDINATION MEETING AT THE START OF THE PROJECT. REQUIRED ATTENDEES INCLUDE THE CONTRACTOR, THE ELECTRICAL SUB CONTRACTOR, THE ENGINEER OF RECORD, THE CITY OF ALACHUA PROJECT MANAGER AND CITY OF ALACHUA ELECTRICAL STAFF.

1.6 DURING CONSTRUCTION, COA WILL REVIEW ELECTRICAL SUBMITTALS, IN PARTICULAR THE DIAMETER SIZE (KC MIL) OF THE SECONDARY CONDUCTORS THAT CONNECT TO THE TRANSFORMER.



A SPECIALTY CONTRACTOR, PRE-APPROVED BY THE CITY OF ALACHUA, SHALL CONNECT THE NEW WATER SERVICE LINE TO THE EXISTING WATERMAIN.

WATER DETAIL

1"=10'

11801 Research Drive
Alachua, Florida 32615
(352) 331-1976
www.chw-inc.com
est. 1988 FLORIDA CA-9075
CHW
Professional Consultants

SCALE: 1"=20'

VERIFY SCALE
BAR IS ONE INCH ON
ORIGINAL DRAWING
IF NOT ONE INCH ON
THIS SHEET ADJUST
SCALES ACCORDINGLY.

CONSTRUCTION REVISIONS

SUBMITTALS
4/30/20 - CITY OF ALACHUA SUBMITTAL
6/12/20 - SRWMD SUBMITTAL
7/15/20 - CITY OF ALACHUA RESUBMITTAL
8/10/20 - CITY OF ALACHUA AND FDOT SUBMITTAL

CLIENT: VERDAD REAL ESTATE & CONSTRUCTION SERVICES
PROJECT: QUICK SERVICES RESTAURANT - ALACHUA
SHEET TITLE: UTILITY PLAN

TECHNICIAN: K MERRITT
DESIGNER: C THORNTON
CONSTRUCTION CONTROL: D MORIN
PROJECT NUMBER: 20-0017

DAVID E. MORIN
FL PE No. 79043

SHEET NO.: C3.00

City of Alachua

ADAM BOUKARI
CITY MANAGER

PLANNING & COMMUNITY DEVELOPMENT
DIRECTOR KATHY WINBURN, AICP

July 28, 2020

David Morin, P.E.
CHW, Inc.
11801 Research Drive
Alachua, FL 32615
Also submitted electronically to davidm@chw-inc.com

Gerry Dedenbach
CHW, Inc.
11801 Research Drive
Alachua, FL 32615
Also submitted electronically to gerryd@chw-inc.com

RE: Alachua QSR Site Plan and Baywood Centre Lot 3 Preliminary Plat – Development Review Team Comments Review Letter No. 2

Sirs,

On July 16, 2020 the City of Alachua received your revised applications for the Baywood Centre Subdivision (replat), which proposes the replatting of Lot 3 of the Baywood Centre subdivision (Plat Book 28, Page 91) and for a site plan application for the Quick Serve Restaurant – Alachua project, which proposes the construction of a 2,150 square feet drive-through restaurant on a 1.15 acre subject property (Parcel No 03067-601-003). The electronic copies were received on July 21, 2020.

The applications have been reviewed for compliance with the applicable review standards, including the City's Comprehensive Plan and Land Development Regulations (LDRs). Based upon Staff's review, revisions must be made to the applications before they may be scheduled for public hearings before the City's Planning & Zoning Board (PZB). Please address all insufficiencies outlined below in writing and provide an indication as to how they have been addressed by 4:00 PM on **Monday, August 10, 2020.** A total of four (4) copies of the complete application package (i.e., all application materials and attachments) and a CD containing a PDF of all application materials (or Cloudlink) must be provided by this date. Upon receipt of your revised applications, Staff will notify you of any remaining insufficiencies which must be resolved, if any, before the item may be scheduled for a public hearing before the PZB.

Please address the following insufficiencies (begins on next page):

Deficiencies to be Addressed

** Unless otherwise noted, references to code sections are to the City of Alachua Land Development Regulations. **

REPLAT APPLICATION

2. Subdividers Agreement
   a. Please provide engineers opinion of cost for street improvements.

NEW COMMENT: Please see comments from Jay Brown, P.E. in attached letter.

4. Outside Review
   Applicant must address any comments provided by A.J. "Jay" Brown, Jr. P.E of JBrown Professional Group, Inc, in a letter dated July 28, 2020 and attached to this memo.

SITE PLAN APPLICATION

6. *Comprehensive Plan Consistency*
   a. Please provide evidence of consistency with Policy 1.2.a of the Transportation Element regarding access points of driveways and streets to collector and arterial roadways. Please provide documentation from FDOT that the proposed location will be acceptable and meet the applicable standards found in Florida Administrative Code Chapters 14-96 and 14-97.

NEW COMMENT: Please provide permit application to FDOT and referenced communication that indicates that FDOT is willing to permit access at this point. Submitted email from FDOT was drafted more than 5 years ago.

7. *Compliance with Land Development Regulations (LDRs)*
   b. Article 6, Development Standards
      iii. Section 6.4. Lighting Standards

NEW COMMENT: Uniformity ratio of 10:1 is not met (Section 6.4.4 (E)).

      iv. Section 6.8. Business Design Standards
         3. Section 6.8.2 (A)2)(b)(ii). East façade does not appear to meet minimum massing requirements. The roof line does change, but there is no change in façade materials as required by

NEW COMMENT: Façade massing has provided required roofline change, but per Section 6.8.2 (A)(2)(b)(ii), the roof line change must be coupled with correspondingly aligned change in façade material. In this case, the façade under each roof line change remains EIFS. In order for roofline to meet standard, the façade material for one of the spans would need to change or color would need to change.

(ii)Offset alternatives. The following alternatives can be used in place of the required front façade offsets: a. Façade color changes following the same dimensional standards as the offset requirements; b. Pilasters having a minimum depth of one foot, a minimum width of one foot, and a minimum height of 80 percent of the façade's height; and/or **c. Roofline changes when coupled with correspondingly aligned façade material changes.**

8. *Public Services/ Fire Marshall/ Outside Review*
   a. Applicant must address any comments provided by Public Service Department, in a memo dated July 27, 2020 and attached to this memo.
   b. Applicant must address any comments provided by A.J. "Jay" Brown, Jr. P.E of JBrown Professional Group, Inc, in a letter dated July 28, 2020 and attached to this memo.

A revised tentative schedule of hearings can be found below. This timeline is based on one additional resubmission that addresses all DRT comments, and timely provision of all required information or documents for all public hearings.

September 8, 2020 – Preliminary Plat considered by Planning and Zoning Board

September 28, 2020 – Preliminary Plat considered by City Commission

October 26, 2020 – Final Plat considered by City Commission, if construction plans submittal received by September 29, 2020

November 10, 2020- Site Plan considered by Planning and Zoning Board

If you have any questions regarding the information above, please contact me at 386-418-6100 x 108 or via e-mail at ahall@cityofalachua.com. We look forward to receiving your revised application.

Sincerely,

Adam Hall, AICP
Planner

cc: Kathy Winburn, AICP, Planning & Community Development Director
Justin Tabor, AICP, Principal Planner
Project File

DEVELOPMENT REVIEW TEAM
SUMMARY

PROJECT NAME: Alachua Quick Serve Restaurant (QSR)

APPLICATION TYPES: Site Plan and Preliminary Plat

APPLICANT/PROPERTY OWNER: Alachua Development Co., LLC.

AGENT: Gerry Dedenbach (plat) and David Morin, P.E. (site plan) of CHW, Inc.

DRT MEETING DATE: June 29, 2020

DRT MEETING TYPE: Applicant

FLUM DESIGNATION: Commercial

ZONING: CI

OVERLAY: N/A

ACREAGE: ±1.15 acres

PARCELS: 03067-601-003

PROJECT SUMMARY: A request to replat Lot 3 of the Baywood Centre Subdivision to permit access onto US HWY 441 and a request to construction a 1,930 square foot drive through restaurant.

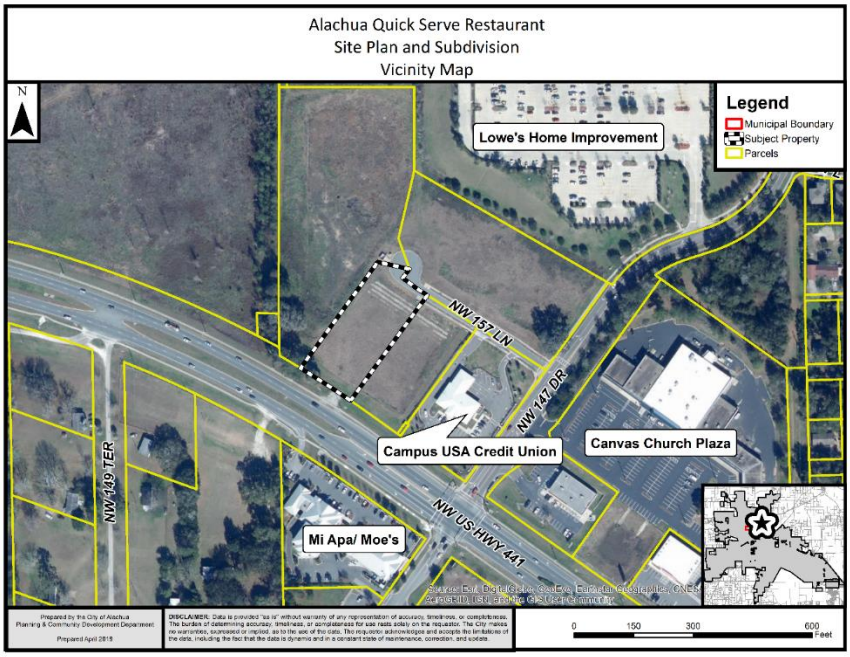
RESUBMISSION DUE DATE: All data, plans, and documentation addressing the insufficiencies identified below must be received by the Planning Department on or before **4:00 PM** on **Monday, July 13, 2020. A tentative schedule of hearings can be found below. This timeline is based on one resubmission that addresses all DRT comments, and timely provision of all required information or documents for all public hearings.**

August 11, 2020 – Preliminary Plat considered by Planning and Zoning Board

August 24, 2020 – Preliminary Plat considered by City Commission

September 28, 2020 – Final Plat considered by City Commission, if construction plans submittal received by August 25, 2020

October 13, 2020- Site Plan considered by Planning and Zoning Board


Alachua Quick Serve Restaurant
Site Plan and Subdivision
Vicinity Map
N
Legend
Municipal Boundary
Subject Property
Parcels
Lowe's Home Improvement
NW 157 LN
NW 147 DR
Campus USA Credit Union
Canvas Church Plaza
NW 149 TER
NW US HWY 441
Mi Apa/ Moe's
0
150
300
600
Feet

Deficiencies to be Addressed

** Unless otherwise noted, references to code sections are to the City of Alachua Land Development Regulations. **

REPLAT APPLICATION

1. *General*
   a. Procedural note: the subdivision application must be completely approved prior to the Planning and Zoning Board Hearing taking place for the site plan application.
   b. Boundary and topographic survey indicate that the access note for Lot 3 is proposed to be removed, but preliminary plat does not show this.
   c. Remove or modify note regarding access to US Highway 441
   d. Add note regarding maintenance of easement and roadway. Existing private street, NW 157th Lane, is maintained by all owners of Baywood Centre.
   e. Remove or modify landscaping note for south property boundary.
   f. Please verify width of easement. Plat states 52', but site plan refers to 50' easement.
2. Subdividers Agreement
   a. Please provide engineers opinion of cost for street improvements.
   b. Please identify form of performance guarantee: cash deposit, guarantee from lender, irrevocable letter of credit, or performance bond.
   c. Once this information is submitted, a draft agreement will be forwarded.
3. Layout and Design
   a. Section 7.2.5 (C), please utilize a traffic calming measure on new proposed street such as a raised pedestrian crosswalk or intersection, or speed bump/ hump.
4. Outside Review
   Applicant must address any comments provided by A.J. "Jay" Brown, Jr. P.E of JBrown Professional Group, Inc, in a letter dated June 19, 2020 and attached to this memo.

SITE PLAN APPLICATION

5. *General*
   a. Cover sheet states Future Land Use Designation is Commercial CC. Future Land Use Map Designation for subject property is Commercial.
   b. Please clarify number of parking spaces provided as part of application. It appears 16 will be constructed as off street parking and 3 will be constructed as on street parking.
   c. Development areas and legal description acreages do not match. Please verify.
   d. Boundary and topographic survey indicate that the access note for Lot 3 is proposed to be removed, but preliminary plat does not show this.
   e. 50' easement goes to building façade. Please see related comment below.
   f. Please verify if any retaining wall will be required on site. If needed, please provide specifications.
   g. In order to enhance pedestrian safety and reduce amount of "cut through" traffic from NW 147th Dr, please utilize a traffic calming measure on new proposed street such as a raised pedestrian crosswalk or intersection, or speed bump/ hump.

6. *Comprehensive Plan Consistency*
   a. Please provide evidence of consistency with Policy 1.2.a of the Transportation Element regarding access points of driveways and streets to collector and arterial roadways. Please provide documentation from FDOT that the proposed location will be acceptable and meet the applicable standards found in Florida Administrative Code Chapters 14-96 and 14-97.

7. *Compliance with Land Development Regulations (LDRs)*
   a. *Article 5, Density, Intensity, and Dimensional Standards*

i. Please verify setbacks and compliance with proposed plat.
ii. Section 5.2.2 (A)(7)(c) requires a yard setback on a road frontage to be no less than 5' in the CC and CI zoning districts. A 5' minimum structure setback will be required from the proposed easement line.

b. *Article 6, Development Standards*
i. Section 6.1. Parking Standards
(a) Section 6.1.8. Identify pick up window and order box locations and provide dimensions of stacking spaces. Minimum size is 9 'x 20', but the stacking spaces appear to be 12' by 18'. Additionally, stacking spaces cannot be located in crosswalk.
ii. Section 6.2. Landscape Design Standards
(a) Section 6.2.2 (D)(1). Site landscaping for front and east sides are missing 1 understory tree each.
(b) Section 6.2.2 (D)(2)(b). East side is missing 4 understory trees.
(c) See section 6.2.2 (D)(9)(c) as an option to meet understory tree requirements.
(d) Section 6.2.1 (G). Provide aerial or ground photograph of trees to be preserved.
(e) Section 6.2.2 (C). Provide explanation as to how Florida Friendly principals have been incorporated into landscape plan.
(f) Section 6.2.3 (B). Provide detail design of waste receptacle area.
(g) Section 6.2.3 (E)(2). 1 Additional understory tree needed along arterial frontage (south property line).
iii. Section 6.4. Lighting Standards
(a) Provide cut sheets for lighting fixtures.
(b) Section 6.4.5 (D). Max foot-candles exceeded at front of structure.
(c) Section 6.4.4 (D). Fixture height exceeds 15' maximum.
(d) Section 6.4.4 (D) Max foot-candles exceeded in parking lot.
(e) Section 6.4.4 (F). Excessive spillover off site. Full cutoff required on lights when over 60 watts or 100 lumens.
iv. Section 6.8. Business Design Standards
(a) Section 6.8.2 (A)(2)(i)a. Rear façade, which faces a street, does not meet minimum 20% glazing requirement. Please revise.
(b) Section 6.8.2 (A)(2)(i)a. East façade glazing does not meet minimum glazing requirement. Please revise.
(c) Section 6.8.2 (A)2)(b)(ii). East façade does not appear to meet minimum massing requirements. The roof line does change, but there is no change in façade materials as required by
(d) To demonstrate compliance with Section 6.8.2 (A)(3), show location of any and all rooftop mechanical equipment
(e) Section 6.8.2 (4). Sidewalk connection is provided to existing system, but does not appear to meet ADA standards for slope.

8. *Public Services/ Fire Marshall/ Outside Review*
a. Applicant must address any comments provided by Public Service Department, in a memo dated June 24, 2020 and attached to this memo.
b. Applicant must address any comments provided by A.J. "Jay" Brown, Jr. P.E of JBrown Professional Group, Inc, in a letter dated June 19, 2020 and attached to this memo.
c. Applicant must address any comments provided by Brian Kanely P.E Volkert, Inc, in an email dated June 18, 2020 and attached to this memo. This email is a preliminary review and more detailed comments will be provided once a response has been submitted. The revised TIA may be submitted separately.

City of Alachua

ADAM BOUKARI
CITY MANAGER

RODOLFO VALLADARES, P.E.
PUBLIC SERVICES DIRECTOR

INTER-OFFICE COMMUNICATION

DATE: **June 24, 2020** TR 6/25/2020

TO: **Kathy Winburn, AICP**
Planning & Community Development Director

FROM: **Rodolfo Valladares, P.E.**
Public Services Director
Tom Ridgik, P.E.
Engineering Supervisor

RE: **Quick Services Restaurant – Development Plans**

Public Services has reviewed the Quick Services Restaurant Development Plans (Apr 30th Submittal) and offer the following comments. Review was specific to the Public Services Utilities.

NO.	COMMENTS
1.	**Comment on Apr 30th Submittal** **General:** The reviewer assumes that the Development Plans will be in sufficient detail to serve as construction documents. Comments have been written with this in mind.
2.	**Comment on Apr 30th Submittal** **Sheet C0.00:** General Note 5: Please change date of requirements for design and construction to "2020".
3.	**Comment on Apr 30th Submittal** **Sheet C0.10:** • Please submit the electrical and plans and details as referred to in this note. As a minimum include a site lighting plan (Sheet P-1 is on the Sheet Index, but not yet submitted); a load schedule in enough detail so CoA can size the transformer; and electrical details. Identify the required power; example, 460-volt, 3-phase. Use as many as possible CoA electrical details, of which CHW already has CAD files.

NO.	COMMENTS
	• Note 2: Replace "GRU Energy Delivery" with "City of Alachua".
4.	**Comment on Apr 30th Submittal** **Sheet C2.31** • Please add Details 127, 230 & 307 to documents, inasmuch as these details are cross-referenced by other details.
5.	**Comment on Apr 30th Submittal** **Sheet C3.00** • There are two existing parallel water meters. Please verify and call-out that the restaurant water service is connected to the 16-inch main. • There is a note that calls out an existing water main stubout. Will the water services connect to the stubout? If so, please call out the stubout on the water detail. • Water Detail: Where the proposed water services connects to the existing water main, add note similar to "A specialty contractor pre-approved by the City shall connect the new water service line to the existing water main." • Water Detail: For 2-inch water service, please replace "HDPE" with "PVC". • Water Detail: Install gate valves (1) in the water service line as it connects to the existing water main, (2) upstream the irrigation meter and (3) upstream the potable water meter. • Please replace "1 ½-inch HDPE Potable Water Service" with "1 ½-inch PVC Potable Water Service". (Note that PVC pipe for water services is called out on W & WW General Note 78 on C0.10.)
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NO.	COMMENTS
	to and including the water meters and backflow preventers.
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END OF COMMENTS	

Please advise if you have any questions or require additional information.
cc: Justin Tabor – AICP Principal Planner
Adam Hall – AICP Planner
Harry Dillard – Lead Engineering Technician

ATTACHMENT 1

SUGGESTED COA ELECTRICAL WORK SCOPE

1.1 SCOPE OFCOA ELECTRICAL WORK: AT NO COST TO THE CITY, THE WORK SHALL INCLUDE (BUT NOT BE LIMITED TO) THE COMPLETE AND OPERATING ELECTRICAL SYSTEMS AS SHOWN ON THE DRAWINGS AND SPECIFIED HEREIN.

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JBrown Professional Group
CIVIL ENGINEERING • LAND SURVEYING • PLANNING
3530 NW 43rd Street • Gainesville, FL 32606 • 352.375.8999 • JBProGroup.com

June 19, 2020

Mr. Adam Hall, AICP
Planner
City of Alachua
Office of Planning & Community Development
P.O. Box 9
Alachua, FL 32616-0009

Re:

Dear Mr. Hall:

As you requested, we have reviewed the Quick Services Restaurant - Alachua submittal drawings and other materials provided to us for the above referenced project. The drawings reviewed were created by CHW and dated June 11, 2020. Our review generated the following comments and recommendations outlined below.

C0.00

1. Please ensure that development data is consistent among sheets. The Survey and SWPPP show the site as 1.15 acres.
2. The total impervious area on site differs between the SWPPP sheet and the Cover Sheet.
3. There appears to be 15 regular spaces, 1 disabled parking space, and 3 parallel parking spaces. Please revise the parking calculations section of the cover sheet.

C0.20

1. Please ensure that the site development calculations are consistent with the cover.

C0.21

1. Is mulching proposed at any area on this project? If not, please remove from the legend.
2. Please provide a detail for the outfall protection which will be provided on this project.
3. Please provide a detail for tree barricade fencing.
4. Consider adding silt fence along the pavement widening on US-441.

C0.50

1. On the profile view of the driveway, please provide a section view with asphalt thickness and a dimension to the top of the pipe to ensure that there is proper cover.
2. Provide detectable warning on each side of the proposed driveway.
3. Consider using a 1"=10' scale on the profile view for clarity.
4. Please provide stationing on the plan view on this sheet.
5. Label the proposed vs. existing grades and provide a label for STA 0+00 and 0+75 on the profile view.
6. Is 5.5" of asphalt necessary on this section view? Please delineate each layer of asphalt within the 4" section of SP-12.5 asphaltic concrete.

C1.00

1. Please place a handicap sign and callout at the proposed handicap sign.
2. Please call out the proposed parallel parking.
3. Callout the striping on site, including width of crosswalks, and typical thickness of each type of striping. Will striping be proposed to separate the drive through from the rest of the parking lot?
4. What is the reasoning for the sidewalk on the east side of the property to be built in the future rather than with this portion of the project?
5. Provide a label on the dashed line located on the north side of the property.

C2.00

1. Provide spots at the ends of the proposed roadway stubs to show how stormwater will discharge.
2. Provide spots on each side of the crosswalks near the stub outs to ensure that these crosswalks are ADA accessible.
3. Provide spot elevations at all the curb cut ramps.
4. Provide several spots on the open area near the building to ensure positive discharge from the building.
5. Provide additional spots on the sidewalks near the building.
6. Consider numbering the stormwater structures in a more sequential manner.
7. The spots at the top of S-7 and S-3 are not consistent with what was shown in the table. Please revise for consistency.
8. Is it possible to flatten the entrance driveway slightly in order to avoid a 10% slope? The site is around 3' above the existing grade in most places. Consider lowering slightly to decrease entry slope and the amount of fill that will be required.
9. Please provide spots on sidewalk on the west side of the driveway. It appears to be too steep for ADA accessibility.
10. Show how proposed contours will tie into grade near driveway connection on south side of the property.
11. Please show proposed contours on the east side of the property. There is a 3' drop off the back of curb in some areas.
12. Please show the invert elevation at the proposed connection to the storm pipe. In addition please label the existing pipe size and material.
13. Provide labels on each type of curb located on the site.

C2.30

1. Where will type 1 vs. type 2 asphalt be used? There is no denotation on the plans.
2. The detail for heavy duty asphalt differs with what is shown on C0.50.
3. Please specify where 6" concrete sidewalk and 4" concrete sidewalk will be used.
4. On the 6" curb detail, please label the pavement on the section.

C3.00

1. Please label all water fittings and pipes that will be used on the project.
2. What is the reason for a 17.02% slope on the wastewater cleanout when the rest are at significantly lesser slope?
3. Callout a wye bend at the intersection of the grease trap and main wastewater line and provide invert elevations.
4. Cleanouts are required every 100' on a 6" WW line.
5. Remove the water pipe past the proposed 90 degree connection.
6. The drawing shows primary electric coming from the transformer to the building rather than secondary electric.
7. Provide callouts on the transformer and electric conduit for clarity.

IR-1

1. Ensure that there is adequate separation from the station controller to the grease trap.

Re-plat

1. There appears to be an additional line table which features L14 which appears to be unnecessary.
2. Per FLA Statute 177.091(7), all outer boundary corners of plats must be P.R.M.'s and be labeled and marked as such.

Sincerely,

A. J. "Jay" Brown, Jr., PE
President, JBrown Professional Group Inc.

Cc: David Morin

Independent Review of the Baywood Centre TIA - Initial Comments

From : Kanely, Brian <brian.kanely@volkert.com> Thu, Jun 18, 2020 11:08 AM

Subject : Independent Review of the Baywood Centre TIA - Initial Comments

To : Adam Hall <ad_hall@cityofalachua.org>

Adam:
As per our phone conversation, CHW needs to address the following comments in the Baywood Centre TIA. CHW should then submit a revised study and I can then prepare and submit the completed independent review.

1. Project Build Out Year: The build out year for the project is 2021. This should be stated in the Executive Summary on page 2. It should also be noted in the Executive Summary that the project build out year stated in the Methodology Letter (2020) has been changed to 2021.
2. Tara Forest Trips: In the Executive Summary, it discusses the forecast project trips from Tara Forest. The wording in the Executive Summary gives the impression that the project trips from Tara Forest at full build out (551 dwelling units) will be included in the TIA. On page 5 it is stated that the project trips from Tara Forest will be based on 2021 Tara Forest trips (27%). This creates several issues:
    a. Did the City and FDOT agree on using the 2021 Tara Forest trips? If yes, this should be stated in the TIA. If no, do the City and FDOT concur with using the 2021 Tara Forest trips (27% of the total Tara Forest trips)?
    b. The wording in the Executive Summary should clearly state the year the Tara Forest trips will applied to the TIA.
    c. Recommend that documentation for the Tara Forest trips be added to the Appendix.
    d. Will the total number of build out trips from the Baywood Centre and Tara Forest at the traffic signal at US 441 and NW 147th Drive be analyzed to document what the total impact on this traffic signal will be from both projects? Has this been discussed with FDOT?
3. Trip Generation: A copy of the ITE Trip Generation sheets for the land use codes 820 and 934 should be included in the Appendix for reference.
4. Table 2, page 6:
    a. Recommend the title be changed to Background Traffic Table.
    b. In the AM and PM peak hour tables, a line should be added in each table showing the Peak Season Volume 2021 traffic.
5. Figure 2, page 7:
    a. Add the year (2019) to the heading.
    b. Add a legend for the AM and PM trips.
6. Figure 3, page 8:
    a. Add the year (2021) to the heading.
    b. Add a legend for the AM and PM trips.
7. Figure 4, page 10:
    a. Increase the size of the fonts for the trip numbers and legend. The data is very difficult to read and simply need to increase the font size.
8. Figure 5, page 11:
    a. Add the year (2021) to the heading.
9. Figure 6, page 12:

a. Increase the size of the fonts for the trip numbers and legend. The data is very difficult to read and simply need to increase the font size.

10. Figure 7, page 13:
    a. Add the year (2021) to the heading.
    b. The trips that enter the site via the new driveway on US 441 are 33 AM trips and 32 PM trips. These numbers consist of (1) the westbound traffic on US 441 that bypass the traffic signal at NW 174th Drive and enter the new driveway on US 441 and (2) the eastbound traffic on US 441 that make a U-turn at the traffic signal and then travel west and enter the site via the new driveway on US 441. In the AM period the WB trips are shown as 4 trips and 22 trips as U-turns. This equals 26 trips, not 33 AM trips. Likewise, in the PM period, the WB trips are shown as 7 trips and 13 trips as U-turns. This equals 20 trips, not 32 trips. Figure 7 needs to be corrected to show the correct number of AM and PM trips.
11. Page 18: The sentence toward the bottom of the page that reads "The following intersection movement deficiencies are highlighted in Tables 5 and 6" should be changed to read "The following intersection parameters are analyzed in Tables 5 and 6".
12. On Table 5, page 19 and Table 6, page 20, the length of the southbound right turn lane on NW 147th Drive should be 360 feet. This is the distance from the private road, NW 157th Lane, to the southbound stop bar.

I concur with the conclusions and recommended improvements stated in the TIA. The comments above will clarify the study and make it easier to read and understand for the non-engineer and non-planner.

Contact me if questions.

Brian

Brian Kanely, P.E.
Sr. Traffic Engineer
Volkert, Inc.
3501 S Main Street, Suite 2
Gainesville, FL 32601
352-240-7459 - Direct Line
352-372-9594 x3006
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brian.kanely@volkert.com
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    d. Will the total number of build out trips from the Baywood Centre and Tara Forest at the traffic signal at US 441 and NW 147th Drive be analyzed to document what the total impact on this traffic signal will be from both projects? Has this been discussed with FDOT?
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7. Figure 4, page 10:
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8. Figure 5, page 11:
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Contact me if questions.

Brian

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City of ALACHUA

THE GOOD LIFE COMMUNITY

FOR PLANNING USE ONLY
Case #: _____
Application Fee: $_____
Filing Date: _____
Acceptance Date: _____
Review Type: P&Z

Site Plan Application

Reference City of Alachua Land Development Regulations Article 2.4.9

A. PROJECT

1. Project Name: Quick Serve Restaurant - Alachua
2. Address of Subject Property: To be determined
3. Parcel ID Number(s): 03067-601-003
4. Existing Use of Property: Vacant classified as TMBR SI 90+
5. Future Land Use Map Designation : CC
6. Zoning Designation: CI - Commercial Intensive District
7. Acreage: 1.15 acres based on ALTA Survey

B. APPLICANT

1. Applicant's Status ☐ Owner (title holder) ■ Agent
2. Name of Applicant(s) or Contact Person(s): Daniel Young Title: Project Manager
   Company (if applicable): CHW
   Mailing address: 11801 Research Drive
   City: Alachua State: FL ZIP: 32615
   Telephone: 352-331-1976 FAX: _____ e-mail: daniely@chw-inc.com
3. If the applicant is agent for the property owner*:
   Name of Owner (title holder): VRE Alachua, LLC
   Mailing Address: 1211 South White Chapel Blvd.
   City: Southlake State: TX ZIP: 76092

* Must provide executed Property Owner Affidavit authorizing the agent to act on behalf of the property owner.

C. ADDITIONAL INFORMATION

1. Is there any additional contact for sale of, or options to purchase, the subject property? ☐ Yes ■ No
   If yes, list names of all parties involved: _____
   If yes, is the contract/option contingent or absolute? ☐ Contingent ☐ Absolute

D. ATTACHMENTS

1. Site Plan including but not limited to:
   a. Name, location, owner, and designer of the proposed development.
   b. Zoning of the subject property.
   c. Vicinity map - indicating general location of the site and all abutting streets and properties.
   d. Complete legal description.
   e. Statement of Proposed Uses.
   f. Location of the site in relation to adjacent properties, including the means of ingress and egress to such properties and any screening or buffers along adjacent properties.
   g. Date, north arrow, and graphic scale (not to exceed one (1) inch equal to fifty (50) feet.)
   h. Area and dimensions of site.
   i. Location of all property lines, existing right-of-way approaches, sidewalks, curbs, and gutters.
   j. Access and points of connection to utilities (electric, potable water, sanitary sewer, gas, etc.)
   k. Location and dimensions of all existing and proposed parking areas and loading areas.
   l. Location, size, and design of proposed landscaped areas (including existing trees and required landscaped buffer areas) with detail illustrating compliance with Section 6.2.2 of the Land Development Regulations.

m. Location and size of any lakes, ponds, canals, or other waters and waterways.
n. Structures and major features – fully dimensioned – including setbacks, distances between structures, floor area, width of driveways, parking spaces, property or lot lines, and floor area ratio.
o. Location of waste receptacles and detail of waste receptacle screening.
p. For development consisting of a nonresidential use, except for single tenant retail sales and services uses greater than or equal to 20,000 square feet in area and except for use types within the industrial services, manufacturing and production, warehouse freight and movement, waste-related services, and wholesale sales use categories:
    i. Architectural plans and dimension plans which demonstrate compliance with the design standards for business uses as provided in Section 6.8.2 of the LDRs, including:
        (a) Calculation of glazing of the front façade.
        (b) Calculation of the area of ground floor façades subject to glazing.
        (c) Detail on the architectural plans and dimension plans depicting façade massing and/or alternatives to required façade massing.
        (d) Sufficient plan detail and calculations of each material utilized in each façade.
q. For development consisting of a nonresidential use where a single tenant is greater than or equal to 20,000 square feet in area:
    i. Architectural plans and dimension plans which demonstrate compliance with the design standards for single tenant retail sales and service uses greater than or equal to 20,000 square feet in area as provided in Section 6.8.3 of the LDRs, including:
        (a) Calculation of glazing of the façades facing streets, residential uses, and vacant residential/agricultural land.
        (b) Calculation of the area of ground floor façades subject to glazing.
        (c) If glazing alternatives are used, calculation of area of alternative materials used.
        (d) Detail on the architectural plans and dimension plans depicting façade massing and/or alternatives to required façade massing.
        (e) Color architectural plans depicting the color of all materials used in the façade.
r. For development consisting of one or more of the following: Multi-family residential; Hotel; or Mobile Home Park:
    i. Tabulation of gross acreage.
    ii. Tabulation of density.
    iii. Number of dwelling units proposed.
    iv. Location and percent of total open space and recreation areas.
    v. Floor area of dwelling units.
    vi. Number of proposed parking spaces.
    vii. Street layout.
    viii. Layout of mobile home stands (for mobile home parks only).
    ix. City of Alachua Public School Student Generation Form.

Sheet Size: 24" X 36" with 3" left margin and ½" top, bottom, and right margins

2. Stormwater management plan - including the following:

    a. Existing contours at one (1) foot intervals based on U.S. Coastal and Geodetic Datum.
    b. Proposed finished floor elevation of each building site.
    c. Existing and proposed stormwater management facilities with size and grades.
    d. Proposed orderly disposal of surface water runoff.
    e. Centerline elevations along adjacent streets.
    f. Water Management District surfacewater management Statement of proposed uses on the site plan

3. Fire Department Access and Water Supply: The design criteria shall be Chapter 18 of the Florida Fire Prevention Code. Plans must be on separate sealed sheets and must be prepared by a professional Fire engineer licensed in the State of Florida. Fire flow calculations must be provided for each newly constructed building. When required, fire flow calculations shall be in accordance with the Guide for Determination of Required Fire Flow, latest edition, as published by the Insurance Service Office (ISO) and /or Chapter 18, Section 18.4 of the Florida Fire Prevention Code, whichever is greater. All calculations must be demonstrated and provided. All calculations and specifications must be on the plans and not on separate sheets. All fire protection plans are reviewed and approved by the Alachua County Fire Marshal.

4. Concurrency Impact Analysis showing the impact on public facilities, including potable water, sanitary sewer, transportation, solid waste, recreation, stormwater, and public schools in accordance with Article 2.4.14 of the Land Development Regulations.

5. Analysis of Consistency with the City of Alachua Comprehensive Plan (analysis must identify specific Goals, Objectives, and Policies and describe in detail how the application complies with the noted Goal, Objective, or Policy.)

For commercial project Applications:

a. In addition to submitting specific written information regarding your **commercial** development's compliance with the relevant Goals, Objectives, and Policies of the City of Alachua Comprehensive Plan, you must respond directly to the standards listed below. You should be specific in terms of how your commercial development will comply with these standards.

Policy 1.3.d Design and performance standards

The following criteria shall apply when evaluating commercial development proposals:

1. Integration of vehicular and non-vehicular access into the site and access management features of site in terms of driveway cuts and cross access between adjacent sites, including use of frontage roads and/or shared access;
2. Buffering from adjacent existing/potential uses;
3. Open space provisions and balance of proportion between gross floor area and site size;
4. Adequacy of pervious surface area in terms of drainage requirements;
5. Placement of signage;
6. Adequacy of site lighting and intrusiveness of lighting upon the surrounding area;
7. Safety of on-site circulation patterns (patron, employee and delivery vehicles), including parking layout and drive aisles, and points of conflict;
8. Landscaping, as it relates to the requirements of the Comprehensive Plan and Land Development Regulations;
9. Unique features and resources which may constrain site development, such as soils, existing vegetation and historic significance; and
10. Performance based zoning requirements, which may serve as a substitute for or accompany land development regulations in attaining acceptable site design.
11. Commercial uses shall be limited to an intensity of less than or equal to .50 floor area ratio for parcels 10 acres or greater, .50 floor area ratio for parcels less than 10 acres but 5 acres or greater, a .75 floor area ratio for parcels less than 5 acres but greater than 1 acre, and 1.0 floor area ratio to parcels 1 acre or less.

For industrial project Applications:

b. In addition to submitting specific written information regarding your **industrial** development's compliance with the relevant Goals, Objectives, and Policies of the City of Alachua Comprehensive Plan, you must respond directly to the standards listed below. You should be specific in terms of how your industrial development will comply with these standards.

Policy 1.5.d

The City shall develop performance standards for industrial uses in order to address the following:

1. Integration of vehicular and non-vehicular access into the site and access management features of site in terms of driveway cuts and cross access between adjacent sites, including use of frontage roads and/or shared access;
2. Buffering from adjacent existing/potential uses;
3. Open space provisions and balance of proportion between gross floor area and site size;
4. Adequacy of pervious surface area in terms of drainage requirements;
5. Placement of signage;
6. Adequacy of site lighting and intrusiveness of lighting upon the surrounding area;
7. Safety of on-site circulation patterns (patron, employee and delivery vehicles, trucks), including parking layout and drive aisles, and points of conflict;
8. Landscaping, as it relates to the requirements of the Comprehensive Plan and Land Development Regulations;
9. Unique features and resources which may constrain site development, such as soils, existing vegetation and historic significance; and
10. Performance based zoning requirements that may serve as a substitute for or accompany land development regulations in attaining acceptable site design.
11. Industrial uses shall be limited to an intensity of less than or equal to .50 floor area ratio for parcels 10 acres or greater, .50 floor area ratio for parcels less than 10 acres by 5 acres or greater, .75 floor area ratio for parcels less than 5 acres but greater than 1 acre, and 1.0 floor area ratio for parcels 1 acre or less.

6. *For Site Plans for Buildings Less than 80,000 Square Feet in Area:* One (1) set of labels for all property owners within 400 feet of the subject property boundaries – even if property within 400 feet falls outside of City limits (obtain from the Alachua County Property Appraiser's web site) – and all persons/organizations registered to receive notice of development applications.
   For Site Plans for Buildings Greater than or Equal to 80,000 Square Feet in Area: Two (2) sets of labels for all property owners within 400 feet of the subject property boundaries – even if property within 400 feet falls outside of City limits (obtain from the Alachua County Property Appraiser's web site) – and all persons/organizations registered to receive notice of development applications.

7. Neighborhood Meeting Materials, including:
   i. Copy of the required published notice (advertisement) – must be published a newspaper of general circulation, as defined in Article 10 of the City's Land Development Regulations
   ii. Copy of written notice (letter) sent to all property owners within 400 feet and to all persons/organizations registered with the City to receive notice, and mailing labels or list of those who received written notice
   iii. Written summary of meeting – must include (1) those in attendance; (2) a summary of the issues related to the development proposal discussed; (3) comments by those in attendance about the development proposal; and, (4) any other information deemed appropriate.

8. Legal description with tax parcel number, separate from all other documentation on 8.5" x 11" paper.

9. Proof of ownership (i.e., copy of deed.)

10. Proof of payment of taxes.

11. Environmental Resource Permit (or Letter of Exemption) from the Suwannee River Water Management District or Self-Certification for a Stormwater Management System in Uplands Serving Less than 10 Acres of Total Project Area and Less than 2 Acres of Impervious Surfaces from the Florida Department of Environmental Protection pursuant to Section 403.814(12), Florida Statutes.

12. If access is from a County Road, access management permit from Alachua County Public Works (or documentation providing evidence that a permit application has been submitted).

13. If access is from a State Road, access management permit from Florida Department of Transportation (or documentation providing evidence that a permit application has been submitted).

14. **Fee.** Please see fee schedule for fee determination. No application shall be accepted for processing until the required application fee is paid in full by the applicant. Any necessary technical review or additional reviews of the application beyond the initial engineering review fee will be billed to the applicant at the rate of the reviewing entity. The invoice shall be paid in full prior to any legislative and/or quasi-judicial action of any kind on the petition, appeal, or development application.

All 14 attachments are required for a complete application. A completeness review of the application will be conducted within five (5) business days of receipt. If the application is determined to be incomplete, the application will be returned to the applicant.

I/We certify and acknowledge that the information contained herein is true and correct to the best of my/our knowledge.

Signature of Applicant

Signature of Co-applicant

Daniel Young

Typed or printed name and title of applicant

Typed or printed name of co-applicant

State of Florida County of Alachua

The foregoing application is acknowledged before me this 25th day of February, 2021 by Daniel Young

_____, who is/are personally known to me, or who has/have produced _____

as identification.

NOTARY SEAL TRINA LEMNAH
Notary Public - State of Florida
Commission # GG 314838
My Comm. Expires Mar 21, 2023
Bonded through National Notary Assn.

Signature of Notary Public, State of Florida

City of ALACHUA

THE GOOD LIFE COMMUNITY

Authorized Agent Affidavit

A. PROPERTY INFORMATION

Address of Subject Property: TBD - Intersection of US 441 & NW 147th Drive

Parcel ID Number(s): 03067 601-003

Acreage: 1.15

B. PERSON PROVIDING AGENT AUTHORIZATION

Name: Jason Keen Title: Title Manager

Company (if applicable): V R E Alachua ,L LC

Mailing Address: 1211 South White Chapel Blvd.

City: Southlake State: Texas ZIP: 76092

Telephone: Contact Agent FAX: e-mail: Contact Agent

C. AUTHORIZED AGENT

Name: Daniel Young, P.E. Gerry Dedenbach Title: Vice President

Company (if applicable): CHW

Mailing address: 11081 Research Drive

City: Alachua State: Florida ZIP: 32615

Telephone: (352) 331-1976 FAX: e-mail: daniely@chw-inc.com

D. REQUESTED ACTION:

Review/Approval of the Site Plan and Subdivision applications

I hereby certify that I am the property owner of record, or I have received authorization from the property owner of record to file an application for a development permit related to the property identified above. I authorize the agent listed above to act on my behalf for purposes of this application.

Signature of Applicant

Signature of Co-applicant

B. Jason Keen

Typed or printed name and title of applicant

Typed or printed name of co-applicant

State of Texas County of Tarrant

The foregoing application is acknowledged before me this 22 day of February, 20__, by B. Jason Keen

_____, who is/are personally known to me, or who has/have produced Lori Moreland as identification.

Lori Moreland

LORI MORELAND
Notary Public
STATE OF TEXAS
NOTARY ID# 13265771-1
My Comm. Exp. September 3, 2024

Signature of Notary Public, State of Texas

COUNTYWIDE WETLAND PROTECTION CODE SELF-CERTIFICATION FORM

Instructions: Submit this form to self-certify that the proposed activity complies with the surface water, wetland and buffer protection requirements outlined in Chapter 77, Article II of the Alachua County Code, or is exempt under Sec. 77.21. If you are unsure if your activity is in compliance or exempt, please fill out a Verification Request Form or contact staff at wetlands@alachuacounty.us for more information. Please note, you do not need to submit this form for bona-fide farm operations consistent with the provisions of F.S. 163.3162 or F.S. 823.14(6).

PART 1. APPLICANT INFORMATION	
Owner Name: VRE Alachua, LLC	**Applicant/Agent Name:** Daniel Young, P.E.
Phone: Contact Agent	**Company:** CHW
Email: Contact Agent	**Phone:** (352) 331-1976
	Email: daniely@chw-inc.com
PART 2. PROPERTY INFORMATION	
Tax Parcel Numbers: 03067-601-003	**Address:** TBD
City: Alachua	**Zip:** 32615

PART 3. SELF-CERTIFICATION

I, Daniel Young owner of the property or authorized agent for the owner, self-certify that the proposed activity complies with the surface water, wetland and buffer protection requirements found in Chapter 77, Article II of the Alachua County Code based on the following (select all that apply):

1. ☑ There are no wetlands, other surface waters, or buffers on or adjacent to the property (If you select this option, proceed to Acknowledgment and submit your self-certification)
2. ☐ There are wetlands, other surface waters, or buffers present on or adjacent to the property, but the proposed activity is outside of protected wetlands, surface waters and buffers (complete Part 4, Project Information)
3. ☐ There are wetlands, or other surface waters, or buffers present on or adjacent to the property, and there is work proposed in wetlands, other surface waters or buffers, but the proposed activity is exempt by Section 77.21(a) as follows (complete Part 4, Project Information)
4. ☐ There are wetlands, other surface waters, or buffers present on or adjacent to the property, but the proposed activity is exempt by Section 77.21(b) as an Urban Redevelopment Project (complete Part 5, Urban Redevelopment Projects).

PART 4. PROJECT INFORMATION

If you selected Self-certification [2] or [3] above, in addition to the information described in this form, your self-certification must also include:

- One set of plans, drawings, or sketches and other supporting documents that clearly and legibly depict and describe the proposed activities in sufficient detail to demonstrate that the work complies with protection requirements (buffer distances) or qualifies for the exemption.

Please answer the following:

Were wetlands and surface waters delineated by a qualified professional according to standards outlined in Florida Administrative Code Rule 62-340.300 for wetlands, and Rule 62-340.600 for surface waters?

☐ Yes ☐ No *Please note: wetland boundaries not delineated by a qualified professional are likely to be inaccurate. You may submit a Verification Request Form to verify compliance with protection requirements.*

Exemptions: Please list the exemption(s) you are requesting to use (refer to Sec. 77.21(a))

Describe in detail how the proposed work will comply with the terms and conditions of the above exemption:

Date Activity is proposed to commence _____ to be completed _____

PART 5. URBAN REDEVELOPMENT PROJECTS

Please submit the following:

- One set of plans and drawings, recent survey, environmental information, and other supporting documents and calculations clearly and legibly depicting that the existing site is 40%, or more, impervious surfaces.

ACKNOLWEDGMENT

I understand this notice is provided as self-certification of compliance with Chapter 77, Article II, Alachua County Code, or qualification to use exemption(s) found in Section 77.21.

Daniel Young		2/25/21
Typed/Printed Name	Signature	Date

IMPORTANT: Applications for activities that do not comply with protection requirements found in Chapter 77, Article II nor any of the listed exemptions in Section 77.21, and are requesting to impact wetland and/or surface waters or their buffers must submit an ***Application Form***. Final Alachua County BOCC approval of the proposed impacts and Mitigation and Monitoring Plan must be secured prior to initiating the activity within wetlands or buffers.

PROJECT NAME:	QSR Alachua	
PROJECT No.:	20-0017	8:29 AM
FILE PATH:	N:\2020\20-0017\Departments\04_Engineering\01_Regulatory Permitting\Utilities\Meter Sizing\	

ADF and ADF METER SIZING CALCULATIONS

Fixture Type	Quantity	Fixture Value	Total Fixture Value
Lavatory	2	1.5	3
Kitchen Sink	2	2.2	4.4
Service Sink	10	4	40
Wash Sink	3	4	12
Hose Bibs	2	9	18
		Total	77.4

Peak Flow per AWWA M22 Manual Table 4-2. 45.0 gpm

Meter size per GRU 1 inch

Use 1" Meter with 2" RPZ Backflow Preventer

D. Morin

Davi Morin, FL P.E. No. 79043

4/30/20

Date

DAVID E. MORIN LICENSE No. 79043 STATE OF FLORIDA PROFESSIONAL ENGINEER

MEMORANDUM

Quick Service Restaurant - Alachua

20-0017

To:	Fire Review
From:	David Morin, PE
Date:	July 21, 2020
RE:	Quick Service Restaurant – Alachua – Required Fire Flow

The following is a calculation for required fire flow for the proposed project based on the NFPA 1: Fire Code..

Building data is based on the information available from the architect at the time of this memo. Any changes to the building data will void the provided fire flow calculation and requires a revised analysis to verify the building complies with the applicable fire protection criteria. The building will be not protected by an approved automatic fire sprinkler system.

Required Flow Calculations:

Building:	**Quick-Service Restaurant**
Construction Type:	V(000)
Fire Flow Area:	±2,150 SF

Required Fire Flow per NFPA Table 18.4.5.1.2 & Annex H Table H.5.1: 1,500 gpm

Conclusions

Minimum Required Fire Flow to be provided: **2,000 gpm**

Available Fire Flow per Fire Hydrant Flow Test: **2,275 gpm**

Hydrant Flow Test Report

Test Date 4/23/2020 **Test Time** 12:30PM

Location

Intersection of NW 147th Drive and NW 157th Lane Alachua, FL. 32615

Tested by

Gator Fire Equipment Co., Inc.
Tested By: Robby Weaver and Adam Miller
Witnessed By: City of Alachua water Department

Notes

Flowing Hydrant A on NW 157th Lane
Reading Hydrant B on NW 147th Drive

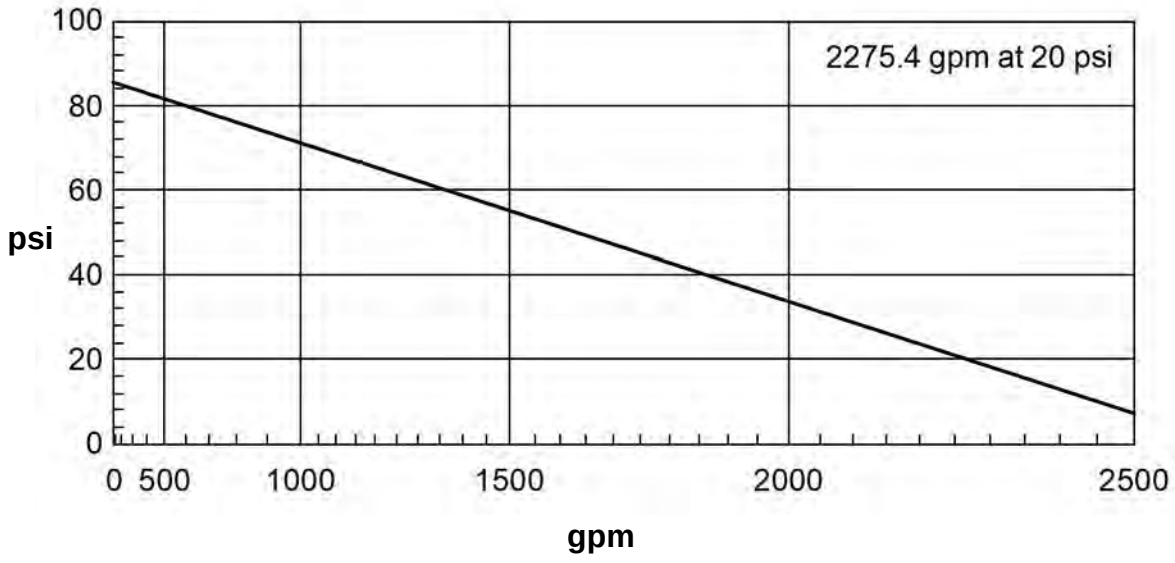
Read Hydrant

86 psi **static pressure**
62 psi **residual pressure**
0 ft **hydrant elevation**

Flow Hydrant(s)

Outlet	Elev	Size	C	Pitot Pressure	Flow
#1	0	2.5	.9	13	605 gpm
#2	0	2.5	.9	18	712 gpm
				Total	1317 gpm

Flow Graph



Created with the free hydrant flow test program from www.igneusinc.com

Table 18.4.5.1.2 Minimum Required Fire Flow and Flow Duration for Buildings

Fire Flow Area ft² (× 0.0929 for m²)					Fire Flow gpm[1] (× 3.785 for L/min)	Flow Duration (hours)
I(443), I(332), II(222)*	II(111), III(211)*	IV(2HH), V(111)*	II(000), III(200)*	V(000)*		
0–22,700	0–12,700	0–8200	0–5900	0–3600	1500	2
22,701–30,200	12,701–17,000	8201–10,900	5901–7900	3601–4800	1750	
30,201–38,700	17,001–21,800	10,901–12,900	7901–9800	4801–6200	2000	
38,701–48,300	21,801–24,200	12,901–17,400	9801–12,600	6201–7700	2250	
48,301–59,000	24,201–33,200	17,401–21,300	12,601–15,400	7701–9400	2500	
59,001–70,900	33,201–39,700	21,301–25,500	15,401–18,400	9401–11,300	2750	3
70,901–83,700	39,701–47,100	25,501–30,100	18,401–21,800	11,301–13,400	3000	
83,701–97,700	47,101–54,900	30,101–35,200	21,801–25,900	13,401–15,600	3250	
97,701–112,700	54,901–63,400	35,201–40,600	25,901–29,300	15,601–18,000	3500	
112,701–128,700	63,401–72,400	40,601–46,400	29,301–33,500	18,001–20,600	3750	4
128,701–145,900	72,401–82,100	46,401–52,500	33,501–37,900	20,601–23,300	4000	
145,901–164,200	82,101–92,400	52,501–59,100	37,901–42,700	23,301–26,300	4250	
164,201–183,400	92,401–103,100	59,101–66,000	42,701–47,700	26,301–29,300	4500	
183,401–203,700	103,101–114,600	66,001–73,300	47,701–53,000	29,301–32,600	4750	
203,701–225,200	114,601–126,700	73,301–81,100	53,001–58,600	32,601–36,000	5000	
225,201–247,700	126,701–139,400	81,101–89,200	58,601–65,400	36,001–39,600	5250	
247,701–271,200	139,401–152,600	89,201–97,700	65,401–70,600	39,601–43,400	5500	
271,201–295,900	152,601–166,500	97,701–106,500	70,601–77,000	43,401–47,400	5750	
Greater than 295,900	Greater than 166,500	106,501–115,800	77,001–83,700	47,401–51,500	6000	
		115,801–125,500	83,701–90,600	51,501–55,700	6250	
		125,501–135,500	90,601–97,900	55,701–60,200	6500	
		135,501–145,800	97,901–106,800	60,201–64,800	6750	
		145,801–156,700	106,801–113,200	64,801–69,600	7000	
		156,701–167,900	113,201–121,300	69,601–74,600	7250	
		167,901–179,400	121,301–129,600	74,601–79,800	7500	
		179,401–191,400	129,601–138,300	79,801–85,100	7750	
		Greater than 191,400	Greater than 138,300	Greater than 85,100	8000	

*Types of construction are based on NFPA 220.

[1]Measured at 20 psi (139.9 kPa).

Legal Description for *Quick Serve Restaurant - Alachua*

Parcel ID: 03067-601-003

Lot 3, BAYWOOD CENTRE, according to the map or plat thereof, as recorded in Plat Book 28, Page 91, of the Public Records of Alachua County, Florida.

TOGETHER WITH a non-exclusive easement for ingress, egress and utilities over and across the Private Ingress and Egress and P.U. Easement as shown on the Plat of BAYWOOD CENTRE, according to the thereof, as recorded in Plat Book 28, Page 91, of the Public Records of Alachua County, Florida.

Containing 1.15 acres more or less.

OSQ Series

OSQ™ LED Area/Flood Luminaire featuring Cree TrueWhite® Technology – Large

Rev. Date: V27 06/09/2020

Product Description

The OSQ™ Area/Flood luminaire blends extreme optical control, advanced thermal management and modern, clean aesthetics. Built to last, the housing is rugged cast aluminum with an integral, weathertight LED driver compartment. Versatile mounting configurations offer simple installation. Its slim, low-profile design minimizes wind load requirements and blends seamlessly into the site providing even, quality illumination. The 'T' input power designator is a suitable upgrade for HID applications up to 750 Watts, and the 'U' input power designator is a suitable upgrade for HID applications up to 1000 Watts.

Applications: Parking lots, walkways, campuses, auto dealerships, office complexes, tunnels, underpasses and internal roadways

Performance Summary

Utilizes Cree TrueWhite® Technology on 5000K Luminaires

NanoOptic® Precision Delivery Grid™ optic

Assembled in the U.S.A. of U.S. and imported parts

Initial Delivered Lumens: Up to 29,400

Efficacy: Up to 146 LPW

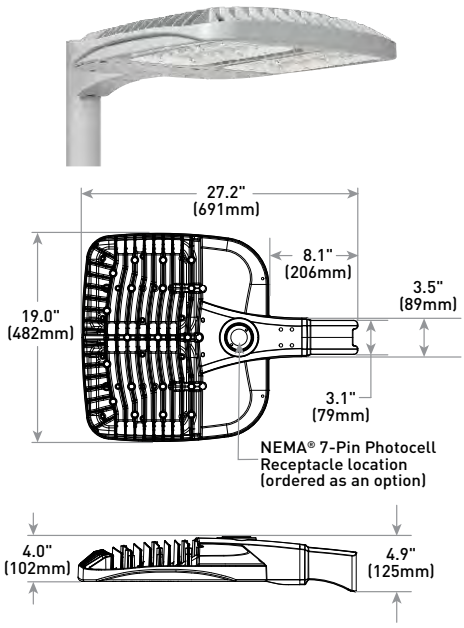
CRI: Minimum 70 CRI (3000K, 4000K & 5700K); 90 CRI (5000K)

CCT: 3000K, 4000K, 5000K, 5700K

Limited Warranty†: 10 years on luminaire; 10 years on Colorfast DeltaGuard® finish; up to 5 years for Synapse® accessories; 1 year on luminaire accessories

† See http://creelighting.com/warranty for warranty terms. For Synapse accessories, consult Synapse spec sheets for details on warranty terms.

DA Mount



Weight
32.4 lbs. (14.7kg)

Ordering Information

Fully assembled luminaire is composed of two components that must be ordered separately:
Example: **Mount:** OSQ-B-AASV + **Luminaire:** OSQ-A-NM-2ME-T-40K-UL-SV

Mount (Luminaire must be ordered separately)*	
OSQ-	
OSQ-B-AA Adjustable Arm **OSQ-DA** Direct Arm **OSQ-L-TSP** Transportation Mount (stainless steel; do not specify color) **OSQ-TM** Trunnion Mount	**Color Options:** **SV** Silver, **BZ** Bronze, **BK** Black, **WH** White

* Reference EPA and pole configuration suitability data beginning on page 9

Luminaire (Mount must be ordered separately)

OSQ	A	NM						
Product	**Version**	**Mounting**	**Optic**	**Input Power Designator**	**CCT**	**Voltage**	**Color Options**	**Options**
OSQ	A	**NM** No Mount	**Asymmetric** **2ME*** Type II Medium **4ME*** Type IV Medium **3ME*** Type III Medium **Symmetric** **5ME** Type V Medium **25D** 25° Flood **5SH** Type V Short **40D** 40° Flood **WSN** Wide Sign **60D** 60° Flood **15D** 15° Flood	**T** 166W **U** 202W	**30K** 3000K, 70 CRI **40K** 4000K, 70 CRI **50K** 5000K, 90 CRI **57K** 5700K, 70 CRI	**UL** Universal 120-277V **UH** Universal 347-480V	**BK** Black **BZ** Bronze **SV** Silver **WH** White	**PML Programmable Multi-Level, up to 40' Mounting Height** - Refer to PML spec sheet for details - Intended for downlight applications at 0° tilt **PML2 Programmable Multi-Level, 10-30' Mounting Height** - Refer to PML spec sheet for details - Intended for downlight applications at 0° tilt **Q9/Q8/Q7/Q6/Q5/Q4/Q3/Q2/Q1 Field Adjustable Output** - Must select Q9, Q6, Q5, Q4, Q3, Q2, or Q1 for T input power designator - Must select Q9, Q8, Q7, Q6, Q5, Q4, Q3, Q2, or Q1 for U input power designator - Offers full range adjustability - Refer to pages 11-12 for power and lumen values - Not available with PML or PML2 options **R NEMA® 7-Pin Photocell Receptacle** - 7-pin receptacle per ANSI C136.41 - Intended for downlight applications with maximum 45° tilt - Factory connected 0-10V dim leads - 18" (457mm) seven-conductor cord exits luminaire - Requires photocell or shorting cap by others **RL Rotate Left** - LED and optic are rotated to the left - Refer to RR/RL configuration diagram on page 13 for optic directionality **RR Rotate Right** - LED and optic are rotated to the right - Refer to RR/RL configuration diagram on page 13 for optic directionality

* Available with Backlight Shield when ordered with field-installed accessory (see table above)

US: creelighting.com (800) 236-6800
Canada: creelighting-canada.com (800) 473-1234

Product Specifications

CREE TRUEWHITE® TECHNOLOGY

A revolutionary way to generate high-quality white light, Cree TrueWhite® Technology is a patented approach that delivers an exclusive combination of 90+ CRI, beautiful light characteristics and lifelong color consistency, all while maintaining high luminous efficacy – a true no compromise solution.

CONSTRUCTION & MATERIALS

- Slim, low profile design minimizes wind load requirements
- Luminaire housing is rugged die cast aluminum with an integral, weathertight LED driver compartment and high-performance heat sink
- Convenient interlocking mounting method on direct arm mount. Mounting adaptor is rugged die cast aluminum and mounts to 3" (76mm) or larger square or round pole, secured by two 5/16-18 UNC bolts spaced on 2" (51mm) centers
- Mounting for the adjustable arm mount adaptor is rugged die cast aluminum and mounts to 2" (51mm) IP, 2.375" (60mm) O.D. tenon
- Adjustable arm mount can be adjusted 180˚ in 2.5˚ increments
- Transportation mount is constructed of 316 stainless steel and mounts to surface with (4) 3/8" fasteners by others
- Trunnion mount is constructed of A500 and A1011 steel and is adjustable from 0-180˚ in 15˚ degree increments. Trunnion mount secures to surface with (1) 3/4" bolt or (2) 1/2" or 3/8" bolts
- Includes 18" (340mm) 18/5 or 16/5 cord exiting the luminaire. When ordered with R option, 18" (340mm) 18/7 or 16/7 cord is provided
- Designed for uplight and downlight applications
- Exclusive Colorfast DeltaGuard® finish features an E-Coat epoxy primer with an ultra-durable powder topcoat, providing excellent resistance to corrosion, ultraviolet degradation and abrasion. Silver, bronze, black, and white are available
- **Weight:** OSQ-DA: 32.4 lbs. (14.7kg); OSQ-B-AA: 32.0 lbs. (14.5kg); OSQ-L-TSP: 44 lbs. (20.0kg); OSQ-TM: 36.1 lbs. (16.4kg)

ELECTRICAL SYSTEM

- **Input Voltage:** 120-277V or 347-480V, 50/60Hz, Class 1 drivers
- **Power Factor:** > 0.9 at full load
- **Total Harmonic Distortion:** < 20% at full load
- Integral 10kV surge suppression protection standard
- When code dictates fusing, a slow blow fuse or type C/D breaker should be used to address inrush current
- Consult factory if in-luminaire fusing is required
- Designed with 0-10V dimming capabilities. Controls by others
- Refer to Dimming spec sheet for details
- **10V Source Current:** 0.15mA
- **Operating Temperature Range:** -40˚C - +40˚C (-40˚F - +104˚F)

REGULATORY & VOLUNTARY QUALIFICATIONS

- cULus Listed
- Suitable for wet locations
- Enclosure rated IP66 per IEC 60529 when ordered without R option
- Consult factory for CE Certified products
- Certified to ANSI C136.31-2001, 3G bridge and overpass vibration standards with AA, DA, TM, and TSP mounts. For adjustable arm applications requiring ANSI C136.31-2001 3G vibration certification, ensure that existing or new adjustable arm mount model number matches OSQ-B-AA for all OSQ large housing luminaires with power designations "T", and "U"
- ANSI C136.2 10kV surge protection, tested in accordance with IEEE/ANSI C62.41.2
- Meets FCC Part 15, Subpart B, Class A limits for conducted and radiated emissions
- Luminaire and finish endurance tested to withstand 5,000 hours of elevated ambient salt fog conditions as defined in ASTM Standard B 117
- Meets Buy American requirements within ARRA
- DLC and DLC Premium qualified versions available with 70 CRI. Some exceptions apply. Please refer to https://www.designlights.org/search/ for most current information
- RoHS compliant. Consult factory for additional details
- Dark Sky Friendly, IDA Approved when ordered with 30K CCT and direct or transportation mounts only. Please refer to https://www.darksky.org/our-work/lighting/lighting-for-industry/fsa/fsa-products/ for most current information
- ⚠ **CA RESIDENTS WARNING:** Cancer and Reproductive Harm – www.p65warnings.ca.gov

US: creelighting.com (800) 236-6800
Canada: creelighting-canada.com (800) 473-1234

Product Specifications

SYNAPSE® SIMPLYSNAP INTELLIGENT CONTROL

The Synapse SimplySNAP platform is a highly intuitive connected lighting solution featuring zone dimming, motion sensing, and daylight harvesting with utility-grade power monitoring and support of up to 1000 nodes per gateway. The system features a reliable and robust self-healing mesh network with a browser-based interface that runs on smartphones, tablets, and PCs. The Twist-Lock Lighting Controller (TL7-B2) and Site Controller (SS450-002) take the OSQ Series to a new performance plateau, providing extreme energy productivity, code compliance and a better light experience.

Electrical Data*

Input Power Designator	System Watts 120-480V	Total Current (A)					
		120V	208V	240V	277V	347V	480V
T	166	1.41	0.83	0.72	0.62	0.49	0.35
U	202	1.72	0.96	0.84	0.72	0.60	0.43

* Electrical data at 25˚C (77˚F). Actual wattage may differ by +/- 10% when operating between 120-277V or 347-480V +/-10%

OSQ Series Ambient Adjusted Lumen Maintenance[1]

Ambient	Optic	Initial LMF	25K hr Reported[2] LMF	50K hr Reported[2] LMF	75K hr Reported[2] /Estimated[3] LMF	100K hr Reported[2] /Estimated[3] LMF
5˚C (41˚F)	Asymmetric	1.04	1.03	1.01	0.99[2]	0.97[2]
	Symmetric	1.05	1.05	1.05	1.05[3]	1.05[3]
10˚C (50˚F)	Asymmetric	1.03	1.02	1.00	0.98[2]	0.96[2]
	Symmetric	1.04	1.03	1.03	1.03[3]	1.03[3]
15˚C (59˚F)	Asymmetric	1.02	1.01	0.99	0.97[2]	0.95[2]
	Symmetric	1.02	1.02	1.02	1.02[3]	1.02[3]
20˚C (68˚F)	Asymmetric	1.01	1.00	0.98	0.96[2]	0.94[2]
	Symmetric	1.01	1.01	1.01	1.01[3]	1.01[3]
25˚C (77˚F)	Asymmetric	1.00	0.99	0.97	0.95[2]	0.93[2]
	Symmetric	1.00	1.00	1.00	1.00[3]	1.00[3]

[1] Lumen maintenance values at 25˚C (77˚F) are calculated per IES TM-21 based on IES LM-80 report data for the LED package and in-situ luminaire testing. Luminaire ambient temperature factors (LATF) have been applied to all lumen maintenance factors. Please refer to the Temperature Zone Reference Document for outdoor average nighttime ambient conditions.
[2] In accordance with IES TM-21, Reported values represent interpolated values based on time durations that are up to 6x the tested duration in the IES LM-80 report for the LED.
[3] Estimated values are calculated and represent time durations that exceed the 6x test duration of the LED.

Accessories

Field-Installed

Backlight Shield
OSQ-BLSLF
– Front facing optics
OSQ-BLSLR
– Rotated optics

Hand-Held Remote
XA-SENSREM
- For successful implementation of the programmable multi-level option, a minimum of one hand-held remote is required

Bird Spikes
OSQ-LG-BRDSPK

Shorting Cap
XA-XSLSHRT

Synapse Wireless Control Accessories

Twist-Lock Lighting Controller
TL7-B2
- Suitable for 120-277V (UL) voltage only
- Requires NEMA/ANSI C136.41 7-Pin Dimming Receptacle
- Not for use with PML or Q options
- Provides On/Off switching, dimming, power metering, digital sensor input, and status monitoring of luminaires
- Refer to TL7-B2 spec sheet for details

SimplySNAP Central Base Station
CBSSW-450-002
- Includes On-Site Controller (SS450-002) and 5-button switch
- Indoor and Outdoor rated
- Refer to CBSSW-450-002 spec sheet for details

Synapse Wireless Sensor
WSN-DPM
- Motion and light sensor
- Control multiple zones
- Refer to WSN-DPM spec sheet for details

SimplySNAP On-Site Controller
SS450-002
- Verizon® LTE-enabled
- Designed for indoor applications
- Refer to SS450-002 spec sheet for details

Building Management System (BMS) Gateway
BMS-GW-002
- Required for BACnet integration
- Refer to BMS-GW-002 spec sheet for details

Outdoor Antennas
(Optional, for increased range, 8dB gain)
KIT-ANT420SM
- Kit includes antenna, 20' cable and bracket

KIT-ANT360
- Kit includes antenna, 30' cable and bracket

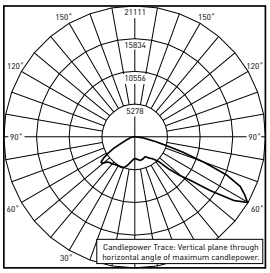
KIT-ANT600
- Kit includes antenna, 50' cable and bracket
- Refer to Outdoor antenna spec sheet for details

CREE LIGHTING

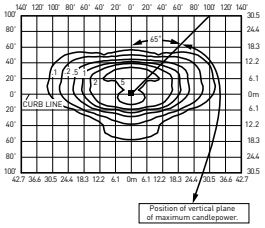
Photometry

All published luminaire photometric testing performed to IES LM-79-08 standards. To obtain an IES file specific to your project consult: http://creelighting.com/products/outdoor/area/osq-series

2ME



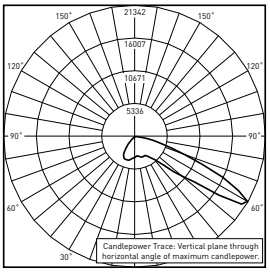
CESTL Test Report #: PL07701-001A
OSQ-A-**-2ME-U-40K-UL
Initial Delivered Lumens: 26,946



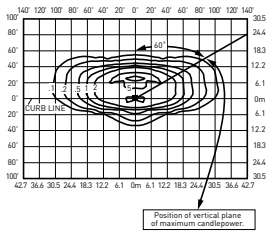
OSQ-A-**-2ME-U-40K-UL
Mounting Height: 25' (7.6m) A.F.G.
Initial Delivered Lumens: 29,100
Initial FC at grade

Type II Medium Distribution								
Input Power Designator	3000K (70 CRI)		4000K (70 CRI)		5000K (90 CRI)		5700K (70 CRI)	
	Initial Delivered Lumens*	BUG Ratings** Per TM-15-11	Initial Delivered Lumens*	BUG Ratings** Per TM-15-11	Initial Delivered Lumens*	BUG Ratings** Per TM-15-11	Initial Delivered Lumens*	BUG Ratings** Per TM-15-11
T	20,688	B3 U0 G3	21,902	B3 U0 G3	18,600	B3 U0 G3	22,330	B3 U0 G3
U	27,800	B3 U0 G3	29,100	B3 U0 G3	22,300	B3 U0 G3	29,100	B3 U0 G3

* Initial delivered lumens at 25°C (77°F). Actual production yield may vary between -10 and +10% of initial delivered lumens
** For more information on the IES BUG (Backlight-Uplight-Glare) Rating visit: https://www.ies.org/wp-content/uploads/2017/03/TM-15-11BUGRatingsAddendum.pdf. Valid with no tilt



CESTL Test Report #: PL07700-001A
OSQ-A-**-2ME-U-57K-UL w/OSQ-BLSLF
Initial Delivered Lumens: 22,822



OSQ-A-**-2ME-U-40K-UL w/OSQ-BLSLF
Mounting Height: 25' (7.6m) A.F.G.
Initial Delivered Lumens: 22,300
Initial FC at grade

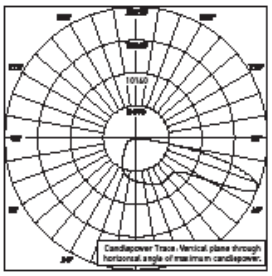
Type II Medium w/BLS Distribution								
Input Power Designator	3000K (70 CRI)		4000K (70 CRI)		5000K (90 CRI)		5700K (70 CRI)	
	Initial Delivered Lumens*	BUG Ratings** Per TM-15-11	Initial Delivered Lumens*	BUG Ratings** Per TM-15-11	Initial Delivered Lumens*	BUG Ratings** Per TM-15-11	Initial Delivered Lumens*	BUG Ratings** Per TM-15-11
T	15,897	B2 U0 G2	16,830	B3 U0 G2	14,250	B2 U0 G2	17,159	B3 U0 G2
U	21,400	B3 U0 G3	22,300	B3 U0 G3	17,100	B3 U0 G2	22,300	B3 U0 G3

* Initial delivered lumens at 25°C (77°F). Actual production yield may vary between -10 and +10% of initial delivered lumens
** For more information on the IES BUG (Backlight-Uplight-Glare) Rating visit: https://www.ies.org/wp-content/uploads/2017/03/TM-15-11BUGRatingsAddendum.pdf. Valid with no tilt

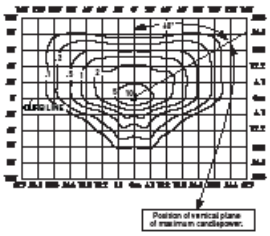
Photometry

All published luminaire photometric testing performed to IES LM-79-08 standards. To obtain an IES file specific to your project consult: http://creelighting.com/products/outdoor/area/osq-series

3ME



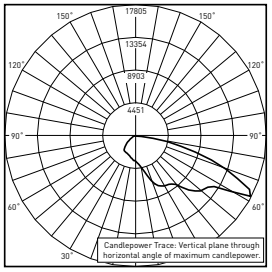
CESTL Test Report #: PL15529-001A
OSQ-A-**-3ME-U-40K-UL
Initial Delivered Lumens: 30,584



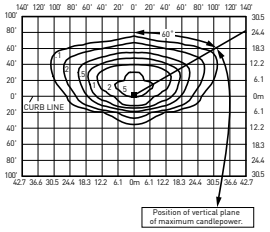
OSQ-A-**-3ME-U-40K-UL
Mounting Height: 25' (7.6m) A.F.G.
Initial Delivered Lumens: 29,100
Initial FC at grade

Type III Medium Distribution								
Input Power Designator	3000K (70 CRI)		4000K (70 CRI)		5000K (90 CRI)		5700K (70 CRI)	
	Initial Delivered Lumens*	BUG Ratings** Per TM-15-11	Initial Delivered Lumens*	BUG Ratings** Per TM-15-11	Initial Delivered Lumens*	BUG Ratings** Per TM-15-11	Initial Delivered Lumens*	BUG Ratings** Per TM-15-11
T	20,688	B3 U0 G3	21,902	B3 U0 G3	18,600	B3 U0 G3	22,330	B3 U0 G3
U	27,800	B3 U0 G4	29,100	B3 U0 G4	22,300	B3 U0 G3	29,100	B3 U0 G4

* Initial delivered lumens at 25˚C (77˚F). Actual production yield may vary between -10 and +10% of initial delivered lumens
** For more information on the IES BUG (Backlight-Uplight-Glare) Rating visit: https://www.ies.org/wp-content/uploads/2017/03/TM-15-11BUGRatingsAddendum.pdf. Valid with no tilt



CESTL Test Report #: PL07699-001A
OSQ-A-**-3ME-U-57K-UL w/OSQ-BLSLF
Initial Delivered Lumens: 23,601



OSQ-A-**-3ME-U-40K-UL w/OSQ-BLSLF
Mounting Height: 25' (7.6m) A.F.G.
Initial Delivered Lumens: 23,000
Initial FC at grade

Type III Medium w/BLS Distribution								
Input Power Designator	3000K (70 CRI)		4000K (70 CRI)		5000K (90 CRI)		5700K (70 CRI)	
	Initial Delivered Lumens*	BUG Ratings** Per TM-15-11	Initial Delivered Lumens*	BUG Ratings** Per TM-15-11	Initial Delivered Lumens*	BUG Ratings** Per TM-15-11	Initial Delivered Lumens*	BUG Ratings** Per TM-15-11
T	16,333	B2 U0 G2	17,291	B2 U0 G2	14,650	B2 U0 G2	17,629	B2 U0 G3
U	21,900	B3 U0 G3	23,000	B3 U0 G3	17,600	B2 U0 G3	23,000	B3 U0 G3

* Initial delivered lumens at 25˚C (77˚F). Actual production yield may vary between -10 and +10% of initial delivered lumens
** For more information on the IES BUG (Backlight-Uplight-Glare) Rating visit: https://www.ies.org/wp-content/uploads/2017/03/TM-15-11BUGRatingsAddendum.pdf. Valid with no tilt

Photometry

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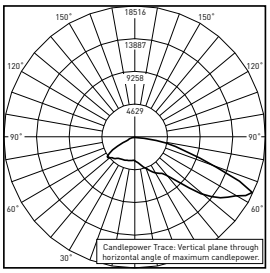
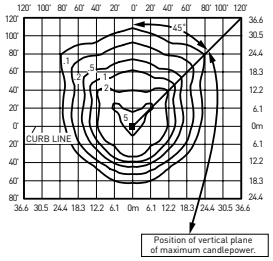
4ME



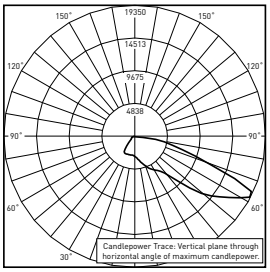
CESTL Test Report #: PL07690-001A
OSQ-A-**-4ME-U-40K-UL
Initial Delivered Lumens: 27,527



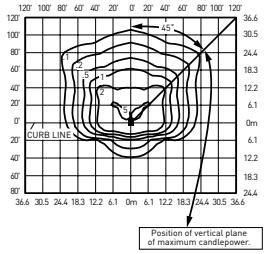
OSQ-A-**-4ME-U-40K-UL
Mounting Height: 25' (7.6m) A.F.G.
Initial Delivered Lumens: 29,100
Initial FC at grade

Type IV Medium Distribution								
Input Power Designator	3000K (70 CRI)		4000K (70 CRI)		5000K (90 CRI)		5700K (70 CRI)	
	Initial Delivered Lumens*	BUG Ratings** Per TM-15-11	Initial Delivered Lumens*	BUG Ratings** Per TM-15-11	Initial Delivered Lumens*	BUG Ratings** Per TM-15-11	Initial Delivered Lumens*	BUG Ratings** Per TM-15-11
T	20,688	B3 U0 G3	21,902	B3 U0 G3	18,600	B3 U0 G3	22,330	B3 U0 G3
U	27,800	B4 U0 G3	29,100	B4 U0 G4	22,300	B3 U0 G3	29,100	B4 U0 G4

* Initial delivered lumens at 25°C (77°F). Actual production yield may vary between -10 and +10% of initial delivered lumens
** For more information on the IES BUG (Backlight-Uplight-Glare) Rating visit: https://www.ies.org/wp-content/uploads/2017/03/TM-15-11BUGRatingsAddendum.pdf. Valid with no tilt



CESTL Test Report #: PL07692-001A
OSQ-A-**-4ME-U-57K-UL w/OSQ-BLSLF
Initial Delivered Lumens: 22,793



OSQ-A-**-4ME-U-40K-UL w/OSQ-BLSLF
Mounting Height: 25' (7.6m) A.F.G.
Initial Delivered Lumens: 22,300
Initial FC at grade

Type IV Medium w/BLS Distribution								
Input Power Designator	3000K (70 CRI)		4000K (70 CRI)		5000K (90 CRI)		5700K (70 CRI)	
	Initial Delivered Lumens*	BUG Ratings** Per TM-15-11	Initial Delivered Lumens*	BUG Ratings** Per TM-15-11	Initial Delivered Lumens*	BUG Ratings** Per TM-15-11	Initial Delivered Lumens*	BUG Ratings** Per TM-15-11
T	15,897	B2 U0 G3	16,830	B2 U0 G3	14,250	B2 U0 G3	17,159	B2 U0 G3
U	21,400	B3 U0 G3	22,300	B3 U0 G3	17,100	B2 U0 G3	22,300	B3 U0 G3

* Initial delivered lumens at 25°C (77°F). Actual production yield may vary between -10 and +10% of initial delivered lumens
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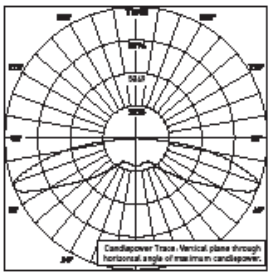
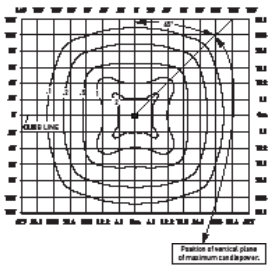
Photometry

All published luminaire photometric testing performed to IES LM-79-08 standards. To obtain an IES file specific to your project consult: http://creelighting.com/products/outdoor/area/osq-series

5ME



CESTL Test Report #: PL15486-001A
OSQ-A-**-5ME-U-40K-UL
Initial Delivered Lumens: 26,918

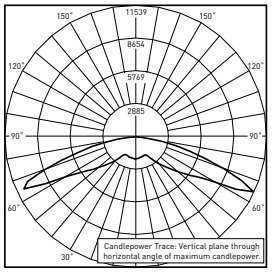


OSQ-A-**-5ME-U-40K-UL
Mounting Height: 25' (7.6m) A.F.G.
Initial Delivered Lumens: 27,800
Initial FC at grade

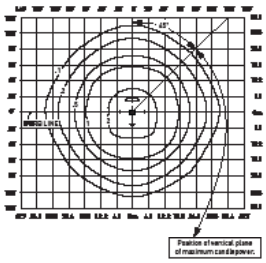
Type V Medium Distribution								
Input Power Designator	3000K (70 CRI)		4000K (70 CRI)		5000K (90 CRI)		5700K (70 CRI)	
	Initial Delivered Lumens*	BUG Ratings** Per TM-15-11	Initial Delivered Lumens*	BUG Ratings** Per TM-15-11	Initial Delivered Lumens*	BUG Ratings** Per TM-15-11	Initial Delivered Lumens*	BUG Ratings** Per TM-15-11
T	20,213	B5 U0 G5	21,469	B5 U0 G5	19,800	B5 U0 G5	21,842	B5 U0 G5
U	26,600	B5 U0 G5	27,800	B5 U0 G5	23,600	B5 U0 G5	27,800	B5 U0 G5

* Initial delivered lumens at 25°C (77°F). Actual production yield may vary between -10 and +10% of initial delivered lumens
** For more information on the IES BUG (Backlight-Uplight-Glare) Rating visit: https://www.ies.org/wp-content/uploads/2017/03/TM-15-11BUGRatingsAddendum.pdf. Valid with no tilt

5SH



CESTL Test Report #: PL10754-001A
OSQ-A-**-5SH-U-40K-UL
Initial Delivered Lumens: 25,679



OSQ-A-**-5SH-U-40K-UL
Mounting Height: 25' (7.6m) A.F.G.
Initial Delivered Lumens: 29,400
Initial FC at grade

Type V Short Distribution								
Input Power Designator	3000K (70 CRI)		4000K (70 CRI)		5000K (90 CRI)		5700K (70 CRI)	
	Initial Delivered Lumens*	BUG Ratings** Per TM-15-11	Initial Delivered Lumens*	BUG Ratings** Per TM-15-11	Initial Delivered Lumens*	BUG Ratings** Per TM-15-11	Initial Delivered Lumens*	BUG Ratings** Per TM-15-11
T	21,349	B5 U0 G3	22,675	B5 U0 G3	20,900	B5 U0 G3	23,069	B5 U0 G3
U	28,100	B5 U0 G4	29,400	B5 U0 G4	24,900	B5 U0 G3	29,400	B5 U0 G4

* Initial delivered lumens at 25°C (77°F). Actual production yield may vary between -10 and +10% of initial delivered lumens
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Photometry

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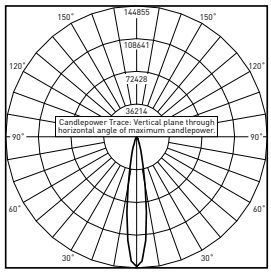
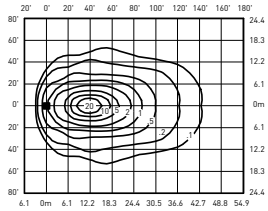
15D



CESTL Test Report #: PL07689-001A
OSQ-A-**-15D-U-30K-UL
Initial Delivered Lumens: 23,254

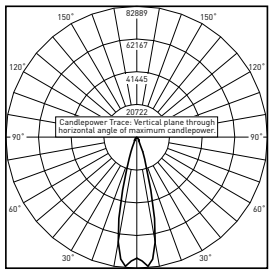


OSQ-A-**-15D-U-40K-UL
Mounting Height: 25' (7.6m) A.F.G., 60° Tilt
Initial Delivered Lumens: 29,400
Initial FC at grade

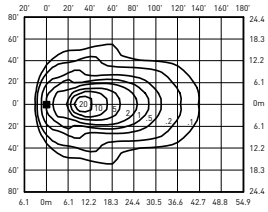
15° Flood Distribution				
Input Power Designator	3000K (70 CRI)	4000K (70 CRI)	5000K (90 CRI)	5700K (70 CRI)
	Initial Delivered Lumens*	Initial Delivered Lumens*	Initial Delivered Lumens*	Initial Delivered Lumens*
T	21,349	22,675	20,900	23,069
U	28,100	29,400	24,900	29,400

* Initial delivered lumens at 25°C (77°F). Actual production yield may vary between -10 and +10% of initial delivered lumens
** For more information on the IES BUG (Backlight-Uplight-Glare) Rating visit: https://www.ies.org/wp-content/uploads/2017/03/TM-15-11BUGRatingsAddendum.pdf. Valid with no tilt

25D



CESTL Test Report #: PL07696-001A
OSQ-A-**-25D-U-30K-UL
Initial Delivered Lumens: 23,265

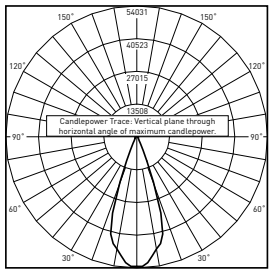


OSQ-A-**-25D-U-40K-UL
Mounting Height: 25' (7.6m) A.F.G., 60° Tilt
Initial Delivered Lumens: 29,400
Initial FC at grade

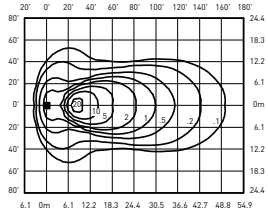
25° Flood Distribution				
Input Power Designator	3000K (70 CRI)	4000K (70 CRI)	5000K (90 CRI)	5700K (70 CRI)
	Initial Delivered Lumens*	Initial Delivered Lumens*	Initial Delivered Lumens*	Initial Delivered Lumens*
T	21,349	22,675	20,900	23,069
U	28,100	29,400	24,900	29,400

* Initial delivered lumens at 25°C (77°F). Actual production yield may vary between -10 and +10% of initial delivered lumens
** For more information on the IES BUG (Backlight-Uplight-Glare) Rating visit: https://www.ies.org/wp-content/uploads/2017/03/TM-15-11BUGRatingsAddendum.pdf. Valid with no tilt

40D



CESTL Test Report #: PL07697-001A
OSQ-A-**-40D-U-30K-UL
Initial Delivered Lumens: 22,943



OSQ-A-**-40D-U-40K-UL
Mounting Height: 25' (7.6m) A.F.G., 60° Tilt
Initial Delivered Lumens: 29,400
Initial FC at grade

40° Flood Distribution				
Input Power Designator	3000K (70 CRI)	4000K (70 CRI)	5000K (90 CRI)	5700K (70 CRI)
	Initial Delivered Lumens*	Initial Delivered Lumens*	Initial Delivered Lumens*	Initial Delivered Lumens*
T	21,349	22,675	20,900	23,069
U	28,100	29,400	24,900	29,400

* Initial delivered lumens at 25°C (77°F). Actual production yield may vary between -10 and +10% of initial delivered lumens
** For more information on the IES BUG (Backlight-Uplight-Glare) Rating visit: https://www.ies.org/wp-content/uploads/2017/03/TM-15-11BUGRatingsAddendum.pdf. Valid with no tilt

Photometry

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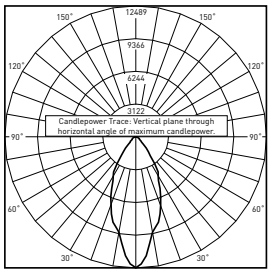
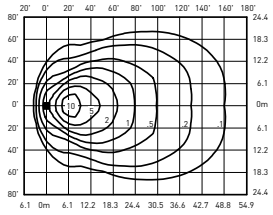
60D



CESTL Test Report #: PL08100-001B
OSQ-A-**-60D-B-30K-UL
Initial Delivered Lumens: 10,079

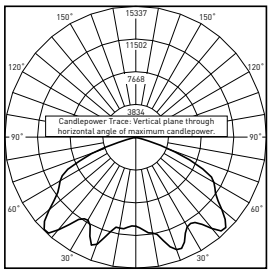


OSQ-A-**-60D-U-40K-UL
Mounting Height: 25' (7.6m) A.F.G., 60˚ Tilt
Initial Delivered Lumens: 29,400
Initial FC at grade

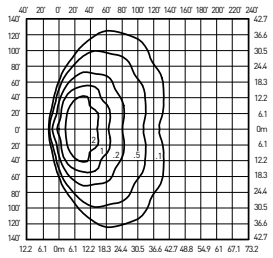
60˚ Flood Distribution				
Input Power Designator	3000K (70 CRI)	4000K (70 CRI)	5000K (90 CRI)	5700K (70 CRI)
	Initial Delivered Lumens*	Initial Delivered Lumens*	Initial Delivered Lumens*	Initial Delivered Lumens*
T	21,349	22,675	20,900	23,069
U	28,100	29,400	24,900	29,400

* Initial delivered lumens at 25˚C (77˚F). Actual production yield may vary between -10 and +10% of initial delivered lumens
** For more information on the IES BUG (Backlight-Uplight-Glare) Rating visit:
https://www.ies.org/wp-content/uploads/2017/03/TM-15-11BUGRatingsAddendum.pdf. Valid with no tilt

WSN



CESTL Test Report #: PL07695-001A
OSQ-A-**-WSN-U-30K-UL
Initial Delivered Lumens: 23,116



OSQ-A-**-WSN-U-40K-UL
Mounting Height: 25' (7.6m) A.F.G., 60˚ tilt
Initial Delivered Lumens: 29,400
Initial FC at grade

Wide Sign Distribution				
Input Power Designator	3000K (70 CRI)	4000K (70 CRI)	5000K (90 CRI)	5700K (70 CRI)
	Initial Delivered Lumens*	Initial Delivered Lumens*	Initial Delivered Lumens*	Initial Delivered Lumens*
T	21,349	22,675	20,900	23,069
U	28,100	29,400	24,900	29,400

* Initial delivered lumens at 25˚C (77˚F). Actual production yield may vary between -10 and +10% of initial delivered lumens
** For more information on the IES BUG (Backlight-Uplight-Glare) Rating visit:
https://www.ies.org/wp-content/uploads/2017/03/TM-15-11BUGRatingsAddendum.pdf. Valid with no tilt

Luminaire EPA

Adjustable Arm Mount – OSQ-B-AA Weight: 32.0 lbs. (14.5kg)							
Single	2 @ 180˚	2 @ 90˚	3 @ 90˚	3 @ 120˚	3 @ 180˚	4 @ 180˚	4 @ 90˚
Tenon Configuration (0˚-80˚ Tilt); If used with Cree Lighting tenons, please add tenon EPA with Luminaire EPA							
PB-1A*; PT-1; PW-1A3**	PB-2A*; PB-2R2.375; PD-2A4(180); PT-2(180); PW-2A3**	PB-2A*; PD-2A4(90); PT-2(90)	PB-3A*; PD-3A4(90); PT-3(90)	PB-3A*; PT-3(120)	PB-3A*; PB-3R2.375	PB-4A*(180)	PB-4A*(90); PB-4R2.375; PD-4A4(90); PT-4(90)
0˚ Tilt							
0.80	1.61	1.26	2.06	1.68	3.33	4.66	2.52
10˚ Tilt							
0.81	1.61	1.62	2.42	2.32	4.40	6.08	3.24
20˚ Tilt							
1.24	1.61	2.04	2.84	3.13	5.68	7.80	4.08
30˚ Tilt							
1.64	1.64	2.44	3.24	3.97	6.88	9.40	4.88
45˚ Tilt							
2.20	2.20	3.00	3.80	5.07	8.55	11.64	6.00
60˚ Tilt							
2.63	2.63	3.43	4.23	5.73	9.84	13.36	6.86
70˚ Tilt							
2.82	2.82	3.62	4.42	5.73	10.41	14.12	7.24
80˚ Tilt							
2.93	2.93	3.73	4.53	5.73	10.74	14.56	7.46
Tenon Configuration (90˚ Tilt); If used with Cree Lighting tenons, please add tenon EPA with Luminaire EPA							
PB-1A*; PT-1; PW-1A3**	PB-2A*; PB-2R2.375; PD-2A4(180); PT-2(180); PW-2A3**	PB-2A*	PB-3A*	PB-3A*; PT-3(120)	PB-3A*; PB-3R2.375	PB-4A*(180)	PB-4A*(90); PB-4R2.375
90˚ Tilt							
2.95	2.95	4.84	6.52	5.73	10.81	14.64	11.19

* Specify pole size: 3 (3"), 4 (4"), 5 (5"), or 6 (6") for single, double or triple luminaire orientation or 4 (4"), 5 (5"), or 6 (6") for quad luminaire orientation
** These EPA values must be multiplied by the following ratio: Fixture Mounting Height/Total Pole Height. Specify pole size: 3 (3"), 4 (4"), 5 (5"), or 6 (6")

Tenon EPA

Part Number	EPA
PB-1A*	None
PB-2A*	0.82
PB-3A*	1.52
PB-4A*(180)	2.22
PB-4A*(90)	1.11
PB-2R2.375	0.92
PB-3R2.375	1.62
PB-4R2.375	2.32
PD Series Tenons	0.09
PT Series Tenons	0.10
PW-1A3**	0.47
PW-2A3**	0.94
WM-2	0.08
WM-4	0.25
WM-DM	None

* Specify pole size: 3 (3"), 4 (4"), 5 (5"), or 6 (6") for single, double or triple luminaire orientation or 4 (4"), 5 (5"), or 6 (6") for quad luminaire orientation
** These EPA values must be multiplied by the following ratio: Fixture Mounting Height/Total Pole Height. Specify pole size: 3 (3"), 4 (4"), 5 (5"), or 6 (6")

Tenons and Brackets‡ (must specify color)

Square Internal Mount Vertical Tenons (Steel)
- Mounts to 3-6" (76-152mm) square aluminum or steel poles

PB-1A* – Single
PB-2A* – 180˚ Twin
PB-3A* – 180˚ Triple
PB-4A*(90) – 90˚ Quad
PB-4A*(180) – 180˚ Quad

Square Internal Mount Horizontal Tenons (Aluminum)
- Mounts to 4" (102mm) square aluminum or steel poles

PD-2A4(90) – 90˚ Twin
PD-2A4(180) – 180˚ Twin
PD-3A4(90) – 90˚ Triple
PD-4A4(90) – 90˚ Quad

Wall Mount Brackets
- Mounts to wall or roof

WM-2 – Horizontal for OSQ-B-AA mount
WM-4 – L-Shape for OSQ-B-AA mount
WM-DM – Plate for OSQ-DA mount

Round External Mount Vertical Tenons (Steel)
- Mounts to 2.375" (60mm) O.D. round aluminum or steel poles or tenons

PB-2R2.375 – Twin
PB-3R2.375 – Triple
PB-4R2.375 – Quad

Round External Mount Horizontal Tenons (Aluminum)
- Mounts to 2.375" (60mm) O.D. round aluminum or steel poles or tenons
- Mounts to square pole with PB-1A* tenon

PT-1 – Single (Vertical)
PT-2(90) – 90˚ Twin
PT-2(180) – 180˚ Twin
PT-3(90) – 90˚ Triple
PT-3(120) – 120˚ Triple
PT-4(90) – 90˚ Quad

Mid-Pole Bracket
- Mounts to square pole

PW-1A3** – Single
PW-2A3** – Double

Ground Mount Post
- For ground-mounted flood luminaires

PGM-1 - for OSQ-B-AA mount

‡ Refer to the Bracket and Tenons spec sheet for more details

Luminaire EPA

Direct Arm Mount – OSQ-DA Weight: 32.4 lbs. (14.7kg)					
Single	2 @ 180˚	2 @ 90˚	3 @ 90˚	3 @ 120˚	4 @ 90˚
0.80	1.61	1.26	2.06	1.68	2.52

Direct Mount Configurations

Compatibility with OSQ-DA Direct Mount Bracket					
Input Power Designator	2 @ 90˚	2 @ 180˚	3 @ 90˚	3 @ 120˚	4 @ 90˚
3" Square					
T & U	N/A	✓	N/A	N/A	N/A
3" Round					
T & U	N/A	✓	N/A	N/A	N/A
4" Square					
T & U	✓	✓	✓	N/A	✓
4" Round					
T & U	✓	✓	✓	✓	✓
5" Square					
T & U	✓	✓	✓	N/A	✓
5" Round					
T & U	✓	✓	✓	✓	✓
6" + Square					
T & U	✓	✓	✓	N/A	✓
6" + Round					
T & U	✓	✓	✓	✓	✓

Luminaire EPA

Trunnion Mount – OSQ-TM Weight: 36.1 lbs. (16.4kg)
Single
0˚ Tilt
0.81
15˚ Tilt
1.12
30˚ Tilt
1.74
45˚ Tilt
2.35
60˚ Tilt
2.59
75˚ Tilt
2.83
90˚ Tilt
3.07

Field Adjustable Output (Q9/Q6/Q5/Q4/Q3/Q2/Q1) Option Description:

The Field Adjustable Output option enables the OSQ area luminaires to be tuned to the exact needs of a particular application through multiple levels of adjustment. When ordered with the Q option, the luminaire will be shipped from the factory at the selected Q setting and will be fully adjustable between the nine settings.

Q Option Power & Lumen Data – Designator T

Q Option Setting	CCT/CRI	System Watts	Lumen Values						Optics Qualified on DLC QPL	
		120-480V	Asymmetric	5ME	5SH & Floods	2ME w/BLS	3ME w/BLS	4ME w/BLS	Standard	Premium
Q9 (Full Power)	30K (70 CRI)	166	20,688	20,213	21,349	15,897	16,333	15,897	5ME, 15D, 25D, 40D, 60D, WSN	2ME, 3ME, 4ME, 5SH
	40K (70 CRI)		21,902	21,469	22,675	16,830	17,291	16,830	N/A	2ME, 3ME, 4ME, 5ME, 5SH, 15D, 25D, 40D, 60D, WSN
	50K (90 CRI)		18,600	19,800	20,900	14,250	14,650	14,250	TBD	TBD
	57K (70 CRI)		22,330	21,842	23,069	17,159	17,629	17,159	N/A	2ME, 3ME, 4ME, 5ME, 5SH, 15D, 25D, 40D, 60D, WSN
Q6	30K (70 CRI)	151	18,826	18,394	19,428	14,466	14,863	14,466	5ME, 15D, 25D, 40D, 60D, WSN	2ME, 3ME, 4ME, 5SH
	40K (70 CRI)		19,931	19,537	20,634	15,315	15,735	15,315	N/A	2ME, 3ME, 4ME, 5ME, 5SH, 15D, 25D, 40D, 60D, WSN
	50K (90 CRI)		16,600	17,800	18,700	12,750	13,100	12,750	TBD	TBD
	57K (70 CRI)		20,320	19,876	20,993	15,615	16,042	15,615	N/A	2ME, 3ME, 4ME, 5ME, 5SH, 15D, 25D, 40D, 60D, WSN
Q5	30K (70 CRI)	135	16,964	16,575	17,506	13,036	13,393	13,036	5ME, 15D, 25D, 40D, 60D, WSN	2ME, 3ME, 4ME, 5SH
	40K (70 CRI)		17,960	17,605	18,594	13,801	14,179	13,801	N/A	2ME, 3ME, 4ME, 5ME, 5SH, 15D, 25D, 40D, 60D, WSN
	50K (90 CRI)		14,975	16,000	16,900	11,500	11,825	11,500	TBD	TBD
	57K (70 CRI)		18,311	17,910	18,917	14,070	14,456	14,070	N/A	2ME, 3ME, 4ME, 5ME, 5SH, 15D, 25D, 40D, 60D, WSN
Q4	30K (70 CRI)	115	15,102	14,755	15,585	11,605	11,923	11,605	5ME, 15D, 25D, 40D, 60D, WSN	2ME, 3ME, 4ME, 5SH
	40K (70 CRI)		15,988	15,672	16,553	12,286	12,622	12,286	N/A	2ME, 3ME, 4ME, 5ME, 5SH, 15D, 25D, 40D, 60D, WSN
	50K (90 CRI)		13,050	14,000	14,775	10,025	10,300	10,025	TBD	TBD
	57K (70 CRI)		16,301	15,945	16,840	12,526	12,869	12,526	N/A	2ME, 3ME, 4ME, 5ME, 5SH, 15D, 25D, 40D, 60D, WSN
Q3	30K (70 CRI)	96	13,033	12,734	13,450	10,015	10,290	10,015	5ME, 15D, 25D, 40D, 60D, WSN	2ME, 3ME, 4ME, 5SH
	40K (70 CRI)		13,798	13,525	14,285	10,603	10,893	10,603	N/A	2ME, 3ME, 4ME, 5ME, 5SH, 15D, 25D, 40D, 60D, WSN
	50K (90 CRI)		11,100	11,925	12,600	8,525	8,775	8,525	TBD	TBD
	57K (70 CRI)		14,068	13,760	14,533	10,810	11,106	10,810	N/A	2ME, 3ME, 4ME, 5ME, 5SH, 15D, 25D, 40D, 60D, WSN
Q2	30K (70 CRI)	79	10,551	10,309	10,888	8,107	8,330	8,107	5ME, 15D, 25D, 40D, 60D, WSN	2ME, 3ME, 4ME, 5SH
	40K (70 CRI)		11,170	10,949	11,564	8,583	8,818	8,583	N/A	2ME, 3ME, 4ME, 5ME, 5SH, 15D, 25D, 40D, 60D, WSN
	50K (90 CRI)		9,075	9,750	10,300	6,975	7,175	6,975	TBD	TBD
	57K (70 CRI)		11,388	11,139	11,765	8,751	8,991	8,751	N/A	2ME, 3ME, 4ME, 5ME, 5SH, 15D, 25D, 40D, 60D, WSN
Q1	30K (70 CRI)	58	8,689	8,489	8,967	6,677	6,860	6,677	5ME, 15D, 25D, 40D, 60D, WSN	2ME, 3ME, 4ME, 5SH
	40K (70 CRI)		9,199	9,017	9,524	7,069	7,262	7,069	N/A	2ME, 3ME, 4ME, 5ME, 5SH, 15D, 25D, 40D, 60D, WSN
	50K (90 CRI)		7,000	7,525	7,950	5,375	5,525	5,375	TBD	TBD
	57K (70 CRI)		9,379	9,174	9,689	7,207	7,404	7,207	N/A	2ME, 3ME, 4ME, 5ME, 5SH, 15D, 25D, 40D, 60D, WSN

Field Adjustable Output (Q9/Q8/Q7/Q6/Q5/Q4/Q3/Q2/Q1) Option Description:

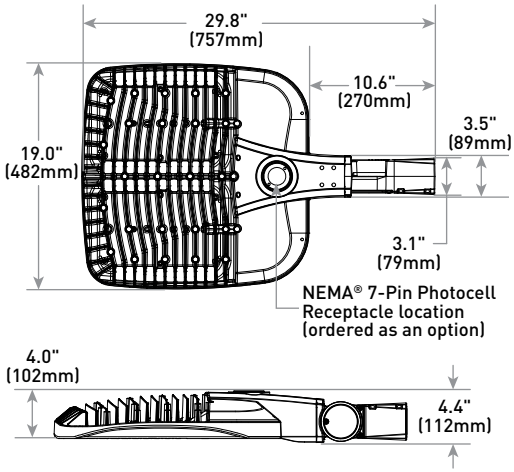
The Field Adjustable Output option enables the OSQ area luminaires to be tuned to the exact needs of a particular application through multiple levels of adjustment. When ordered with the Q option, the luminaire will be shipped from the factory at the selected Q setting and will be fully adjustable between the nine settings.

Q Option Power & Lumen Data – Designator U

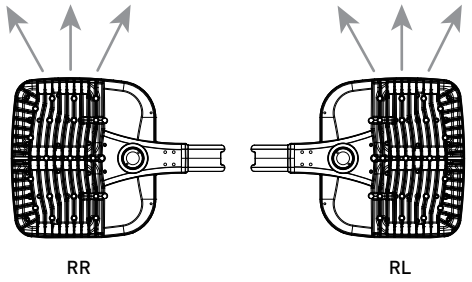
Q Option Setting	CCT/CRI	System Watts	Lumen Values						Optics Qualified on DLC QPL	
		120-480V	Asymmetric	5ME	5SH & Floods	2ME w/BLS	3ME w/BLS	4ME w/BLS	Standard	Premium
Q9 (Full Power)	30K (70 CRI)	202	27,800	26,600	28,100	21,400	21,900	21,400	5ME, 5SH, 15D, 25D, 40D, 60D, WSN	2ME, 3ME, 4ME
	40K (70 CRI)		29,100	27,800	29,400	22,300	23,000	22,300	3ME, 5ME, 5SH, 15D, 25D, 40D, 60D, WSN	2ME, 4ME
	50K (90 CRI)		22,300	23,600	24,900	17,100	17,600	17,100	TBD	TBD
	57K (70 CRI)		29,100	27,800	29,400	22,300	23,000	22,300	5ME, 5SH, 15D, 25D, 40D, 60D, WSN	2ME, 3ME, 4ME
Q8	30K (70 CRI)	191	27,000	25,800	27,300	20,800	21,200	20,800	5ME, 5SH, 15D, 25D, 40D, 60D, WSN	2ME, 3ME, 4ME
	40K (70 CRI)		28,200	27,000	28,500	21,600	22,300	21,600	3ME, 5ME, 5SH, 15D, 25D, 40D, 60D, WSN	2ME, 4ME
	50K (90 CRI)		21,600	22,900	24,200	16,600	17,100	16,600	TBD	TBD
	57K (70 CRI)		28,200	27,000	28,500	21,600	22,300	21,600	5ME, 5SH, 15D, 25D, 40D, 60D, WSN	2ME, 3ME, 4ME
Q7	30K (70 CRI)	181	25,600	24,500	25,900	19,700	20,100	19,700	5ME, 5SH, 15D, 25D, 40D, 60D, WSN	2ME, 3ME, 4ME
	40K (70 CRI)		26,800	25,600	27,000	20,500	21,200	20,500	3ME, 5ME, 5SH, 15D, 25D, 40D, 60D, WSN	2ME, 4ME
	50K (90 CRI)		20,500	21,700	22,900	15,700	16,200	15,700	TBD	TBD
	57K (70 CRI)		26,800	25,600	27,000	20,500	21,200	20,500	5ME, 5SH, 15D, 25D, 40D, 60D, WSN	2ME, 3ME, 4ME
Q6	30K (70 CRI)	173	24,700	23,700	25,000	19,000	19,500	19,000	5ME, 5SH, 15D, 25D, 40D, 60D, WSN	2ME, 3ME, 4ME
	40K (70 CRI)		25,900	24,700	26,200	19,800	20,500	19,800	3ME, 5ME, 5SH, 15D, 25D, 40D, 60D, WSN	2ME, 4ME
	50K (90 CRI)		19,800	21,000	22,200	15,200	15,700	15,200	TBD	TBD
	57K (70 CRI)		25,900	24,700	26,200	19,800	20,500	19,800	5ME, 5SH, 15D, 25D, 40D, 60D, WSN	2ME, 3ME, 4ME
Q5	30K (70 CRI)	159	22,800	21,800	23,000	17,500	18,000	17,500	5ME, 5SH, 15D, 25D, 40D, 60D, WSN	2ME, 3ME, 4ME
	40K (70 CRI)		23,900	22,800	24,100	18,300	18,900	18,300	3ME, 5ME, 5SH, 15D, 25D, 40D, 60D, WSN	2ME, 4ME
	50K (90 CRI)		18,300	19,400	20,400	14,025	14,425	14,025	TBD	TBD
	57K (70 CRI)		23,900	22,800	24,100	18,300	18,900	18,300	5ME, 5SH, 15D, 25D, 40D, 60D, WSN	2ME, 3ME, 4ME
Q4	30K (70 CRI)	143	21,100	20,200	21,400	16,300	16,600	16,300	5ME, 5SH, 15D, 25D, 40D, 60D, WSN	2ME, 3ME, 4ME
	40K (70 CRI)		22,100	21,100	22,300	16,900	17,500	16,900	3ME, 5ME, 5SH, 15D, 25D, 40D, 60D, WSN	2ME, 4ME
	50K (90 CRI)		16,900	17,900	18,900	13,000	13,375	13,000	TBD	TBD
	57K (70 CRI)		22,100	21,100	22,300	16,900	17,500	16,900	5ME, 5SH, 15D, 25D, 40D, 60D, WSN	2ME, 3ME, 4ME
Q3	30K (70 CRI)	128	18,900	18,100	19,100	14,550	14,900	14,550	5ME, 5SH, 15D, 25D, 40D, 60D, WSN	2ME, 3ME, 4ME
	40K (70 CRI)		19,800	18,900	20,000	15,200	15,600	15,200	3ME, 5ME, 5SH, 15D, 25D, 40D, 60D, WSN	2ME, 4ME
	50K (90 CRI)		15,200	16,000	16,900	11,625	11,975	11,625	TBD	TBD
	57K (70 CRI)		19,800	18,900	20,000	15,200	15,600	15,200	5ME, 5SH, 15D, 25D, 40D, 60D, WSN	2ME, 3ME, 4ME
Q2	30K (70 CRI)	114	17,000	16,200	17,100	13,050	13,350	13,050	5ME, 5SH, 15D, 25D, 40D, 60D, WSN	2ME, 3ME, 4ME
	40K (70 CRI)		17,800	17,000	17,900	13,600	14,025	13,600	3ME, 5ME, 5SH, 15D, 25D, 40D, 60D, WSN	2ME, 4ME
	50K (90 CRI)		13,600	14,400	15,200	10,425	10,725	10,425	TBD	TBD
	57K (70 CRI)		17,800	17,000	17,900	13,600	14,025	13,600	5ME, 5SH, 15D, 25D, 40D, 60D, WSN	2ME, 3ME, 4ME
Q1	30K (70 CRI)	101	15,300	14,625	15,500	11,775	12,050	11,775	5ME, 5SH, 15D, 25D, 40D, 60D, WSN	2ME, 3ME, 4ME
	40K (70 CRI)		16,000	15,300	16,200	12,275	12,650	12,275	3ME, 5ME, 5SH, 15D, 25D, 40D, 60D, WSN	2ME, 4ME
	50K (90 CRI)		12,275	12,975	13,700	9,400	9,675	9,400	TBD	TBD
	57K (70 CRI)		16,000	15,300	16,200	12,275	12,650	12,275	5ME, 5SH, 15D, 25D, 40D, 60D, WSN	2ME, 3ME, 4ME

AA Mount

Weight
32.0 lbs. (14.5kg)

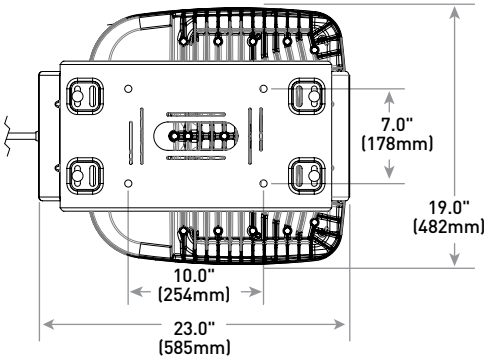


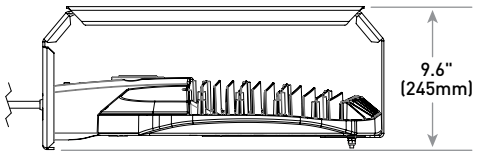
RR/RL Configuration



TSP Mount

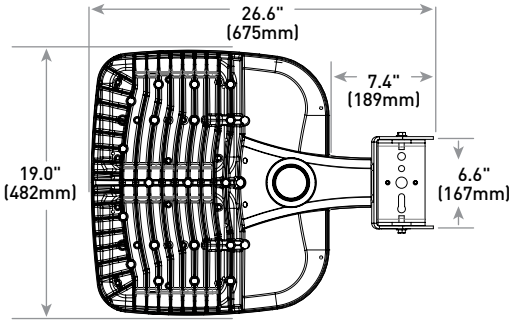
Weight
44.0 lbs. (20.0kg)

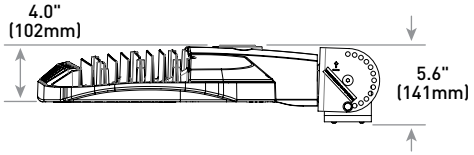




TM Mount

Weight
36.1 lbs. (16.4kg)





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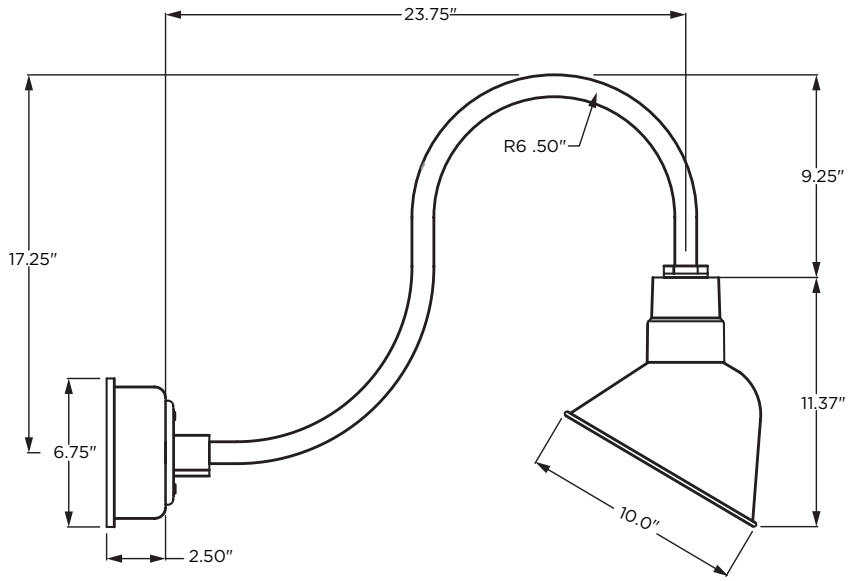
CREE LIGHTING

A COMPANY OF *IDEAL INDUSTRIES, INC.*

10″ Angle Shade Luminaire
LED
Decorative Wall Series



CATALOG

CL-H-18110-91-HL-D-91-13-LED2-30-D-BCM-M

ILLUMINATION

13 watt dome lens LED module

COLOR TEMPERATURE

3000K

VOLTAGE

120/277V

FINISH COLOR

Polyester, polished black powder coat

FEATURES

- Heavy duty, spun aluminum reflector
- 6.75″ canopy duplicating finish color
- Lumens: 1,250
- 96˚ beam angle
- Ballast canopy mount

COMPLIANCE

cULus Listed; suitble for wet, damp, and dry locations

WARRANTY

One-year limited warranty. Certain exclusions apply. For details, visit www.cree.com/lighting/ILS

CREE®
INTEGRATED LIGHTING SOLUTIONS

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Cree, Inc. 9201 Washington Ave | Racine, WI 53406 | Phone: 800-288-8650 | Fax: (800) 236-7500 | nationalaccounts@cree.com | www.cree.com/lighting/ILS

AYESHA SOLOMON
ALACHUA COUNTY
PROPERTY APPRAISER
KNOWLEDGEABLE · COMMUNITY FOCUSED · COMMITTED

Owner Information

VRE ALACHUA LLC
1211 S WHITE CHAPEL BLVD
SOUTHLAKE, TX 76092

Valuation

	2020 Certified Values	2019 Certified Values	2018 Certified Values	2017 Certified Values	2016 Certified Values
Improvement Value	$0	$0	$0	$0	$0
Land Value	$0	$0	$0	$319,300	$225,400
Land Agricultural Value	$500	$500	$500	$0	$0
Agricultural (Market) Value	$348,000	$348,000	$348,000	$0	$0
Just (Market) Value	**$348,000**	**$348,000**	**$348,000**	**$319,300**	**$225,400**
Assessed Value	$500	$500	$500	$181,860	$165,330
Exempt Value	$0	$0	$0	$0	$0
Taxable Value	$500	$500	$500	$181,860	$165,330
Maximum Save Our Homes Portability	$0	$0	$0	$137,440	$60,070

"Just (Market) Value" description - This is the value established by the Property Appraiser for ad valorem purposes. This value does not represent anticipated selling price.

TRIM Notice

2020 TRIM Notice (PDF)

Land Information

Land Use	Land Use Desc	Acres	Square Feet	Frontage	Depth	Zoning
5400	TIMBER 1	1.16	50529.6	0	0	CI

Sales

Sale Date	Sale Price	Instrument	Book	Page	Qualified	Vacant/Improved	Grantor	Grantee	Link to Official Records
1/12/2021	$400,000	SD	4851	1282	01 - EXAMINATION OF DEED	Improved			Link (Clerk)

Official Public Records information is provided by the Alachua County Clerk's Office. Clicking on these links will direct you to their web site displaying the document details for this specific transaction.

Map

No data available for the following modules: Building Information, Sub Area, Extra Features, Permits, Sketches, Photos.

This web application and the data herein is prepared for the inventory of real property found within Alachua County and is compiled from recorded deeds, plats, and other public records and data. Users of this web application and the data herein are hereby notified that the aforementioned public primary information sources should be consulted for verification of the information. Alachua County Property Appraiser's Office assumes no legal responsibility for the information contained herein.
User Privacy Policy
GDPR Privacy Notice

Developed by Schneider GEOSPATIAL

Last Data Upload: 2/25/2021, 5:23:04 AM

Version 2.3.108

Detail by Entity Name

Foreign Limited Liability Company
VRE ALACHUA, LLC

Filing Information

Document Number	M20000003381
FEI/EIN Number	85-0539437
Date Filed	04/01/2020
State	TX
Status	ACTIVE

Principal Address

1211 S. WHITE CHAPEL BLVD.
SOUTHLAKE, TX 76092

Mailing Address

1211 S. WHITE CHAPEL BLVD.
SOUTHLAKE, TX 76092

Registered Agent Name & Address

REGISTERED AGENT SOLUTIONS, INC.
155 OFFICE PLAZA DR. SUITE A
TALLAHASSEE, FL 32301

Authorized Person(s) Detail

Name & Address

Title MGR

KEEN, B. JASON
1211 S. WHITE CHAPEL BLVD.
SOUTHLAKE, TX 76092

Annual Reports

Report Year	Filed Date
2021	01/26/2021

Document Images

01/26/2021 -- ANNUAL REPORT	View image in PDF format
04/01/2020 -- Foreign Limited	View image in PDF format

Florida Department of State, Division of Corporations

ALATB15081F

John Power TAX COLLECTOR
Serving Alachua County

2020 PAID REAL ESTATE 12864

NOTICE OF AD VALOREM TAXES AND NON-AD VALOREM ASSESSMENTS

ACCOUNT NUMBER	ESCROW CD		MILLAGE CODE
03067 601 003		APPLICABLE VALUES AND EXEMPTIONS BELOW	1700

UNASSIGNED LOCATION RE

BAYWOOD CENTRE PB 28 PG 91 LOT 3

ALACHUA DEVELOPMENT CO LLC
16469 BRIDLEWOOD CIR
DELRAY BEACH, FL 33445

AD VALOREM TAXES

TAXING AUTHORITY	MILLAGE RATE	ASSESSED VALUE	EXEMPTION(S)	TAXABLE VALUE	TAXES LEVIED
BOARD OF COUNTY COMMISSIONERS					
CNTY GENERAL	7.8935	500	0	500	3.95
ALACHUA CNTY LIBRARY DISTRICT					
LIBRARY GENERAL	1.1289	500	0	500	0.56
SCHOOL BOARD OF ALACHUA COUNTY					
SCHL CAP35 PROJECT (S01)	1.5000	500	0	500	0.75
SCHL DISCRNRY & CN (S01)	0.7480	500	0	500	0.37
SCHL GENERAL	3.6670	500	0	500	1.83
SCHOOL VOTED (S01)	1.0000	500	0	500	0.50
SUWANNEE RIVER WATER MGT DIST	0.3696	500	0	500	0.18
17 CITY OF ALACHUA	5.3900	500	0	500	2.70
CHILDREN'S TRUST	0.5000	500	0	500	0.25

TOTAL MILLAGE	22.1970	AD VALOREM TAXES	$11.09

WANT TO RECEIVE YOUR BILL ELECTRONICALLY NEXT YEAR? VISIT www.AlachuaCollector.com AND SIGN UP FOR E-BILLS!

PAY ONLINE WITH E-CHECK

SCAN TO PAY

NON-AD VALOREM ASSESSMENTS

LEVYING AUTHORITY	UNIT	RATE	AMOUNT
NON-AD VALOREM ASSESSMENTS			$0.00

PAY ONLY ONE AMOUNT.

COMBINED TAXES AND ASSESSMENTS $11.09

If Paid By	Nov 30, 2020				
Please Pay	$0.00				

Please Retain this Portion for your Records. Receipt Available Online.

JOHN POWER, CFC
ALACHUA COUNTY TAX COLLECTOR

2020 PAID REAL ESTATE 12864

NOTICE OF AD VALOREM TAXES AND NON-AD VALOREM ASSESSMENTS

PLEASE PAY IN U.S. FUNDS (NO POSTDATED CHECKS) TO JOHN POWER, TAX COLLECTOR • 12 SE 1st ST, GAINESVILLE, FL 32601

ACCOUNT NUMBER	SITUS	MESSAGE
03067 601 003	UNASSIGNED LOCATION RE	

ALACHUA DEVELOPMENT CO LLC
16469 BRIDLEWOOD CIR
DELRAY BEACH, FL 33445

IF PAID BY	PLEASE PAY
☐ Nov 30, 2020	$0.00
☐	
☐	
☐	
☐	

Receipt # 20-0051898 $10.65 Paid 12/04/2020
11/30/2020 Effective Date

CHW
Professional Consultants

PLANNING DESIGN SURVEYING ENGINEERING CONSTRUCTION

April 29, 2020

Division of Regulatory Services
Suwannee River Water Management District
9225 CR 49
Live Oak, Florida 32060

RE: Quick Services Retail Store – Alachua
Exemption to ERP No. 209338-1

Dear Staff:

Please verify and accept this exemption letter for the above-mentioned project.

The Quick Services Restaurant (QSR) – Alachua project proposes the construction of a ±2,150 SF QSR with associated parking, drive aisles, drive though and associated utilities in Alachua County, Florida. The existing site is served by an existing master stormwater management facility (SMF) designed under ERP No. 209338-1, which was designed and constructed to accommodate the four-lot commercial subdivision and a portion of NW 147th Drive right-of-way, which includes 15.62 acres, and a permitted impervious area of 6.34 acres.

The project proposes the development of Lot 3 within the four-lot commercial subdivision, while adding ±26,725 SF (0.61 acres) of impervious area to the master SMF's contributing area. This result in less than the 0.80 acres of impervious allowed for Lot 3 and, therefore, in compliance with the existing permit. Please refer to the enclosed construction plans as well as the calculations associated with the above-mentioned permit for further details.

We trust that you find the enclosed package complete and sufficient to receive approval and issuance of the requested permit modification. Should you have any questions or required any additional information to complete your review, please feel free to contact me at (352) -331-1976 or via email at DavidM@chw-inc.com.

Sincerely,
CHW

David Morin, P.E.
Senior Project Manager, Land Development

N:\2020\20-0017\Departments\04_Engineering\01_Regulatory Permitting\WMD\Submittals & Comments\LTR 200415 QSR Alachua- WMD Permit Modification Letter.docx

May 4, 2020

Justin Tabor, AICP
City of Alachua
Post Office Box 9
Alachua, Florida 32616-0009

RE: Quick Services Restaurant Trip Generation and Distribution

Dear Justin:

CHW has submitted plans to the City of Alachua for a proposed 1,930 SF Quick Services Restaurant (QRS) located on NW 157th Lane just west of NW 147th Drive, within the Baywood Centre subdivision in the City of Alachua, Florida. Access to this site will be by a right-in/right-out on US HWY 441 and connection to NW 147th Lane with a Private Road through the QRS site. This letter provides the trip generation and trip distribution of the proposed Quick Services Restaurant.

Justification for the US HWY 441 access will be provided in the Baywood Centre Traffic Study being prepared to FDOT. This study also provides justification for the conversion of the existing westbound merge lane, on US HWY 441 just west of NW 147th Drive, to a westbound right-turn lane. This study will include the proposed Tara Forest East residential development, a development expected to contain 551 dwelling units located just north of this site.

The trip generation of the site is estimated using the Transportation Engineer's (ITE) Trip Generation Manual, 10th Edition. The estimated trip generation is provided in the table below.

QRS Alachua Trip Generation									
Land Use	**ITE LU Code**	**Variable SF**	**Daily**	**AM Peak**			**PM Peak**		
			Total	**Total**	**In**	**Out**	**Total**	**In**	**Out**
Fast-Food Restaurant with Drive-Through Window	934	1930	909	78	40	38	63	33	30
Pass by Trips*			450	38	20	18	32	17	15
Total Trips			909	78	40	38	63	33	30
Net New Total Trips			459	40	20	20	31	16	15

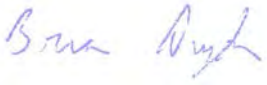
* The ITE Trip Generation Manual does not provide daily pass-by rates. The daily pass-by rates provided above, is the average of the AM peak and PM peak pass-by rates.

The project trip distribution is expected to mimic the US HWY 441 directional distribution. The US HWY 441 AM peak directional distribution and PM peak directional distribution, used to determine the trip distribution, was derived from the turning movement counts performed on September 12, 2019, provided in **Attachment A**. The table below provides the estimated trip distribution.

AM Trip Distribution				
Scenario	Inbound from the West	Inbound from the East	Outbound to the West	Outbound to the East
Observed Volumes (VPH)	1,347	713	774	1,325
Trip Distribution Percentage	65%	35%	37%	63%
Forecasted Total Project Trips (VPH)	26	14	14	24

PM Trip Distribution				
Scenario	Inbound from the West	Inbound from the East	Outbound to the West	Outbound to the East
Observed Volumes	940	1,385	1,493	869
Trip Distribution Percentage	40%	60%	63%	37%
Forecasted Total Project Trips	13	20	19	11

Sincerely,
CHW



Brian Snyder, P.E.
Project Manager

N:\2020\20-0017\Departments\04_Engineering\04_Traffic\LETTER_020504_Popeyes Trip Gen and Distribution.docx

Attachment A

Turning Movement Count at
US HWY 441 and NW 147th Drive

Peggy Malone & Associates, Inc.
(888) 247-8602

File Name : NW 147th Dr and MLK Blvd AM
Site Code :
Start Date : 9/12/2019
Page No : 1

Groups Printed- Car

	NW 147th Drive Southbound					MLK Blvd Westbound					NW 147th Drive Northbound					MLK Blvd Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
06:30 AM	3	0	5	0	8	3	84	1	0	88	10	0	7	0	17	7	199	5	0	211	324
06:45 AM	8	0	8	2	18	5	98	7	0	110	12	0	12	0	24	15	252	14	1	282	434
Total	11	0	13	2	26	8	182	8	0	198	22	0	19	0	41	22	451	19	1	493	758
07:00 AM	5	1	14	0	20	14	133	3	0	150	13	2	22	0	37	7	251	11	0	269	476
07:15 AM	7	2	11	0	20	7	142	3	0	152	15	1	27	0	43	7	296	9	0	312	527
07:30 AM	8	1	9	1	19	7	169	3	0	179	18	1	25	0	44	14	296	16	0	326	568
07:45 AM	7	1	11	1	20	12	172	9	0	193	14	2	20	0	36	19	306	24	0	349	598
Total	27	5	45	2	79	40	616	18	0	674	60	6	94	0	160	47	1149	60	0	1256	2169
08:00 AM	9	0	15	0	24	15	127	10	0	152	11	2	22	0	35	14	275	20	0	309	520
08:15 AM	14	1	16	0	31	10	144	8	0	162	5	2	16	0	23	16	212	15	0	243	459
Grand Total	61	6	89	4	160	73	1069	44	0	1186	98	10	151	0	259	99	2087	114	1	2301	3906
Apprch %	38.1	3.8	55.6	2.5		6.2	90.1	3.7	0		37.8	3.9	58.3	0		4.3	90.7	5	0		
Total %	1.6	0.2	2.3	0.1	4.1	1.9	27.4	1.1	0	30.4	2.5	0.3	3.9	0	6.6	2.5	53.4	2.9	0	58.9	

	NW 147th Drive Southbound				MLK Blvd Westbound				NW 147th Drive Northbound				MLK Blvd Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 06:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	7	**2**	11	20	7	142	3	152	15	1	**27**	43	7	296	9	312	527
07:30 AM	8	1	9	18	7	169	3	179	**18**	1	25	**44**	14	296	16	326	567
07:45 AM	7	1	11	19	12	**172**	9	**193**	14	**2**	20	36	**19**	**306**	**24**	**349**	**597**
08:00 AM	**9**	0	**15**	**24**	**15**	127	**10**	152	11	2	22	35	14	275	20	309	520
Total Volume	31	4	46	81	41	610	25	676	58	6	94	158	54	1173	69	1296	2211
% App. Total	38.3	4.9	56.8		6.1	90.2	3.7		36.7	3.8	59.5		4.2	90.5	5.3		
PHF	.861	.500	.767	.844	.683	.887	.625	.876	.806	.750	.870	.898	.711	.958	.719	.928	.926

Peggy Malone & Associates, Inc.
(888) 247-8602

File Name : NW 147th Dr and MLK Blvd AM
Site Code :
Start Date : 9/12/2019
Page No : 1

Groups Printed- Truck

	NW 147th Drive Southbound					MLK Blvd Westbound					NW 147th Drive Northbound					MLK Blvd Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
06:30 AM	0	0	0	0	0	0	6	0	0	6	0	0	1	0	1	0	11	1	0	12	19
06:45 AM	0	0	0	0	0	1	5	0	0	6	0	0	0	0	0	0	8	2	0	10	16
Total	0	0	0	0	0	1	11	0	0	12	0	0	1	0	1	0	19	3	0	22	35
07:00 AM	0	0	1	0	1	0	2	0	0	2	0	0	1	0	1	1	7	1	0	9	13
07:15 AM	0	0	0	0	0	0	8	0	0	8	0	0	1	0	1	1	8	0	0	9	18
07:30 AM	0	0	0	0	0	0	10	0	0	10	0	0	1	0	1	1	11	1	0	13	24
07:45 AM	0	0	0	0	0	0	6	1	0	7	0	0	0	0	0	1	16	0	0	17	24
Total	0	0	1	0	1	0	26	1	0	27	0	0	3	0	3	4	42	2	0	48	79
08:00 AM	0	1	1	0	2	0	12	0	0	12	0	1	1	0	2	0	12	0	0	12	28
08:15 AM	2	0	0	0	2	1	13	0	0	14	0	0	1	0	1	0	4	1	0	5	22
Grand Total	2	1	2	0	5	2	62	1	0	65	0	1	6	0	7	4	77	6	0	87	164
Apprch %	40	20	40	0		3.1	95.4	1.5	0		0	14.3	85.7	0		4.6	88.5	6.9	0		
Total %	1.2	0.6	1.2	0	3	1.2	37.8	0.6	0	39.6	0	0.6	3.7	0	4.3	2.4	47	3.7	0	53	

	NW 147th Drive Southbound				MLK Blvd Westbound				NW 147th Drive Northbound				MLK Blvd Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 06:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	0	0	0	0	10	0	10	0	0	**1**	1	**1**	11	**1**	13	24
07:45 AM	0	0	0	0	0	6	**1**	7	0	0	0	0	1	**16**	0	**17**	24
08:00 AM	0	**1**	**1**	**2**	0	12	0	12	0	**1**	1	**2**	0	12	0	12	**28**
08:15 AM	**2**	0	0	2	**1**	**13**	0	**14**	0	0	1	1	0	4	1	5	22
Total Volume	2	1	1	4	1	41	1	43	0	1	3	4	2	43	2	47	98
% App. Total	50	25	25		2.3	95.3	2.3		0	25	75		4.3	91.5	4.3		
PHF	.250	.250	.250	.500	.250	.788	.250	.768	.000	.250	.750	.500	.500	.672	.500	.691	.875

Peggy Malone & Associates, Inc.
(888) 247-8602

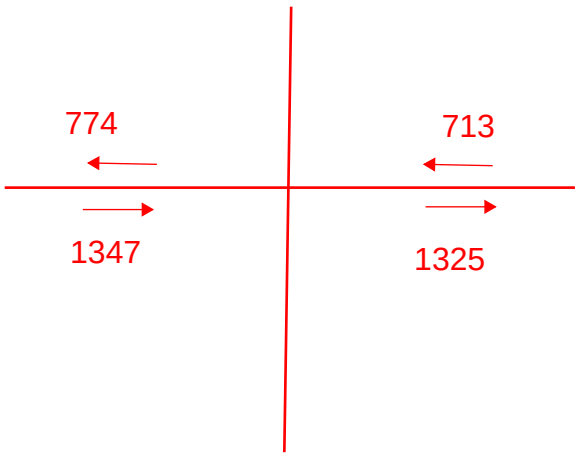
File Name : NW 147th Dr and MLK Blvd AM
Site Code :
Start Date : 9/12/2019
Page No : 1

Groups Printed- Combined

	NW 147th Drive Southbound					MLK Blvd Westbound					NW 147th Drive Northbound					MLK Blvd Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
06:30 AM	3	0	5	0	8	3	90	1	0	94	10	0	8	0	18	7	210	6	0	223	343
06:45 AM	8	0	8	2	18	6	103	7	0	116	12	0	12	0	24	15	260	16	1	292	450
Total	11	0	13	2	26	9	193	8	0	210	22	0	20	0	42	22	470	22	1	515	793
07:00 AM	5	1	15	0	21	14	135	3	0	152	13	2	23	0	38	8	258	12	0	278	489
07:15 AM	7	2	11	0	20	7	150	3	0	160	15	1	28	0	44	8	304	9	0	321	545
07:30 AM	8	1	9	1	19	7	179	3	0	189	18	1	26	0	45	15	307	17	0	339	592
07:45 AM	7	1	11	1	20	12	178	10	0	200	14	2	20	0	36	20	322	24	0	366	622
Total	27	5	46	2	80	40	642	19	0	701	60	6	97	0	163	51	1191	62	0	1304	2248
08:00 AM	9	1	16	0	26	15	139	10	0	164	11	3	23	0	37	14	287	20	0	321	548
08:15 AM	16	1	16	0	33	11	157	8	0	176	5	2	17	0	24	16	216	16	0	248	481
Grand Total	63	7	91	4	165	75	1131	45	0	1251	98	11	157	0	266	103	2164	120	1	2388	4070
Apprch %	38.2	4.2	55.2	2.4		6	90.4	3.6	0		36.8	4.1	59	0		4.3	90.6	5	0		
Total %	1.5	0.2	2.2	0.1	4.1	1.8	27.8	1.1	0	30.7	2.4	0.3	3.9	0	6.5	2.5	53.2	2.9	0	58.7	

	NW 147th Drive Southbound				MLK Blvd Westbound				NW 147th Drive Northbound				MLK Blvd Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 06:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	7	**2**	11	20	7	150	3	160	15	1	**28**	44	8	304	9	321	545
07:30 AM	8	1	9	18	7	**179**	3	189	**18**	1	26	**45**	15	307	17	339	591
07:45 AM	7	1	11	19	12	178	**10**	**200**	14	2	20	36	**20**	**322**	**24**	**366**	**621**
08:00 AM	**9**	1	**16**	**26**	**15**	139	10	164	11	**3**	23	37	14	287	20	321	548
Total Volume	31	5	47	83	41	646	26	713	58	7	97	162	57	1220	70	1347	2305
% App. Total	37.3	6	56.6		5.8	90.6	3.6		35.8	4.3	59.9		4.2	90.6	5.2		
PHF	.861	.625	.734	.798	.683	.902	.650	.891	.806	.583	.866	.900	.713	.947	.729	.920	.928

Truck Percentage: 2% 5% 2% 4%



Peggy Malone & Associates, Inc.
(888) 247-8602

File Name : NW 147th Dr and MLK Blvd PM
Site Code :
Start Date : 9/12/2019
Page No : 1

Groups Printed- Car

	NW 147th Drive Southbound					MLK Blvd Westbound					NW 147th Drive Northbound					MLK Blvd Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:15 PM	27	4	14	0	45	16	218	17	0	251	12	5	29	0	46	29	162	15	0	206	548
04:30 PM	21	2	9	0	32	21	263	23	0	307	12	2	20	0	34	28	194	20	0	242	615
04:45 PM	22	1	9	0	32	18	287	21	1	327	18	4	35	0	57	25	178	24	0	227	643
Total	70	7	32	0	109	55	768	61	1	885	42	11	84	0	137	82	534	59	0	675	1806
05:00 PM	35	1	16	0	52	16	285	25	0	326	13	6	50	0	69	24	166	11	0	201	648
05:15 PM	23	3	13	0	39	15	284	31	0	330	12	3	46	0	61	29	216	22	1	268	698
05:30 PM	24	5	7	0	36	15	325	26	0	366	15	2	48	0	65	26	183	18	1	228	695
05:45 PM	23	4	15	0	42	18	297	27	0	342	11	7	33	0	51	20	184	22	0	226	661
Total	105	13	51	0	169	64	1191	109	0	1364	51	18	177	0	246	99	749	73	2	923	2702
06:00 PM	22	0	17	0	39	18	244	15	0	277	7	5	50	0	62	23	145	21	0	189	567
Grand Total	197	20	100	0	317	137	2203	185	1	2526	100	34	311	0	445	204	1428	153	2	1787	5075
Apprch %	62.1	6.3	31.5	0		5.4	87.2	7.3	0		22.5	7.6	69.9	0		11.4	79.9	8.6	0.1		
Total %	3.9	0.4	2	0	6.2	2.7	43.4	3.6	0	49.8	2	0.7	6.1	0	8.8	4	28.1	3	0	35.2	

	NW 147th Drive Southbound				MLK Blvd Westbound				NW 147th Drive Northbound				MLK Blvd Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:15 PM to 06:00 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	**35**	1	**16**	**52**	16	285	25	326	13	6	**50**	**69**	24	166	11	201	648
05:15 PM	23	3	13	39	15	284	**31**	330	12	3	46	61	**29**	**216**	**22**	**267**	**697**
05:30 PM	24	**5**	7	36	15	**325**	26	**366**	**15**	2	48	65	26	183	18	227	694
05:45 PM	23	4	15	42	**18**	297	27	342	11	**7**	33	51	20	184	22	226	661
Total Volume	105	13	51	169	64	1191	109	1364	51	18	177	246	99	749	73	921	2700
% App. Total	62.1	7.7	30.2		4.7	87.3	8		20.7	7.3	72		10.7	81.3	7.9		
PHF	.750	.650	.797	.813	.889	.916	.879	.932	.850	.643	.885	.891	.853	.867	.830	.862	.968

Peggy Malone & Associates, Inc.
(888) 247-8602

File Name : NW 147th Dr and MLK Blvd PM
Site Code :
Start Date : 9/12/2019
Page No : 1

Groups Printed- Truck

	NW 147th Drive Southbound					MLK Blvd Westbound					NW 147th Drive Northbound					MLK Blvd Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:15 PM	0	0	2	0	2	0	16	0	0	16	1	0	1	0	2	0	8	0	0	8	28
04:30 PM	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	0	10	0	0	10	18
04:45 PM	0	0	0	0	0	0	12	0	0	12	0	0	0	0	0	0	6	0	0	6	18
Total	0	0	2	0	2	0	36	0	0	36	1	0	1	0	2	0	24	0	0	24	64
05:00 PM	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	0	5	0	0	5	13
05:15 PM	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	0	4	0	0	4	12
05:30 PM	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	5	0	0	5	9
05:45 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	4	1	0	5	6
Total	0	0	0	0	0	1	20	0	0	21	0	0	0	0	0	0	18	1	0	19	40
06:00 PM	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	5	0	0	5	10
Grand Total	0	0	2	0	2	1	61	0	0	62	1	0	1	0	2	0	47	1	0	48	114
Apprch %	0	0	100	0		1.6	98.4	0	0		50	0	50	0		0	97.9	2.1	0		
Total %	0	0	1.8	0	1.8	0.9	53.5	0	0	54.4	0.9	0	0.9	0	1.8	0	41.2	0.9	0	42.1	

	NW 147th Drive Southbound				MLK Blvd Westbound				NW 147th Drive Northbound				MLK Blvd Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:15 PM to 06:00 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	0	0	**2**	**2**	0	**16**	0	**16**	**1**	0	**1**	**2**	0	8	0	8	**28**
04:30 PM	0	0	0	0	0	8	0	8	0	0	0	0	0	**10**	0	**10**	18
04:45 PM	0	0	0	0	0	12	0	12	0	0	0	0	0	6	0	6	18
05:00 PM	0	0	0	0	0	8	0	8	0	0	0	0	0	5	0	5	13
Total Volume	0	0	2	2	0	44	0	44	1	0	1	2	0	29	0	29	77
% App. Total	0	0	100		0	100	0		50	0	50		0	100	0		
PHF	.000	.000	.250	.250	.000	.688	.000	.688	.250	.000	.250	.250	.000	.725	.000	.725	.688

Peggy Malone & Associates, Inc.
(888) 247-8602

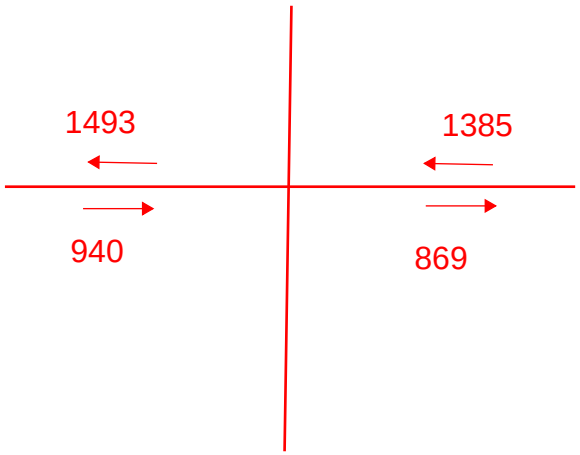
File Name : NW 147th Dr and MLK Blvd PM
Site Code :
Start Date : 9/12/2019
Page No : 1

Groups Printed- Combined

	NW 147th Drive Southbound					MLK Blvd Westbound					NW 147th Drive Northbound					MLK Blvd Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:15 PM	27	4	16	0	47	16	234	17	0	267	13	5	30	0	48	29	170	15	0	214	576
04:30 PM	21	2	9	0	32	21	271	23	0	315	12	2	20	0	34	28	204	20	0	252	633
04:45 PM	22	1	9	0	32	18	299	21	1	339	18	4	35	0	57	25	184	24	0	233	661
Total	70	7	34	0	111	55	804	61	1	921	43	11	85	0	139	82	558	59	0	699	1870
05:00 PM	35	1	16	0	52	16	293	25	0	334	13	6	50	0	69	24	171	11	0	206	661
05:15 PM	23	3	13	0	39	15	292	31	0	338	12	3	46	0	61	29	220	22	1	272	710
05:30 PM	24	5	7	0	36	15	329	26	0	370	15	2	48	0	65	26	188	18	1	233	704
05:45 PM	23	4	15	0	42	19	297	27	0	343	11	7	33	0	51	20	188	23	0	231	667
Total	105	13	51	0	169	65	1211	109	0	1385	51	18	177	0	246	99	767	74	2	942	2742
06:00 PM	22	0	17	0	39	18	249	15	0	282	7	5	50	0	62	23	150	21	0	194	577
Grand Total	197	20	102	0	319	138	2264	185	1	2588	101	34	312	0	447	204	1475	154	2	1835	5189
Apprch %	61.8	6.3	32	0		5.3	87.5	7.1	0		22.6	7.6	69.8	0		11.1	80.4	8.4	0.1		
Total %	3.8	0.4	2	0	6.1	2.7	43.6	3.6	0	49.9	1.9	0.7	6	0	8.6	3.9	28.4	3	0	35.4	

	NW 147th Drive Southbound				MLK Blvd Westbound				NW 147th Drive Northbound				MLK Blvd Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:15 PM to 06:00 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	**35**	1	**16**	**52**	16	293	25	334	13	6	**50**	**69**	24	171	11	206	661
05:15 PM	23	3	13	39	15	292	**31**	338	12	3	46	61	**29**	**220**	22	**271**	**709**
05:30 PM	24	**5**	7	36	15	**329**	26	**370**	**15**	2	48	65	26	188	18	232	703
05:45 PM	23	4	15	42	**19**	297	27	343	11	**7**	33	51	20	188	**23**	231	667
Total Volume	105	13	51	169	65	1211	109	1385	51	18	177	246	99	767	74	940	2740
% App. Total	62.1	7.7	30.2		4.7	87.4	7.9		20.7	7.3	72		10.5	81.6	7.9		
PHF	.750	.650	.797	.813	.855	.920	.879	.936	.850	.643	.885	.891	.853	.872	.804	.867	.966

Truck Percentage: 0% 2% 0% 2%



From: Doyle, Adam <Adam.Doyle@dot.state.fl.us>
Sent: Thursday, May 22, 2014 10:52 AM
To: Roger Strcula
Cc: Scanlan, Steven; Evans, Melanie; Mattson, Travis; Tyler, David
Subject: RE: Baywood Centre Alachua (Section 26020000 MP 18.563)
Attachments: Baywood Centre Site Plan Lots 2 and 3.pdf; D2 Driveway App Guidelines (District).pdf

Roger,

After reviewing the concept plan attached, we have no issues with the proposed right-in/right-out driveway location. I have attached some Driveway Connection Permit Application guidelines that will help you in submitting. Please look this over and let me know if you have any questions. The category of permit will be determined by the gross daily trips the site is expected to generate (see table in pdf). The pdf also lists some common details we need to see in the plans.

Here are a few general observations regarding the driveway:

1. The culvert pipe may need to be replaced or extended to provide adequate shoulder slope and clearance (see Index 515).
2. Can the driveway be moved a little more west to be further away from the existing utility pole? Be sure to show the pole on the plans for the next submission. This would also move it further away from the acceleration lane coming from the traffic signal.

Let me know if you have any questions, or if you would like to set up a meeting to go over a revised set of plans.

Adam E. Doyle, P.E.
FDOT Gainesville Operations
5301 NE 39th Avenue
Gainesville FL, 32609
adam.doyle@dot.state.fl.us
(352) 381-4308

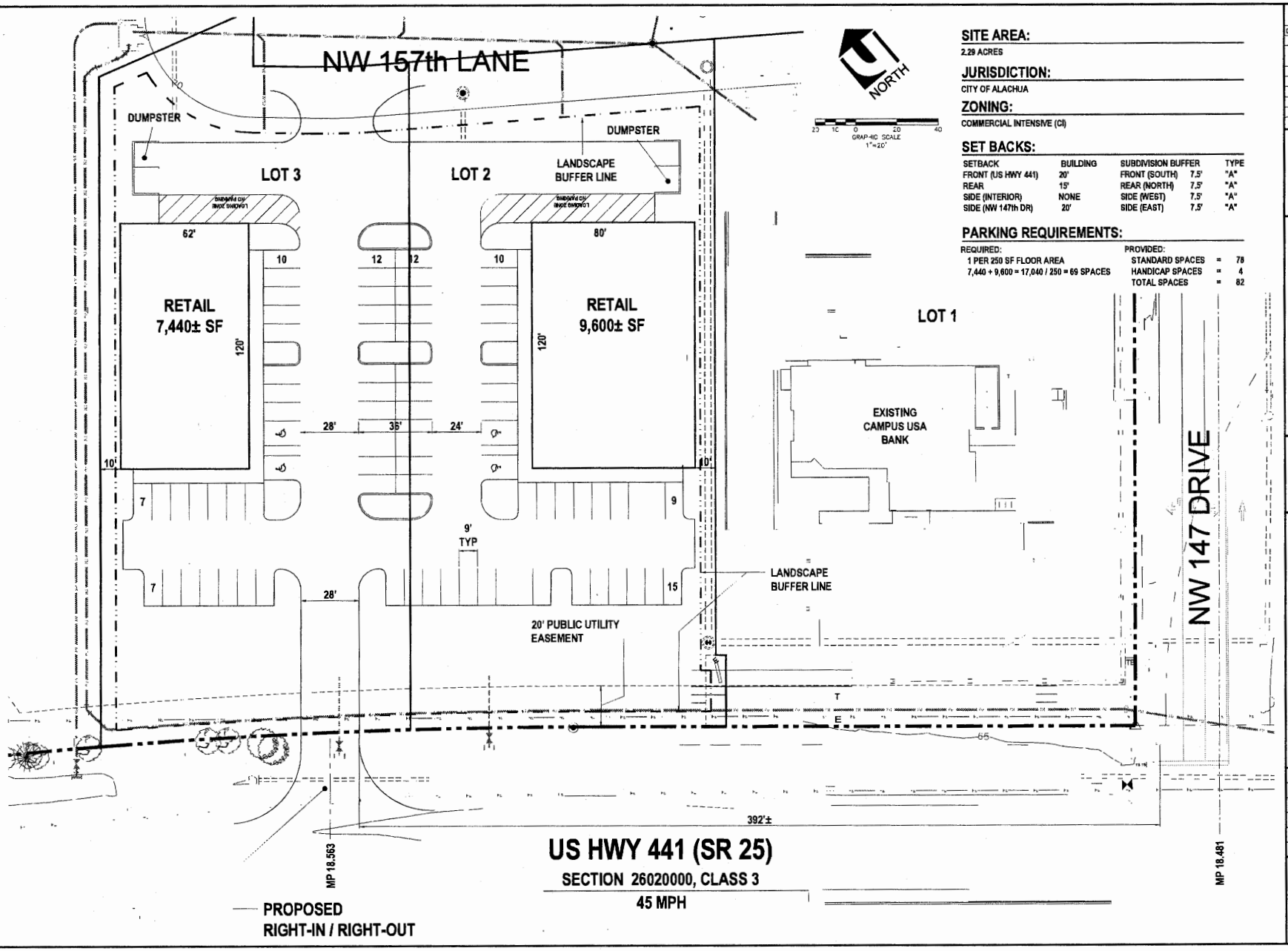
FDOT

From: Roger Strcula [mailto:rwstrcula@uphaminc.com]
Sent: Wednesday, April 02, 2014 3:09 PM
To: Doyle, Adam
Subject: Baywood Centre Alachua (Section 26020000 MP 18.563)

Adam:

Thank you for taking the time to meet with me on Monday March 31 to discuss the request for a RIRO driveway at the two frontage outparcels in front of Lowe's in Alachua.

Attached is a site plan to illustrate the proposed location of the driveway relative to the existing signalized intersection of US 441 and NW 147 th Dr. I met with City staff on March 31 to discuss the driveway for the proposed development prior to proceeding forward. The City has requested that FDOT review the site plan for its acceptance of the driveway. Subject to a driveway connection permit, it is requested if you can provide a letter that FDOT has no objection.



SITE AREA:
2.29 ACRES

JURISDICTION:
CITY OF ALACHUA

ZONING:
COMMERCIAL INTENSIVE (CI)

SET BACKS:

SETBACK	BUILDING	SUBDIVISION BUFFER	TYPE
FRONT (US HWY 441)	20'	FRONT (SOUTH)	7.5' "A"
REAR	15'	REAR (NORTH)	7.5' "A"
SIDE (INTERIOR)	NONE	SIDE (WEST)	7.5' "A"
SIDE (NW 147th DR)	20'	SIDE (EAST)	7.5' "A"

PARKING REQUIREMENTS:

REQUIRED:
1 PER 250 SF FLOOR AREA
7,440 + 9,600 = 17,040 / 250 = 69 SPACES

PROVIDED:
STANDARD SPACES = 78
HANDICAP SPACES = 4
TOTAL SPACES = 82

REVISIONS

DATE	DESCRIPTION

UPHAM
CIVIL ENGINEERING • SURVEYING • LANDSCAPE ARCHITECTURE
265 Kenilworth Avenue • Ormond Beach • Florida 32174
Voice: 386.672.0915 • Fax: 386.673.6554 • uphaminc.com
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PRELIMINARY SITE PLAN
LOTS 2 AND 3
BAYWOOD CENTRE
LOCAL RETAIL SHOPS
ALACHUA, FLORIDA

PROJECT No:	140402
DATE:	APRIL 2, 2014
DESIGN BY:	RWS
DRAWN BY:	HMT
CHECKED BY:	RWS
SCALE:	
DRAWING NUMBER:	1

Mailed Memorandum

MEMORANDUM

Virtual Neighborhood Meeting

20-0017

To: The Neighbors of Tax Parcel 03067-601-003

From: Gerry Dedenbach, AICP, Vice President

Date: April 15, 2020

RE: Virtual Neighborhood Meeting Public Notice

A virtual Neighborhood Meeting will be held via video conference to discuss a site plan and a replat to the existing Baywood Centre Plat on ±1.2 acres (Alachua County Tax Parcel 03067-601-003) to design, engineer, and permit a Restaurant, as well as a private road between US 441 and NW 157th Lane. The site is located between US 441 and 157th Lane, west of NW 147th Drive in the City of Alachua, FL.

Date: April 29, 2020

Time: 6:00 p.m.

Link: bit.ly/CHW-Live

Contact: Gerry Dedenbach, AICP
11801 Research Drive
Alachua, FL 32615
(352) 331-1976
Live@CHW-inc.com

This is not a public hearing. The purpose of the meeting is to inform the public about the nature of the proposal and seek their comments.

Directions to Attend Meeting: Using your web browser, type the web address link above into the address bar and press "Enter" on your keyboard. For best performance, Google Chrome, Mozilla Firefox, Safari, or Microsoft Edge are recommended.

If you are unable to access the internet, please contact CHW using the information above and we will provide printed materials after the virtual meeting is held. Comments may also be submitted in writing to the address above or by phone at the phone number above. Printed copies of all materials discussed at the meeting will be made available upon request.

t: (904) 619-6521 | 8465 Merchants Way, Suite 102, Jacksonville, FL 32222
t: (352) 331-1976 | 11801 Research Drive, Alachua, FL 32615
t: (352) 414-4621 | 101 NE 1st Avenue, Ocala, FL 34470
www.chw-inc.com

CHW Virtual Neighborhood Meetings during COVID-19

In an effort to coordinate with local governments and help prevent the spread of COVID-19, CHW Professional Consultants Neighborhood Meetings will be conducted virtually on CHW Live Facebook page, during the time period that the Governor's Executive Order Number 20-69 (Online local government meetings) remains in effect.

To participate in this virtual meeting, which will begin **at 6 p.m. on April 29, 2020**, you have the following options:

Provide public comment prior and during the meeting:
You may provide written comments by emailing CHW at live@chw-inc.com by 5:00 p.m. of the day prior to the meeting, or by regular mail at 11801 Research Drive, Alachua, FL 32615. All written comments received by the deadline will be distributed to the appropriate staff prior to the start of the meeting. During the meeting, interested persons can also email live@chw-inc.com to submit public comments to be read during the public comment portion of the meeting.

Participate online via computer or mobile device

1. Access the CHW Live Facebook Feed via bit.ly/CHW-Live
2. Once the meeting has started, a Live video will appear on the list of videos. Navigate and open the video to view in full screen.

Access to Information after the scheduled meeting:
Those who are unable to attend this Facebook Live meeting on its specified time and date may go www.facebook.com/chwcommunities/ to view a recording. Request for copies of materials discussed may be obtained:

1. via email: live@chw-inc.com
2. via telephone: (352) 331-1976
3. via post: 11801 Research Dr., Gainesville, FL 32615

Mailing Labels

03067-601-002
ALACHUA DEVELOPMENT CO LLC
16469 BRIDLEWOOD CIR
DELRAY BEACH,33445

03067-601-000
ALACHUA DEVELOPMENT CO LLC
16469 BRIDLEWOOD CIR
DELRAY BEACH,33445

03067-001-000
TARA FOREST LLC
7717 NW 20TH LN
GAINESVILLE,32605

03067-001-005
CITY OF ALACHUA
PO BOX 9
ALACHUA,32616

03067-601-001
CAMPUS USA CREDIT UNION
14007 NW 1ST RD
NEWBERRY,32669

03067-601-003
ALACHUA DEVELOPMENT CO LLC
16469 BRIDLEWOOD CIR
DELRAY BEACH,33445

03868-000-000
KOROSIC CHRISTOPHER ALLAN
15710 NW US HIGHWAY 441
ALACHUA,32615

03868-001-001
KOROSIC CHRISTOPHER ALLAN
15710 NW US HIGHWAY 441
ALACHUA,32615

03067-601-004
ALACHUA DEVELOPMENT CO LLC
16469 BRIDLEWOOD CIR
DELRAY BEACH,33445

03067-006-010
LOWES HOME CENTERS INC
1000 LOWES BOULEVARD TAX DEPT
MOORESVILLE,28117

03869-011-000
YOUNG ESTATES LLC
14414 NW 60TH AVE
ALACHUA,32615

Antoinette Endelicato
5562 NW 93rd Avenue
Gainesville FL 32653

President
TCMOA
1000 Turkey Creek
Alachua FL 32615

Tamara Robbins
PO Box 2317
Alachua FL 32616

Dan Rhine
288 Turkey Creek
Alachua FL 32615

Linda Dixon, AICP
Assistant Director Planning
PO Box 115050
Gainesville FL 32611

Michele L. Lieberman
County Manager
12 SE 1st Street
Gainesville FL 32601

Tom Gorman
9210 NW 59th Street
Alachua FL 32653

Craig Parenteau
FL Deptarment of Environmental Protecti
4801 Camp Ranch Road
Gainesville FL 32641

Bonnie Flynn
16801 NW 166th Drive
Alachua FL 32615

Richard Gorman
5716 NW 93rd Avenue
Alachua FL 32653

Jeannette Hinsdale
P.O. Box 1156
Alachua FL 32616

Hugh & Jean Calderwood
P.O. Box 2307
Alachua FL 32616

Peggy Arnold
410 Turkey Creek
Alachua FL 32615

Lynn Coullias
7406 NW 126th Ave
Alachua FL 32615

David Forest
23 Turkey Creek
Alachua FL 32615

Lynda Coon
7216 NW 126 Avenue
Alachua FL 32615

Newspaper Advertisement

FSU fraternity death dispute goes to state Supreme Court

The News Service of Florida

A former Florida State University fraternity president and two other men have gone to the state Supreme Court in a dispute about whether they should face felony hazing charges in the 2017 death of a pledge who drank heavily at an off-campus party.

Former Pi Kappa Phi Fraternity chapter President Anthony Petagine and fraternity members Luke Kluttz and Anthony Oppenheimer last week filed notices of taking their cases to the Supreme Court, according to documents posted Tuesday on the court website.

The moves came after a divided panel of the 1st District Court of Appeal in January ruled that the men could face felony charges in the death of Andrew Coffey, 20, a pledge from Broward County who died in November 2017.

The dispute has centered on whether prosecutors showed an adequate basis to pursue felony charges against Petagine, Kluttz and Oppenheimer. The panel of the Tallahassee-based appeals court overturned a ruling by a Leon County circuit judge that dismissed the felony charges.

The appeals court gave a full explanation of its reasoning in the case of Petagine, while reaching the same conclusions in the Kluttz and Oppenheimer cases. Petagine did not attend the party that resulted in Coffey's death but had taken part in a meeting before the party in which the danger of pledges becoming intoxicated was discussed, the 2-1 majority opinion said.

Also, he had allowed liquor to be served at the party. As is common, the notices filed last week do not detail arguments that attorneys for the men will make at the Supreme Court.

COUNTY

From Page A3

about 1,100 total ICU beds and North Florida Regional Medical Center has about 600.

Myers said the department's main concerns right now relate to health care workers who are testing positive but not presenting symptoms, and keeping at-risk elderly populations safe.

Chairman Robert Hutchinson asked Myers whether the county should amend its current emergency order and require the use of face masks in public rather than merely encouraging their use. Myers said masks other than N95 masks have not been proven to prevent the spread of the virus any more than social distancing.

"I don't want that to give people a false sense of security in terms of keeping their distance away from others," he said. "We certainly don't want them to be adjusting this mask out in public and touching their face."

Looking forward to November's elections, the commission also voted to move forward with two draft ordinances that may become county charter amendment proposals on the ballot.

The first ordinance would establish a rural area for comprehensive planning in the county, while the second addresses conflict between municipalities and the county for the protection of natural resources.

If approved by voters, the county would be able to specify protection standards that would be applicable countywide, similar to the countywide wetlands ordinance.

The commission also discussed a proposal for funding upgrades to the radio management system that first responders use.

Alachua County Fire Rescue Chief Harold Theus said upgrades to the current system are necessary for better, more reliable coverage. He said building four additional radio towers, for a total of 10 in the county, will enhance radio communications, which tend to have trouble during significant storms and in some rural areas.

While the current system costs the county about $640,000 annually, the needed upgrades are expected to triple the cost burden to $1.94 million.

Commissioners voted to keep discussing the upgrades. One potential solution to pay for it, which the county is still considering, is instituting a one year, half-cent surtax to pay for it.

COVID-19

From Page A3

Seven additional cases were confirmed Tuesday morning, bringing the county's total to 75 – 65 of them connected to long-term care facilities.

Gov. Ron DeSantis announced Monday that the state will begin a push to test nursing home residents and staff members for the novel coronavirus. He said the state would send 10 four-member teams to areas that have been hardest hit with infections, including Miami-Dade, Broward and Palm Beach counties.

State health officials reported some 47 new deaths around the state Tuesday, in Broward, Dade, Duval, Escambia, Hillsborough, Lee, Manatee, Orange, Palm Beach, Sarasota and St. Lucie counties.

Some 25 people have been hospitalized in Alachua County, though those numbers may include people who've been released by hospitals.

With all of these numbers, the state's count does not distinguish between current cases and instances where patients have recovered from COVID-19.

State health officials continue to urge Floridians to take the COVID-19 Community Action Survey at www.StrongerThanC19.com.

State officials said Tuesday afternoon that a 30-day visitation ban for nursing homes set to expire soon would be extended. It was first announced March 14.

And the state has spent about $500 million on equipment and supplies in support of the effort to battle the contagious virus, officials said.

— *The News Service of Florida contributed to this report.*

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352-372-4222 gainesville.com

PUBLIC NOTICE

A virtual Neighborhood Workshop will be held via video conference to discuss a site plan and a replat to the existing Baywood Centre Plat on ±1.2 acres (Alachua County Tax Parcel 03067-601-003) to design, engineer, and permit a Restaurant, as well as a private road between US 441 and NW 157th Lane. The site is located between US 441 and 157th Lane, west of NW 147th Drive in the Alachua, FL.

This is not a public hearing. The purpose of this workshop is to inform the public about the nature of the proposal and seek their comments.

Time: 6:00 p.m. on April 29, 2020

Link: bit.ly/CHW-Live

Instructions: Type the link into the address bar of your web browser. If unable to access internet, please contact CHW for printed materials or comments may also be submitted in writing to the address below or by phone.

Contact: Gerry Dedenbach, AICP
Address: 11801 Research Drive
Alachua, FL 32615
Phone Number: (352) 331-1976
Email: Live@CHW-inc.com

CHW

The Gainesville Sun

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As a result of the majority of our team working from home, we have limited staffing available in our office locations. We apologize in advance for any inconvenience this may cause; however if you need to contact us, please use the below contact information via phone or email.

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Please allow up to 24 hours for a response. Thank you for your understanding.

PUBLIC NOTICE

A virtual Neighborhood Workshop will be held via video conference to discuss a site plan and a replat to the existing Baywood Centre Plat (Alachua County Tax Parcels 03067-601-002 & 003) to design, engineer, and permit a restaurant, as well as a private road between US 441 and NW 157th Lane. The site is located between US 441 and 157th Lane, west of NW 147th Drive in Alachua, FL.

This is not a public hearing. The purpose of this workshop is to inform the public about the nature of the proposal and seek their comments.
Time: 6:00 p.m. on April 29, 2020
Link: bit.ly/CHW-Live

Instructions: Type the link into the address bar of your web browser. If unable to access internet, please contact CHW for printed materials or comments may also be submitted in writing to the address below or by phone.

Contact: Gerry Dedenbach, AICP
Address: 11801 Research Drive
Alachua, FL 32615
Phone Number: (352) 331-1976
Email: Live@CHW-inc.com

CHW
Professional Consultants

Posted Notice

Notice of Digital Neighborhood Meeting

Site plan application and replat for Quick Service Restaurant in Commercial Intensive zoning district
Time: 6:00 p.m.
Date: April 29, 2020
Link: bit.ly/CHW-Live
Contact: CHW (352) 331-1976, live@chw-inc.com

Address: 11801 Research Drive, Alachua, Florida, 32615

Workshop Presentation

Quick Service Restaurant

Site Plan Application and Replat

Professional Consultants

City of Alachua
Neighborhood Meeting
April 29, 2020

1

Professional Consultants

Alachua QSR
Online Meeting
April 29th, 2020

2

The purpose of the neighborhood meeting:

The City of Alachua requires Site Plan applicants to host a neighborhood meeting;

The purpose is to inform neighbors of the proposed development's nature and to get feedback early in the development process; and

This meeting provides the applicant with an opportunity to mitigate concerns prior to the application's submission.

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MEMORANDUM

CHW

To: The Neighbors of Tax Parcel 03067-001-000

From: Gerry Dedenbach, AICP, Vice President

Date: April 15, 2020

RE: Virtual Neighborhood Meeting Public Notice

A virtual Neighborhood Meeting will be held via video conference to discuss a site plan and a replat to the existing Baywood Centre Plat on ±1.2 acres (Alachua County Tax Parcel 03067-601-003) to design, engineer, and permit a Restaurant, as well as a private road between US 441 and NW 157th Lane. The site is located between US 441 and 157th Lane, west of NW 147th Drive in the City of Alachua, FL.

Date: April 29, 2020

Time: 6:00 p.m.

Link: bit.ly/CHW-Live

Contact: Gerry Dedenbach, AICP
11801 Research Drive
Alachua, FL 32615
(352) 331-1976
Live@CHW-INC.com

This is not a public hearing. The purpose of the meeting is to inform the public about the nature of the proposal and seek their comments.

Directions to Attend Meeting: Using your web browser, type the web address link above into the address bar and press "Enter" on your keyboard. For best performance, Google Chrome, Mozilla Firefox, Safari, or Microsoft Edge are recommended.

If you are unable to access the internet, please contact CHW using the information above and we will provide printed materials after the virtual meeting is held. Comments may also be submitted in writing to the address above or by phone at the phone number above. Printed copies of all materials discussed at the meeting will be made available upon request.

FSU fraternity death dispute goes to state Supreme Court

COUNTY

COVID-19

FIND A CAR

The Gainesville Sun CLASSIFIEDS

CHW

The Gainesville Sun

PUBLIC NOTICE

A virtual Neighborhood Workshop will be held via video conference to discuss a site plan and a replat to the existing Baywood Centre Plat (Alachua County Tax Parcels 03067-601-002 & 003) to design, engineer, and permit a restaurant, as well as a private road between US 441 and NW 157th Lane. The site is located between US 441 and 157th Lane, west of NW 147th Drive in Alachua, FL.

This is not a public hearing. The purpose of this workshop is to inform the public about the nature of the proposal and seek their comments.
Time: 6:00 p.m. on April 29, 2020
Link: bit.ly/CHW-Live

Instructions: Type the link into the address bar of your web browser. If unable to access internet, please contact CHW for printed materials or comments may also be submitted in writing to the address below or by phone.

Contact: Gerry Dedenbach, AICP
Address: 11801 Research Drive
Alachua, FL 32615
Phone Number: (352) 331-1976
Email: Live@CHW-inc.com

CHW

4

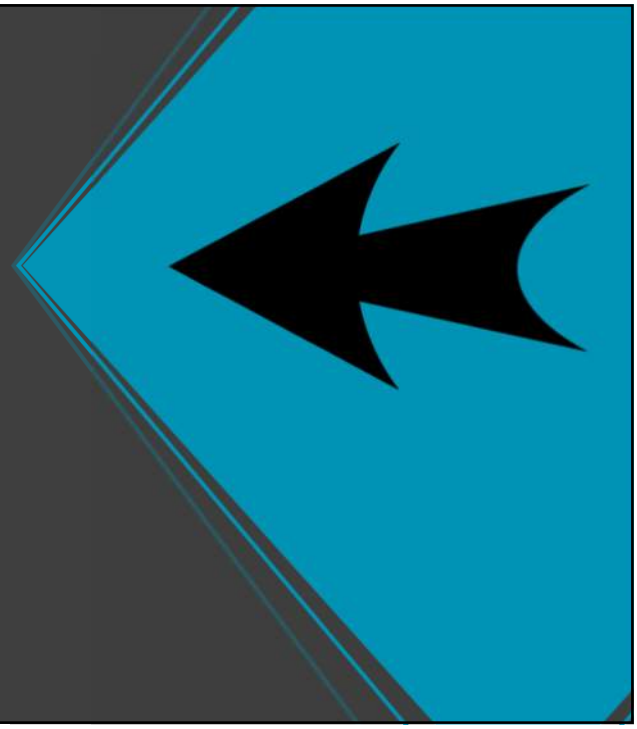
REQUESTS:

1. Site Plan application; and
2. Replat of the existing Baywood Centre Plat

5

INTENT:

Develop the site with a Quick Service Restaurant (QSR) and a private road connecting US 441 and NW 157th Lane consistent with City of Alachua Land Development Regulations.



6

SITE PLAN AND REPLAT
TIMELINE

April 29, 2020 — Neighborhood Meeting
Required for Site Plan applications

April 30, 2020 — Submit
Site Plan Application and Replat Application

May-August 2020 — Staff Review

August 11, 2020 (tentative) — Planning and Zoning Board
Public Hearing for Site Plan Approval, Replat Review and Recommendation

August 24, 2020 (tentative) — City Commission
Public Hearing for Replat Approval

20-0017: Alachua QSR

CHW

7

CHW

8

Aerial Map

9

Street Frontages

10

Future Land Use Map

FLU: Commercial

11

Zoning Map

Zoning: Commercial Intensive (CI)

By right, permits restaurants with drive-through or drive-in service

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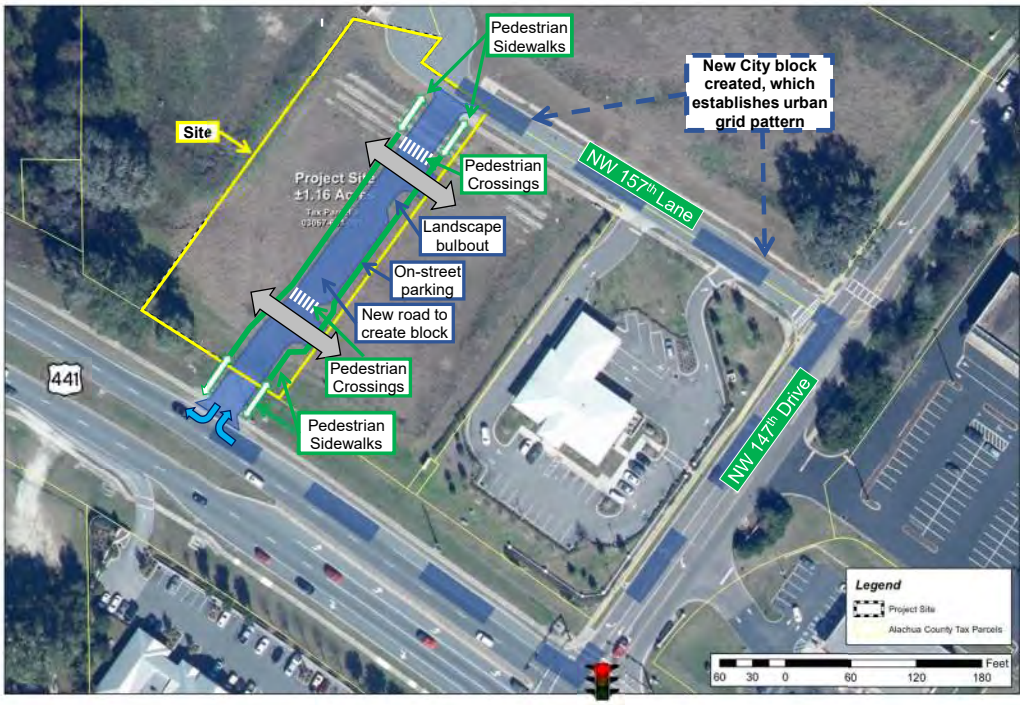
Infrastructure Plan

A new roadway will connect US-441 and NW 157th Lane with on-street parking, full sidewalks, and trees creating a City block

New businesses access roadway, not directly onto US 441, thereby promoting access management

The block provides interconnected multimodal access for residents and employees, without accessing US 441, preserving level of service at signal

CHW



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Concept Site Plan

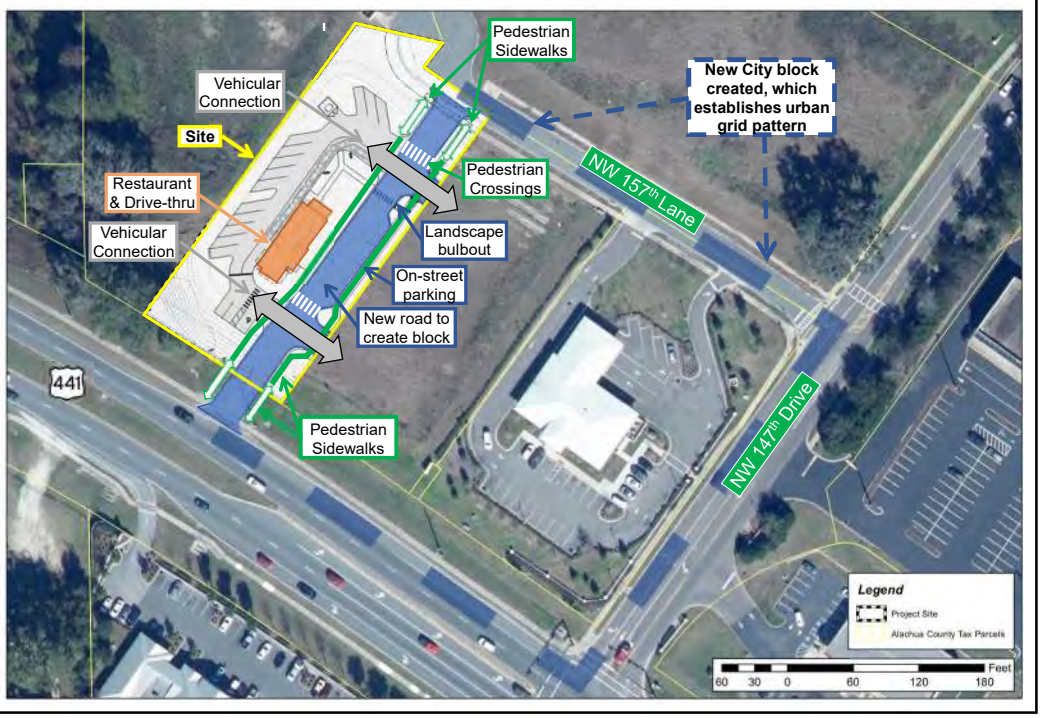
A new business will be built, accessing the new roadway

The building will be pulled towards the Highway, aligned with other buildings, with the majority of the parking on side

Employee parking will be at rear of building near service access and enclosed trash collection.

Plan prepares center parcel for shared access, sidewalks, and other amenities

CHW



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Contact Information

Address: 11801 Research Drive
Alachua, FL, 32615
Phone: (352) 331-1976
Email: Live@chw-inc.com

CHW
Professional Consultants

15

Environmental Map

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16

Project Site
±1.16 Acres
NW 16th Lane
NW 44th Drive
441
Legend
Project Site
Alachua County Tax Parcels
Feet
60 30 0 60 120 180

17

Sign-in Sheet

SIGN-IN SHEET

Alachua QSR

20-0017

Event: Virtual Neighborhood Meeting

Date/Time: April 29, 2020 @ 6:00 PM

Place: bit.ly/CHW-Live

Re: Alachua QSR – Site Plan and Replat of Baywood Centre Plat

	Attendee Name
1	Laura Dedenbach
2	Jeannette Hinsdale
3	Ross Claiborne – Client
4	Gavin Johnson – Client
5	Melanie Bagley – Client
6	Marv Smollar – Client
7	Noble Craig – Client
8	Chris Korosic – Arrived late, requested emailed presentation
9	
10	
11	
12	
13	

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Workshop Minutes

NEIGHBORHOOD MEETING MINUTES

Alachua QSR

20-0017

Event:	Virtual Neighborhood Meeting
Date/Time:	April 29, 2020 @ 6:00 PM
Place:	bit.ly/CHW-Live
Re:	Alachua QSR – Site Plan and Replat of Baywood Centre Plat

CHW (Agent) Attendees:	Ines Acosta; Craig Brashier, AICP; Gerry Dedenbach, AICP; David Morin, PE; Ryan Thompson, AICP; Seth Wood
Applicant Attendees:	5
Public Attendees:	3

CHW hosted the required Neighborhood Meeting and presented the meeting's purpose, review process, the applications' request and intent, maps illustrating the site's regulatory and physical characteristics, and a conceptual layout illustrating City design and development standards. Below are questions and comments from the public attendees and applicant/agent responses, which are consolidated and categorized for ease of readability.

Question: Do you know what restaurant will fill this space?
Response: We do not discuss tenants until all plans are finalized. The prospective tenant is not currently in the City of Alachua.

Question: Will the restaurant have sit-in dining as well as drive-through facilities?
Response: The restaurant will have sit-in dining, but most service is expected to be done via the drive-through facilities.

Comment: Please explain connectivity as it relates to the site.
Response: We are proposing a roadway to connect US 441 to NW 157th Lane, which will establish a new city block. The proposed roadway allows access to the project site, as well as the undeveloped adjacent site to the east. Pedestrian access will also be made possible with crosswalks across the new road.

Question: Will the restaurant have bicycle parking?
Response: Yes, the restaurant will have bicycle parking.

Question: Will the restaurant have a liquor license?
Response: No, the restaurant will not have a liquor license.

Question: What mealtimes will the restaurant focus on?
Response: The restaurant will serve lunch and dinner.

Question: What will be the square footage of this facility?
Response: Approximately 1,930 square feet.

Question: What stormwater management facilities will be put in place?
Response: There is a master stormwater management facility within Baywood Centre that the site will utilize.

Comment: There is no question that this project is feasible, as the site appears staged and ready to be developed.
Response: Agree.

The meeting was adjourned at 6:30 p.m.

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To:	Kathy Winburn, AICP, City of Alachua Planning & Community Dev. Director
From:	Ryan Thompson, AICP, Planning Project Manager
Date:	April 30, 2020
RE:	Quick Service Restaurant, Alachua – Comprehensive Plan Analysis

This application is for a ±1.15-acre site, Alachua County Tax Parcel 03067-601-003. The parcel is located on the north side of U.S. Highway 441, west of NW 147th Drive. The site's Future Land Use (FLU) category is Commercial and the Zoning District classification is Commercial Intensive (CI). The proposed use is a 1,930 square foot (sq. ft.) restaurant with an associated drive-through.

The following identifies specific City of Alachua Comprehensive Plan Goals, Objectives, and Policies and explains how this application is consistent with each. Comprehensive Plan text is provided in normal font while consistency statements are provided in **bold**.

Future Land Use Element

Objective 1.3: Commercial

The City of Alachua shall establish three commercial districts: Community Commercial, Commercial and Central Business District. These districts shall provide a broad range of retail sales and services, as well as office uses, in order to provide for the availability of goods and services, both to the citizens of Alachua and to the citizens of the North Central Florida region.

Policy 1.3.b: Commercial: The Commercial land use category is established to provide for general commercial uses, as well as more intense commercial and highway commercial uses. This is the land use category in which large-scale, regional commercial uses may locate. The following uses are allowed within the Commercial land use category:

1. Retail sales and services;
2. Personal services;
3. Financial Institutions;
4. Outdoor recreation and entertainment;
5. Tourist-related uses;
6. Hotels, motels;
7. Commercial shopping centers;
8. Auto-oriented uses;
9. Traditional Mixed-use Neighborhood Planned Developments;
10. Employment Center Planned Developments;
11. Commercial recreation centers;
12. Office/business parks;
13. Limited industrial services;
14. Eating Establishments

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The Commercial FLU designation allows the proposed use within the category. This application is for development of a restaurant with associated drive-through. Development shall be consistent with standards set forth by the Commercial FLU category and CI Zoning district.

Policy 1.3.d: Design and performance standards: The following criteria shall apply when evaluating commercial development proposals:

1. Integration of vehicular and non-vehicular access into the site and access management features of site in terms of driveway cuts and cross access between adjacent sites, including use of frontage roads and/or shared access;

The application proposes full-directional access to a new proposed road connecting US 441 and NW 157th Lane. The proposed roadway promotes improved access management, versus traditional highway driveways. The completed city block provides access to parcels on both sides, allowing all users to access businesses from multiple directions via a gridded city block and through multiple transportations modes, as opposed to traditional highway driveways.

2. Buffering from adjacent existing/potential uses;

The project site is bound by NW 157th Lane to the north, a vacant commercial parcel to the east, US 441 to the south, and a vacant commercial parcel to the west. While all surrounding uses are or will be similar small-scale buildings, a Type 'C' buffer is proposed along the east and west property lines. A parking lot buffer is located along the north and south.

3. Open space provisions and balance of proportion between gross floor area and site size;

The proposed development will have ±57.4% of pervious/landscaped area, including 42.6% open space. This exceeds the required 10% open space minimum over five-fold (Land Development Regulations (LDR) Table 6.7-1.) The ±1.15-acre site has a ±1,930 sq. ft. proposed building area.

4. Adequacy of pervious surface area in terms of drainage requirements;

The proposed development drains to an existing permitted master Stormwater Management Facility (SMF) adjacent to the parcel.

5. Placement of signage;

All proposed internal signage will adhere to the policies stated in Section 6.5 of Article 6 of the City of Alachua LDR.

6. Adequacy of site lighting and potential impacts of lighting upon the surrounding area. Lighting should be designed to minimize impacts and preserve the ambiance and quality of the nighttime sky by reducing light trespass and light pollution on adjacent properties by utilizing lighting at an appropriate intensity, direction and times to ensure light is not overused or impacting areas where it is not intended;

Proposed lighting will be designed and will adhere to the policies stated in Section 6.4 of Article 6 of the City of Alachua LDR.

7. Safety of on-site circulation patterns (patron, employee and delivery vehicles), including parking layout and drive aisles, and points of conflict;

The site's internal vehicular circulation is accessed from the two (2) proposed access points to a proposed roadway connecting US 441 and NW 157th Lane. A drive aisle wraps around the proposed building's north and west side, where it is least visible from adjacent roadways. A 5' sidewalk exists along US 441 and NW 157th Lane, at the site. The proposed roadway will have 5' sidewalks along both sides ultimately, connecting to existing sidewalks on US 441 and NW 157th Lane. A 5' sidewalk will wrap the building, connecting to adjacent sidewalks via crosswalks to provide safe access from vehicles and bicycle parking areas, from street to the building.

8. Landscaping, as it relates to the requirements of the Comprehensive Plan and Land Development Regulations;

Per Future Land Use Element (FLUE), Policy 2.4.a states that the minimum landscaped area shall be 30% of the site. The proposed development will have ±57.4% of pervious/landscaped area, including 42.6% open space. This exceeds the required 10% open space minimum over five-fold (Land Development Regulations (LDR) Table 6.7-1.).

9. Unique features and resources which may constrain site development, such as soils, existing vegetation and historic significance; and

The project site consists of one (1) soil type: Gainesville Sand, 0 to 5 percent slopes (hydro group: A). There are no concerns with these soils for the type of proposed development. There is no significant vegetation existing onsite and the site is not within a historic district or have identified historic structures.

10. Performance based zoning requirements, which may serve as a substitute for or accompany land development regulations in attaining acceptable site design.

The site currently retains Commercial FLU and CI Zoning District designations. The proposed development is consistent with City of Alachua Comprehensive Plan and LDR requirements.

11. Commercial uses shall be limited to an intensity of less than or equal to .50 floor area ratio for parcels 10 acres or greater, .50 floor area ratio for parcels less than 10 acres but 5 acres or greater, a .75 floor area ratio for parcels less than 5 acres but greater than 1 acre, and 1.0 floor area ratio to parcels 1 acre or less.

The ±1.15-acre project site has a proposed building area of 1,930 sq. ft., which has a Floor Area Ratio (FAR) of ±0.04. The proposed development onsite will not exceed the permitted FAR.

Transportation Element

Objective 1.1: Level of Service

The City shall establish a safe, convenient and efficient level of service standard for all motorized and non-motorized transportation systems.

The project site is located along the north of US 441. The proposed development will not cause US 441 to fall below the Level of Service (LOS) standards. Further explanation is provided in the companion concurrency report submitted with this application.

Policy 1.2.b: The City shall establish the following access point requirements for City streets:

1. permitting 1 access point for ingress and egress purposes to a single property or development;
2. permitting 2 access points for ingress and egress to a single property or development if the minimum distance between the two access points exceeds 20 feet for a single residential lot or 100 feet for nonresidential development and new residential subdivisions;
3. permitting 3 access points for ingress and egress to a single property or development if the minimum distance between each access point is at least 100 feet for residential and non-residential development; or
4. permitting more than 3 access points for ingress and egress to a single property or development where a minimum distance of 1000 feet is maintained between each access point.

The application proposes two (2) driveway connections to a new proposed roadway connecting US 441 and NW 157th Lane. The distance between the proposed driveways is ±150', greater than the minimum distance required.

Conservation and Open Space Element

Objective 1.5: Soils. The City shall protect soil resources through erosion and sedimentation control, by requiring proper design criteria on specific soils.

The site's soil type is Gainesville Sand, 0 to 5 percent slopes (hydro group: A). According to the NRCS soil database, the soil type is conducive to the proposed development.

GOAL 4: Infill and Redevelopment Standards: The City of Alachua shall encourage new development and redevelopment to occur within developed areas, such as the Community Redevelopment Area and the Central City Area, to utilize vacant and abandoned properties, prevent blight, and make the best use of available resources.

This application is infill development, with all existing utilities present. The site's located within the Central City Area, as well as the Community Redevelopment Area. The site's development, upon the platted lot that has existed since 2011, makes the best use of available resources.

Objective 4.1 Infill development: Infill development shall be encouraged in order to protect the unique character of existing neighborhoods and commercial developments, provide for a safe urban environment, increase densities and intensities in a manner compatible with existing uses, provide open spaces, and restore or maintain economic vitality and cultural diversity.

The site's infill development creates a new business and employment opportunities in the City, in the core commercial context area. The infill development protects Alachua's unique character of existing neighborhoods by locating businesses in areas designated for commercial uses on the Future Land Use Map. The proposed project provides a safe urban environment by creating a new multi-modal transportation facility serving multiple business locations, rather than older single-use sites and access points. The multi-modal facility allows and promotes access from multiple connections, by creating a gridded transportation element, which also improves both vehicular and pedestrian safety. Existing buildings will be replaced with modern, new construction. Lastly, the proposed building enhances and helps maintain economic vitality within the City of Alachua.

Objective 4.2: Community Redevelopment Area: The City of Alachua shall encourage development and redevelopment within the Community Redevelopment Area in accordance with the adopted redevelopment plan.

The site is within the core City context area. Proposed development is definite commercial investment adjunct to other community businesses, utilizing existing infrastructure and within walking distance to patrons.

Objective 4.3: Redevelopment: The City shall encourage the redevelopment of existing developed properties, vacant properties or buildings, or abandoned properties and buildings, particularly within the Community Redevelopment Area and the Central City Area.

This applicant seeks to redevelop a vacant property within the core City context area.

Objective 4.4: Central City Area: The City shall encourage infill, redevelopment and neighborhood preservation within an area that shall be designated the Central City Area.

This applicant seeks to create infill development, in a commercial area along existing major highway corridors, thereby within the core City context area, offsetting neighborhood intrusion.

COMMUNITY FACILITIES AND NATURAL GROUNDWATER AQUIFER RECHARGE ELEMENT

Policy 1.2.a: The City shall establish a Community Wastewater Service Area, which includes all areas where wastewater service is available. Wastewater service shall be deemed available if:

1. A gravity wastewater system exists within 100 ft of the property line of any residential subdivision lot or single family residence and wastewater service can be accessed through public utility easements or right of ways. The distance shall be measured as required for construction of the infrastructure along public utility easements and right of ways.
2. A gravity wastewater system exists with 500 ft of the property line of any residential subdivision consisting of 5 units or less and the gravity wastewater system can be accessed through public utility easements or right of ways. The distance shall be measured as required for construction of the infrastructure along public utility easements and right of ways.
3. A gravity wastewater system, wastewater pumping station, or force main exists within ¼ mile of the property line of any residential subdivision with more than 5 units, or any multi-family residential development, or any commercial development, or any industrial development and the gravity wastewater system, wastewater pumping station, or force main can be accessed through public utility easements or right of ways. The distance shall be measured as required for construction of the infrastructure along public utility easements and right of ways.

The site will be served by the City of Alachua's community wastewater system.

Policy 4.1.b: The City shall establish a Community Potable Water Service Area, which includes all areas where potable water service is available. Water service shall be deemed available if:

1. A water main exists within 100 ft of any residential subdivision lot or single family residence water service can be accessed through public utility easements or right of ways. The distance shall be measured as required for construction of the infrastructure along public utility easements and right of ways.
2. A water main exists within 500 ft of any residential subdivision consisting of 5 units or less and water service can be accessed through public utility easements or right of ways. The distance shall be measured as required for construction of the infrastructure along public utility easements and right of ways.
3. A water main exists within ¼ mile of any residential subdivision with more than 5 units, or any multi-family residential development, or any commercial development, or any industrial development and water service can be accessed through public utility easements or right of ways. The distance shall be measured as required for construction of the infrastructure along public utility easements and right of ways.

The site will be served by the City of Alachua's community water system.

To:	Kathy Winburn, AICP, City of Alachua Planning & Community Dev. Director
From:	Ryan Thompson, AICP, Planning Project Manager
Date:	April 30, 2020
RE:	Quick Service Restaurant, Alachua – Concurrency Impact Analysis

This application is for a ±1.15-acre portion of Alachua County Tax Parcel 03067-601-003. The is located on the north side of US 441, west of NW 147th Drive. The onsite Future Land Use (FLU) category is Commercial and the Zoning District classification is Commercial Intensive (CI). The proposed use is a 1,930 square foot (sq. ft.) restaurant with drive-through.

The following analysis estimates potential impacts on City of Alachua public facilities that may result from the proposed development.

Roadways / Transportation

Table 1: Projected Trip Generation

Land Use	ITE LU Code	Variable SF	Daily	AM Peak			PM Peak		
			Total	Total	In	Out	Total	In	Out
Fast-Food Restaurant with Drive-Through Window	934	1,930	909	78	40	38	63	33	30
Pass by Trips			450	38	20	18	32	17	15
Total Trips			909	78	40	38	63	33	30
Net New Total Trips			459	40	20	20	31	16	15

1. *Source: ITE Trip Generation 10th Edition*
2. *Due to the variety of uses, the Shopping Center (ITE 934) category was used to calculate the number of trips.*
3. *Calculated Units:*
    a. *Fast Casual Restaurant: ±1,930/ 1,000 sq. ft. GFA*

Conclusion: Approval of this application may generate **459 daily vehicle trips**. The proposed development *will not* negatively impact the adopted LOS for adjacent and nearby roadways, as demonstrated in Tables 1-3 of this report.

Per City LDR §2.4.14(H)(2), affected roadways for developments generating *less* than 1,000 external average daily trips (ADT) are those within one-half mile of the development's ingress/egress, or to the nearest intersecting major street, whichever is greater. Table 2 calculates projected impacts on City of Alachua roadways.

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Table 2: Projected Impacts on Roadways, US 441

Traffic System Category	AADT	PM	AADT	PM
	Segment 5: US 441 (From SR 235 to NCL of Alachua)		Segment 9: SR 235 (From US 441 to NCL of Alachua)	
Maximum Service Volume[1]	39,000	3,510	14,400	1,290
Existing Traffic[1]	25,926	2,463	7,537	716
Reserved Trips[1]	3,637	383	150	20
Available Capacity	9,437	664	6713	554
Projected Trip Generation[2]	459	31	459	31
Available Capacity w/ Application approval	**8,978**	**633**	**6254**	**523**

1. *Source: City of Alachua January 2020 Development Monitoring Report*
2. *NOTE: Projected trip distribution percentage is estimated to be **100%** for Segment 5 **and 10%** for Segment 9.*

Conclusion: Affected roadway segments include: US 441 (from SR 235 to NCL of Alachua) and SR 235 (from US 441 to NCL of Alachua). There is available capacity with this application's approval. Therefore, this development *will not* cause the roadway segments to fall below the LOS standards.

Potable Water/Sanitary Sewer

Table 3: Projected Potable Water Impact

System Category	Gallons Per Day (GPD)
Current Permitted Capacity[1]	2,300,000
Less actual Potable Water Flows[1]	1,295,603
Reserved Capacity[1]	874,281
Residual Capacity[1]	130,116
Percentage of Permitted Design Capacity Utilized[1]	94.34%
Projected Potable Water Demand from Proposed Project[2]	1,544
Residual Capacity after Proposed Project	**128,572**

1. *Source: City of Alachua January 2020 Development Monitoring Report*
2. *Source: City of Alachua Comprehensive Plan & Chapter 64-E, F.A.C.*
   Formulas used: ITE 934 = ((1,930 sq. ft. x 60% dining space) / 15 sq. ft. per seat x 20 gpd)

Conclusion: There is residual capacity with this application's approval. Therefore, the proposed development *will not* cause the City's potable water facilities to fall below LOS standards.

Table 4: Projected Sanitary Sewer Impact

System Category	Gallons Per Day (GPD)
Treatment Plant Current Permitted Capacity[1]	1,500,000
Less actual Treatment Plant Flows[1]	729,000
Reserved Capacity[1]	834,642
Residual Capacity[1]	(63,642)
Percentage of Permitted Design Capacity Utilized[1]	104.24%
Projected Potable Water Demand from Proposed Project[2]	1,544
Residual Capacity after Proposed Project	**(65,186)**

1. *Source: City of Alachua January 2020 Development Monitoring Report*
2. *Source: City of Alachua Comprehensive Plan & Chapter 64-E, F.A.C.*
   Formulas used: ITE 934 = ((1,930 sq. ft. x 60% dining space) / 15 sq. ft. per seat x 20 gpd)

Conclusion: Due to existing Preliminary and Final Development Orders, the sanitary sewer system is has already projected to exceed available capacity. Therefore, this application's approval *is not* the cause for the City's solid waste facilities to fall below LOS standards.

Solid Waste

Table 5: Projected Solid Waste Impact

System Category	LBs Per Day	Tons Per Year
Existing Demand[1]	40,620.00	7,413.15
Reserved Capacity[1]	43,595.22	7,956.13
New River Solid Waste Facility Capacity[1]	50 years	
Solid Waste Generated By Proposed Project[2]		**4.23**

1. *Source: City of Alachua January 2020 Development Monitoring Report.*
2. *Source: Sincero and Sincero; Environmental Engineering: A Design Approach. Prentice Hall, New Jersey, 1996. Formula used: (((12 lbs. / 1,000 ft^2/day x 1,930 sq. ft.) x 365)/2,000)*

Conclusion: There is available capacity with this application's approval. Therefore, the proposed development *will not* cause the City's solid waste facilities to fall below LOS standards.

Traffic Impact Analysis

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This item has been digitally signed and sealed by Brian Richard Snyder, PE, on the date indicated here.

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1. EXECUTIVE SUMMARY

CHW has prepared the following Traffic Impact Analysis (TIA) for two proposed developments located within the Baywood Centre commercial subdivision in the City of Alachua, as shown in **Figure 1**. This TIA uses a 2021 build-out year for the analysis, as both sites are anticipated to be developed at that time. The methodology letter has been updated with the revised 2021 build-out year. The study is in conformance with the updated methodology letter addressed to the Florida Department of Transportation (FDOT) and City of Alachua, dated July 15th, 2020, see **Appendix A**.

Currently, the Baywood Centre plat restricts access directly to US HWY 441. Additionally, there is a 440 FT acceleration lane along the west leg of the US HWY 441 at NW 147th Drive intersection. This TIA will review whether the lengthy acceleration lane can be reduced in length or removed completely. This TIA will also review a proposed connection near the Baywood Centre project sites to US HWY 441 along with a right-turn lane that could be included with the acceleration lane removed.

As this TIA was being prepared, a new development named Tara Forest East subdivision was proposed. The Tara Forest East subdivision will be located just north of this project site and will access US HWY 441 using NW 147th Drive. The subdivision will consist of 551 dwelling units at full build-out expected in 2028. The forecasted Tara Forest project trips during the Baywood 2021 build-out year will be added to the background trips for analysis. The Tara Forest project trips during 2021 are estimated at 27% of the full build-out, based on a linear build-out of the site. Additionally, the forecasted background trips, including the Tara Forest project trips, during year 2028 will be analyzed.

Based on this analysis, the following improvements are recommended to support the project site:

- Remove the westbound acceleration lane serving the southbound right-turning vehicles, at the intersection of US HWY 441 and NW 147th Drive.
- Provide a westbound right-turn lane, 290 FT in length, along US HWY 441 at the proposed site access.

2. STUDY AREA

The study area, as provided in **Figure 1,** consists of the following intersections:

- US HWY 441 and NW 147th Drive
- US HWY 441 and the Proposed Site Access

Figure 1 | Study Area

3. TRIP GENERATION

The planned land uses for the two sites are as follows:

- Quick Service Restaurant with Drive-Through Window on parcel 03067-601-003
- Retail Store on parcel 03067-601-002

The Quick Service Restaurant design plans have been prepared and are currently being reviewed by the City of Alachua and FDOT. There are currently no preliminary plans provided for the retail site. The building size of the retail site is estimated at 5,000 SF which is a reasonable building size that could fit on this parcel. The trip generation of the two sites were estimated using the Transportation Engineer's (ITE) Trip Generation Manual, 10th Edition. The estimated trip generation is provided in **Table 1**. The ITE Trip Generation Manual sheets supporting this data is provided in **Appendix B**.

Table 1 | Trip Generation

Proposed Baywood Centre Trip Generation (Parcels 03067-601-002 and 03067-601-003)									
Land Use	ITE Code	Variable (1000 SF)	AM Peak			PM Peak			Daily
			Total	In	Out	Total	In	Out	Total
Fast-Food Restaurant with Drive-Through Window	934	1.93	78	40	38	63	33	30	909
**Pass-by AM=49%, PM=50%, Weekday=49.5%*			*38*	*20*	*18*	*32*	*17*	*15*	*450*
***Shopping Center	820	5.00	5	3	2	19	9	10	189
***Pass-by AM=34%, PM=34%, Weekday=34%*			*2*	1	*1*	*6*	*3*	*3*	*64*
Gross Project Trips			**83**	**43**	**40**	**82**	**42**	**40**	**1098**
Total Pass-by Project Trips			**40**	**21**	**19**	**38**	**20**	**18**	**514**
Net New Project Trips			**43**	**22**	**21**	**44**	**22**	**22**	**584**

* The ITE Trip Generation Manual 10th Edition provides pass-by rates for AM and PM peak hours but not for daily. The average of AM and PM pass-by rates is used to derive the daily pass-by rate.

** The ITE Trip Generation Manual 10th Edition provides pass-by rates for the PM peak only. The PM peak pass-by rate is used for the AM peak and daily pass-by rates.

*** The average rate is used to estimate the trip generation for Shopping Center as the fitted curve equation provides unreasonable trip generation for retail sites of this size.

4. DATA COLLECTION

Turning movement counts at the study area intersections were performed during the AM and PM peak hours on September 12th, 2019. The raw count data is provided in **Appendix C**.

The count data was adjusted based on the peak season factor published by FDOT. The peak season volumes were then multiplied by growth factors, based on historical volumes published by FDOT, to derive the 2021 background volumes. A 1.0% yearly growth rate was used for roadways with historical growth rates less than 1.0%. The peak season factor and growth rate data are provided in **Appendix D**.

The study area turning movement counts with the applied peak season volumes and growth factors are provided in **Table 2**. Project trips from the Tara Forest East subdivision were added to the background trips as shown in **Table 2**. The Tara Forest East Subdivision is expected to have 150 units developed by year 2021 based on linear growth of the site, as derived from the Introduction of the Tara Forest East Subdivision Traffic Study. This equates to 27% of the Tara Forest East Subdivision build-out dwelling units. Therefore, 27% of the full build-out project trips are added to the background trips for the 2021 analysis. All build-out Tara Forest East project trips are included in the 2028 background trips for the 2028 analysis. **Figures 2** illustrate the existing (peak season) turning movements at the study area intersections. **Figures 3 and 4** illustrate the 2021 and 2028 backgrounds trips, respectively. The Tara Forest Subdivision Traffic Study is provided in **Appendix E.**

Table 2 | Background Traffic Table

Growth Rate Data				
Peak Season Factor			1.02	
Growth Rate				
Approach	**Historical Growth Rate**	**Growth Rate Used**	**2021 Growth Factor**	**2028 Growth Factor**
US HWY 441 Eastbound	0.91%	1.00%	1.020	1.090
US HWY 441 Westbound	0.91%	1.00%	1.020	1.090
NW 147th Drive Northbound	NA		1.000	1.000
NW 147th Drive Southbound	NA		1.000	1.000

AM Peak Hour Background Traffic Volumes												
Scenario	US HWY 441 Eastbound			US HWY 441 Westbound			NW 147th Drive Northbound			NW 147th Drive Southbound		
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left
Observed Turning Movement Counts	57	1220	70	41	646	26	58	7	97	31	5	47
Peak Season Volume (Existing)	58	1244	71	42	659	27	59	7	99	32	5	48
2021 Peak Season Background	59	1269	72	43	672	28	59	7	99	32	5	48
2021 Tara Forest East Sub Trips (27%)	0	0	6	6	0	0	0	1	0	20	3	19
2021 Total Background w/ Tara Forest	59	1269	78	49	672	28	59	8	99	52	8	67
2028 Peak Season Background	63	1356	77	46	718	29	59	7	99	32	5	48
2028 Tara Forest East Sub Trips	0	0	23	23	0	0	0	4	0	73	11	72
2028 Total Background w/ Tara Forest	63	1356	100	69	718	29	59	11	99	105	16	120
PHF (Total Intersection = .928)	0.92			0.89			0.90			0.80		
Truck %	4%			5%			2%			2%		

PM Peak Hour Background Traffic Volumes												
Scenario	US HWY 441 Eastbound			US HWY 441 Westbound			NW 147th Drive Northbound			NW 147th Drive Southbound		
	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left	Right	Thru	Left
Observed Turning Movement Counts	99	767	74	65	1211	109	51	18	177	105	13	51
Peak Season Volume (Existing)	101	782	75	66	1235	111	52	18	181	107	13	52
2021 Peak Season Background	103	798	77	67	1260	113	52	18	181	107	13	52
2021 Tara Forest East Sub Trips (27%)	0	0	22	19	0	0	0	5	0	15	3	9
2021 Total Background with Tara Forest	103	798	99	86	1260	113	52	23	181	122	16	61
2028 Peak Season Background Volume	110	852	82	72	1346	121	52	18	181	107	13	52
2028 Tara Forest East Sub Trips	0	0	80	69	0	0	0	18	0	55	10	34
2028 Total Background with Tara Forest	110	852	162	141	1346	121	52	36	181	162	23	86
PHF (Total Intersection = .966)	0.87			0.94			0.89			0.81		
Truck %	2%			2%			0%			0%		

Figure 2 | Existing (Peak Season) Turning Movements (2019)

Figure 3 | Background Turning Movements (2021)

Figure 4 | Background Turning Movements (2028)

5. TRIP DISTRIBUTION

The project trip distribution is expected to mimic the US HWY 441 directional distribution. The US HWY 441 AM peak directional distribution and PM peak directional distribution, used to determine the trip distribution, was derived from the raw turning movement count data as provided in **Figure 5**. This figure also provides the expected project trip turning movements that will enter and exit the project sites based on the project site having no access to US HWY 441. **Figure 6** and **Figure 7**, combines the background turning movements and project trips during years 2021 and 2028. **Figure 8 thru 10** provide the trip distribution and build-out figures based on the project sites having a right-in/right-out access to US HWY 441 during years 2021 and 2028.

Figure 5 | Trip Distribution without Site Access to US HWY 441 (2021)

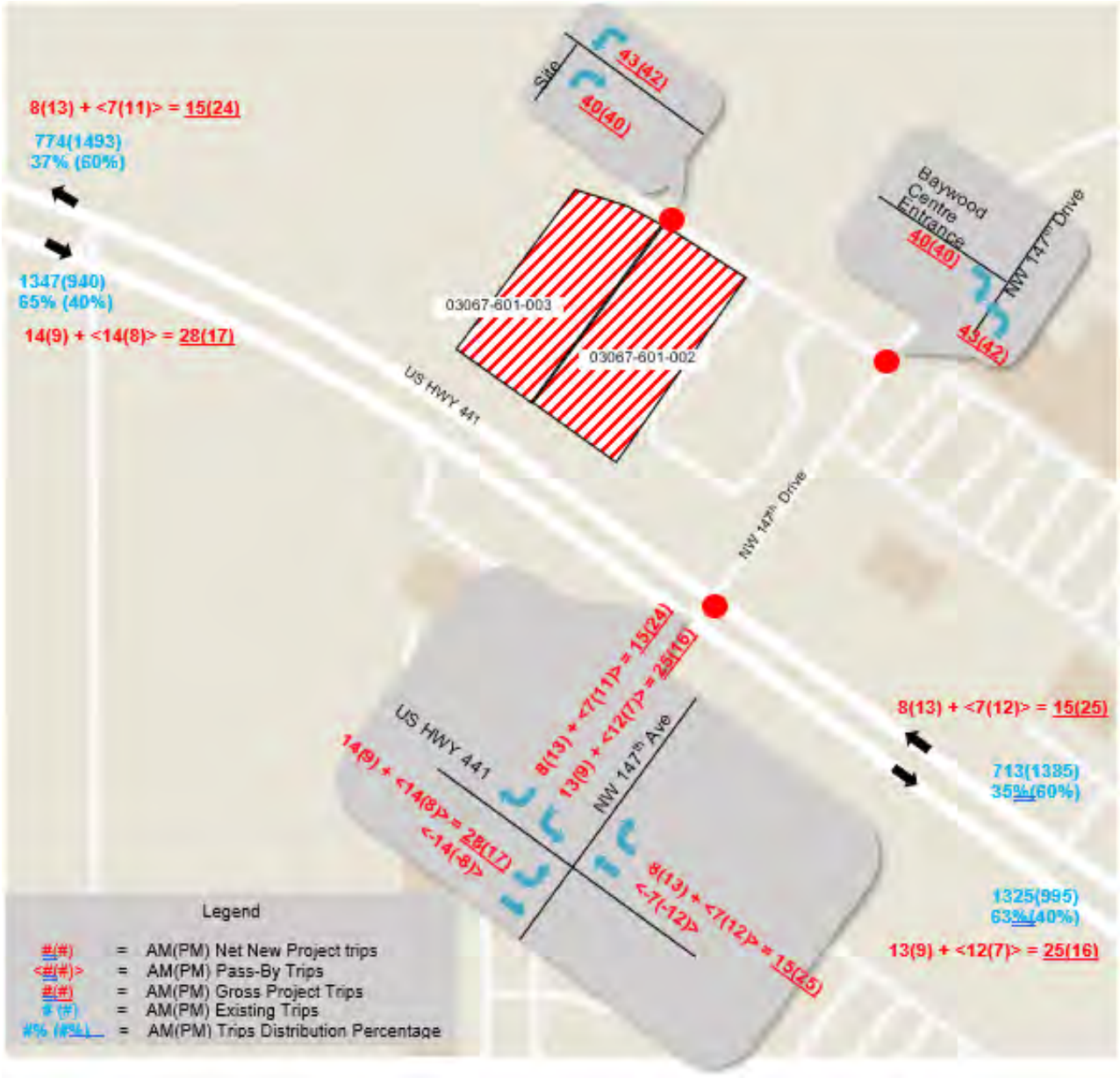


Figure 6 | Build-Out Turning Movements without Site Access to US HWY 441 (2021)

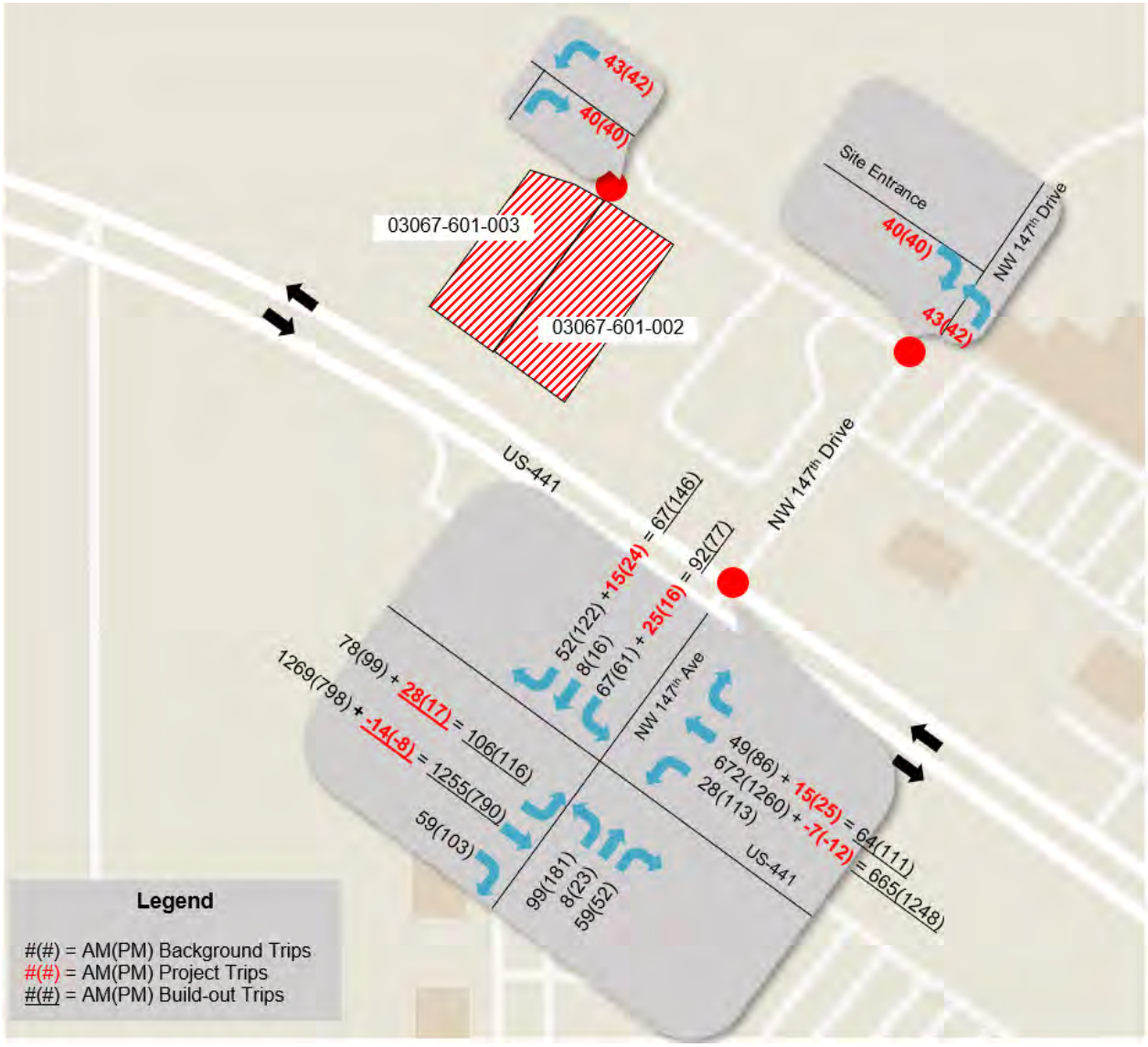


Figure 7 | Build-Out Turning Movements without Site Access to US HWY 441 (2028)

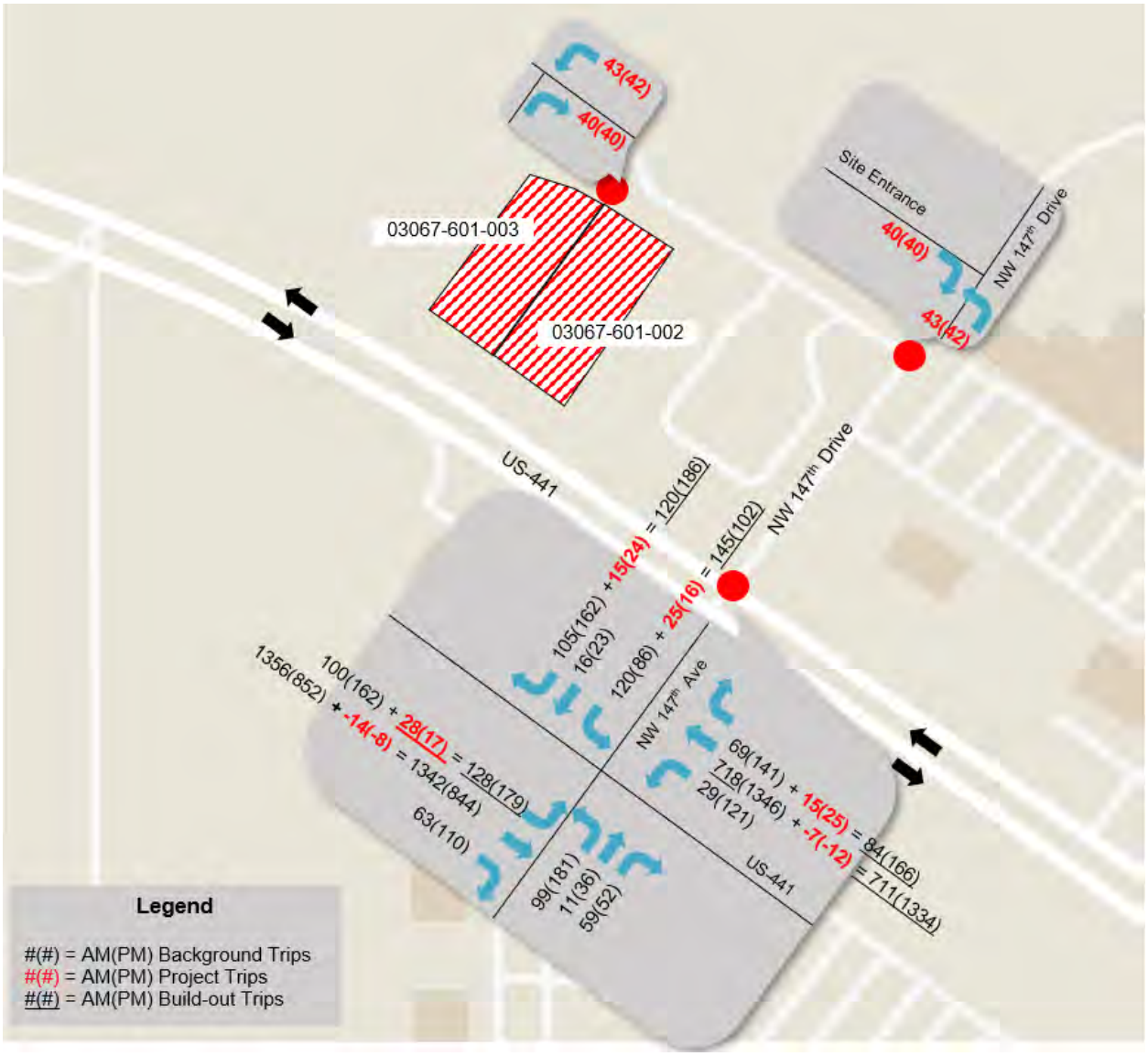


Figure 8 | Trip Distribution with Site Access to US HWY 441 (2021)

Figure 9 | Build-out with Site Access to US HWY 441 (2021)

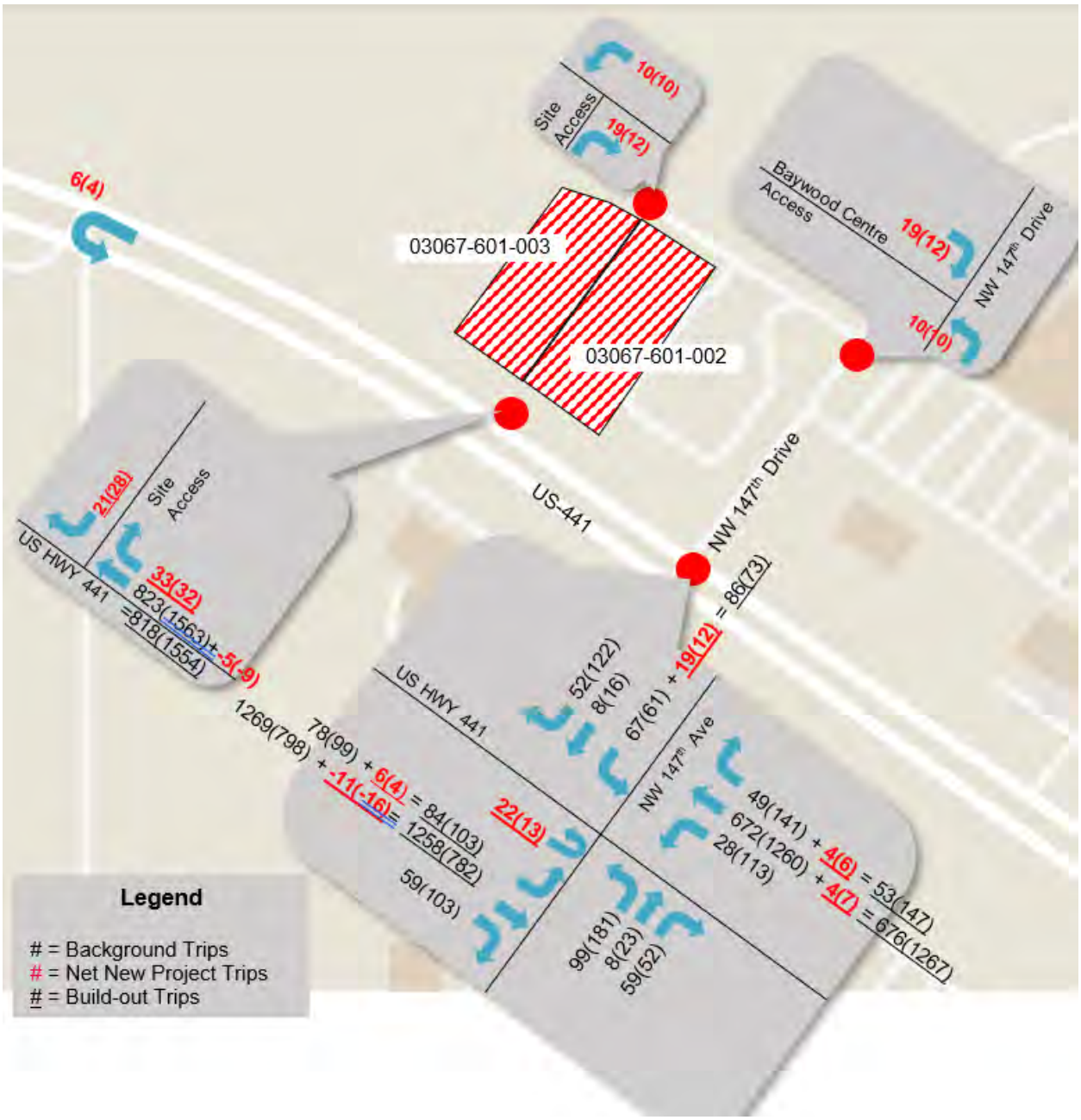
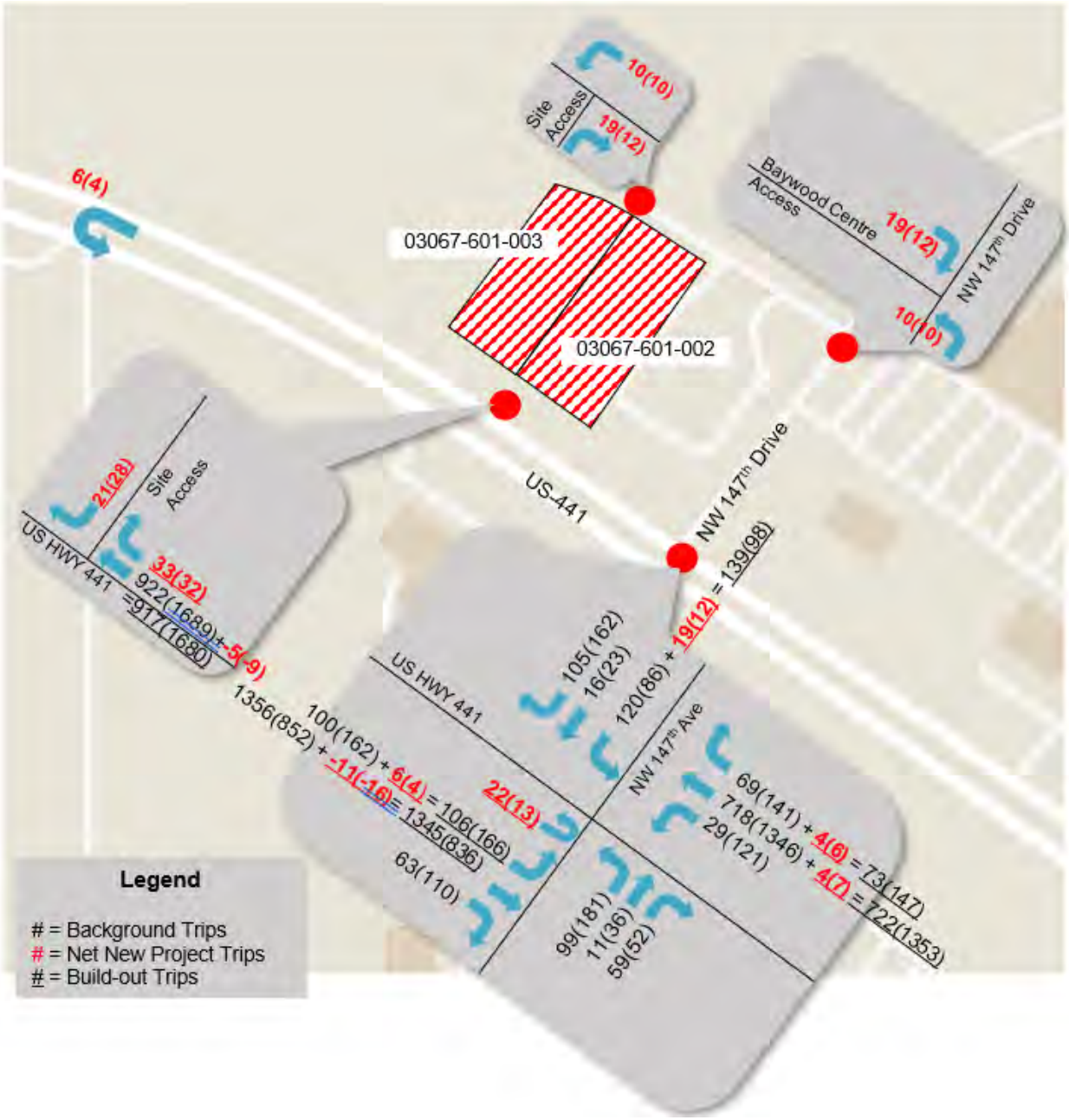


Figure 10 | Build-out Turning Movements with Site Access to US HWY 441 (2028)



6.1. US HWY 441 Acceleration Lane Review

Currently, an acceleration (merge) lane, approximately 460 FT in length, is provided on US HWY 441, west of NW 147th Drive. The acceleration lane is provided for southbound right turning vehicles. The lane extends beyond the proposed site access. It is not recommended to have both the acceleration lane and site access at the same location, due to safety concerns. This section of the study reviews the benefits of maintaining the acceleration lane, as is, verses shortening or removing the lane.

An acceleration lane provided at a signalized intersection is atypical, as southbound right-turning vehicles are provided a protected movement each cycle to safely turn right without conflicting vehicles. Historical imagery, using Google Earth, illustrates that the acceleration lane was in place before the traffic signal was installed, and not added as part of the signalized intersection design. As shown in **Figure 8** stop bars are not present along US HWY 441, indicating there is not a traffic signal present while the acceleration lane was present.

A site visit was performed on November 26th, 2019 during the AM and PM peak hours, to observe drivers using the acceleration lane. During the AM peak hour, 35 southbound right-turning vehicles were observed, 37% of which used the acceleration lane while the remaining made a direct southbound right onto US HWY 441. During the PM peak hour, 80 southbound right-turning vehicles were observed, 29% of which used the acceleration lane. Based on this review, and the low percentage of drivers utilizing the acceleration lane, the lane is not needed to serve the southbound right-turning vehicles.

Figure 11 | February 2006 Aerial of US HWY 441 at NW 147th Drive

6.2. Access Management

This section of US HWY 441 is classified as an Access Class 3 with a posted speed of 45 MPH, see straight line diagram **Appendix F**. According to FDOT Spacing Standards, the project access should be 440 FT from the adjacent intersection. Therefore, it is recommended that the proposed site connection to US HWY 441 is placed approximately 440 FT west of NW 147th Drive.

Table 3 | FDOT Spacing Standards

Access Class	Median Type	Connection Spacing (feet)		Median Opening Spacing (feet)		Signal Spacing (feet)
		>45 mph	≤45 mph	Directional	Full	
2	Restrictive with Service Roads	1320	660	1320	2640	2640
3	Restrictive	660	440	1320	2640	2640
4	Non-Restrictive	660	440			2640
5	Restrictive	440	245	660	2640 >45 mph 1320 ≤ 45 mph	
6	Non-Restrictive	440	245			1320
7	Both Median Types	125		330	660	1320

Notes:

1. "Restrictive" physically prevent vehicle crossing.
2. "Non-Restrictive" allow turns across at any point.
3. Speeds shown in this table are posted speeds.

Connection Spacing Near Interchange Ramps:

Connections and median openings located within 1,320 feet of interchange ramps require the following spacing (measured from the ramp furthest from the interchange):

- 440 feet ≤ 45 mph
- 660 feet > 45 mph
- 1,320 feet on Access Class 2 Facilities > 45 mph

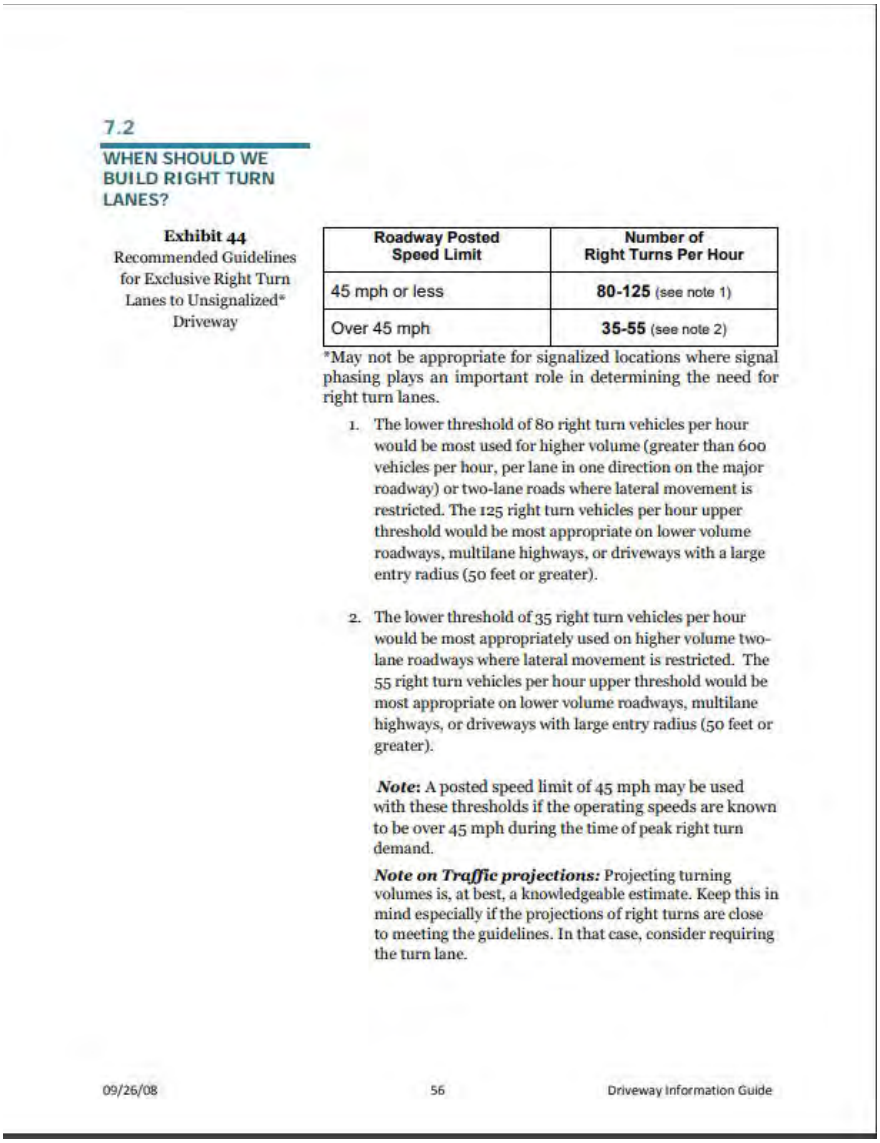
6.3. Right-turn Lane Warrant Analysis

A right turn lane warrant analysis was performed for westbound traffic on US HWY 441 at the proposed right-in/right-out site access, west of NW 147th Drive.

During the build-out scenario there are a total of 33 AM peak hour vehicles and 32 PM peak hour vehicles forecasted to make a right onto the proposed site access, from US HWY 441.

The FDOT Driveway Information Guide (2008) was used to determine whether a right-turn lane is warranted. US HW 441 is multilane highway with a posted speed of 45 MPH at the proposed site access. According to Chapter 7.2, of the FDOT Driveway Information Guide, shown in **Figure 9**, a right-turn lane is warranted if the site exceeds 80 to 125 right-turns per hour. Therefore, a right-turn lane on US HWY 441 at the proposed access is not warranted per these guidelines. However, a right-turn lane will provide safer operations by allowing drivers to decelerate outside of the through lane and should be provided if the acceleration lane can be converted to a deceleration lane.

Figure 12 | Right-turn Lane Warrant Thresholds



7.2

WHEN SHOULD WE BUILD RIGHT TURN LANES?

Exhibit 44
Recommended Guidelines for Exclusive Right Turn Lanes to Unsignalized* Driveway

Roadway Posted Speed Limit	Number of Right Turns Per Hour
45 mph or less	**80-125** (see note 1)
Over 45 mph	**35-55** (see note 2)

*May not be appropriate for signalized locations where signal phasing plays an important role in determining the need for right turn lanes.

1. The lower threshold of 80 right turn vehicles per hour would be most used for higher volume (greater than 600 vehicles per hour, per lane in one direction on the major roadway) or two-lane roads where lateral movement is restricted. The 125 right turn vehicles per hour upper threshold would be most appropriate on lower volume roadways, multilane highways, or driveways with a large entry radius (50 feet or greater).

2. The lower threshold of 35 right turn vehicles per hour would be most appropriately used on higher volume two-lane roadways where lateral movement is restricted. The 55 right turn vehicles per hour upper threshold would be most appropriate on lower volume roadways, multilane highways, or driveways with large entry radius (50 feet or greater).

Note: A posted speed limit of 45 mph may be used with these thresholds if the operating speeds are known to be over 45 mph during the time of peak right turn demand.

Note on Traffic projections: Projecting turning volumes is, at best, a knowledgeable estimate. Keep this in mind especially if the projections of right turns are close to meeting the guidelines. In that case, consider requiring the turn lane.

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The recommended right-turn lane length is based on the standards from **Table 4.** A design speed of 50 MPH is assumed, based on the posted speed limit of 45 MPH. Since there is no curb and gutter, the approach is considered rural. According to FDOT Turn Lane Standards, for rural conditions with a design speed of 50 MPH the standard deceleration length is 290 FT, see **Table 4**. Since there is no queue caused by the right-turning vehicles, the recommended right-turn lane length is 290 FT.

Table 4 | FDOT Turn Lane Standards

TURN LANES • CURBED AND UNCURBED MEDIANS								
			URBAN CONDITIONS			RURAL CONDITIONS		
Design Speed (mph)	Entry Speed (mph)	Clearance Distance L_1	Brake To Stop Distance L_2	Total Decel. Distance L	Clearance Distance L_3	Brake To Stop Distance L_2	Total Decel. Distance L	Clearance Distance L_3
35	25	70'	75'	145'	110'	——	——	——
40	30	80'	75'	155'	120'	——	——	——
45	35	85'	100'	185'	135'	——	——	——
50	40/44	105'	135'	240'	160'	185'	290'	160'
55	48	125'	——	——	——	225'	350'	195'
60	52	145'	——	——	——	260'	405'	230'
65	55	170'	——	——	——	290'	460'	270'

6.4. Intersection Analysis

Intersection analyses were performed at the intersections provided in the study area under the following scenarios, where applicable:

- Existing conditions
- Background conditions
- Build-out conditions
- Build-out with improvements

The delay, LOS, V/C, and 95th percentile queue length of each intersection movement as well as the intersection as a whole, were reviewed with the analyses. **Tables 5 and 6** provide the analysis results of all intersections during the AM and PM peak hours. The signalized intersection of US HWY 441 and NW 147th Drive was analyzed using Synchro 9 and the non-signalized intersection of US HWY 441 and the proposed site access was analyzed using HCS 7.

The following intersection parameters are analyzed in **Tables 5 and 6:**

- Movements operating with a LOS of F
- V/C ratios exceeding 1.0
- 95th percentile queue lengths exceeding the available storage

The Synchro and HCS reports are provided in **Appendix G**.

Table 5 | AM Intersection Analysis Summary

Intersection Analysis Summary AM																									
Intersection	Movement	Available Storage (ft)	Existing				Background				Build-out without Site Access (2021)				Build-out w/ Site Access and Right-turn Lane Addition (2021)				Build-out without Site Access (2028)				Build-out w/ Site Access and Right Turn Lane (2028)			
			LOS	Delay (s)	v/c Ratio	95% Queue (ft)	LOS	Delay (s)	v/c Ratio	95% Queue (ft)	LOS	Delay (s)	v/c Ratio	95% Queue (ft)	LOS	Delay (s)	v/c Ratio	95% Queue (ft)	LOS	Delay (s)	v/c Ratio	95% Queue (ft)	LOS	Delay (s)	v/c Ratio	95% Queue (ft)
SIGNALIZED INTERSECTION																									
NW 147th Drive at US HWY 441	EBL	290	A	2.4	0.16	25	A	2.8	0.18	25	A	3.3	0.24	25	A	3.3	0.24	25	A	4.5	0.31	50	A	4.5	0.32	50
	EBT	N/A	A	4.7	0.56	175	A	5.5	0.59	175	A	5.7	0.59	175	A	5.7	0.59	175	A	7.8	0.66	225	A	7.8	0.66	225
	EBR	200	A	0.1	0.06	0	A	0.1	0.06	0	A	0.1	0.06	0	A	0.1	0.06	0	A	0.1	0.07	0	A	0.1	0.07	0
	WBL	200	A	4.8	0.12	25	A	5.3	0.13	25	A	5.7	0.13	25	A	5.6	0.13	25	A	6.7	0.16	25	A	6.6	0.16	25
	WBT	N/A	A	8.9	0.33	125	A	9.9	0.35	150	B	10.7	0.35	175	B	10.6	0.35	175	B	12.7	0.39	200	B	12.6	0.39	200
	WBR	420	A	0.7	0.04	25	A	0.9	0.05	25	A	1.4	0.07	25	A	1.1	0.06	25	A	2.2	0.10	25	A	1.7	0.08	25
	NBL	N/A	E	64.2	0.54	175	E	59.5	0.48	150	E	58.6	0.47	150	E	58.7	0.47	150	E	56.7	0.46	150	E	57.0	0.47	150
	NBT/R	130	C	26.3	0.45	75	C	29.4	0.49	75	C	31.2	0.52	75	C	31.2	0.52	75	C	31.6	0.52	75	C	32.0	0.52	75
	SBL	360	E	57.9	0.35	100	E	59.4	0.43	125	E	60.1	0.50	150	E	61.3	0.50	150	E	69.5	0.72	200	E	68.2	0.69	200
	SBT	N/A	E	69.8	0.07	25	E	69.5	0.11	50	E	68.4	0.10	50	E	68.6	0.10	50	E	67.9	0.15	50	E	68.4	0.16	50
	SBR	670	A	2.5	0.21	0	A	4.5	0.33	0	A	8.7	0.41	25	A	4.3	0.33	0	B	19.7	0.60	50	C	20.1	0.57	50
	Intersection Total		**B**	**10.2**			**B**	**11.1**			**B**	**12.1**			**B**	**11.9**			**B**	**15.4**			**B**	**15.2**		
STOP CONTROLLED INTERSECTION																									
US 441 at Proposed Site Access	SBR	N/A													B	11.8	0.04	25					B	12.3	0.04	25

Table 6 | PM Intersection Analysis Summary

Intersection Analysis Summary PM																									
Intersection	Movement	Available Storage (ft)	Existing				Background				Build-out without Site Access (2021)				Build-out w/ Site Access and Right Turn Lane (2021)				Build-out without Site Access (2028)				Build-out w/ Site Access and Right Turn Lane (2028)			
			LOS	Delay (s)	v/c Ratio	95% Queue (ft)	LOS	Delay (s)	v/c Ratio	95% Queue (ft)	LOS	Delay (s)	v/c Ratio	95% Queue (ft)	LOS	Delay (s)	v/c Ratio	95% Queue (ft)	LOS	Delay (s)	v/c Ratio	95% Queue (ft)	LOS	Delay (s)	v/c Ratio	95% Queue (ft)
SIGNALIZED INTERSECTION																									
NW 147th Drive at US HWY 441	EBL	290	B	11.7	0.34	50	B	16.3	0.45	75	C	20.2	0.50	100	C	20.8	0.51	75	D	54.7	0.68	200	E	56.2	0.68	225
	EBT	N/A	B	16.8	0.42	250	B	17.6	0.43	325	B	18.0	0.43	350	B	17.4	0.42	300	B	19.1	0.46	475	B	19.4	0.45	450
	EBR	200	A	1.3	0.11	25	A	1.4	0.12	25	A	1.4	0.12	25	A	1.4	0.12	25	A	1.8	0.13	25	A	1.8	0.12	25
	WBL	200	A	9.7	0.29	75	B	10.2	0.30	75	B	10.7	0.30	75	B	10.3	0.30	75	B	12.5	0.35	100	B	12.2	0.34	75
	WBT	N/A	C	20.9	0.60	575	C	23.0	0.63	625	C	24.5	0.64	675	C	24.1	0.64	650	C	34.0	0.75	825	C	33.9	0.76	850
	WBR	420	A	0.1	0.07	0	A	0.2	0.09	0	A	1.0	0.12	25	A	0.2	0.10	0	A	4.8	0.19	75	A	3.4	0.17	50
	NBL	N/A	E	69.8	0.70	275	E	69.1	0.70	275	E	67.7	0.69	275	E	69.2	0.70	275	E	66.6	0.69	275	E	67.2	0.69	275
	NBT/R	130	C	26.5	0.31	75	C	29.9	0.38	100	C	29.8	0.38	100	C	30.4	0.39	100	D	42.6	0.46	125	D	43.0	0.47	125
	SBL	360	E	57.7	0.36	100	E	57.7	0.39	100	E	59.2	0.46	125	E	59.7	0.45	125	E	63.5	0.58	150	E	63.0	0.56	150
	SBT	N/A	E	77.5	0.18	50	E	76.8	0.21	50	E	75.1	0.20	50	E	76.8	0.21	50	E	75.9	0.25	75	E	76.8	0.26	75
	SBR	670	B	16.0	0.59	25	C	22.4	0.66	50	C	24.0	0.70	75	C	22.4	0.66	50	C	25.9	0.76	75	C	23.2	0.72	75
	Intersection Total		**C**	**22.0**			**C**	**23.5**			**C**	**24.4**			**C**	**24.3**			**C**	**31.1**			**C**	**31.0**		
STOP CONTROLLED INTERSECTION																									
US 441 at Proposed Site Access	SBR	N/A													C	17.4	0.09	25					C	19.8	0.11	25

The intersection analysis indicates that no deficiencies are expected to occur under any of the scenarios analyzed during the 2021 and 2028 years. As demonstrated by the summary results, the intersection of NW 147th Drive at US HWY 441 operates slightly better when a site access is provided along US HWY 27. This is because some of the trips are removed from the intersection of US HWY 441 at NW 147th Drive and moved to the site access intersection, when a site access is provided.

The summary results, with the addition of a site access on US HWY 441, demonstrates that the NW 147th Drive southbound right movement operates well with a maximum queue length of 75 FT and maximum v/c ratio of 0.72, occurring under the 2028 build-out scenario during the PM peak.

The right-turn lane addition was modeled during the build-out scenario with site access. The right-turn lane addition provides slight improvement to the southbound right movement operation during both the AM and PM peak hours. More importantly a right-turn lane allows vehicles to safely decelerate outside of the through lane, providing safer access to the project sites.

7. CONCLUSIONS AND RECOMMENDATIONS

This traffic study demonstrated that a project site access provides operational benefits at the intersections of US HWY 441 and NW 147th Drive. A right-turn lane is warranted on US-HWY 441 at the proposed site access. The acceleration lane, just west of NW 147th Drive, is not significantly utilized and there are no clear advantages of maintaining the lane. The following improvements are recommended to support the project sites:

- Remove the westbound acceleration lane serving the southbound right-turning vehicles, at the intersection of US HWY 441 and NW 147th Drive.
- Provide a westbound right-turn lane, 290 FT in length, along US HWY 441 at the proposed site access.

APPENDIX A
METHODOLOGY LETTER

July 15, 2020

Tom Calvin, PE
Jacksonville Studies Engineer
Florida Department of Transportation
2198 Edison Avenue, S2815
Jacksonville, FL 32204

Justin Tabor, AICP
Planning and Zoning City of Alachua
15100 NW 142nd Ter
Alachua, Fl 32615

Dear Tom, Justin,

CHW is preparing a traffic study for properties 03067-601-03 and 03067-601-02 of the Baywood Centre commercial subdivision, located just west of the intersection of NW 147th Drive and US HWY 441, in Alachua Florida.

While the Traffic Study was being prepared the Tara Forest East subdivision was under permit review. This subdivision is proposed to be built north of the Baywood site with access to US 441 via NW 147th Drive. Therefore, the Baywood traffic study will include forecasted project trips from Tara Forest during both the anticipated Baywood build-out of 2021 and the anticipated build-out of Tara Forest in 2028. The forecasted Tara Forest trips during 2021 are estimated at 27% of the full build-out trips. This is based on a linear growth of the Tara Forest East subdivision.

Please review the methodology and either provide comment for the purposes of modification/clarification or provide acceptance.

Study Area

The study area will consist of:

- NW 147th Drive and US HWY 441
- Proposed Right-in/Right-out site access on US HWY 441 located approximately 440 ft west of NW 147th Drive.

Land Use and Trip Generation

The expected land uses of the sites are as follows:

- Fast-food Restaurant with Drive-Through Window on parcel 03067-601-002
- Coffee Shop with Drive-Through Window on parcel 03067-601-003

The trip generation of the two sites were estimated using the Transportation Engineer's (ITE) Trip Generation Manual, 10th Edition, as provided in the following table.

Proposed Baywood Centre Trip Generation (Parcels 03067-601-002 and 03067-601-003)									
Land Use	ITE Code	Variable (1000 SF)	AM Peak			PM Peak			Daily
			Total	In	Out	Total	In	Out	Total
Fast-Food Restaurant with Drive-Through Window	934	1.93	78	40	38	63	33	30	909
**Pass-by AM=49%, PM=50%, Weekday=49.5%*			*38*	*20*	*18*	*32*	*17*	*15*	*450*
***Shopping Center	820	5.00	5	3	2	19	9	10	189
***Pass-by AM=34%, PM=34%, Weekday=34%*			*2*	1	*1*	*6*	*3*	*3*	*64*
Gross Project Trips			**83**	**43**	**40**	**82**	**42**	**40**	**1098**
Total Pass-by Project Trips			**40**	**21**	**19**	**38**	**20**	**18**	**514**
Net New Project Trips			**43**	**22**	**21**	**44**	**22**	**22**	**584**

* The ITE Trip Generation Manual 10th Edition provides pass-by rates for AM and PM peak hours but not for daily. The average of AM and PM pass-by rates is used to derive the daily pass-by rate.
** The ITE Trip Generation Manual 10th Edition provides pass-by rates for the PM peak only. The PM peak pass-by rate is used for the AM peak and daily pass-by rates.

*** The average rate is used to estimate the trip generation for Shopping Center as the fitted curve equation provides unreasonable trip generation for Shopping Centers of this size.

Data Collection

Turning movement counts at the following intersection will be performed during the AM and PM peak hours, to analyze the study area intersections. The counts will include pedestrians and trucks, in addition to passenger vehicles.

- NW 147th Drive and US HWY 441

The count data will be adjusted based on the seasonal adjustment factor and by the growth rate to forecast the estimated 2020 build-out. The growth rate will be determined based on historical ADT provided by FDOT Online.

Trip Distribution

The trip distribution for this site is expected to mimic existing traffic. The trip distribution will be based on the US HWY 441 directional distribution derived from turning movement count data.

Analysis

The analysis will be performed at the intersection provided in the study area under the following scenarios:

- Existing Conditions
- Background Conditions
- Buildout Conditions
- Build-out with Improvements

Intersection analysis will be performed during each of these scenarios to derive the LOS, delay, and 95th percentile queue lengths, to determine whether improvements are needed. Synchro 9 will be used for the signalized intersection analysis and HCS 7 will be used for the non-signalized intersection analysis.

Access management of the proposed access location will be reviewed based on FDOT spacing standards.

A right-turn lane warrant analyses will be performed on US HWY 441 at the proposed right-in/right-out access.

The existing acceleration lane along US HWY 441 just west of NW 147th Drive will be reviewed. The review will consider the benefits of maintaining the acceleration lane verse shortening or removing the lane.

Any needed roadway modifications based on this analysis will be identified. If modifications are required, the improved scenario will be modeled to demonstrate that the deficiency can be corrected with the proposed improvement.

Report

A draft report, including, as a minimum, the following will be submitted for review and comment.

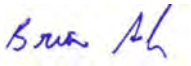
- Study Area Map
- Trip Generation
- Data Collection
- Trip Distribution
- Analysis
    - Intersection Analysis
    - Access Management
    - Right-turn Lane Warrant Analysis
    - US HWY 441 Acceleration Lane Review
- Conclusion and Recommendations
- Appendices with supporting documentation

Following any revisions, based upon staff comments, we will prepare a final signed and sealed report.

If your office concurs with this methodology, please find the appropriate signature block and sign as such. Please return a signed copy to our office for our records.

Thank you for your review and consideration.

Sincerely,
CHW



Brian Snyder, P.E.
Project Manager

I concur with the traffic study methodology presented for the properties 03067-601-03 and 03067-601-02 of the Baywood Centre site in Alachua, Florida.

Justin Tabor, AICP
Date

Tom Calvin, PE Date

N:\2019\19-0364\Engineering\Traffic\Report\Methodology\Baywood Revised TIA Methodology_2020.docx

APPENDIX B
ITE TRIP GENERATION MANUAL DOCUMENTATION

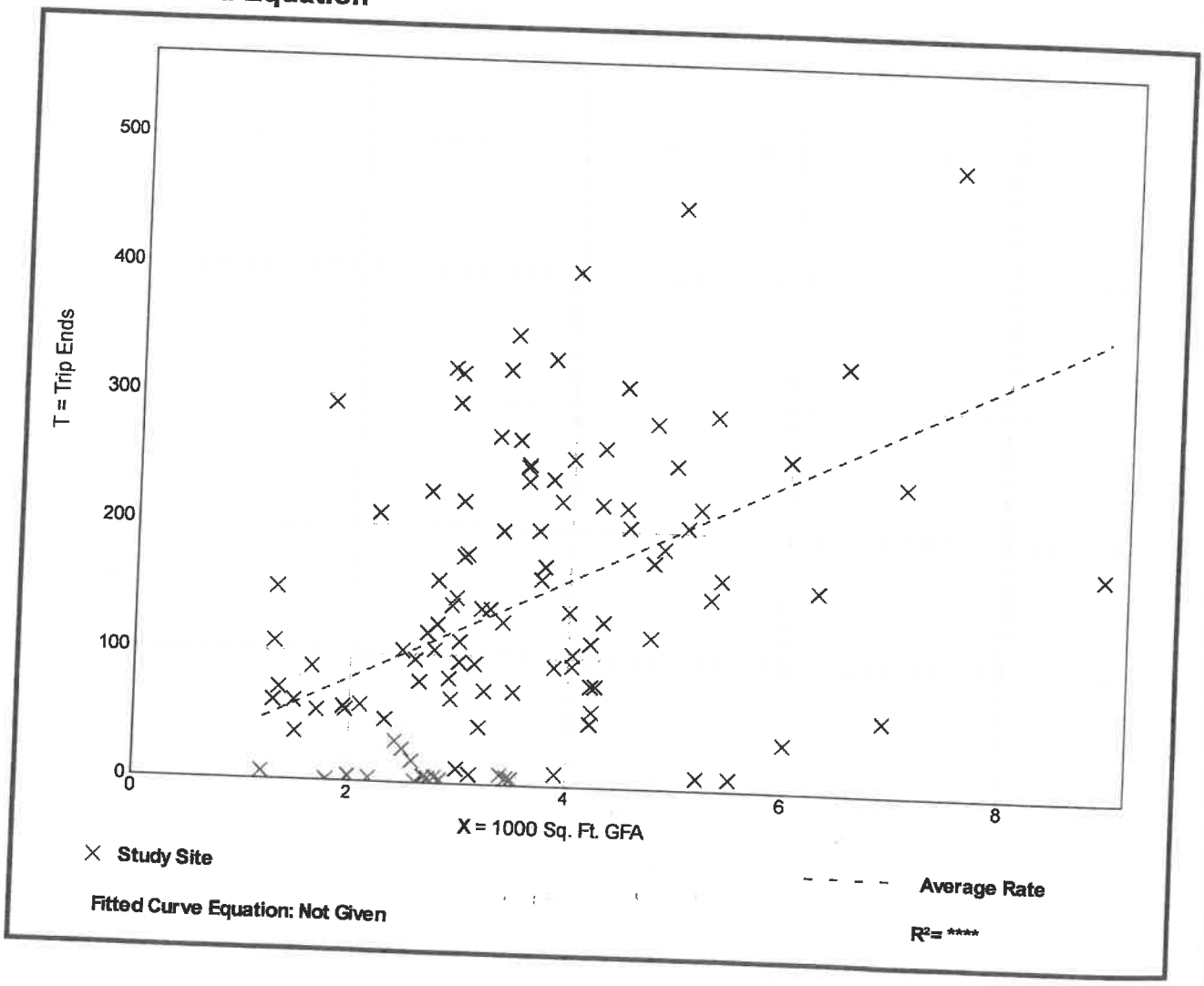
Fast-Food Restaurant with Drive-Through Window
(934)

Vehicle Trip Ends vs: **1000 Sq. Ft. GFA**
On a: **Weekday,**
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.
Setting/Location: **General Urban/Suburban**
Number of Studies: 111
1000 Sq. Ft. GFA: 4
Directional Distribution: 51% entering, 49% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
40.19	0.38 - 164.25	28.78

Data Plot and Equation



Fast-Food Restaurant with Drive-Through Window
(934)

Vehicle Trip Ends vs: **1000 Sq. Ft. GFA**
On a: **Weekday,**
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.
Setting/Location: **General Urban/Suburban**
Number of Studies: 185
1000 Sq. Ft. GFA: 3
Directional Distribution: 52% entering, 48% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GFA

Average Rate	Range of Rates	Standard Deviation
32.67	8.17 - 117.22	17.87

Data Plot and Equation

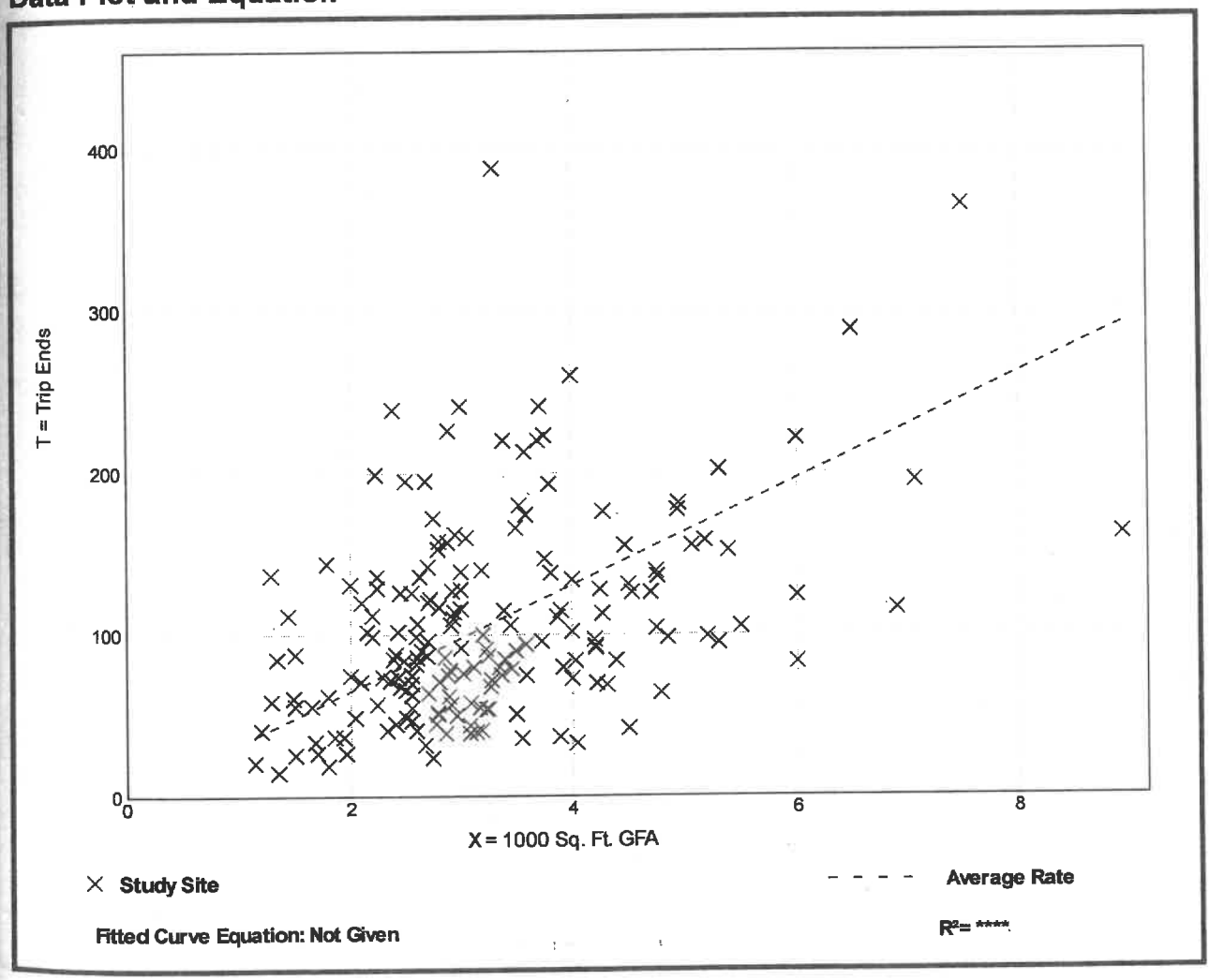


Table E.31 Pass-By and Non-Pass-By Trips Weekday, AM Peak Period Land Use Code 934—Fast-Food Restaurant with Drive-Through Window

SEATS	SIZE (1,000 SQ. FT GFA)	LOCATION	WEEKDAY SURVEY DATE	NO. OF INTERVIEWS	TIME PERIOD	PASS-BY TRIP (%)	NON-PASS-BY TRIPS (%)			ADJ. STREET PEAK HOUR VOLUME	SOURCE
							PRIMARY	DIVERTED	TOTAL		
—	<5	Chicago suburbs, IL	1987	84	7:00–9:00 a.m.	44	—	—	56	—	Kenig, O'Hara, Humes, Flock
88	1.4	Louisville area, KY	1993	—	7:00–9:00 a.m.	62	22	16	38	1,407	Barton-Aschman Assoc.
100	3.6	Louisville, KY	1993	—	7:00–9:00 a.m.	32	47	21	68	437	Barton-Aschman Assoc.
87	4.2	New Albany, IN	1993	—	7:00–9:00 a.m.	46	23	31	54	1,049	Barton-Aschman Assoc.
150	3.0	Louisville area, KY	1993	—	7:00–9:00 a.m.	43	14	43	57	2,903	Barton-Aschman Assoc.
—	3.3	varies	1996	—	6:00–9:00 a.m.	68	—	—	32	—	Oracle Engineering

Average Pass-By Trip Percentage: 49
"—" means no data were provided

Table E.32 Pass-By and Non-Pass-By Trips Weekday, PM Peak Period
Land Use Code 934—Fast-Food Restaurant with Drive-Through Window

SEATS	SIZE (1,000 SQ. FT. GFA)	LOCATION	WEEKDAY SURVEY DATE	NO. OF INTERVIEWS	TIME PERIOD	PASS-BY TRIP (%)	NON-PASS-BY TRIPS (%)			ADJ STREET PEAK HOUR VOLUME	SOURCE
							PRIMARY	DIVERTED	TOTAL		
—	~2.6	Minn-St. Paul, MN	1987	50	3:00–7:00 p.m.	25	27	48	75	—	—
—	<5.0	Chicago suburbs, IL	1987	80	3:00–6:00 p.m.	38	—	—	62	—	Kenig, O'Hara, Humes, Flock
—	<5.0	Chicago suburbs, IL	1987	100	3:00–6:00 p.m.	55	—	—	45	—	Kenig, O'Hara, Humes, Flock
—	<5.0	Chicago suburbs, IL	1987	159	3:00–6:00 p.m.	56	—	—	44	—	Kenig, O'Hara, Humes, Flock
—	<5.0	Chicago suburbs, IL	1987	225	3:00–6:00 p.m.	48	—	—	52	—	Kenig, O'Hara, Humes, Flock
—	<5.0	Chicago suburbs, IL	1987	88	3:00–6:00 p.m.	35	—	—	65	—	Kenig, O'Hara, Humes, Flock
—	<5.0	Chicago suburbs, IL	1987	84	3:00–6:00 p.m.	44	—	—	56	—	Kenig, O'Hara, Humes, Flock
88	1.3	Louisville area, KY	1993	—	4:00–6:00 p.m.	68	22	10	32	2,055	Barton-Aschman Assoc.
120	1.9	Louisville area, KY	1993	33	4:00–6:00 p.m.	67	24	9	33	2,447	Barton-Aschman Assoc.
87	4.2	New Albany, IN	1993	—	4:00–6:00 p.m.	56	25	19	44	1,632	Barton-Aschman Assoc.
150	3.0	Louisville area, KY	1993	—	4:00–6:00 p.m.	31	31	38	69	4,250	Barton-Aschman Assoc.
—	3.1	Kissimmee, FL	1995	28	2:00–6:00 p.m.	71	—	—	29	—	TPD Inc.
—	3.1	Apopka, FL	1996	29	2:00–6:00 p.m.	38	—	—	62	—	TPD Inc.
—	2.8	Winter Springs, FL	1995	47	2:00–6:00 p.m.	66	—	—	34	—	TPD Inc.
—	4.3	Longwood, FL	1994	304	2:00–6:00 p.m.	62	—	—	38	—	TPD Inc.
—	3.2	Altamonte Springs, FL	1996	202	2:00–6:00 p.m.	40	39	21	60	—	TPD Inc.
—	2.9	Winter Park, FL	1996	271	2:00–6:00 p.m.	41	41	18	59	—	TPD Inc.
—	3.3*	several	1996	varies	4:00–6:00 p.m.	62	—	—	38	—	Oracle Engineering

*Average of several combined studies.
Average Pass-By Trip Percentage: 50
"—" means no data were provided

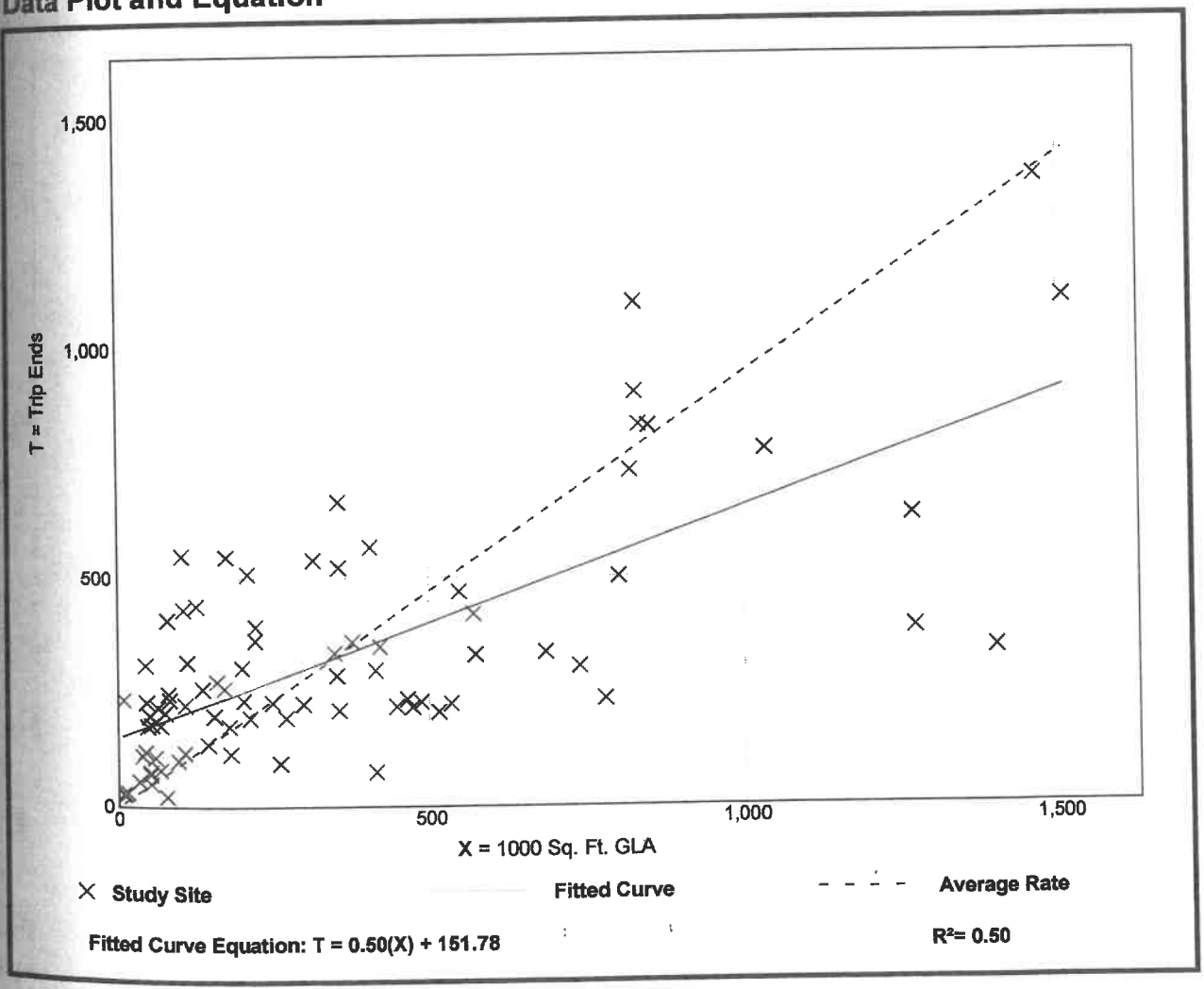
Shopping Center
(820)

Vehicle Trip Ends vs: **1000 Sq. Ft. GLA**
On a: **Weekday,**
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.
Setting/Location: **General Urban/Suburban**
Number of Studies: 84
1000 Sq. Ft. GLA: 351
Directional Distribution: 62% entering, 38% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GLA

Average Rate	Range of Rates	Standard Deviation
0.94	0.18 - 23.74	0.87

Data Plot and Equation



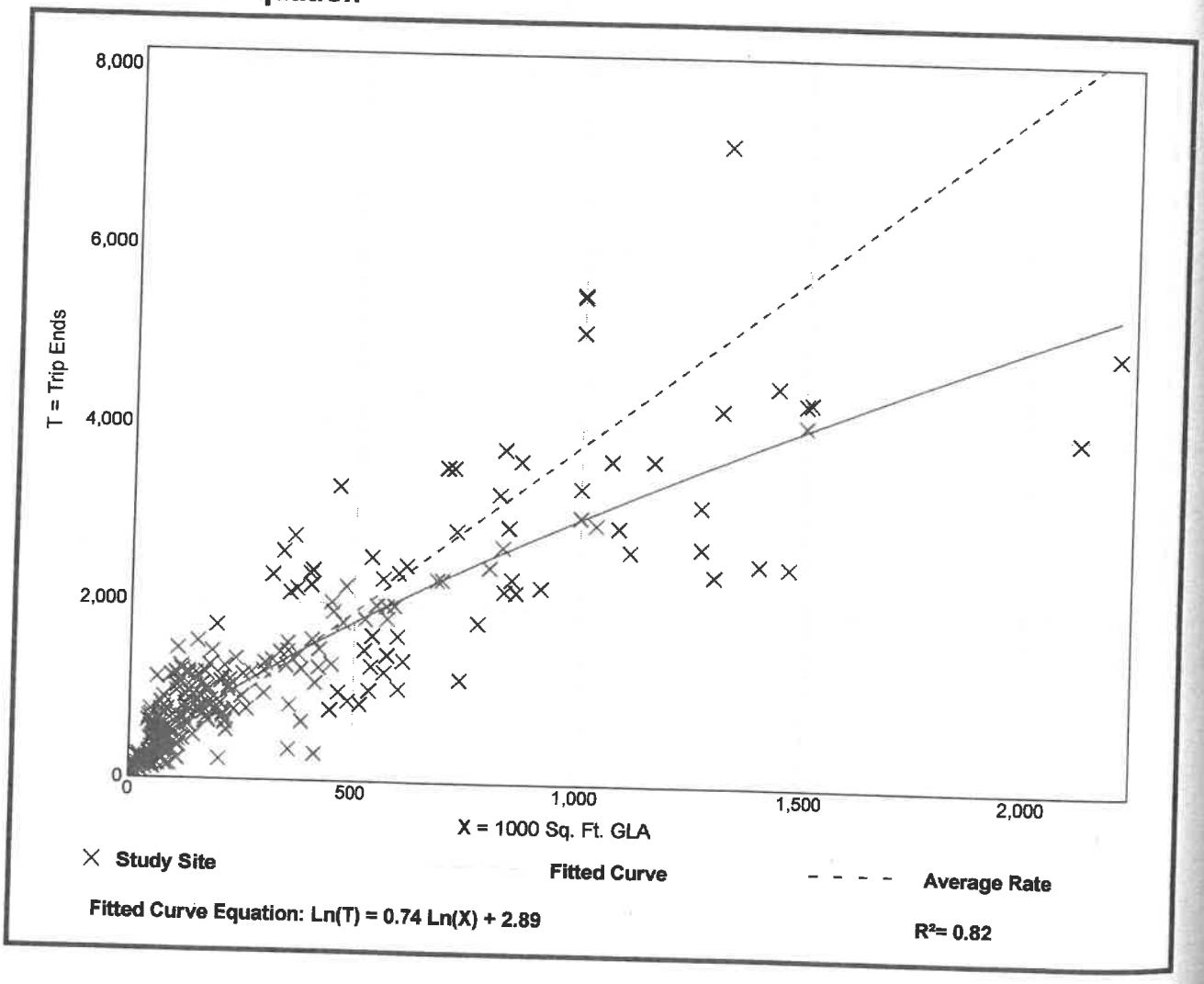
Shopping Center
(820)

Vehicle Trip Ends vs: **1000 Sq. Ft. GLA**
On a: **Weekday,**
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.
Setting/Location: **General Urban/Suburban**
Number of Studies: 261
1000 Sq. Ft. GLA: 327
Directional Distribution: 48% entering, 52% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GLA

Average Rate	Range of Rates	Standard Deviation
3.81	0.74 - 18.69	2.04

Data Plot and Equation



Fitted Curve Equation: Ln(T) = 0.74 Ln(X) + 2.89

R^2= 0.82

Table E.9 Pass-By and Non-Pass-By Trips Weekday, PM Peak Period
Land Use Code 820—Shopping Center

SIZE (1,000 SQ. FT. GLA)	LOCATION	WEEKDAY SURVEY DATE	NO. OF INTERVIEWS	TIME PERIOD	PASS-BY TRIP (%)	NON-PASS-BY TRIP (%)			ADJ. STREET PEAK HOUR VOLUME	AVERAGE 24-HOUR TRAFFIC	SOURCE
						PRIMARY	DIVERTED	TOTAL			
53	Port Orange, FL	1993	162	2:00–6:00 p.m.	59	—	—	41	—	—	TPD Inc.
9	Kissimmee, FL	1994	107	2:00–6:00 p.m.	66	20	14	34	—	—	TPD Inc.
77	Edgewater, FL	1992	365	2:00–6:00 p.m.	46	—	—	54	—	—	TPD Inc.
82	Deltona, FL	1992	336	2:00–6:00 p.m.	34	—	—	66	—	—	TPD Inc.
78	Orlando, FL	1991	702	2:00–6:00 p.m.	55	23	22	45	—	—	TPD Inc.
45	Orlando, FL	1992	844	2:00–6:00 p.m.	56	24	20	44	—	—	TPD Inc.
50	Orlando, FL	1992	555	2:00–6:00 p.m.	41	41	18	59	—	—	TPD Inc.
52	Orlando, FL	1995	665	2:00–6:00 p.m.	42	33	25	58	—	—	TPD Inc.
17	Orlando, FL	1994	196	2:00–6:00 p.m.	66	—	—	34	—	—	TPD Inc.
60	Orlando, FL	1995	1,583	3:00–7:00 p.m.	40	38	22	60	—	—	TPD Inc.
158	Crestwood, KY	June 1993	129	4:00–6:00 p.m.	36	39	25	64	759	—	Barton-Aschman Assoc.
118	Louisville area, KY	June 1993	133	4:00–6:00 p.m.	22	51	27	78	3,555	—	Barton-Aschman Assoc.
74	Louisville, KY	June 1993	187	4:00–6:00 p.m.	30	43	27	70	922	—	Barton-Aschman Assoc.
59	Louisville area, KY	June 1993	247	4:00–6:00 p.m.	31	52	17	69	2,659	—	Barton-Aschman Assoc.
145	Louisville area, KY	June 1993	210	4:00–6:00 p.m.	53	30	17	47	2,636	—	Barton-Aschman Assoc.
104	Louisville area, KY	June 1993	281	4:00–6:00 p.m.	28	50	22	72	2,111	—	Barton-Aschman Assoc.
235	Louisville, KY	June 1993	211	4:00–6:00 p.m.	35	29	36	65	2,593	—	Barton-Aschman Assoc.
71	Louisville, KY	June 1993	109	4:00–6:00 p.m.	25	42	33	75	1,559	—	Barton-Aschman Assoc.
350	Worcester, MA	Apr. 1994	224	4:00–6:00 p.m.	18	45	37	82	2,112	—	ICSC
738	East Brunswick, NJ	Apr. 1994	283	4:00–6:00 p.m.	14	79	7	86	8,059	—	ICSC
294	Philadelphia, PA	Apr. 1994	213	4:00–6:00 p.m.	25	51	24	75	4,055	—	ICSC
256	Hamden, CT	Apr. 1994	208	4:00–6:00 p.m.	27	51	22	73	3,422	—	ICSC
418	Glen Burnie, MD	Apr. 1994	281	4:00–6:00 p.m.	20	51	29	80	5,610	—	ICSC
560	Harrisonburg, VA	Apr. 1994	437	4:00–6:00 p.m.	19	49	32	81	3,051	—	ICSC

Table E.9 (Cont'd) Pass-By and Non-Pass-By Trips Weekday, PM Peak Period Land Use Code 820—Shopping Center

SIZE (1,000 SQ. FT. GLA)	LOCATION	WEEKDAY SURVEY DATE	NO. OF INTERVIEWS	TIME PERIOD	PASS-BY TRIP (%)	NON-PASS-BY TRIP (%)			ADJ. STREET PEAK HOUR VOLUME	AVERAGE 24-HOUR TRAFFIC	SOURCE
						PRIMARY	DIVERTED	TOTAL			
361	Glen Allen, VA	Apr. 1994	315	4:00–6:00 p.m.	17	54	29	83	2,034	—	ICSC
375	Shelby, NC	May 1994	214	4:00–6:00 p.m.	30	48	22	70	3,053	—	ICSC
413	Texas City, TX	May 1994	228	4:00–6:00 p.m.	28	52	20	72	589	—	ICSC
488	Texas City, TX	May 1994	257	4:00–6:00 p.m.	12	75	13	88	1,094	—	ICSC
263	Berwyn, IL	May 1994	282	4:00–6:00 p.m.	24	70	6	76	4,606	—	ICSC
667	Bourbonais, IL	May 1994	200	4:00–6:00 p.m.	16	53	31	84	2,770	—	ICSC
225	Bellevue, IL	May 1994	264	4:00–6:00 p.m.	35	32	33	65	1,970	—	ICSC
255	Bettendorf, IA	May 1994	222	4:00–6:00 p.m.	24	37	39	76	3,706	—	ICSC
808	Laguna Hills, CA	June 1994	240	4:00–6:00 p.m.	13	73	14	87	4,035	—	ICSC
450	Hanford, CA	May 1994	321	4:00–6:00 p.m.	23	49	28	77	2,787	—	ICSC
800	San Jose, CA	May 1994	205	4:00–6:00 p.m.	21	51	28	79	7,474	—	ICSC
598	Greeley, CO	May 1994	205	4:00–6:00 p.m.	17	55	28	83	3,840	—	ICSC
581	Pueblo, CO	May 1994	296	4:00–6:00 p.m.	18	53	29	82	2,839	—	ICSC
476	Bellevue, WA	May 1994	234	4:00–6:00 p.m.	26	54	20	74	3,427	—	ICSC
720	Framingham, MA	Dec. 1982	92	3:30–7:00 p.m.	23	39	38	77	—	73,628	Raymond Keyes Assoc.
890	Newark, DE	July 1984	179	3:00–8:00 p.m.	12	49	39	88	—	—	Raymond Keyes Assoc.
402	Manassas, VA	June 1984	87	4:00–6:00 p.m.	48	25	27	52	—	—	Raymond Keyes Assoc.
462	Ross, PA	June 1980	175	5:30–7:00 p.m.	36	—	—	64	—	27,200	Raymond Keyes Assoc.
234	Huntington LI, NY	Nov. 1985	181	4:00–7:00 p.m.	46	21	33	54	—	34,630	Raymond Keyes Assoc.
658	Wayne, NJ	Sept. 1984	243	3:00–6:00 p.m.	27	61	12	73	—	85,600	Raymond Keyes Assoc.
1,200	Washington, DC	1980	384	4:00–6:00 p.m.	25	35	40	75	—	—	Gorove-Slade
800	Southern CA	—	1,000	4:00–6:00 p.m.	12	45	43	88	—	—	Fischer
451	Portland, OR	—	—	5:00–6:00 p.m.	25	—	—	75	—	—	Buttke
113	Portland, OR	—	—	5:00–6:00 p.m.	17	—	—	83	—	—	Buttke

Table E.9 (Cont'd) Pass-By and Non-Pass-By Trips Weekday, PM Peak Period Land Use Code 820—Shopping Center

SIZE (1,000 SQ. FT. GLA)	LOCATION	WEEKDAY SURVEY DATE	NO. OF INTERVIEWS	TIME PERIOD	PASS-BY TRIP (%)	NON-PASS-BY TRIP (%)			ADJ. STREET PEAK HOUR VOLUME	AVERAGE 24-HOUR TRAFFIC	SOURCE
						PRIMARY	DIVERTED	TOTAL			
622	Ramsey, MN	Nov. 1985	46	4:00–6:00 p.m.	44	26	30	56	—	36,370	Raymond Keyes Assoc.
736	Pensacola, FL	Oct. 1985	383	3:00–7:00 p.m.	26	35	39	74	—	—	Raymond Keyes Assoc.
84	Dover, DE	July 1985	218	3:30–7:00 p.m.	50	6	44	50	—	—	Raymond Keyes Assoc.
500	Meriden, CT	Apr. 1985	—	4:00–6:00 p.m.	8	—	—	92	—	—	Connecticut DOT
660	Enfield, CT	Apr. 1985	—	4:00–6:00 p.m.	22	—	—	78	—	—	Connecticut DOT
845	Waterford, CT	Apr. 1985	—	4:00–6:00 p.m.	14	—	—	86	—	—	Connecticut DOT
1,060	West Hartford, CT	Apr. 1985	—	4:00–6:00 p.m.	17	—	—	83	—	—	Connecticut DOT
131	Pr. Georges Co., MD	1982/83	88	4:00–6:00 p.m.	74	—	—	26	—	—	JHK
181	Pr. Georges Co., MD	1982/83	105	4:00–6:00 p.m.	36	—	—	64	—	—	JHK
100	Pr. Georges Co., MD	1982/83	93	4:00–6:00 p.m.	36	—	—	64	—	—	JHK
475	Pr. Georges Co., MD	1982/83	130	4:00–6:00 p.m.	20	—	—	80	—	—	JHK
60	Pr. Georges Co., MD	1982/83	72	4:00–6:00 p.m.	72	—	—	28	—	—	JHK
90	Pr. Georges Co., MD	1982/83	91	4:00–6:00 p.m.	58	—	—	42	—	—	JHK
78	Pr. Georges Co., MD	1982/83	113	4:00–6:00 p.m.	59	—	—	41	—	—	JHK
44	Pr. Georges Co., MD	1982/83	97	4:00–6:00 p.m.	51	—	—	49	—	—	JHK
467	Pr. Georges Co., MD	1982/83	99	4:00–6:00 p.m.	56	—	—	44	—	—	JHK
352	W. Orange, NJ	Mar. 1986	149	4:00–6:00 p.m.	38	19	43	62	—	21,520	Raymond Keyes Assoc.
176	Tarpon Springs, FL	May 1986	124	3:00–7:00 p.m.	37	28	35	63	—	34,080	Raymond Keyes Assoc.
762	Orlando, FL	Fall 1985	182	4:00–6:00 p.m.	25	52	23	75	—	—	Kimley-Horn and Assoc. Inc.
166	Orlando, FL	Fall 1985	124	4:00–6:00 p.m.	27	48	25	73	—	—	Kimley-Horn and Assoc. Inc.
129	Orlando, FL	Fall 1985	116	4:00–6:00 p.m.	28	50	22	72	—	—	Kimley-Horn and Assoc. Inc.
71	Orlando, FL	Fall 1985	81	4:00–6:00 p.m.	50	44	6	50	—	—	Kimley-Horn and Assoc. Inc.

Table E.9 (Cont'd) Pass-By and Non-Pass-By Trips Weekday, PM Peak Period Land Use Code 820—Shopping Center

SIZE (1,000 SQ. FT. GLA)	LOCATION	WEEKDAY SURVEY DATE	NO. OF INTERVIEWS	TIME PERIOD	PASS-BY TRIP (%)	NON-PASS-BY TRIP (%)			ADJ. STREET PEAK HOUR VOLUME	AVERAGE 24-HOUR TRAFFIC	SOURCE
						PRIMARY	DIVERTED	TOTAL			
921	Albany, NY	July & Aug. 1985	196	4:00–6:00 p.m.	23	42	35	77	—	60,950	Raymond Keyes Assoc.
108	Overland Park, KS	July 1988	111	4:30–5:30 p.m.	26	61	13	74	—	34,000	—
118	Overland Park, KS	Aug. 1988	123	4:30–5:30 p.m.	25	55	20	75	—	—	—
256	Greece, NY	June 1988	120	4:00–6:00 p.m.	38	62	—	62	—	23,410	Sear Brown
160	Greece, NY	June 1988	78	4:00–6:00 p.m.	29	71	—	71	—	57,306	Sear Brown
550	Greece, NY	June 1988	117	4:00–6:00 p.m.	48	52	—	52	—	40,763	Sear Brown
51	Boca Raton, FL	Dec. 1987	110	4:00–6:00 p.m.	33	34	33	67	—	42,225	Kimley-Horn and Assoc. Inc.
1,090	Ross Twp, PA	July 1988	411	2:00–8:00 p.m.	34	56	10	66	—	51,500	Wilbur Smith and Assoc.
97	Upper Dublin Twp, PA	Winter 1988/89	—	4:00–6:00 p.m.	41	—	—	59	—	34,000	McMahon Associates
118	Tredyffrin Twp, PA	Winter 1988/89	—	4:00–6:00 p.m.	24	—	—	76	—	10,000	Booz Allen & Hamilton
122	Lawnside, NJ	Winter 1988/89	—	4:00–6:00 p.m.	37	—	—	63	—	20,000	Pennoni Associates
126	Boca Raton, FL	Winter 1988/89	—	4:00–6:00 p.m.	43	—	—	57	—	40,000	McMahon Associates
150	Willow Grove, PA	Winter 1988/89	—	4:00–6:00 p.m.	39	—	—	61	—	26,000	Booz Allen & Hamilton
153	Broward Cnty., FL	Winter 1988/89	—	4:00–6:00 p.m.	50	—	—	50	—	85,000	McMahon Associates
153	Arden, DE	Winter 1988/89	—	4:00–6:00 p.m.	30	—	—	70	—	26,000	Orth-Rodgers & Assoc. Inc.
154	Doylestown, PA	Winter 1988/89	—	4:00–6:00 p.m.	32	—	—	68	—	29,000	Orth-Rodgers & Assoc. Inc.
164	Middletown Twp, PA	Winter 1988/89	—	4:00–6:00 p.m.	33	—	—	67	—	25,000	Booz Allen & Hamilton
166	Haddon Twp, NJ	Winter 1988/89	—	4:00–6:00 p.m.	20	—	—	80	—	6,000	Pennoni Associates
205	Broward Cnty., FL	Winter 1988/89	—	4:00–6:00 p.m.	55	—	—	45	—	62,000	McMahon Associates

Table E.9 (Cont'd) Pass-By and Non-Pass-By Trips Weekday, PM Peak Period Land Use Code 820—Shopping Center

SIZE (1,000 SQ. FT. GLA)	LOCATION	WEEKDAY SURVEY DATE	NO. OF INTERVIEWS	TIME PERIOD	PASS-BY TRIP (%)	NON-PASS-BY TRIP (%)			ADJ. STREET PEAK HOUR VOLUME	AVERAGE 24-HOUR TRAFFIC	SOURCE
						PRIMARY	DIVERTED	TOTAL			
237	W. Windsor Twp, NJ	Winter 1988/89	—	4:00–6:00 p.m.	48	—	—	52	—	48,000	Booz Allen & Hamilton
242	Willow Grove, PA	Winter 1988/89	—	4:00–6:00 p.m.	37	—	—	63	—	26,000	McMahon Associates
297	Whitehall, PA	Winter 1988/89	—	4:00–6:00 p.m.	33	—	—	67	—	26,000	Orth-Rodgers & Assoc. Inc.
360	Broward Cnty., FL	Winter 1988/89	—	4:00–6:00 p.m.	44	—	—	56	—	73,000	McMahon Associates
370	Pittsburgh, PA	Winter 1988/89	—	4:00–6:00 p.m.	19	—	—	81	—	33,000	Wilbur Smith
150	Portland, OR	—	519	4:00–6:00 p.m.	68	6	26	32	—	25,000	Kittelson and Associates
150	Portland, OR	—	655	4:00–6:00 p.m.	65	7	28	35	—	30,000	Kittelson and Associates
760	Calgary, Alberta	Oct.-Dec. 1987	15,436	4:00–6:00 p.m.	20	39	41	80	—	—	City of Calgary DOT
178	Bordentown, NJ	Apr. 1989	154	2:00–6:00 p.m.	35	—	—	65	—	37,980	Raymond Keyes Assoc.
144	Manalapan, NJ	July 1990	176	3:30–6:15 p.m.	32	44	24	68	—	69,347	Raymond Keyes Assoc.
549	Natick, MA	Feb. 1989	—	4:45–5:45 p.m.	33	26	41	67	—	48,782	Raymond Keyes Assoc.

Average Pass-By Trip Percentage: 34

"—" means no data were provided

APPENDIX C
TURNING MOVEMENT COUNTS

Peggy Malone & Associates, Inc.
(888) 247-8602

File Name : NW 147th Dr and MLK Blvd AM
Site Code :
Start Date : 9/12/2019
Page No : 1

Groups Printed- Car

	NW 147th Drive Southbound					MLK Blvd Westbound					NW 147th Drive Northbound					MLK Blvd Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
06:30 AM	3	0	5	0	8	3	84	1	0	88	10	0	7	0	17	7	199	5	0	211	324
06:45 AM	8	0	8	2	18	5	98	7	0	110	12	0	12	0	24	15	252	14	1	282	434
Total	11	0	13	2	26	8	182	8	0	198	22	0	19	0	41	22	451	19	1	493	758
07:00 AM	5	1	14	0	20	14	133	3	0	150	13	2	22	0	37	7	251	11	0	269	476
07:15 AM	7	2	11	0	20	7	142	3	0	152	15	1	27	0	43	7	296	9	0	312	527
07:30 AM	8	1	9	1	19	7	169	3	0	179	18	1	25	0	44	14	296	16	0	326	568
07:45 AM	7	1	11	1	20	12	172	9	0	193	14	2	20	0	36	19	306	24	0	349	598
Total	27	5	45	2	79	40	616	18	0	674	60	6	94	0	160	47	1149	60	0	1256	2169
08:00 AM	9	0	15	0	24	15	127	10	0	152	11	2	22	0	35	14	275	20	0	309	520
08:15 AM	14	1	16	0	31	10	144	8	0	162	5	2	16	0	23	16	212	15	0	243	459
Grand Total	61	6	89	4	160	73	1069	44	0	1186	98	10	151	0	259	99	2087	114	1	2301	3906
Apprch %	38.1	3.8	55.6	2.5		6.2	90.1	3.7	0		37.8	3.9	58.3	0		4.3	90.7	5	0		
Total %	1.6	0.2	2.3	0.1	4.1	1.9	27.4	1.1	0	30.4	2.5	0.3	3.9	0	6.6	2.5	53.4	2.9	0	58.9	

	NW 147th Drive Southbound				MLK Blvd Westbound				NW 147th Drive Northbound				MLK Blvd Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 06:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	7	**2**	11	20	7	142	3	152	15	1	**27**	43	7	296	9	312	527
07:30 AM	8	1	9	18	7	169	3	179	**18**	1	25	**44**	14	296	16	326	567
07:45 AM	7	1	11	19	12	**172**	9	**193**	14	**2**	20	36	**19**	**306**	**24**	**349**	**597**
08:00 AM	**9**	0	**15**	**24**	**15**	127	**10**	152	11	2	22	35	14	275	20	309	520
Total Volume	31	4	46	81	41	610	25	676	58	6	94	158	54	1173	69	1296	2211
% App. Total	38.3	4.9	56.8		6.1	90.2	3.7		36.7	3.8	59.5		4.2	90.5	5.3		
PHF	.861	.500	.767	.844	.683	.887	.625	.876	.806	.750	.870	.898	.711	.958	.719	.928	.926

Peggy Malone & Associates, Inc.
(888) 247-8602

File Name : NW 147th Dr and MLK Blvd AM
Site Code :
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Groups Printed- Truck

	NW 147th Drive Southbound					MLK Blvd Westbound					NW 147th Drive Northbound					MLK Blvd Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
06:30 AM	0	0	0	0	0	0	6	0	0	6	0	0	1	0	1	0	11	1	0	12	19
06:45 AM	0	0	0	0	0	1	5	0	0	6	0	0	0	0	0	0	8	2	0	10	16
Total	0	0	0	0	0	1	11	0	0	12	0	0	1	0	1	0	19	3	0	22	35
07:00 AM	0	0	1	0	1	0	2	0	0	2	0	0	1	0	1	1	7	1	0	9	13
07:15 AM	0	0	0	0	0	0	8	0	0	8	0	0	1	0	1	1	8	0	0	9	18
07:30 AM	0	0	0	0	0	0	10	0	0	10	0	0	1	0	1	1	11	1	0	13	24
07:45 AM	0	0	0	0	0	0	6	1	0	7	0	0	0	0	0	1	16	0	0	17	24
Total	0	0	1	0	1	0	26	1	0	27	0	0	3	0	3	4	42	2	0	48	79
08:00 AM	0	1	1	0	2	0	12	0	0	12	0	1	1	0	2	0	12	0	0	12	28
08:15 AM	2	0	0	0	2	1	13	0	0	14	0	0	1	0	1	0	4	1	0	5	22
Grand Total	2	1	2	0	5	2	62	1	0	65	0	1	6	0	7	4	77	6	0	87	164
Apprch %	40	20	40	0		3.1	95.4	1.5	0		0	14.3	85.7	0		4.6	88.5	6.9	0		
Total %	1.2	0.6	1.2	0	3	1.2	37.8	0.6	0	39.6	0	0.6	3.7	0	4.3	2.4	47	3.7	0	53	

	NW 147th Drive Southbound				MLK Blvd Westbound				NW 147th Drive Northbound				MLK Blvd Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 06:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:30 AM																	
07:30 AM	0	0	0	0	0	10	0	10	0	0	**1**	1	**1**	11	**1**	13	24
07:45 AM	0	0	0	0	0	6	**1**	7	0	0	0	0	1	**16**	0	**17**	24
08:00 AM	0	**1**	**1**	**2**	0	12	0	12	0	**1**	1	**2**	0	12	0	12	**28**
08:15 AM	**2**	0	0	2	**1**	**13**	0	**14**	0	0	1	1	0	4	1	5	22
Total Volume	2	1	1	4	1	41	1	43	0	1	3	4	2	43	2	47	98
% App. Total	50	25	25		2.3	95.3	2.3		0	25	75		4.3	91.5	4.3		
PHF	.250	.250	.250	.500	.250	.788	.250	.768	.000	.250	.750	.500	.500	.672	.500	.691	.875

Peggy Malone & Associates, Inc.
(888) 247-8602

File Name : NW 147th Dr and MLK Blvd AM
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Groups Printed- Combined

	NW 147th Drive Southbound					MLK Blvd Westbound					NW 147th Drive Northbound					MLK Blvd Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
06:30 AM	3	0	5	0	8	3	90	1	0	94	10	0	8	0	18	7	210	6	0	223	343
06:45 AM	8	0	8	2	18	6	103	7	0	116	12	0	12	0	24	15	260	16	1	292	450
Total	11	0	13	2	26	9	193	8	0	210	22	0	20	0	42	22	470	22	1	515	793
07:00 AM	5	1	15	0	21	14	135	3	0	152	13	2	23	0	38	8	258	12	0	278	489
07:15 AM	7	2	11	0	20	7	150	3	0	160	15	1	28	0	44	8	304	9	0	321	545
07:30 AM	8	1	9	1	19	7	179	3	0	189	18	1	26	0	45	15	307	17	0	339	592
07:45 AM	7	1	11	1	20	12	178	10	0	200	14	2	20	0	36	20	322	24	0	366	622
Total	27	5	46	2	80	40	642	19	0	701	60	6	97	0	163	51	1191	62	0	1304	2248
08:00 AM	9	1	16	0	26	15	139	10	0	164	11	3	23	0	37	14	287	20	0	321	548
08:15 AM	16	1	16	0	33	11	157	8	0	176	5	2	17	0	24	16	216	16	0	248	481
Grand Total	63	7	91	4	165	75	1131	45	0	1251	98	11	157	0	266	103	2164	120	1	2388	4070
Apprch %	38.2	4.2	55.2	2.4		6	90.4	3.6	0		36.8	4.1	59	0		4.3	90.6	5	0		
Total %	1.5	0.2	2.2	0.1	4.1	1.8	27.8	1.1	0	30.7	2.4	0.3	3.9	0	6.5	2.5	53.2	2.9	0	58.7	

	NW 147th Drive Southbound				MLK Blvd Westbound				NW 147th Drive Northbound				MLK Blvd Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 06:30 AM to 08:15 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	7	**2**	11	20	7	150	3	160	15	1	**28**	44	8	304	9	321	545
07:30 AM	8	1	9	18	7	**179**	3	189	**18**	1	26	**45**	15	307	17	339	591
07:45 AM	7	1	11	19	12	178	**10**	**200**	14	2	20	36	**20**	**322**	**24**	**366**	**621**
08:00 AM	**9**	1	**16**	**26**	**15**	139	10	164	11	**3**	23	37	14	287	20	321	548
Total Volume	31	5	47	83	41	646	26	713	58	7	97	162	57	1220	70	1347	2305
% App. Total	37.3	6	56.6		5.8	90.6	3.6		35.8	4.3	59.9		4.2	90.6	5.2		
PHF	.861	.625	.734	.798	.683	.902	.650	.891	.806	.583	.866	.900	.713	.947	.729	.920	.928

Truck Percentage: 2% 5% 2% 4%

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File Name : NW 147th Dr and MLK Blvd PM
Site Code :
Start Date : 9/12/2019
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Groups Printed- Car

	NW 147th Drive Southbound					MLK Blvd Westbound					NW 147th Drive Northbound					MLK Blvd Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:15 PM	27	4	14	0	45	16	218	17	0	251	12	5	29	0	46	29	162	15	0	206	548
04:30 PM	21	2	9	0	32	21	263	23	0	307	12	2	20	0	34	28	194	20	0	242	615
04:45 PM	22	1	9	0	32	18	287	21	1	327	18	4	35	0	57	25	178	24	0	227	643
Total	70	7	32	0	109	55	768	61	1	885	42	11	84	0	137	82	534	59	0	675	1806
05:00 PM	35	1	16	0	52	16	285	25	0	326	13	6	50	0	69	24	166	11	0	201	648
05:15 PM	23	3	13	0	39	15	284	31	0	330	12	3	46	0	61	29	216	22	1	268	698
05:30 PM	24	5	7	0	36	15	325	26	0	366	15	2	48	0	65	26	183	18	1	228	695
05:45 PM	23	4	15	0	42	18	297	27	0	342	11	7	33	0	51	20	184	22	0	226	661
Total	105	13	51	0	169	64	1191	109	0	1364	51	18	177	0	246	99	749	73	2	923	2702
06:00 PM	22	0	17	0	39	18	244	15	0	277	7	5	50	0	62	23	145	21	0	189	567
Grand Total	197	20	100	0	317	137	2203	185	1	2526	100	34	311	0	445	204	1428	153	2	1787	5075
Apprch %	62.1	6.3	31.5	0		5.4	87.2	7.3	0		22.5	7.6	69.9	0		11.4	79.9	8.6	0.1		
Total %	3.9	0.4	2	0	6.2	2.7	43.4	3.6	0	49.8	2	0.7	6.1	0	8.8	4	28.1	3	0	35.2	

	NW 147th Drive Southbound				MLK Blvd Westbound				NW 147th Drive Northbound				MLK Blvd Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:15 PM to 06:00 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	**35**	1	**16**	**52**	16	285	25	326	13	6	**50**	**69**	24	166	11	201	648
05:15 PM	23	3	13	39	15	284	**31**	330	12	3	46	61	**29**	**216**	**22**	**267**	**697**
05:30 PM	24	**5**	7	36	15	**325**	26	**366**	**15**	2	48	65	26	183	18	227	694
05:45 PM	23	4	15	42	**18**	297	27	342	11	**7**	33	51	20	184	22	226	661
Total Volume	105	13	51	169	64	1191	109	1364	51	18	177	246	99	749	73	921	2700
% App. Total	62.1	7.7	30.2		4.7	87.3	8		20.7	7.3	72		10.7	81.3	7.9		
PHF	.750	.650	.797	.813	.889	.916	.879	.932	.850	.643	.885	.891	.853	.867	.830	.862	.968

Peggy Malone & Associates, Inc.
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File Name : NW 147th Dr and MLK Blvd PM
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Groups Printed- Truck

	NW 147th Drive Southbound					MLK Blvd Westbound					NW 147th Drive Northbound					MLK Blvd Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:15 PM	0	0	2	0	2	0	16	0	0	16	1	0	1	0	2	0	8	0	0	8	28
04:30 PM	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	0	10	0	0	10	18
04:45 PM	0	0	0	0	0	0	12	0	0	12	0	0	0	0	0	0	6	0	0	6	18
Total	0	0	2	0	2	0	36	0	0	36	1	0	1	0	2	0	24	0	0	24	64
05:00 PM	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	0	5	0	0	5	13
05:15 PM	0	0	0	0	0	0	8	0	0	8	0	0	0	0	0	0	4	0	0	4	12
05:30 PM	0	0	0	0	0	0	4	0	0	4	0	0	0	0	0	0	5	0	0	5	9
05:45 PM	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	4	1	0	5	6
Total	0	0	0	0	0	1	20	0	0	21	0	0	0	0	0	0	18	1	0	19	40
06:00 PM	0	0	0	0	0	0	5	0	0	5	0	0	0	0	0	0	5	0	0	5	10
Grand Total	0	0	2	0	2	1	61	0	0	62	1	0	1	0	2	0	47	1	0	48	114
Apprch %	0	0	100	0		1.6	98.4	0	0		50	0	50	0		0	97.9	2.1	0		
Total %	0	0	1.8	0	1.8	0.9	53.5	0	0	54.4	0.9	0	0.9	0	1.8	0	41.2	0.9	0	42.1	

	NW 147th Drive Southbound				MLK Blvd Westbound				NW 147th Drive Northbound				MLK Blvd Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:15 PM to 06:00 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:15 PM																	
04:15 PM	0	0	**2**	**2**	0	**16**	0	**16**	**1**	0	**1**	**2**	0	8	0	8	**28**
04:30 PM	0	0	0	0	0	8	0	8	0	0	0	0	0	**10**	0	**10**	18
04:45 PM	0	0	0	0	0	12	0	12	0	0	0	0	0	6	0	6	18
05:00 PM	0	0	0	0	0	8	0	8	0	0	0	0	0	5	0	5	13
Total Volume	0	0	2	2	0	44	0	44	1	0	1	2	0	29	0	29	77
% App. Total	0	0	100		0	100	0		50	0	50		0	100	0		
PHF	.000	.000	.250	.250	.000	.688	.000	.688	.250	.000	.250	.250	.000	.725	.000	.725	.688

Peggy Malone & Associates, Inc.
(888) 247-8602

File Name : NW 147th Dr and MLK Blvd PM
Site Code :
Start Date : 9/12/2019
Page No : 1

Groups Printed- Combined

	NW 147th Drive Southbound					MLK Blvd Westbound					NW 147th Drive Northbound					MLK Blvd Eastbound					
Start Time	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Right	Thru	Left	Peds	App. Total	Int. Total
04:15 PM	27	4	16	0	47	16	234	17	0	267	13	5	30	0	48	29	170	15	0	214	576
04:30 PM	21	2	9	0	32	21	271	23	0	315	12	2	20	0	34	28	204	20	0	252	633
04:45 PM	22	1	9	0	32	18	299	21	1	339	18	4	35	0	57	25	184	24	0	233	661
Total	70	7	34	0	111	55	804	61	1	921	43	11	85	0	139	82	558	59	0	699	1870
05:00 PM	35	1	16	0	52	16	293	25	0	334	13	6	50	0	69	24	171	11	0	206	661
05:15 PM	23	3	13	0	39	15	292	31	0	338	12	3	46	0	61	29	220	22	1	272	710
05:30 PM	24	5	7	0	36	15	329	26	0	370	15	2	48	0	65	26	188	18	1	233	704
05:45 PM	23	4	15	0	42	19	297	27	0	343	11	7	33	0	51	20	188	23	0	231	667
Total	105	13	51	0	169	65	1211	109	0	1385	51	18	177	0	246	99	767	74	2	942	2742
06:00 PM	22	0	17	0	39	18	249	15	0	282	7	5	50	0	62	23	150	21	0	194	577
Grand Total	197	20	102	0	319	138	2264	185	1	2588	101	34	312	0	447	204	1475	154	2	1835	5189
Apprch %	61.8	6.3	32	0		5.3	87.5	7.1	0		22.6	7.6	69.8	0		11.1	80.4	8.4	0.1		
Total %	3.8	0.4	2	0	6.1	2.7	43.6	3.6	0	49.9	1.9	0.7	6	0	8.6	3.9	28.4	3	0	35.4	

	NW 147th Drive Southbound				MLK Blvd Westbound				NW 147th Drive Northbound				MLK Blvd Eastbound				
Start Time	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Right	Thru	Left	App. Total	Int. Total
Peak Hour Analysis From 04:15 PM to 06:00 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	**35**	1	**16**	**52**	16	293	25	334	13	6	**50**	**69**	24	171	11	206	661
05:15 PM	23	3	13	39	15	292	**31**	338	12	3	46	61	**29**	**220**	22	**271**	**709**
05:30 PM	24	**5**	7	36	15	**329**	26	**370**	**15**	2	48	65	26	188	18	232	703
05:45 PM	23	4	15	42	**19**	297	27	343	11	**7**	33	51	20	188	**23**	231	667
Total Volume	105	13	51	169	65	1211	109	1385	51	18	177	246	99	767	74	940	2740
% App. Total	62.1	7.7	30.2		4.7	87.4	7.9		20.7	7.3	72		10.5	81.6	7.9		
PHF	.750	.650	.797	.813	.855	.920	.879	.936	.850	.643	.885	.891	.853	.872	.804	.867	.966

Truck Percentage: 0% 2% 0% 2%

COUNTY: 26
STATION: 0461
DESCRIPTION: SR 20 .2 MI. NW OF SR 93
START DATE: 04/24/2018
START TIME: 0000

	DIRECTION: S					DIRECTION: N					COMBINED
TIME	1ST	2ND	3RD	4TH	TOTAL	1ST	2ND	3RD	4TH	TOTAL	TOTAL
0000	12	9	11	15	47	27	27	22	16	92	139
0100	20	32	30	16	98	24	14	15	24	77	175
0200	9	13	15	27	64	15	21	14	22	72	136
0300	44	17	30	25	116	22	10	16	21	69	185
0400	29	29	46	42	146	15	31	53	49	148	294
0500	80	86	120	150	436	38	56	60	44	198	634
0600	172	297	298	360	1127	33	82	72	114	301	1428
0700	376	406	494	411	1687	122	140	144	186	592	2279
0800	335	304	346	251	1236	187	204	189	152	732	1968
0900	231	257	254	194	936	149	175	169	177	670	1606
1000	192	222	170	195	779	164	198	186	204	752	1531
1100	210	201	230	196	837	198	195	191	208	792	1629
1200	205	243	212	226	886	213	227	229	219	888	1774
1300	217	233	219	242	911	216	223	241	221	901	1812
1400	215	216	225	202	858	236	236	277	261	1010	1868
1500	229	285	300	232	1046	287	293	294	320	1194	2240
1600	194	203	183	243	823	349	366	363	373	1451	2274
1700	200	226	201	207	834	417	401	451	420	1689	2523
1800	191	171	165	155	682	344	367	260	248	1219	1901
1900	149	135	109	120	513	226	196	192	190	804	1317
2000	114	140	153	108	515	156	131	153	140	580	1095
2100	82	64	67	50	263	112	114	106	89	421	684
2200	59	26	36	37	158	74	55	45	35	209	367
2300	25	25	22	18	90	48	41	42	41	172	262
24-HOUR TOTALS:					15088					15033	30121

1311

657

PEAK VOLUME INFORMATION

	DIRECTION: N		DIRECTION: S		COMBINED DIRECTIONS	
	HOUR	VOLUME	HOUR	VOLUME	HOUR	VOLUME
A.M.	700	1687	745	766	715	2303
P.M.	1500	1046	1700	1689	1700	2523
DAILY	700	1687	1700	1689	1700	2523

GENERATED BY SPS 5.0.53P

COUNTY: 26
STATION: 0461
DESCRIPTION: SR 20 .2 MI. NW OF SR 93
START DATE: 04/25/2018
START TIME: 0000

	DIRECTION: N					DIRECTION: S					COMBINED
TIME	1ST	2ND	3RD	4TH	TOTAL	1ST	2ND	3RD	4TH	TOTAL	TOTAL
0000	13	20	25	24	82	26	34	17	29	106	188
0100	29	36	31	14	110	14	21	9	21	65	175
0200	14	22	22	27	85	23	31	20	13	87	172
0300	28	24	26	36	114	16	13	20	22	71	185
0400	29	31	41	41	142	18	22	57	38	135	277
0500	59	89	103	156	407	41	39	61	52	193	600
0600	198	291	311	341	1141	44	71	82	113	310	1451
0700	418	435	445	424	1722	99	130	152	182	563	2285
0800	309	291	345	252	1197	175	192	191	143	701	1898
0900	220	237	226	192	875	122	132	165	154	573	1448
1000	189	180	199	169	737	181	149	173	183	686	1423
1100	196	213	224	220	853	178	174	225	226	803	1656
1200	238	223	210	207	878	243	228	248	224	943	1821
1300	288	239	202	218	947	208	245	231	226	910	1857
1400	219	202	204	218	843	229	226	288	245	988	1831
1500	185	262	265	209	921	270	310	288	343	1211	2132
1600	211	221	202	191	825	355	364	376	384	1479	2304
1700	211	218	205	212	846	410	426	423	392	1651	2497
1800	191	236	183	153	763	317	322	264	256	1159	1922
1900	153	142	126	107	528	196	193	189	189	767	1295
2000	104	113	69	102	388	176	178	172	163	689	1077
2100	119	72	81	50	322	136	137	102	87	462	784
2200	52	30	50	40	172	79	61	59	49	248	420
2300	36	21	31	25	113	46	46	44	33	169	282
24-HOUR TOTALS:					15011					14969	29980

PEAK VOLUME INFORMATION

	DIRECTION: N		DIRECTION: S		COMBINED DIRECTIONS	
	HOUR	VOLUME	HOUR	VOLUME	HOUR	VOLUME
A.M.	700	1722	745	740	700	2285
P.M.	1300	947	1700	1651	1700	2497
DAILY	700	1722	1700	1651	1700	2497

GENERATED BY SPS 5.0.53P

COUNTY: 26
STATION: 4020
DESCRIPTION: RAMP US 441 TO I-75 NB
START DATE: 10/02/2018
START TIME: 1045

DIRECTION: N

TIME	1ST	2ND	3RD	4TH	TOTAL
0000	7	10	2	11	30
0100	1	5	8	5	19
0200	10	4	11	5	30
0300	7	6	19	8	40
0400	14	9	8	8	39
0500	25	13	20	22	80
0600	31	41	28	40	140
0700	32	49	50	46	177
0800	34	46	41	52	173
0900	37	66	70	71	244
1000	46	54	42	48	190
1100	61	28	43	35	167
1200	38	37	51	42	168
1300	60	53	32	61	206
1400	61	49	55	68	233
1500	51	65	59	65	240
1600	73	64	75	77	289
1700	73	77	71	64	285
1800	72	46	38	27	183
1900	32	30	18	32	112
2000	35	23	28	31	117
2100	28	15	13	14	70
2200	19	16	12	11	58
2300	14	10	8	17	49
24-HOUR TOTALS:					3339

PEAK VOLUME INFORMATION

	HOUR	VOLUME
A.M.	845	225
P.M.	1630	302
DAILY	1630	302

GENERATED BY SPS 5.0.53P

COUNTY: 26
STATION: 4021
DESCRIPTION: RAMP I-75 NB TO US 441
START DATE: 10/02/2018
START TIME: 1030

DIRECTION: N

TIME	1ST	2ND	3RD	4TH	TOTAL
0000	18	17	18	14	67
0100	17	8	9	7	41
0200	10	9	9	12	40
0300	6	14	13	12	45
0400	12	20	30	28	90
0500	28	19	36	41	124
0600	38	43	48	74	203
0700	70	112	104	138	424
0800	81	99	81	95	356
0900	60	61	85	85	291
1000	85	92	62	121	360
1100	99	91	103	91	384
1200	97	120	125	87	429
1300	107	134	105	134	480
1400	171	150	135	128	584
1500	135	163	182	177	657
1600	178	243	234	251	906
1700	236	251	252	209	948
1800	161	139	115	89	504
1900	99	86	93	123	401
2000	99	86	72	76	333
2100	52	56	49	47	204
2200	39	43	26	28	136
2300	22	20	29	14	85
24-HOUR TOTALS:					8092

PEAK VOLUME INFORMATION

	HOUR	VOLUME
A.M.	715	435
P.M.	1645	990
DAILY	1645	990

GENERATED BY SPS 5.0.53P

COUNTY: 26
STATION: 4029
DESCRIPTION: US 41 SB TO I-75 SB
START DATE: 06/18/2018
START TIME: 0900

DIRECTION: S

TIME	1ST	2ND	3RD	4TH	TOTAL
0000	15	18	18	15	66
0100	14	7	8	10	39
0200	17	22	11	15	65
0300	23	16	20	37	96
0400	19	23	32	42	116
0500	50	56	58	102	266
0600	115	136	155	147	553
0700	175	223	189	122	709
0800	160	148	121	70	499
0900	83	128	112	102	425
1000	88	92	110	112	402
1100	71	88	84	72	315
1200	86	94	100	88	368
1300	86	92	82	106	366
1400	83	87	70	72	312
1500	74	69	67	89	299
1600	78	73	69	85	305
1700	84	87	91	77	339
1800	81	93	61	60	295
1900	54	42	40	29	165
2000	27	36	18	29	110
2100	34	17	18	18	87
2200	19	18	5	6	48
2300	22	11	13	10	56
24-HOUR TOTALS:					6301

PEAK VOLUME INFORMATION

	HOUR	VOLUME
A.M.	645	734
P.M.	1200	368
DAILY	645	734

GENERATED BY SPS 5.0.53P

COUNTY: 26
STATION: 5022
DESCRIPTION: SR 20 200' NW OF SR 235(ALACHUA)
START DATE: 04/24/2018
START TIME: 0000

	DIRECTION: N					DIRECTION: S					COMBINED
TIME	1ST	2ND	3RD	4TH	TOTAL	1ST	2ND	3RD	4TH	TOTAL	TOTAL
0000	14	17	12	4	47	8	10	7	11	36	83
0100	12	8	9	9	38	10	0	13	10	33	71
0200	5	7	7	8	27	5	7	5	4	21	48
0300	5	8	7	5	25	9	6	7	18	40	65
0400	14	12	7	21	54	18	16	21	35	90	144
0500	29	29	34	33	125	31	56	82	110	279	404
0600	68	74	109	114	365	104	189	215	220	728	1093
0700	117	163	133	147	560	297	319	317	344	1277	1837
0800	155	129	119	120	523	265	226	288	221	1000	1523
0900	137	133	133	119	522	149	183	197	169	698	1220
1000	144	158	164	195	661	148	155	135	144	582	1243
1100	166	190	199	230	785	145	177	176	192	690	1475
1200	226	174	160	175	735	199	211	189	209	808	1543
1300	193	180	151	180	704	199	210	208	192	809	1513
1400	200	180	197	208	785	208	187	150	155	700	1485
1500	217	224	236	252	929	184	185	207	223	799	1728
1600	235	301	254	311	1101	181	190	158	235	764	1865
1700	287	355	314	287	1243	212	204	174	179	769	2012
1800	249	174	169	156	748	163	138	133	145	579	1327
1900	146	120	114	88	468	116	113	98	90	417	885
2000	107	84	87	62	340	84	103	100	79	366	706
2100	65	58	52	41	216	78	78	64	52	272	488
2200	34	36	24	19	113	47	37	16	22	122	235
2300	25	15	22	13	75	20	17	17	9	63	138
24-HOUR TOTALS:					11189					11942	23131

PEAK VOLUME INFORMATION

	DIRECTION: N		DIRECTION: S		COMBINED DIRECTIONS	
	HOUR	VOLUME	HOUR	VOLUME	HOUR	VOLUME
A.M.	715	598	700	1277	715	1843
P.M.	1645	1267	1245	826	1645	2092
DAILY	1645	1267	700	1277	1645	2092

GENERATED BY SPS 5.0.53P

COUNTY: 26
STATION: 5022
DESCRIPTION: SR 20 200' NW OF SR 235(ALACHUA)
START DATE: 04/25/2018
START TIME: 0000

	DIRECTION: N					DIRECTION: S					COMBINED
TIME	1ST	2ND	3RD	4TH	TOTAL	1ST	2ND	3RD	4TH	TOTAL	TOTAL
0000	11	9	9	11	40	4	13	12	15	44	84
0100	5	9	12	8	34	11	9	14	6	40	74
0200	7	8	10	3	28	8	9	10	6	33	61
0300	9	12	12	4	37	8	7	7	20	42	79
0400	15	14	7	25	61	12	14	25	15	66	127
0500	35	39	51	40	165	33	54	93	107	287	452
0600	60	68	85	82	295	121	162	227	236	746	1041
0700	125	143	155	138	561	267	338	308	320	1233	1794
0800	165	127	134	98	524	245	253	258	226	982	1506
0900	132	141	122	139	534	181	170	157	183	691	1225
1000	141	137	159	158	595	138	140	139	133	550	1145
1100	151	220	220	239	830	169	186	174	206	735	1565
1200	207	195	200	228	830	210	234	211	244	899	1729
1300	175	178	196	162	711	207	220	191	201	819	1530
1400	187	190	183	211	771	168	172	175	169	684	1455
1500	209	224	239	288	960	189	182	205	185	761	1721
1600	253	299	262	339	1153	191	192	170	189	742	1895
1700	324	347	264	252	1187	206	192	193	188	779	1966
1800	236	178	154	163	731	168	151	151	146	616	1347
1900	148	119	124	117	508	121	115	118	92	446	954
2000	115	112	86	92	405	102	102	87	84	375	780
2100	83	67	63	42	255	90	67	77	61	295	550
2200	36	32	26	34	128	49	38	26	32	145	273
2300	18	34	24	13	89	24	25	22	14	85	174
24-HOUR TOTALS:					11432					12095	23527

PEAK VOLUME INFORMATION

	DIRECTION: N		DIRECTION: S		COMBINED DIRECTIONS	
	HOUR	VOLUME	HOUR	VOLUME	HOUR	VOLUME
A.M.	715	601	700	1233	715	1812
P.M.	1645	1274	1200	899	1645	2054
DAILY	1645	1274	700	1233	1645	2054

GENERATED BY SPS 5.0.53P

COUNTY: 26
STATION: 5023
DESCRIPTION: SR 235 350' S. OF SR 20(ALACHUA)
START DATE: 04/24/2018
START TIME: 0000

	DIRECTION: N					DIRECTION: S					COMBINED
TIME	1ST	2ND	3RD	4TH	TOTAL	1ST	2ND	3RD	4TH	TOTAL	TOTAL
0000	9	7	4	6	26	3	3	7	3	16	42
0100	5	6	4	6	21	0	5	1	1	7	28
0200	3	5	4	5	17	5	1	4	2	12	29
0300	7	5	8	11	31	6	2	6	10	24	55
0400	8	14	20	11	53	9	12	25	20	66	119
0500	18	20	34	35	107	17	22	37	28	104	211
0600	33	47	59	61	200	19	51	41	67	178	378
0700	69	61	65	78	273	92	146	120	106	464	737
0800	81	78	64	61	285 284	77	77	72	93	449 319	603
0900	64	62	71	59	256	52	64	82	70	268	524
1000	67	66	71	62	266	68	60	64	56	248	514
1100	80	73	85	82	320	57	63	69	66	255	575
1200	91	83	69	64	307	72	85	88	86	331	638
1300	77	88	72	75	312	101	68	88	72	329	641
1400	111	64	76	74	325	97	71	80	77	325	650
1500	91	84	85	81	341	85	91	102	74	352	693
1600	92	107	92	82	373	94	110	86	116	406	779
1700	109	98	98	99	404	126	137	134	114	511	915
1800	71	74	74	70	289	104	92	65	81	342	631
1900	54	45	54	42	195	65	44	48	51	208	403
2000	60	51	47	37	195	51	41	38	41	171	366
2100	31	25	15	11	82	41	30	35	14	120	202
2200	15	9	8	20	52	24	18	13	15	70	122
2300	9	7	9	8	33	10	10	9	3	32	65
24-HOUR TOTALS:					4762					5158	9920

PEAK VOLUME INFORMATION

	DIRECTION: N		DIRECTION: S		COMBINED DIRECTIONS	
	HOUR	VOLUME	HOUR	VOLUME	HOUR	VOLUME
A.M.	730	302	700	464	700	737
P.M.	1700	404	1645	513	1700	915
DAILY	1700	404	1645	513	1700	915

TRUCK PERCENTAGE 13.00 10.78 11.84

CLASSIFICATION SUMMARY DATABASE

DIR	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TOTTRK	TOTVOL
N	54	2720	1369	21	87	52	18	98	213	103	5	13	9	0	0	619	4762
S	27	3278	1297	14	84	52	2	90	287	20	5	1	1	0	0	556	5158

GENERATED BY SPS 5.0.53P

COUNTY: 26
STATION: 5023
DESCRIPTION: SR 235 350' S. OF SR 20(ALACHUA)
START DATE: 04/25/2018
START TIME: 0000

	DIRECTION: N					DIRECTION: S					COMBINED
TIME	1ST	2ND	3RD	4TH	TOTAL	1ST	2ND	3RD	4TH	TOTAL	TOTAL
0000	6	11	9	9	35	8	9	8	10	35	70
0100	12	14	8	4	38	3	2	4	0	9	47
0200	3	5	8	10	26	7	7	4	6	24	50
0300	3	2	8	8	21	1	4	5	16	26	47
0400	7	10	13	10	40	6	16	24	18	64	104
0500	13	28	26	23	90	13	24	38	28	103	193
0600	43	44	59	62	208	28	48	46	59	181	389
0700	69	57	71	67	264	105	132	130	105	472	736
0800	79	83	68	70	300	77	73	64	67	281	581
0900	41	56	70	47	214	69	71	54	59	253	467
1000	57	61	54	58	230	51	51	60	58	220	450
1100	76	80	90	77	323	66	60	51	61	238	561
1200	93	80	84	94	351	76	84	70	100	330	681
1300	78	78	78	81	315	88	89	66	67	310	625
1400	74	72	68	72	286	82	77	94	80	333	619
1500	87	98	81	88	354	88	79	120	83	370	724
1600	95	96	93	89	373	96	76	103	114	389	762
1700	110	89	81	99	379	133	120	146	103	502	881
1800	79	72	54	63	268	91	78	90	77	336	604
1900	63	69	67	42	241	66	51	57	60	234	475
2000	41	68	54	36	199	39	45	36	39	159	358
2100	47	42	26	15	130	36	39	28	26	129	259
2200	18	8	21	13	60	21	16	15	6	58	118
2300	13	9	13	10	45	11	17	14	10	52	97
24-HOUR TOTALS:					4790					5108	9898

PEAK VOLUME INFORMATION

	DIRECTION: N		DIRECTION: S		COMBINED DIRECTIONS	
	HOUR	VOLUME	HOUR	VOLUME	HOUR	VOLUME
A.M.	730	300	700	472	700	736
P.M.	1615	388	1645	513	1645	882
DAILY	1615	388	1645	513	1645	882

TRUCK PERCENTAGE 12.78 10.73 11.72

CLASSIFICATION SUMMARY DATABASE

DIR	1	2	3	4	5	6	7	8	9	10	11	12	13	14	15	TOTTRK	TOTVOL
N	61	2760	1357	18	117	51	14	89	210	82	10	8	13	0	0	612	4790
S	26	3208	1326	10	78	41	0	86	306	18	5	2	2	0	0	548	5108

GENERATED BY SPS 5.0.53P

COUNTY: 26
STATION: 5026
DESCRIPTION: SR 235 200' N. OF SR 20
START DATE: 04/24/2018
START TIME: 0000

DIRECTION: B

TIME	1ST	2ND	3RD	4TH	TOTAL
0000	13	11	10	13	47
0100	10	13	8	8	39
0200	12	4	6	4	26
0300	8	21	21	24	74
0400	43	69	40	48	200
0500	38	86	52	61	237
0600	100	86	111	122	419
0700	214	210	185	146	755
0800	140	121	131	119	511
0900	120	123	149	145	537
1000	113	132	125	126	496
1100	107	113	97	112	429
1200	110	110	131	117	468
1300	120	142	122	156	540
1400	123	155	134	131	543
1500	170	155	137	150	612
1600	151	147	162	164	624
1700	165	182	168	161	676
1800	125	116	103	105	449
1900	87	75	84	83	329
2000	70	78	84	63	295
2100	71	47	40	32	190
2200	18	22	38	12	90
2300	24	18	12	21	75
24-HOUR TOTALS:					8661

681

PEAK VOLUME INFORMATION

	HOUR	VOLUME
A.M.	700	755
P.M.	1645	679
DAILY	700	755

GENERATED BY SPS 5.0.53P

COUNTY: 26
STATION: 5026
DESCRIPTION: SR 235 200' N. OF SR 20
START DATE: 04/25/2018
START TIME: 0000

DIRECTION: B

TIME	1ST	2ND	3RD	4TH	TOTAL
0000	20	24	25	25	94
0100	28	10	10	8	56
0200	13	8	25	7	53
0300	13	22	20	14	69
0400	45	33	49	40	167
0500	48	52	51	67	218
0600	75	117	79	165	436
0700	195	215	187	132	729
0800	110	104	119	115	448
0900	115	88	122	93	418
1000	121	80	104	134	439
1100	125	129	111	120	485
1200	119	93	151	137	500
1300	121	127	132	133	513
1400	163	118	111	105	497
1500	156	139	131	132	558
1600	158	133	158	195	644
1700	181	159	153	144	637
1800	121	119	120	103	463
1900	91	98	90	77	356
2000	98	72	89	77	336
2100	67	58	46	55	226
2200	23	33	20	22	98
2300	27	34	24	16	101
24-HOUR TOTALS:					8541

PEAK VOLUME INFORMATION

	HOUR	VOLUME
A.M.	645	762
P.M.	1630	693
DAILY	645	762

GENERATED BY SPS 5.0.53P

COUNTY: 26
STATION: 5027
DESCRIPTION: SR 20 SE OF SR 235
START DATE: 04/24/2018
START TIME: 0000

	DIRECTION: N					DIRECTION: S					COMBINED
TIME	1ST	2ND	3RD	4TH	TOTAL	1ST	2ND	3RD	4TH	TOTAL	TOTAL
0000	13	13	17	6	49	7	11	6	6	30	79
0100	8	15	8	9	40	9	1	11	9	30	70
0200	8	6	7	5	26	2	8	6	5	21	47
0300	10	4	8	3	25	11	8	10	24	53	78
0400	8	16	15	8	47	20	20	18	33	91	138
0500	16	34	30	23	103	31	65	76	117	289	392
0600	31	56	62	99	248	114	196	216	191	717	965
0700	136	174	191	121	622	279	275	310	292	1156	1778
0800	143	150	132	129	554	268	195	300	190	953	1507
0900	93	135	125	116	469	159	161	184	116	620	1089
1000	112	136	141	145	534	135	124	124	133	516	1050
1100	175	142	172	186	675	130	132	150	143	555	1230
1200	218	198	172	167	755	163	155	166	136	620	1375
1300	157	187	170	140	654	156	170	181	152	659	1313
1400	191	191	182	207	771	172	157	139	118	586	1357
1500	181	213	223	236	853	144	138	171	166	619	1472
1600	248	250	301	296	1095	162	147	128	160	597	1692
1700	340	332	388	319	1379	178	136	151	126	591	1970
1800	283	253	173	153	862	129	88	94	89	400	1262
1900	148	129	107	96	480	79	64	85	69	297	777
2000	82	99	71	81	333	78	77	76	65	296	629
2100	58	60	55	50	223	60	54	46	44	204	427
2200	31	34	46	25	136	33	25	14	15	87	223
2300	23	19	16	16	74	16	12	14	8	50	124
24-HOUR TOTALS:					11007					10037	21044

629

PEAK VOLUME INFORMATION

	DIRECTION: N		DIRECTION: S		COMBINED DIRECTIONS	
	HOUR	VOLUME	HOUR	VOLUME	HOUR	VOLUME
A.M.	715	629	700	1156	700	1778
P.M.	1700	1379	1315	675	1645	1981
DAILY	1700	1379	700	1156	1645	1981

GENERATED BY SPS 5.0.53P

COUNTY: 26
STATION: 5027
DESCRIPTION: SR 20 SE OF SR 235
START DATE: 04/25/2018
START TIME: 0000

	DIRECTION: N					DIRECTION: S					COMBINED
TIME	1ST	2ND	3RD	4TH	TOTAL	1ST	2ND	3RD	4TH	TOTAL	TOTAL
0000	11	11	10	11	43	5	10	12	10	37	80
0100	10	6	11	9	36	11	12	14	8	45	81
0200	10	7	8	9	34	5	10	12	9	36	70
0300	3	5	11	14	33	7	7	6	18	38	71
0400	7	19	16	7	49	17	13	25	18	73	122
0500	20	29	42	29	120	35	63	92	108	298	418
0600	28	48	60	74	210	120	175	244	219	758	968
0700	121	173	182	145	621	270	290	291	295	1146	1767
0800	151	153	125	124	553	276	236	256	203	971	1524
0900	106	130	123	118	477	165	127	151	157	600	1077
1000	117	121	109	149	496	122	120	106	109	457	953
1100	144	132	191	207	674	141	156	153	156	606	1280
1200	224	172	190	207	793	168	181	194	188	731	1524
1300	208	168	175	175	726	165	172	183	162	682	1408
1400	172	186	185	183	726	128	142	145	127	542	1268
1500	173	208	217	254	852	146	145	154	150	595	1447
1600	293	241	323	303	1160	163	157	139	134	593	1753
1700	362	356	376	275	1369	159	124	141	138	562	1931
1800	269	224	178	146	817	125	114	103	113	455	1272
1900	152	128	112	111	503	97	107	84	74	362	865
2000	108	102	94	78	382	83	93	68	61	305	687
2100	80	86	56	71	293	61	55	56	44	216	509
2200	45	37	36	26	144	46	29	22	25	122	266
2300	28	24	32	21	105	17	19	20	9	65	170
24-HOUR TOTALS:					11216					10295	21511

PEAK VOLUME INFORMATION

	DIRECTION: N		DIRECTION: S		COMBINED DIRECTIONS	
	HOUR	VOLUME	HOUR	VOLUME	HOUR	VOLUME
A.M.	715	651	715	1152	715	1803
P.M.	1645	1397	1200	731	1645	1955
DAILY	1645	1397	715	1152	1645	1955

GENERATED BY SPS 5.0.53P

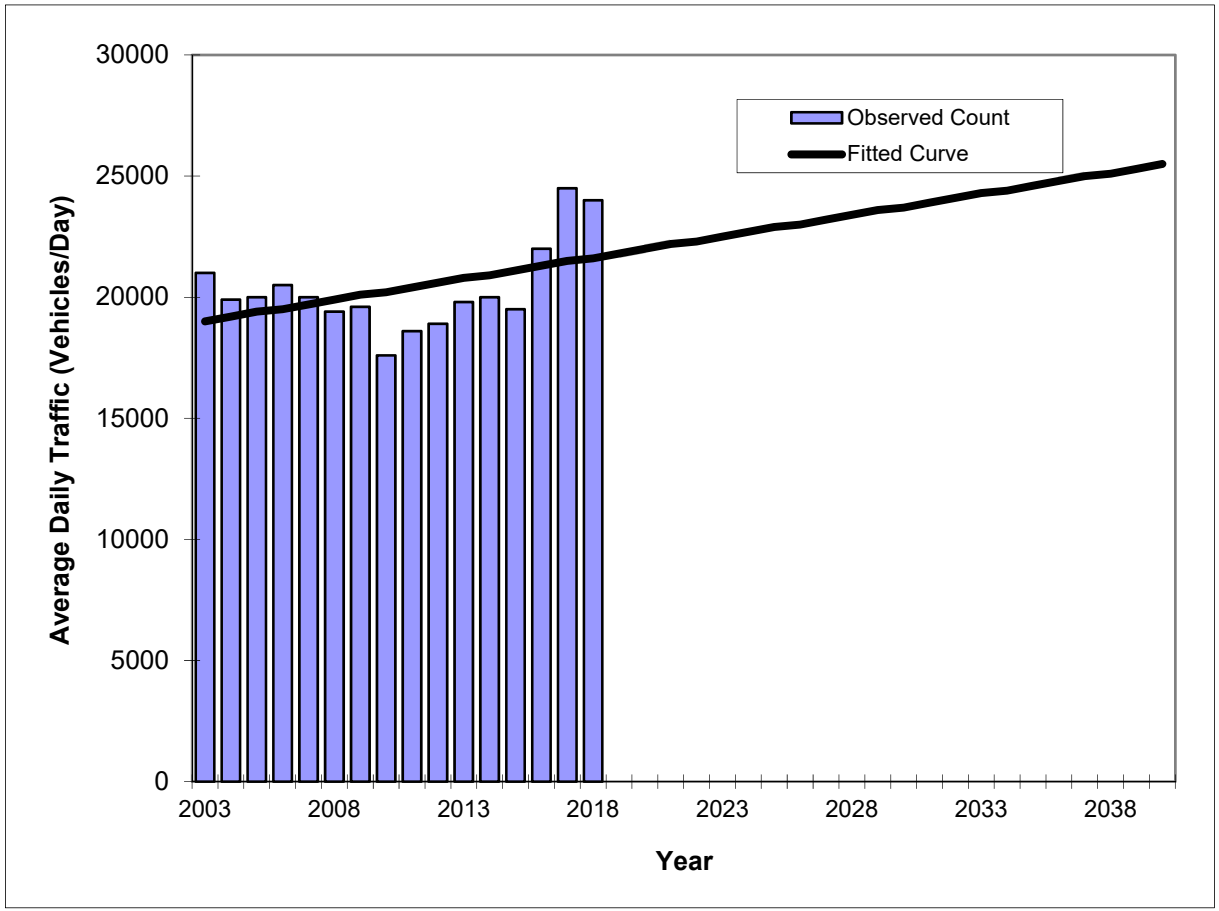
APPENDIX D
SEASONAL ADJUSTMENT FACTOR AND HISTORICAL GROWTH RATES

Traffic Trends - V03.a

US 441 -- 0.4 MI NW OF SR 235

FIN#	429193-1
Location	1

County:	Alachua (26)
Station #:	265106
Highway:	US 441



Year	Traffic (ADT/AADT) Count*	Trend**
2003	21000	19000
2004	19900	19200
2005	20000	19400
2006	20500	19500
2007	20000	19700
2008	19400	19900
2009	19600	20100
2010	17600	20200
2011	18600	20400
2012	18900	20600
2013	19800	20800
2014	20000	20900
2015	19500	21100
2016	22000	21300
2017	24500	21500
2018	24000	21600
2029 Opening Year Trend		
2029	N/A	23600
2039 Mid-Year Trend		
2039	N/A	25300
2040 Design Year Trend		
2040	N/A	25500
TRANPLAN Forecasts/Trends		

**** Annual Trend Increase:**	175
Trend R-squared:	20.93%
Trend Annual Historic Growth Rate:	0.91%
Trend Growth Rate (2018 to Design Year):	0.82%
Printed:	22-Aug-19

Straight Line Growth Option

***Axle-Adjusted**

2018 PEAK SEASON FACTOR CATEGORY REPORT - REPORT TYPE: ALL

CATEGORY: 2600 ALACHUA COUNTYWIDE

MOCF: 0.97

WEEK	DATES	SF	PSCF
1	01/01/2018 - 01/06/2018	1.05	1.08
2	01/07/2018 - 01/13/2018	1.05	1.08
3	01/14/2018 - 01/20/2018	1.05	1.08
4	01/21/2018 - 01/27/2018	1.03	1.06
5	01/28/2018 - 02/03/2018	1.01	1.04
6	02/04/2018 - 02/10/2018	0.99	1.02
* 7	02/11/2018 - 02/17/2018	0.97	1.00
* 8	02/18/2018 - 02/24/2018	0.97	1.00
* 9	02/25/2018 - 03/03/2018	0.97	1.00
*10	03/04/2018 - 03/10/2018	0.97	1.00
*11	03/11/2018 - 03/17/2018	0.97	1.00
*12	03/18/2018 - 03/24/2018	0.97	1.00
*13	03/25/2018 - 03/31/2018	0.96	0.99
*14	04/01/2018 - 04/07/2018	0.96	0.99
*15	04/08/2018 - 04/14/2018	0.96	0.99
*16	04/15/2018 - 04/21/2018	0.96	0.99
*17	04/22/2018 - 04/28/2018	0.97	1.00
*18	04/29/2018 - 05/05/2018	0.98	1.01
*19	05/06/2018 - 05/12/2018	0.99	1.02
20	05/13/2018 - 05/19/2018	1.00	1.03
21	05/20/2018 - 05/26/2018	1.01	1.04
22	05/27/2018 - 06/02/2018	1.01	1.04
23	06/03/2018 - 06/09/2018	1.02	1.05
24	06/10/2018 - 06/16/2018	1.02	1.05
25	06/17/2018 - 06/23/2018	1.03	1.06
26	06/24/2018 - 06/30/2018	1.04	1.07
27	07/01/2018 - 07/07/2018	1.04	1.07
28	07/08/2018 - 07/14/2018	1.05	1.08
29	07/15/2018 - 07/21/2018	1.06	1.09
30	07/22/2018 - 07/28/2018	1.04	1.07
31	07/29/2018 - 08/04/2018	1.02	1.05
32	08/05/2018 - 08/11/2018	1.01	1.04
33	08/12/2018 - 08/18/2018	0.99	1.02
34	08/19/2018 - 08/25/2018	0.99	1.02
35	08/26/2018 - 09/01/2018	0.99	1.02
36	09/02/2018 - 09/08/2018	0.99	1.02
37	09/09/2018 - 09/15/2018	0.99	1.02
38	09/16/2018 - 09/22/2018	0.99	1.02
39	09/23/2018 - 09/29/2018	0.98	1.01
40	09/30/2018 - 10/06/2018	0.98	1.01
41	10/07/2018 - 10/13/2018	0.97	1.00
42	10/14/2018 - 10/20/2018	0.97	1.00
43	10/21/2018 - 10/27/2018	0.98	1.01
44	10/28/2018 - 11/03/2018	0.99	1.02
45	11/04/2018 - 11/10/2018	1.00	1.03
46	11/11/2018 - 11/17/2018	1.01	1.04
47	11/18/2018 - 11/24/2018	1.02	1.05
48	11/25/2018 - 12/01/2018	1.03	1.06
49	12/02/2018 - 12/08/2018	1.04	1.07
50	12/09/2018 - 12/15/2018	1.05	1.08
51	12/16/2018 - 12/22/2018	1.05	1.08
52	12/23/2018 - 12/29/2018	1.05	1.08
53	12/30/2018 - 12/31/2018	1.05	1.08

* PEAK SEASON

APPENDIX E
TARA FOREST SUBDIVISION TRAFFIC STUDY

TARA FOREST EAST SUBDIVISION
TRAFFIC STUDY

ALACHUA COUNTY, FLORIDA

December 2019

BUCKHOLZ TRAFFIC

BUCKHOLZ TRAFFIC
3585 KORI ROAD
JACKSONVILLE, FLORIDA 32257
(904) 886-2171 jwbuckholz@aol.com

December 13, 2019

Mr. Christopher A. Gmuer, P.E.
Gmuer Engineering
2603 NW 13th Street
Gainesville, Florida 32609

Re: **Updated Tara Forest East Traffic Study**

Dear Mr. Gmuer:

Attached is the updated traffic study. If there are any questions or comments regarding this study, please contact me.

Sincerely,

Jeffrey W. Buckholz, P.E., PTOE
Principal

This item has been digitally signed and sealed by Jeffrey W. Buckholz, P.E. on 12/13/19. Printed copies of this document are not considered signed and sealed and the signature must be verified on any electronic copies.

INTRODUCTION

The proposed Tara Forest East residential development will contain 340 single family homes and 211 townhomes and will be located on the west side of CR 241 approximately ¾ of a mile north of SR 235 in northern Alachua County, Florida. The development will have access to both CR 241 and NW 147th Drive. CR 241 in the vicinity of the site is a two-lane undivided rural major collector with a posted speed limit of 55 mph. NW 147th Drive is a two-lane undivided local road with a posted speed limit of 20 mph. It intersects US 441 approximately ½ mile to the south at an existing signalized intersection.

Figure 1 shows the site location and surrounding road network while Appendix A contains the proposed site plan. The development is expected to be complete by the end of 2028 with 100 units completed by the end of 2020; 200 units completed by the end of 2022; and 280 units completed by the end of 2024. The full build out year of 2028 was chosen as the design year for this study.

EXISTING TRAFFIC VOLUMES

Manual turning movement counts (see Appendix B) were conducted by Buckholz Traffic personnel in 2018 at the intersection of CR 241 with NW 172nd Avenue and NW 174th Avenue. The counts were conducted during weekday peak periods (6:30-8:30 AM and 3:45-5:45 PM). The data was collected at 15-minute intervals and includes a separate tabulation for trucks. Figure 2 provides a visual summary of existing weekday peak hour traffic counts at these two intersections. Figure 3 provides a similar visual summary for weekday peak period traffic flows. Also shown in Figure 3 are the directional percentages for the residential traffic currently using CR 241; a good indicator of the expected trip distribution for site traffic using the CR 241 driveway.

In addition, manual turning movement counts were conducted by Buckholz Traffic personnel in 2019 at the US 441/NW 147th Drive intersection and at the US 441/CR 235 (NW 140th Street) intersection. The counts were conducted during weekday peak periods. The data was collected at 15-minute intervals and includes a separate tabulation for trucks. Figure 4 provides a visual summary of existing weekday peak hour traffic counts at these intersections. Figure 5 provides a similar visual summary for weekday peak period traffic flows at the US 441/NW 147th Drive intersection. Also shown in Figure 5 are directional percentages derived from the traffic counts. These percentages are a good indicator of the expected trip distribution for site traffic using NW 147th Drive.

Appendix C provides daily traffic volumes from the FDOT annual traffic counting program for CR 241 and US 441. The current Average Daily Traffic (ADT) on the portion of CR 241 in the vicinity of the site is about 3000 vehicles per day and the current ADT on US 441 near NW 147th Drive is 24,000 vehicles per day.

TRIP GENERATION

Trip generation calculations were carried out using the 10th edition of ITE's Trip Generation Manual and referencing land use codes 210 (Single Family Housing) and 220 (Multi-Family Low Rise). Tables 1 and 2 contain the daily, AM peak hour, and PM peak hour trip generation calculations for the development. During an average weekday the development is expected to generate 4760 trips (2380 entering and 2380 exiting) with 343 trips (83 entering and 260 exiting) occurring during the AM peak hour and 444 trips (279 entering and 165 exiting) occurring during the PM peak hour. All of these trips will be new trips.

SITE TRIP DISTRIBUTION AND TRAFFIC ASSIGNMENT

Peak hour site trips were directionally distributed based on percentages derived from Figures 3 and 5. The resulting weekday peak hour traffic assignments for the development are provided in Figure 6. The values contained in this figure were obtained by multiplying the trip generation results by the trip distribution percentages. Based on the arrangement of dwelling units within the site, it is estimated that 60% of site trips will use NW 147th Drive and 40% will use the CR 241 entrance.

2028 BUILD TRAFFIC VOLUMES

The expected weekday AM peak hour and PM peak hour background (No Build) traffic volumes and total (Build) traffic volumes at the CR 241/NW 172nd Avenue intersection and the CR 241/NW 174th Avenue intersection are graphically depicted in Figures 7 and 8. The 2028 background traffic volumes were obtained by multiplying the existing traffic volumes by the appropriate FDOT seasonal adjustment factor (0.99) and then by a corresponding annual growth factor obtained from nearby FDOT traffic counts on CR 241 (see Appendix C). The FDOT counts suggest that, since 2014, traffic volumes have actually been trending downward along CR 241. Consequently, a 0% annual growth rate was used in the analysis. The 2028 Build traffic volumes were then obtained by adding the traffic generated by the new development to the 2028 background traffic volumes.

The expected weekday AM peak hour and PM peak hour background (No Build) traffic volumes and total (Build) traffic volumes at the US 441/NW 147th Drive intersection and the US 441/CR 235 intersection are graphically depicted in Figures 9 through 12. The 2028 background traffic volumes were obtained by multiplying the existing traffic volumes by the appropriate FDOT seasonal adjustment factor and then by a corresponding annual growth rate (5.0%) obtained from nearby FDOT traffic counts on US 441 (see Appendix C). The 2028 Build traffic volumes were then obtained by adding the traffic generated by the new development to the 2028 background traffic volumes.

TURN LANE ANALYSIS

A formal analysis was conducted to determine if an exclusive right turn lane is warranted on CR 241 at the Site Drive. The methodology contained in NCHRP Report #279 was used to conduct the right turn lane analysis. As indicated in Figure 13, right turn volumes into the Site Drive will not be high enough during weekday peak hours to warrant an exclusive right turn lane on CR 241 under 2028 Build conditions. The right turn lane warrants contained in NCHRP Report #420 support this conclusion.

Using the 2028 Build traffic volumes, a formal analysis was also made to determine if an exclusive left turn lane is warranted on CR 241 at the Site Drive. The methodology contained in a paper written by M.D. Harmelink entitled: "Volume Warrants for Left Turn Storage Lanes at Unsignalized Grade Intersections" was used to conduct this evaluation. The results indicate that traffic volumes on CR 241 will not be high enough during the weekday PM peak hour to warrant a left turn lane at the site drive. The supporting analysis is provided in Figure 14.

UNSIGNALIZED INTERSECTION CAPACITY ANALYSIS

The unsignalized CR 241/Site Drive intersection, the unsiganlized CR 241/NW 172nd Avenue intersection, and the unsignalized CR 241/NW 174th Avenue intersection were analyzed using the two-way stop control methodology contained in Chapter 19 of the Sixth Edition of the Highway Capacity Manual. Tables 3 and 4 contain the capacity analysis results with the supporting calculations provided in Appendix D. Under 2028 Build conditions all minor movements and each of these intersections are expected to operate at level of service B or better with minimal queuing and a volume-to-capacity ratio of well less than one.

SIGNALIZED INTERSECTION CAPACITY ANALYSIS

The signalized US 441/NW 147th Drive intersection and the US 441/CR 235 intersection were analyzed using the operational methodology contained in Chapter 19 of the Sixth Edition of the Highway Capacity Manual. Current signal timings were used for the existing (2019) analysis and consultant timings were used for the 2028 BUILD analysis. All timings are provided in Appendix E. Tables 5 and 6 contain the capacity analysis results with the supporting calculations provided in Appendix F. Under 2028 Build conditions with optimized splits, the US 441/NW 147th Drive intersection is expected to operate at LOS C during the weekday AM peak hour and LOS E during the weekday PM peak hour.

The US 441/CR 235 intersection is expected to operate at LOS F during both weekday peak hours with extensive queuing and delay. However, only 9% of expected entering peak hour traffic at this intersection in 2028 is attributable to the new development.

S = TRAFFIC SIGNAL

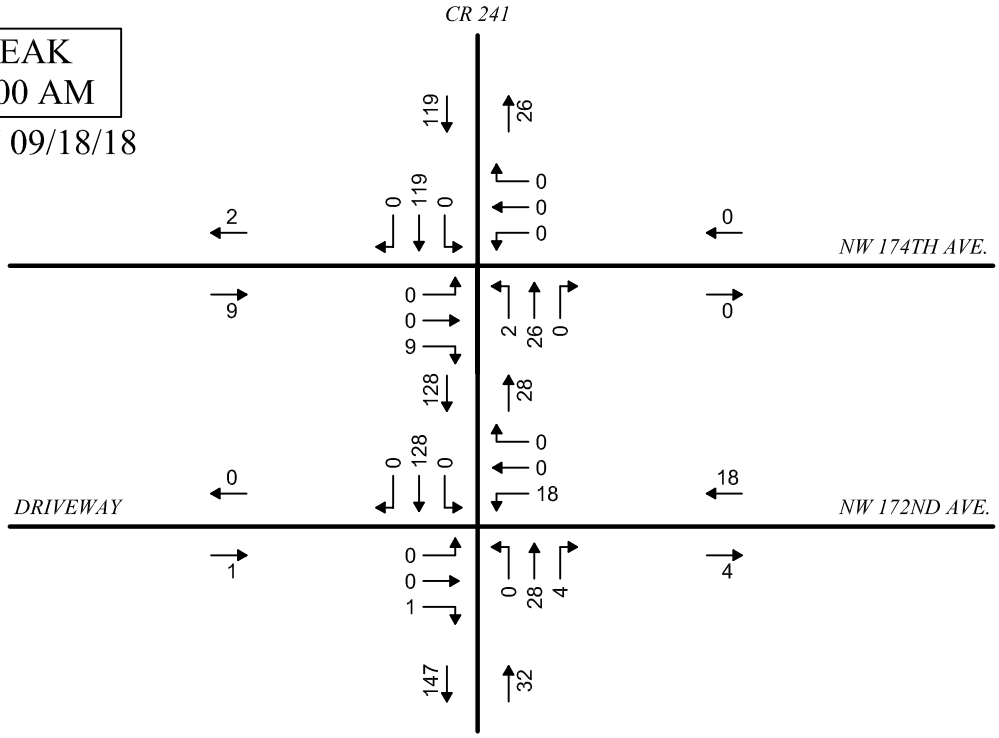
FIGURE 1

SITE LOCATION

Buckholz Traffic

M:\18-1534\CAD\FIG_01.dwg Date: 09-09-19 T:17:22 By:AVDelacruz

AM PEAK
7:00-8:00 AM
TUESDAY 09/18/18



PM PEAK
4:45-5:45 PM
MONDAY 09/17/18

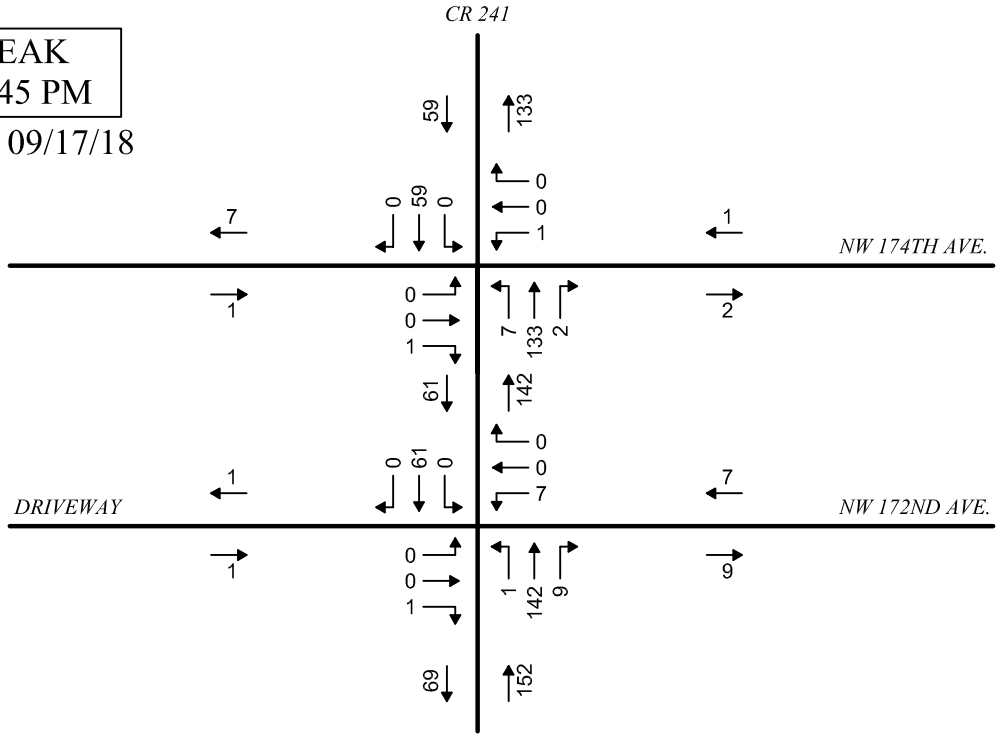


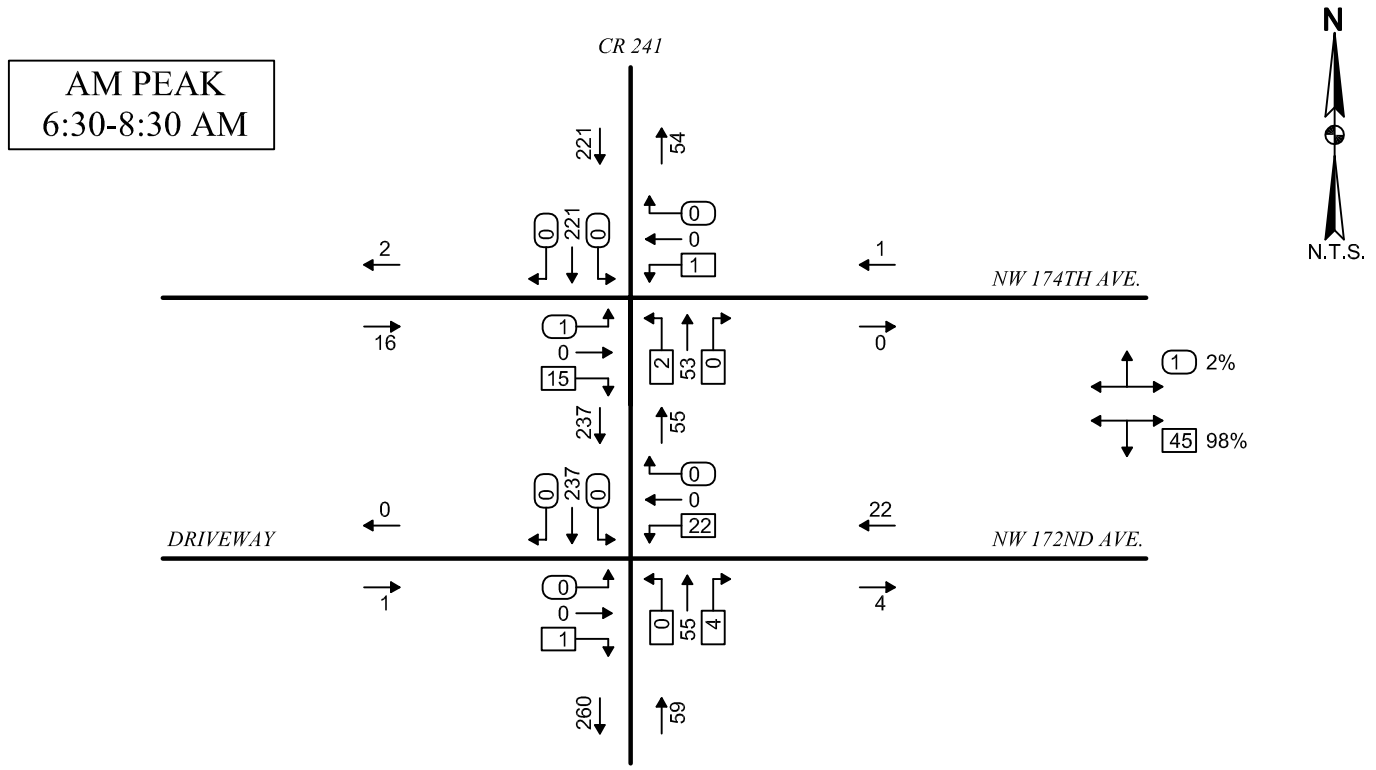
FIGURE 2

CR 241 TRAFFIC COUNTS

WEEKDAY PEAK HOURS

Buckholz Traffic

M:\18-1534\CAD\FIG 02.dwg Date:08-26-19 T:18:48 By:AVDelacruz



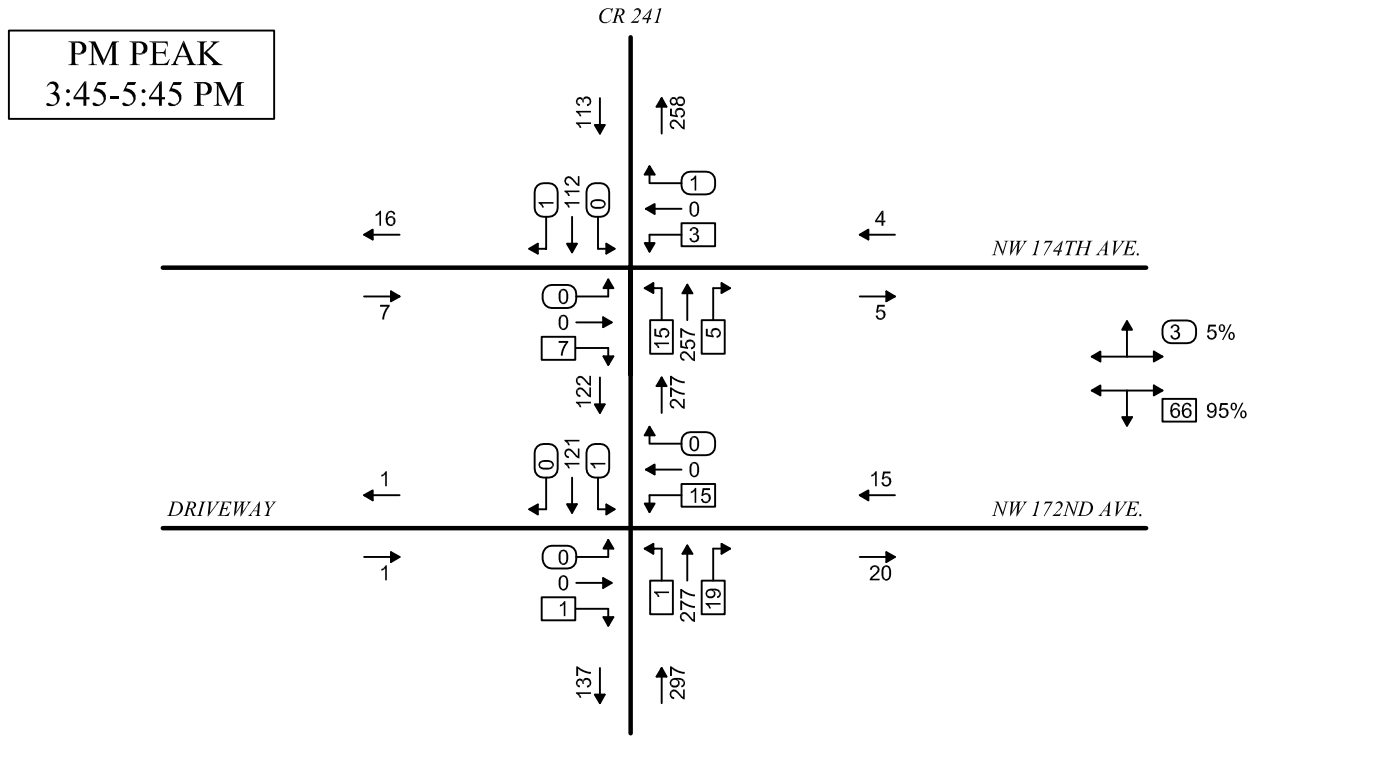


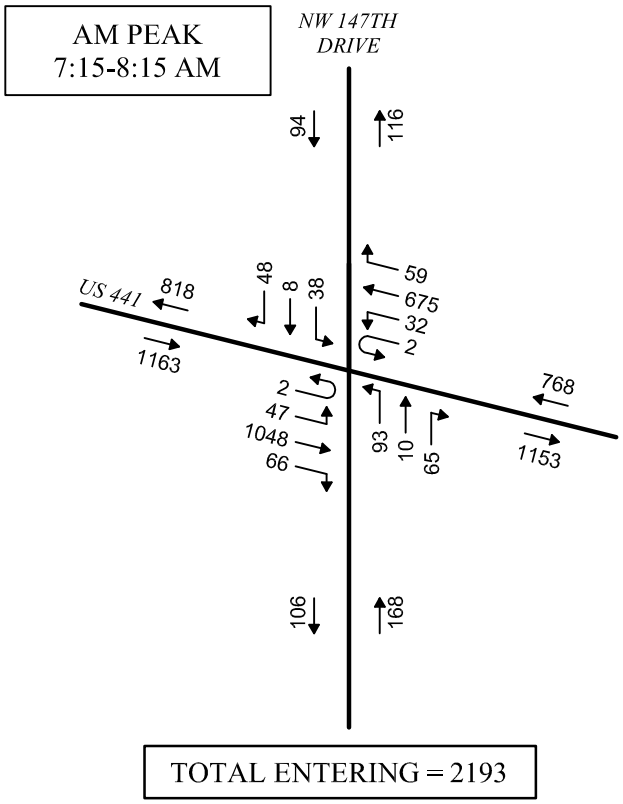
FIGURE 3

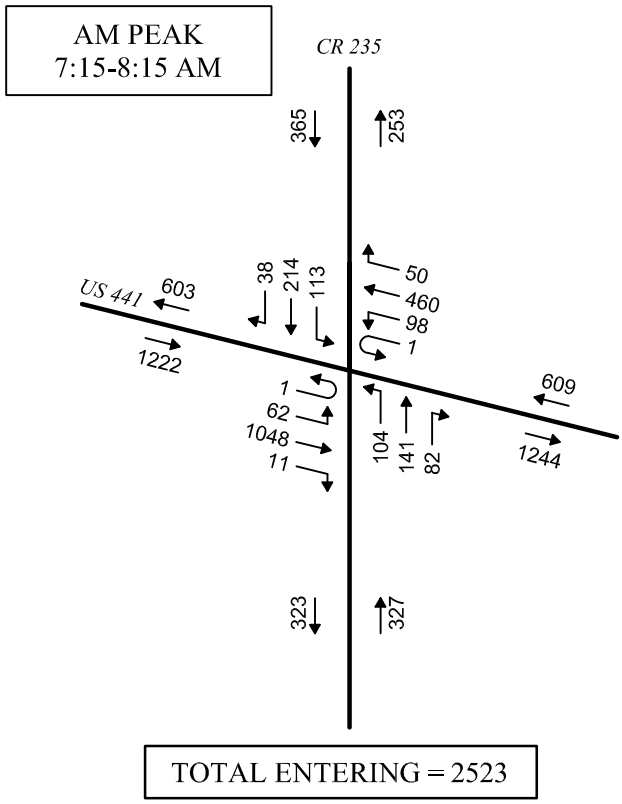
CR 241 TRAFFIC COUNTS

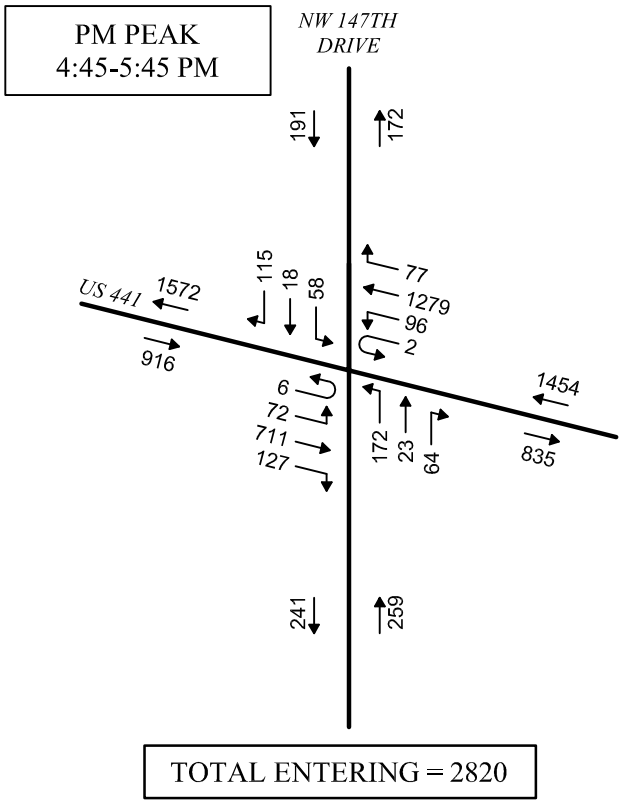
WEEKDAY PEAK PERIODS

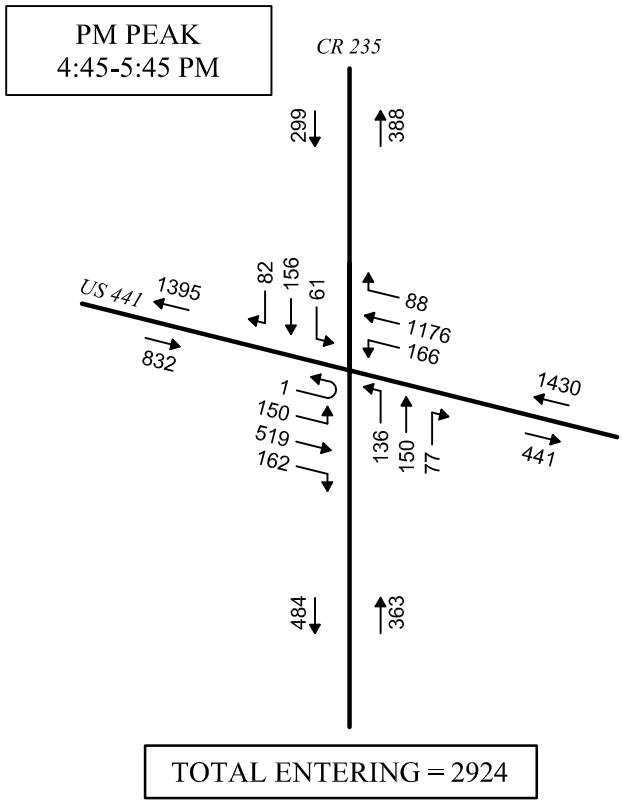
Buckholz Traffic

M:\18-1534\CAD\FIG 03.dwg Date:12-12-19 T:17:01 By:AVDelacruz









N.T.S.

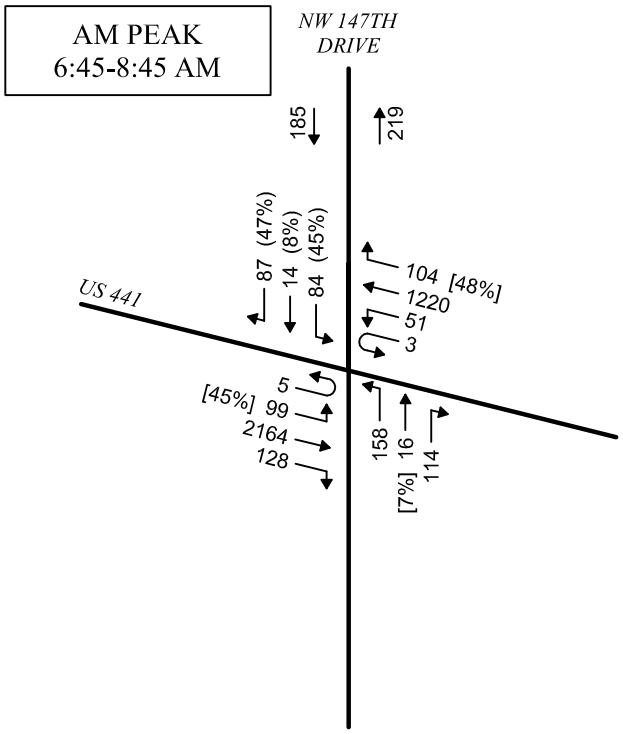
Buckholz Traffic

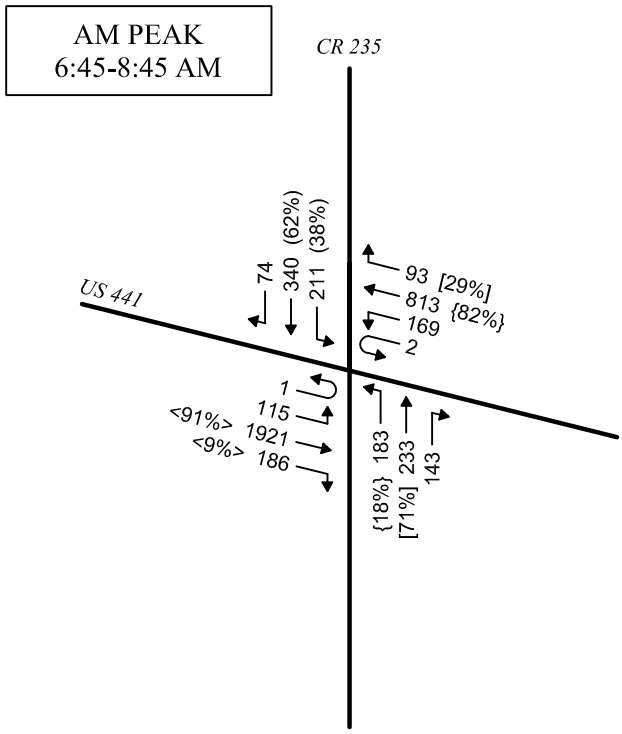
FIGURE 4

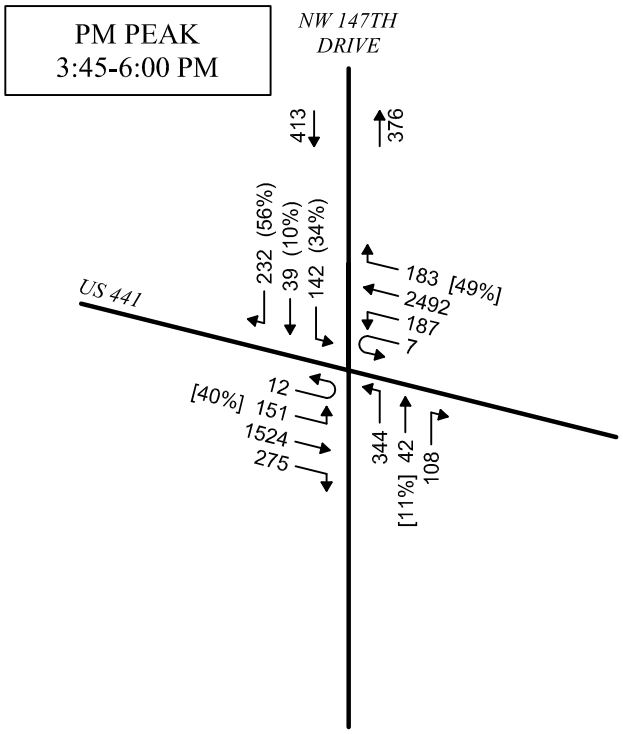
US 441
TRAFFIC COUNTS

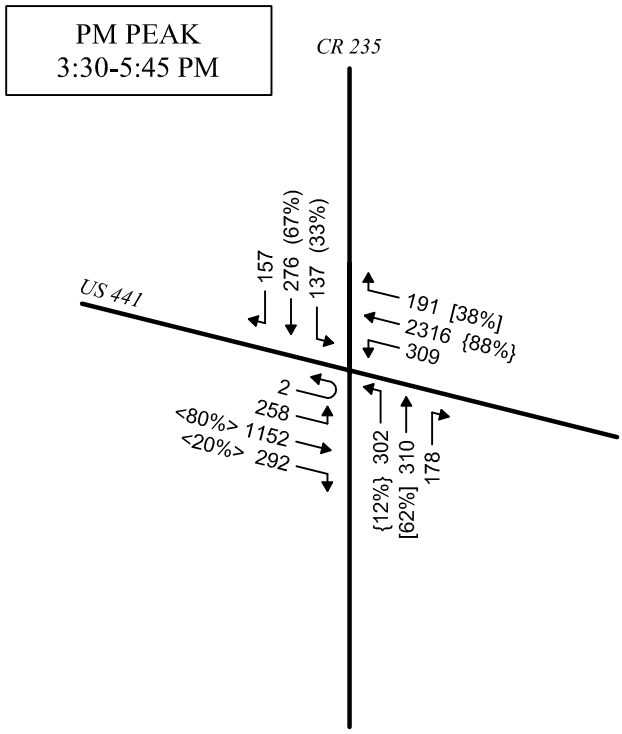
WEEKDAY PEAK HOURS

M:\18-1534\CAD\FIG 04.dwg Date:12-12-19 T:16:33 By:AVDelacruz









N

N.T.S.

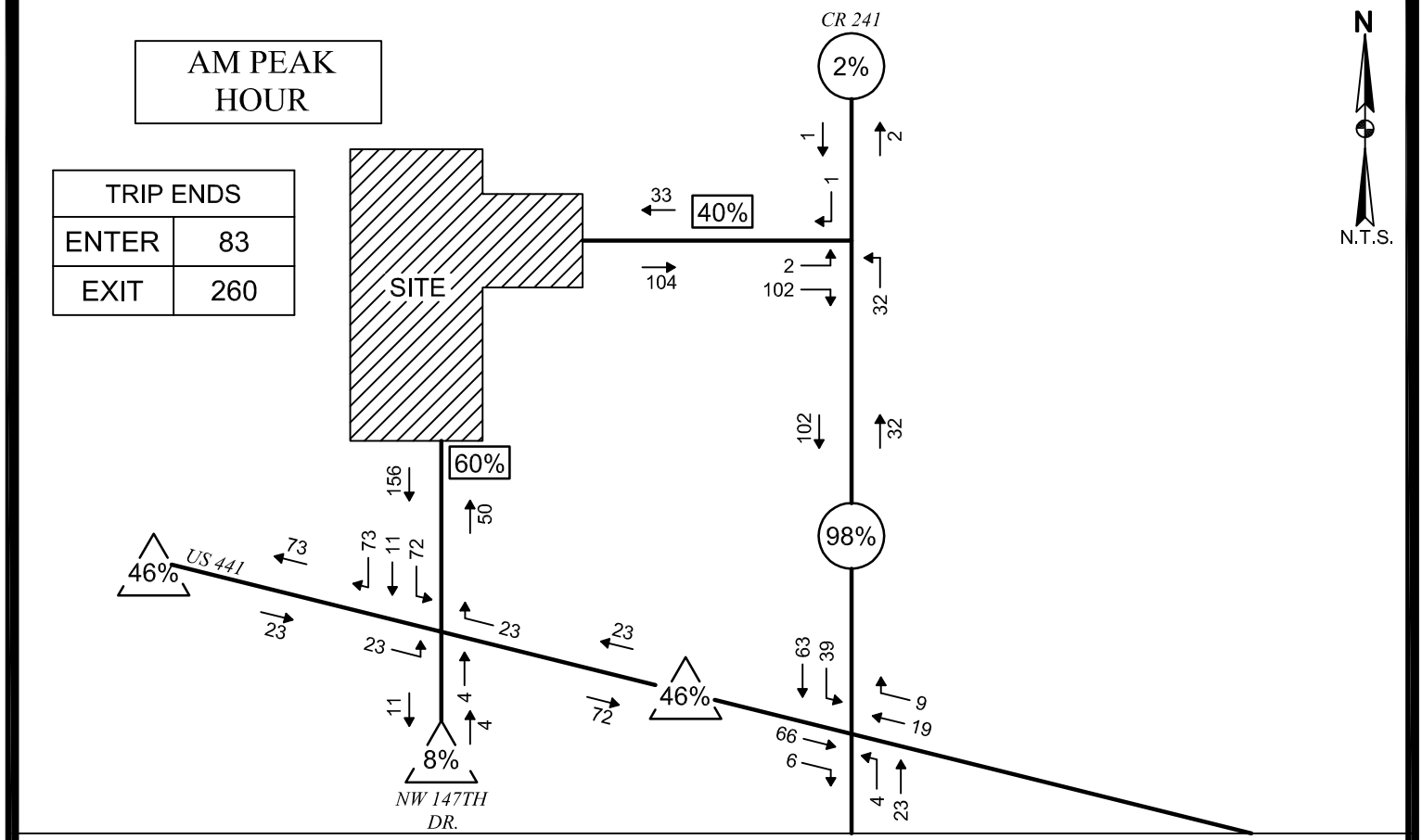
FIGURE 5

US 441
TRAFFIC COUNTS

WEEKDAY PEAK PERIODS

Buckholz Traffic

M:\18-1534\CAD\FIG 05.dwg Date:12-12-19 T:16:43 By:AVDelacruz



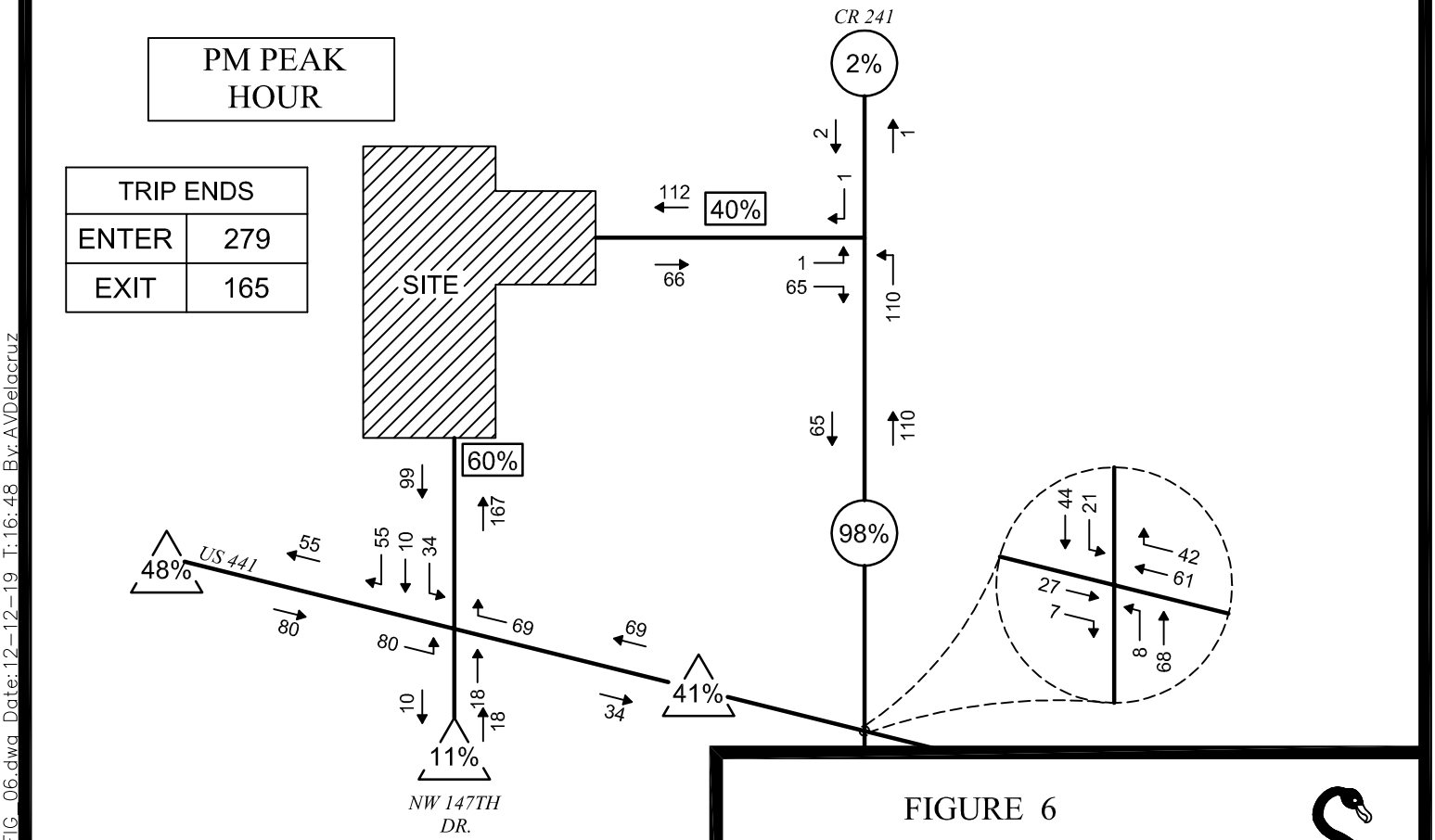
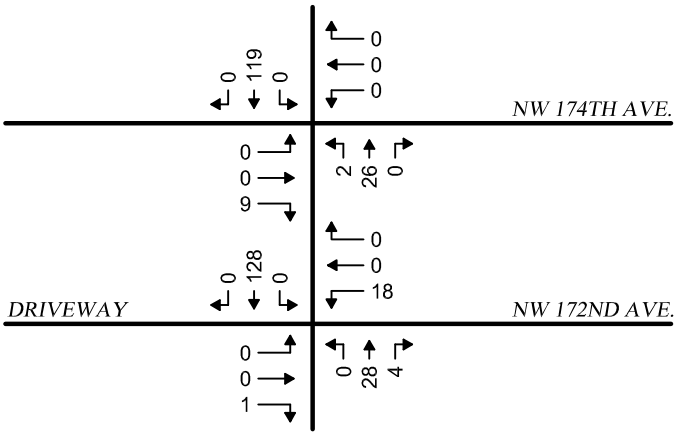


FIGURE 6

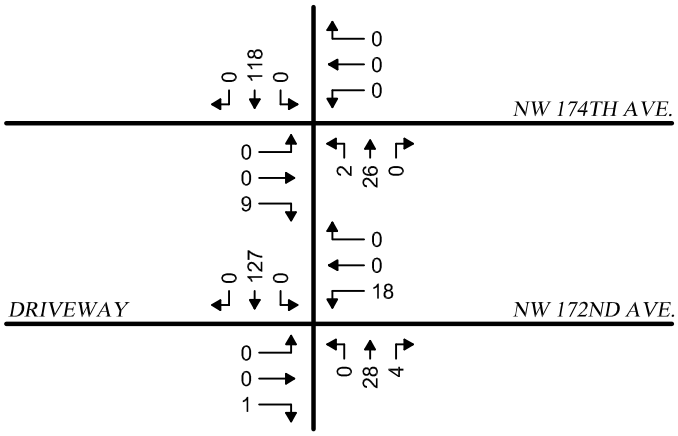
SITE TRAFFIC ASSIGNMENT

Buckholz Traffic

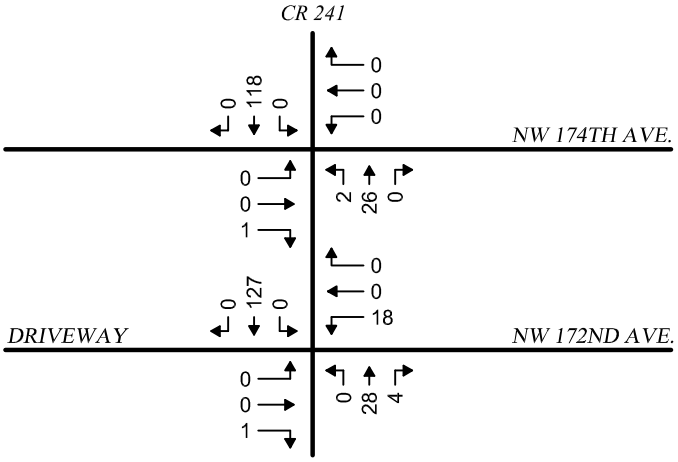
M:\18-1534\CAD\FIG_06.dwg Date:12-12-19 T:16:48 By:AVDelacruz



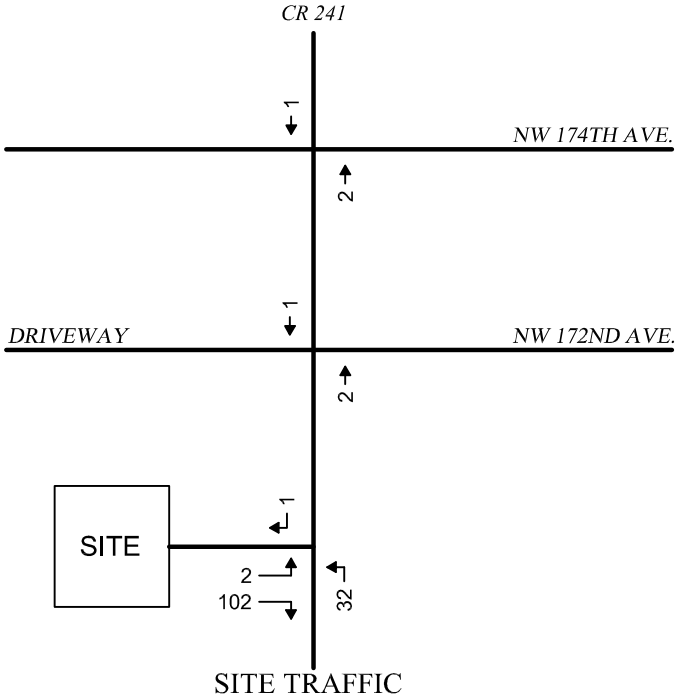
EXISTING TRAFFIC
09/18/18
7:00-8:00 AM



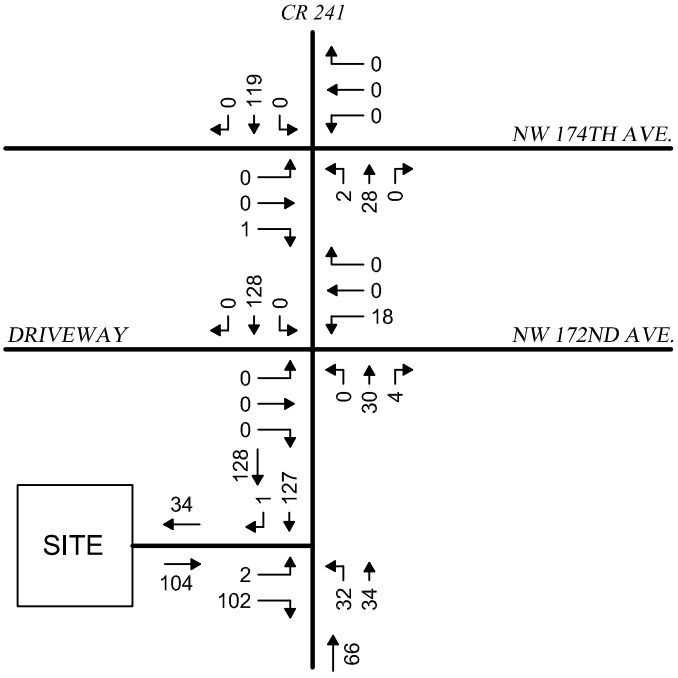
2018 SEASONALLY ADJUSTED TRAFFIC
FDOT SEASONAL CORRECTION FACTOR = 0.99



2028 NO BUILD TRAFFIC
ANNUAL GROWTH RATE = 0%



SITE TRAFFIC



2028 BUILD TRAFFIC

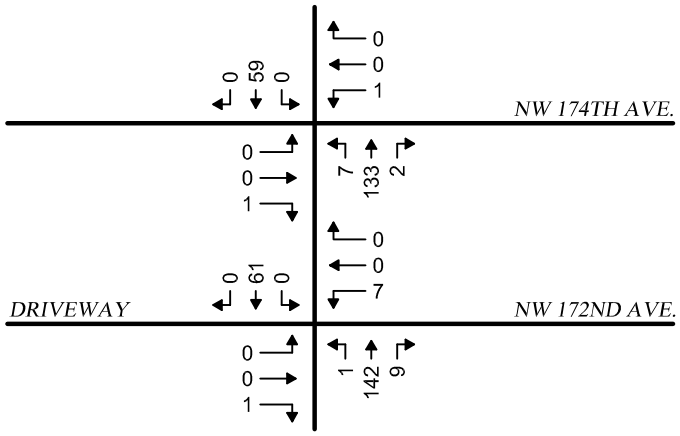
Buckholz Traffic

FIGURE 7

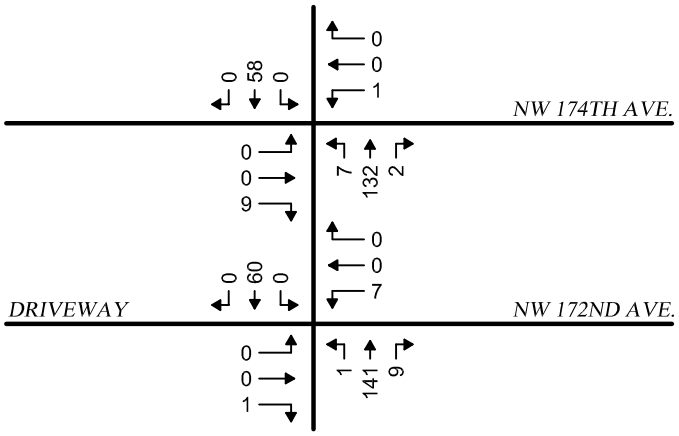
2028 BUILD TRAFFIC
CR 241

AM PEAK HOUR

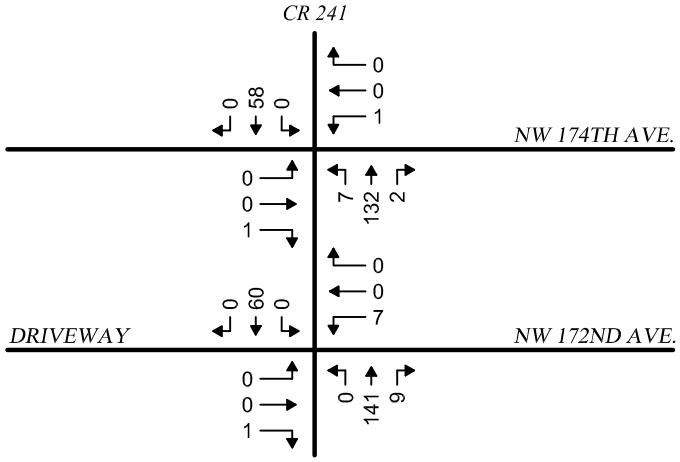
M:\18-1534\CAD\FIG 07.dwg Date:12-12-19 T:16:55 By:AVDelacruz



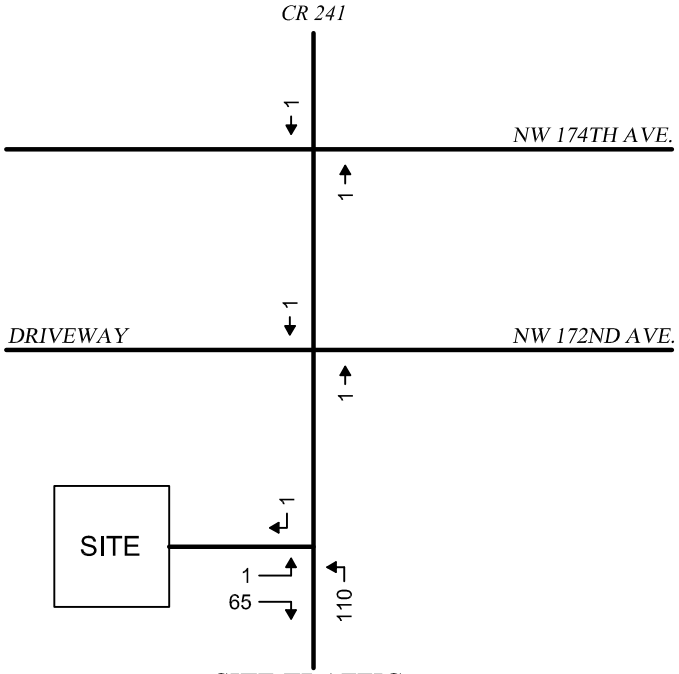
EXISTING TRAFFIC
09/18/18
7:00-8:00 AM



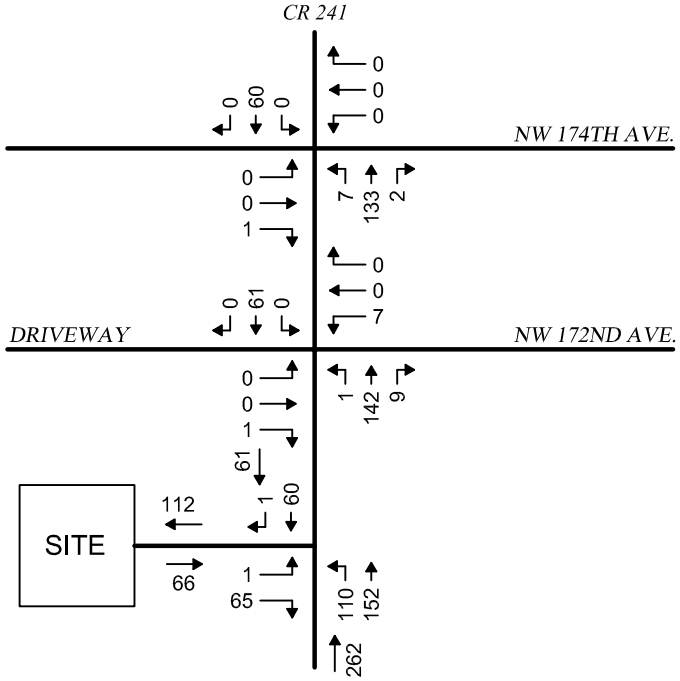
2018 SEASONALLY ADJUSTED TRAFFIC
FDOT SEASONAL CORRECTION FACTOR = 0.99



2028 NO BUILD TRAFFIC
ANNUAL GROWTH RATE = 0%



SITE TRAFFIC



2028 BUILD TRAFFIC

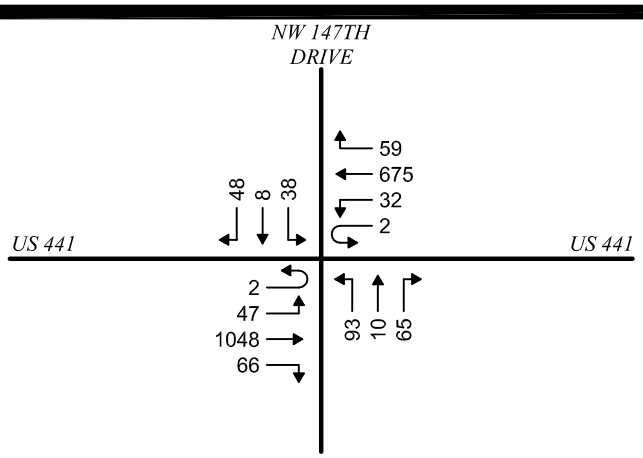
Buckholz Traffic

FIGURE 8

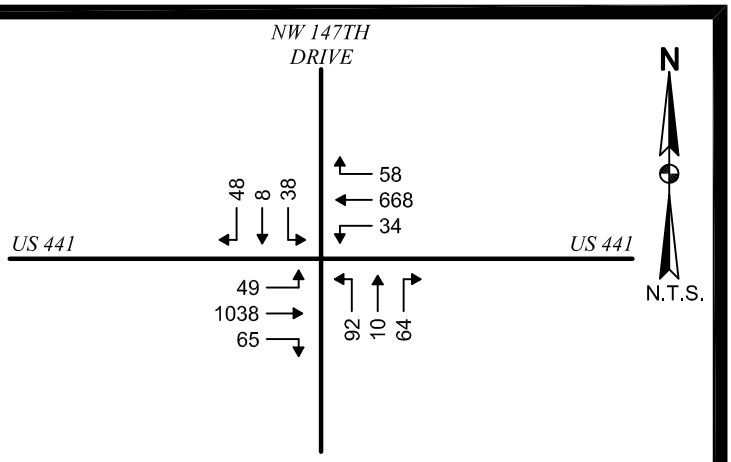
2028 BUILD TRAFFIC
CR 241

PM PEAK HOUR

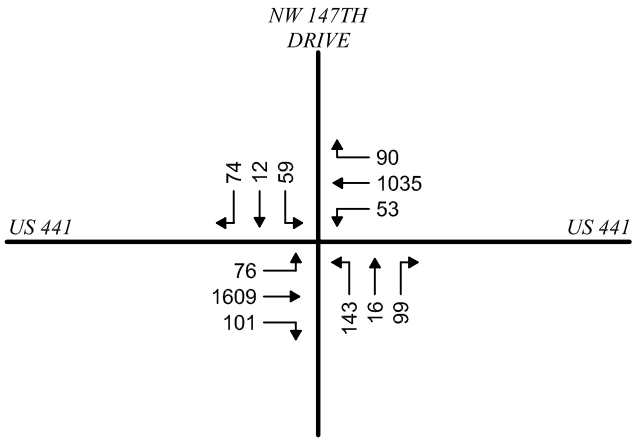
M:\18-1534\CAD\FIG 08.dwg Date:12-12-19 T:16:56 By:AVDelacruz



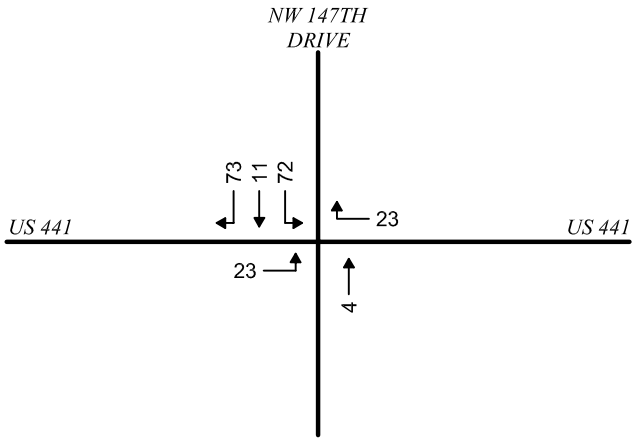
EXISTING TRAFFIC
08/28/19
7:15-8:15 AM



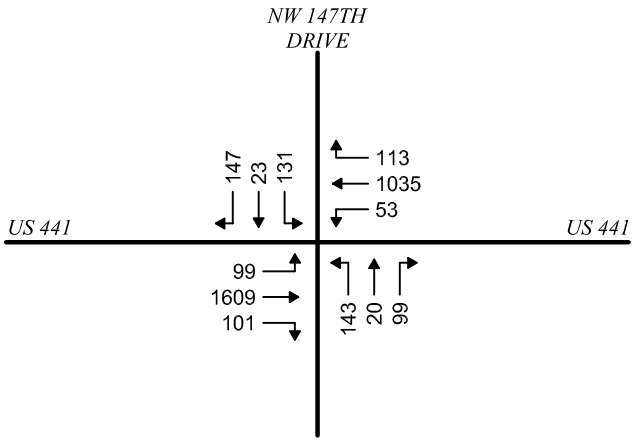
2019 SEASONALLY ADJUSTED TRAFFIC
FDOT SEASONAL CORRECTION FACTOR = 0.99



2028 NO BUILD TRAFFIC
AVERAGE ANNAUL GROWTH RATE = 5.0% (GF=1.55)



SITE TRAFFIC



2028 BUILD TRAFFIC

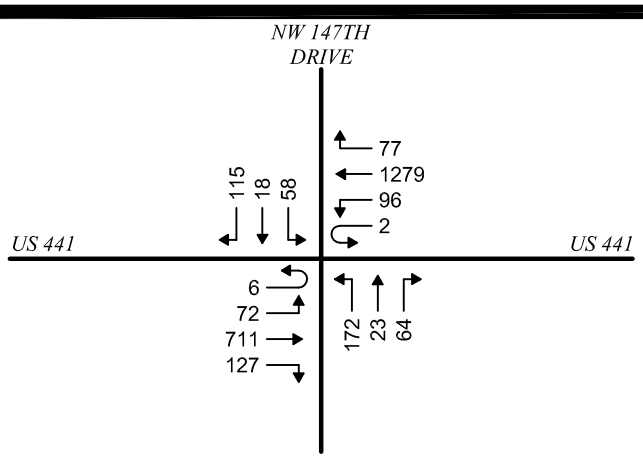
Buckholz Traffic

FIGURE 9

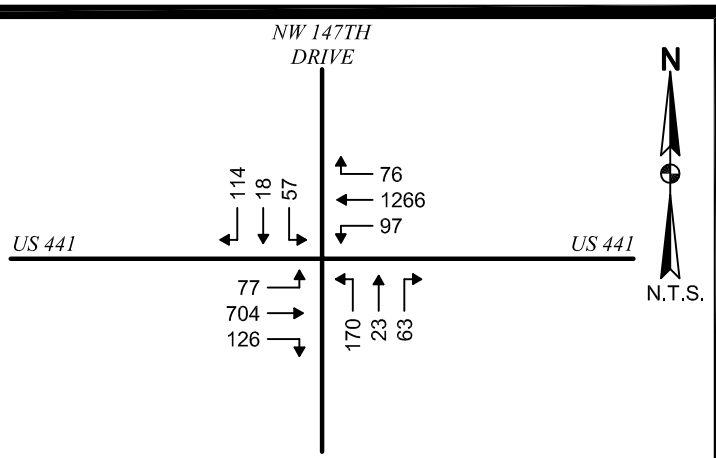
2028 BUILD TRAFFIC
US 441 / NW 147TH DRIVE

WEEKDAY AM PEAK HOUR

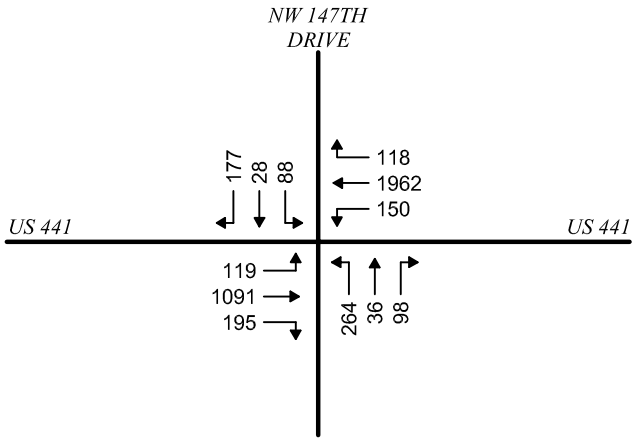
M:\18-1534\CAD\FIG_09.dwg Date:12-10-19 T:17:25 By:AVDelacruz



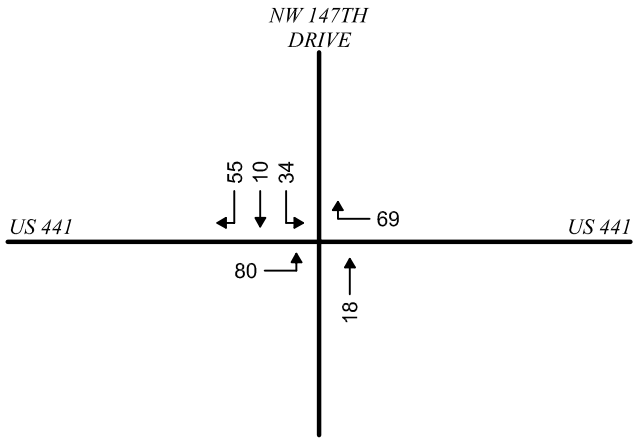
EXISTING TRAFFIC
08/26/19
4:45-5:45 PM



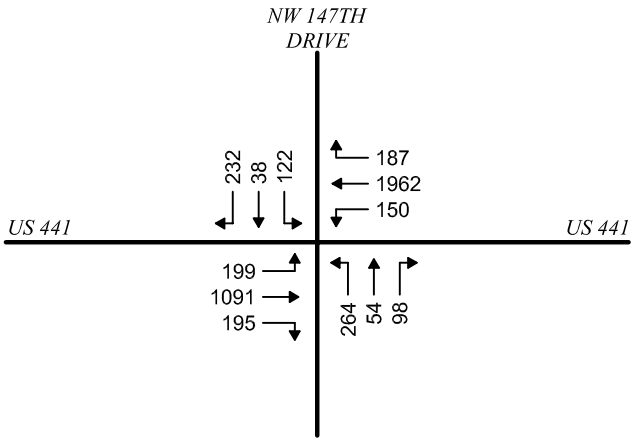
2019 SEASONALLY ADJUSTED TRAFFIC
FDOT SEASONAL CORRECTION FACTOR = 0.99



2028 NO BUILD TRAFFIC
AVERAGE ANNAUL GROWTH RATE = 5.0% (GF=1.55)



SITE TRAFFIC



2028 BUILD TRAFFIC

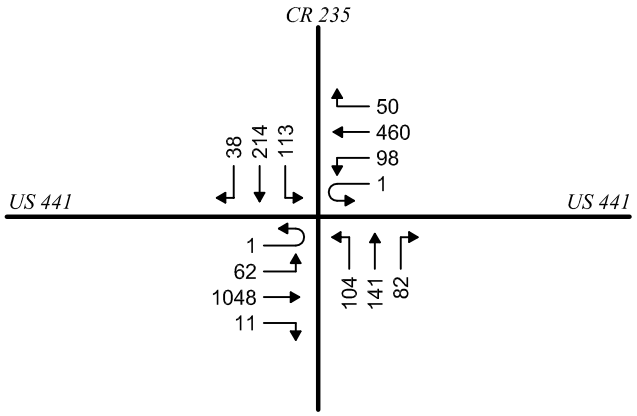
Buckholz Traffic

FIGURE 10

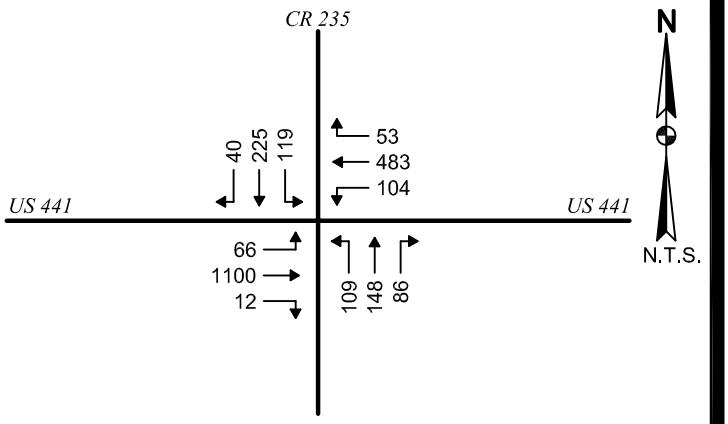
2028 BUILD TRAFFIC
US 441 / NW 147TH DRIVE

WEEKDAY PM PEAK HOUR

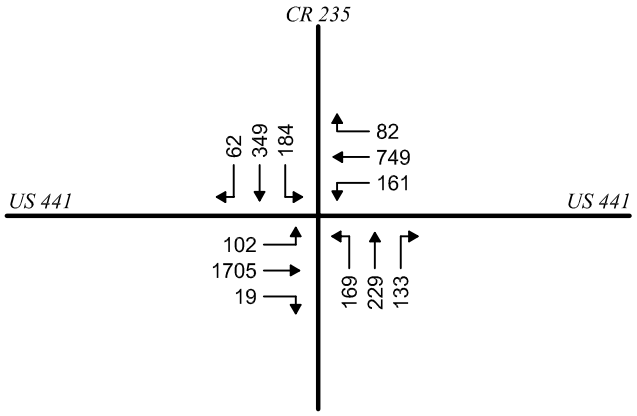
M:\18-1534\CAD\FIG_10.dwg Date:12-10-19 T:17:27 By:AVDelacruz



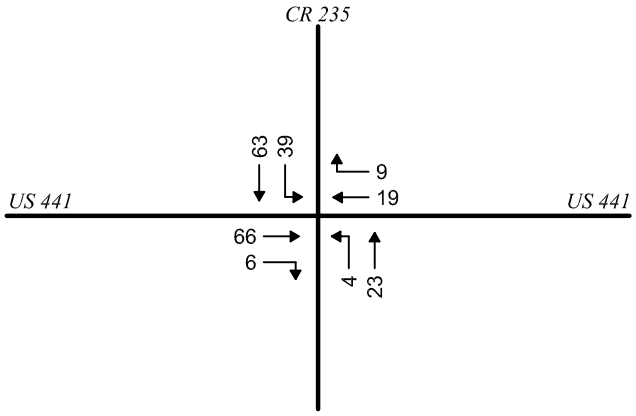
EXISTING TRAFFIC
12/11/19
7:15-8:15 AM



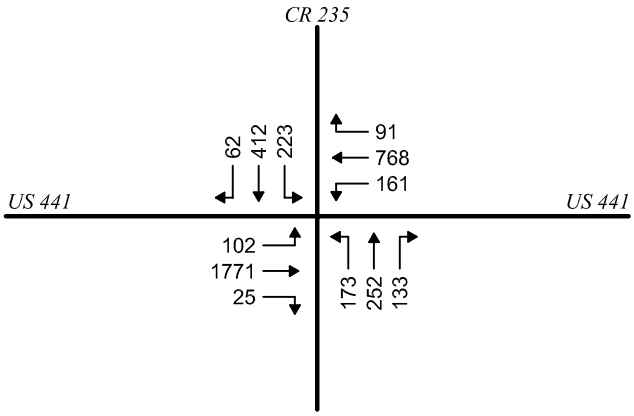
2019 SEASONALLY ADJUSTED TRAFFIC
FDOT SEASONAL CORRECTION FACTOR = 1.05



2028 NO BUILD TRAFFIC
AVERAGE ANNAUL GROWTH RATE = 5.0% (GF=1.55)



SITE TRAFFIC



2028 BUILD TRAFFIC

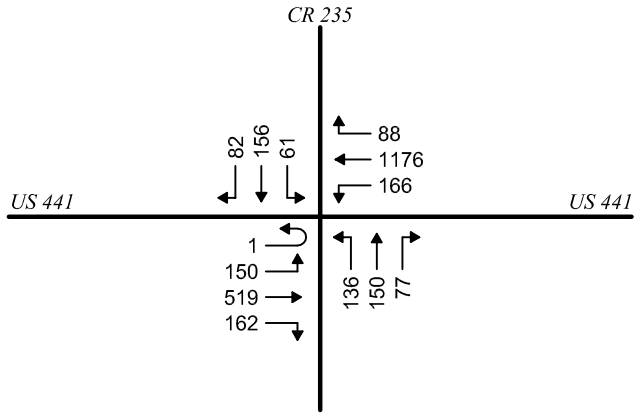
Buckholz Traffic

FIGURE 11

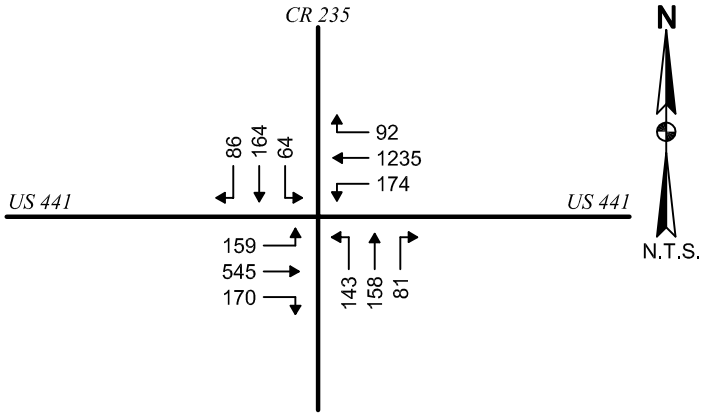
2028 BUILD TRAFFIC
US 441 / CR 235

WEEKDAY AM PEAK HOUR

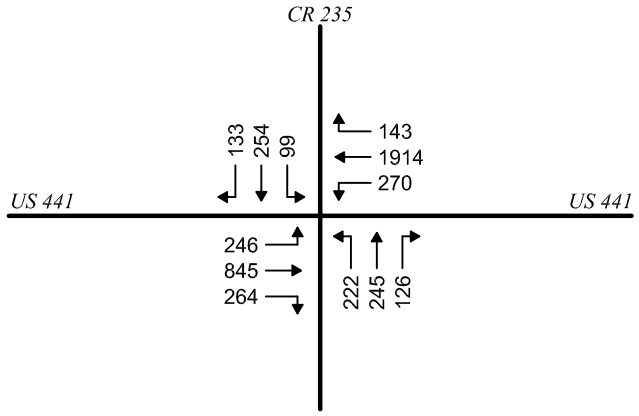
M:\18-1534\CAD\FIG_11.dwg Date:12-12-19 T:16:50 By:AVDelacruz



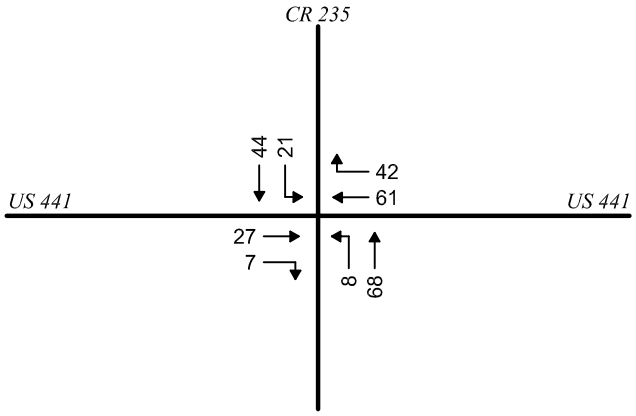
EXISTING TRAFFIC
12/09/19
4:45-5:45 PM



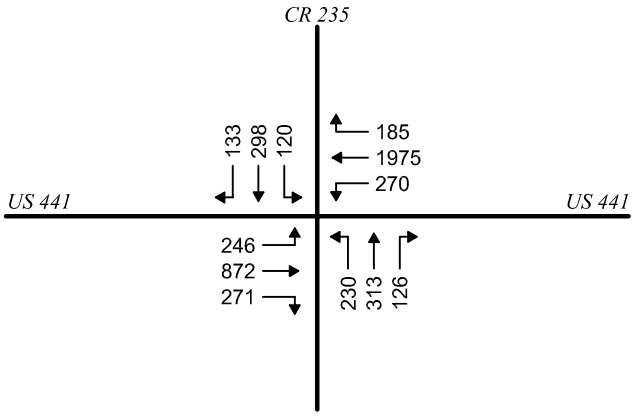
2019 SEASONALLY ADJUSTED TRAFFIC
FDOT SEASONAL CORRECTION FACTOR = 1.05



2028 NO BUILD TRAFFIC
AVERAGE ANNUAL GROWTH RATE = 5.0% (GF=1.55)



SITE TRAFFIC



2028 BUILD TRAFFIC

Buckholz Traffic

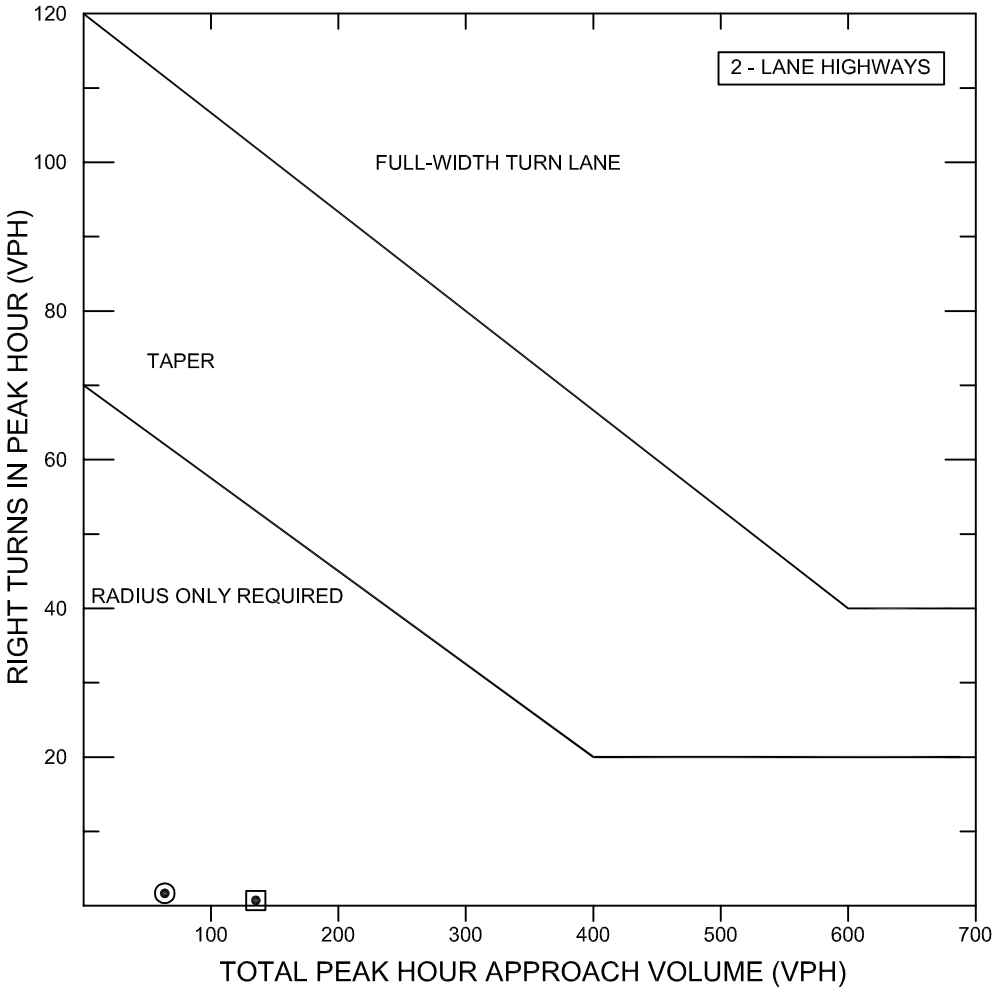
FIGURE 12

2028 BUILD TRAFFIC
US 441 / CR 235

WEEKDAY PM PEAK HOUR

M:\18-1534\CAD\FIG_12.dwg Date:12-12-19 T:16:48 By:AVDelacruz

CR 241 @ SITE DRIVE



NOMOGRAPH FOR RIGHT TURN LANES

SOURCE: TRANSPORTATION RESEARCH BOARD NCHRP REPORT #279

⊡ AM PEAK HOUR	
V_A	128
V_R	1

⊙ PM PEAK HOUR	
V_A	62
V_R	2

NCHRP 420	
MULTI-LANE	> 45 MPH

30 REQUIRED > 1 & 2

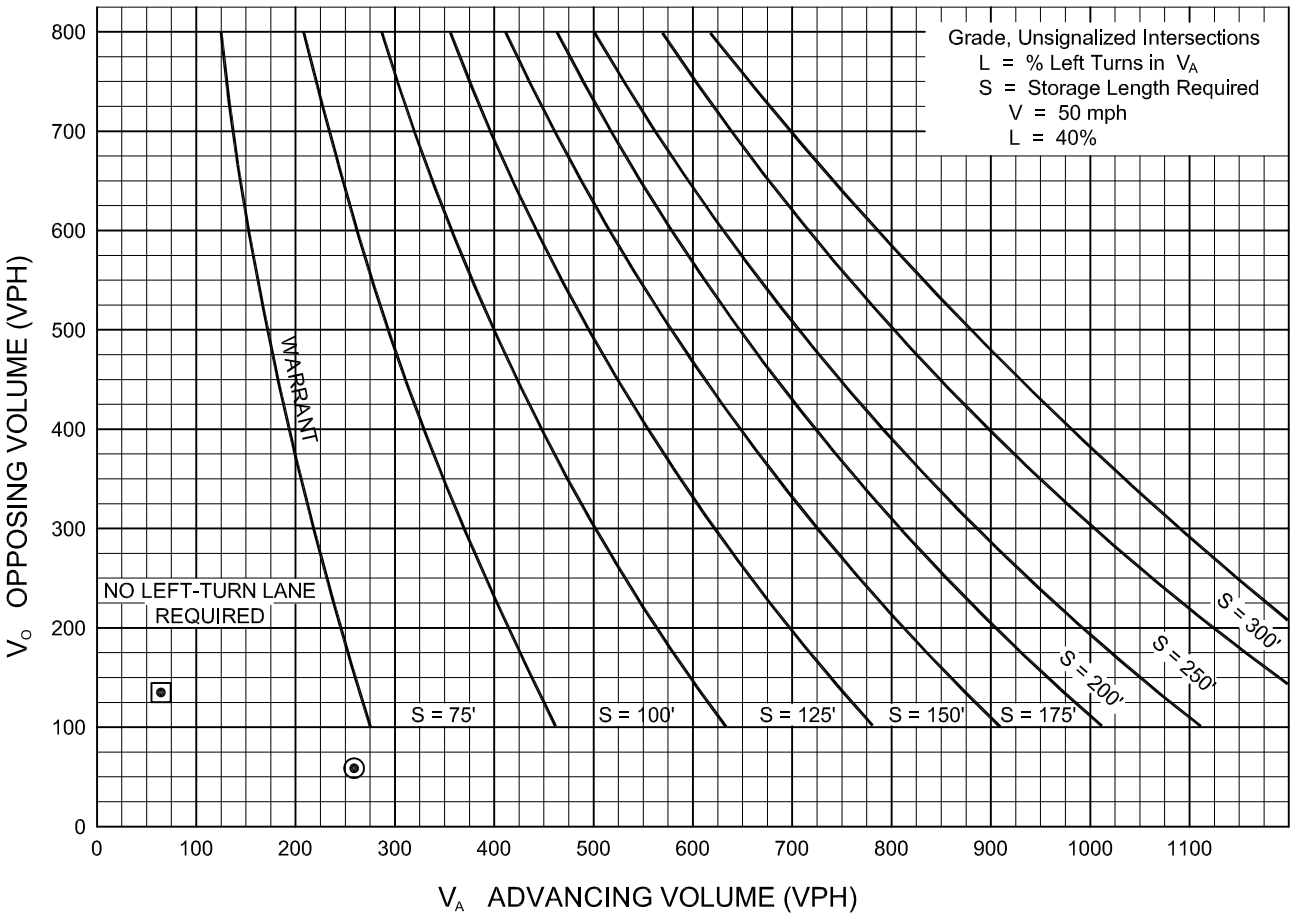
FIGURE 13

RIGHT TURN
LANE ANALYSIS

M:\18-1534\CAD\FIG_13.DWG Date:12-10-19 T:17:38 By:AVDelacruz

Buckholz Traffic

CR 241 @ SITE DRIVE



WARRANT FOR LEFT-TURN LANES ON TWO-LANE HIGHWAYS

⊡ AM PEAK HOUR
V_A = 67
V_O = 128
V_L = 33
%LT = $\frac{33}{67}$ = 49%

⊙ PM PEAK HOUR
V_A = 262
V_O = 62
V_L = 110
%LT = $\frac{110}{262}$ = 42%

FIGURE 14

LEFT TURN
LANE ANALYSIS

SOURCE: HARMELINK

M:\18-1534\CAD\FIG 14.dwg Date:12-10-19 T:17:39 By:AVDelacruz

TABLE 1

TRIP GENERATION CALCULATIONS

SINGLE FAMILY DWELLING UNITS

Land Use Code 210

T = Number of Vehicle Trip Ends

X = Number of Dwelling Units = 340

TIME PERIOD	TRIP GENERATION EQUATION	TOTAL TRIP ENDS	PERCENT ENTERING	PERCENT EXITING	TOTAL TRIP ENDS ENTERING	TOTAL TRIP ENDS EXITING
WEEKDAY						
Daily	Ln(T)=0.92Ln(X)+2.71	3206	50%	50%	1603	1603
AM Peak Hour	T = 0.71 (X) + 4.80	246	25%	75%	61	185
PM Peak Hour	Ln(T)=0.96Ln(X)+0.20	329	63%	37%	207	122

SOURCE: Institute of Transportation Engineers, "Trip Generation", 10th Edition (2017)

TABLE 2

TRIP GENERATION CALCULATIONS

MULTIFAMILY HOUSING (LOW-RISE)

Land Use Code 220

T = Number of Vehicle Trip Ends

X = Number of Dwelling Units = 211

TIME PERIOD	TRIP GENERATION EQUATION	TOTAL TRIP ENDS	PERCENT ENTERING	PERCENT EXITING	TOTAL TRIP ENDS ENTERING	TOTAL TRIP ENDS EXITING
WEEKDAY						
Daily	T = 7.56 (X) - 40.86	1554	50%	50%	777	777
AM Peak Hour	Ln(T) = 0.95Ln(X) - 0.51	97	23%	77%	22	75
PM Peak Hour	Ln(T) = 0.89Ln(X) - 0.02	115	63%	37%	72	43

SOURCE: Institute of Transportation Engineers, "Trip Generation", 10th Edition (2017)

TABLE 3

UNSIGNALIZED INTERSECTION CAPACITY RESULTS

2026 BUILD CONDITIONS
WEEKDAY AM PEAK HOUR

	CR 241 / NW 174TH AVENUE			
Movement	LOS	Delay	v/c Ratio	95th % Queue (vehicles)
Northbound Left Turn	A	7.5 sec/veh	0.00	1
Southbound Left Turn	A	7.3 sec/veh	0.00	1
Eastbound Approach	A	8.9 sec/veh	0.00	1
Westbound Approach	A	8.4 sec/veh	0.00	1
	CR 241 / NW 172ND AVENUE			
Movement	LOS	Delay	v/c Ratio	95th % Queue (vehicles)
Northbound Left Turn	A	7.5 sec/veh	0.00	1
Southbound Left Turn	A	7.3 sec/veh	0.00	1
Eastbound Approach	A	8.9 sec/veh	0.00	1
Westbound Approach	A	9.6 sec/veh	0.02	1
	CR 241 / SITE DRIVE			
Movement	LOS	Delay	v/c Ratio	95th % Queue (vehicles)
Northbound Left Turn	A	7.5 sec/veh	0.02	1
Eastbound Left Turn	A	9.9 sec/veh	0.00	1
Eastbound Right Turn	A	9.4 sec/veh	0.11	1

TABLE 4

UNSIGNALIZED INTERSECTION CAPACITY RESULTS

2026 BUILD CONDITIONS
WEEKDAY PM PEAK HOUR

	CR 241 / NW 174TH AVENUE			
Movement	LOS	Delay	v/c Ratio	95th % Queue (vehicles)
Northbound Left Turn	A	7.3 sec/veh	0.00	1
Southbound Left Turn	A	7.5 sec/veh	0.00	1
Eastbound Approach	A	8.6 sec/veh	0.00	1
Westbound Approach	B	9.0 sec/veh	0.00	1
	CR 241 / NW 172ND AVENUE			
Movement	LOS	Delay	v/c Ratio	95th % Queue (vehicles)
Northbound Left Turn	A	7.3 sec/veh	0.00	1
Southbound Left Turn	A	7.5 sec/veh	0.00	1
Eastbound Approach	A	8.6 sec/veh	0.00	1
Westbound Approach	B	10.0 sec/veh	0.01	1
	CR 241 / SITE DRIVE			
Movement	LOS	Delay	v/c Ratio	95th % Queue (vehicles)
Northbound Left Turn	A	7.5 sec/veh	0.08	1
Eastbound Left Turn	B	12.2 sec/veh	0.00	1
Eastbound Right Turn	A	8.9 sec/veh	0.07	1

TABLE 5
SUMMARY OF SIGNALIZED INTERSECTION CAPACITY RESULTS
US 441 / NW 147th Drive

2019 EXISTING CONDITIONS	AM PEAK HOUR				
	Highest v/c Ratio	Highest Queue Storage Ratio	Worst Movement Delay & LOS	Intersection Delay & LOS	Cycle Length (Coordinated)
Existing Timings	0.71 SBRT	**1.03** NBT/RT	SBRT 83.4 sec/veh **LOS F**	11.3 sec/veh LOS B	150 sec
2019 EXISTING CONDITIONS	**PM PEAK HOUR**				
	Highest v/c Ratio	Highest Queue Storage Ratio	Worst Movement Delay & LOS	Intersection Delay & LOS	Cycle Length (Coordinated)
Existing Timings	0.83 SBRT	**1.10** NBT/RT	SBRT 84.5 sec/veh **LOS F**	17.1 sec/veh LOS B	160 sec

2026 BUILD CONDITIONS	AM PEAK HOUR				
	Highest v/c Ratio	Highest Queue Storage Ratio	Worst Movement Delay & LOS	Intersection Delay & LOS	Cycle Length (Coordinated)
With Planned Timings	**1.16** SBRT	**1.88** NBT/RT	SBRT 187.8 sec/veh **LOS F** NBT 115.6 sec/veh **LOS F**	28.3 sec/veh LOS C	130 sec
With Optimized Splits	0.95 EBT	**1.37** NBRT	SBRT 66.9 sec/veh **LOS E**	26.7 sec/veh LOS C	130 sec
2026 BUILD CONDITIONS	**PM PEAK HOUR**				
	Highest v/c Ratio	Highest Queue Storage Ratio	Worst Movement Delay & LOS	Intersection Delay & LOS	Cycle Length (Coordinated)
With Planned Timings	**1.34** WBT	**1.67** NBT/RT **1.25** EBLT	WBT 190.1 sec/veh **LOS F**	104.3 sec/veh **LOS F**	160 sec
With Optimized Splits	**1.21** WBT	**1.78** NBT/RT **1.15** EBLT	WBT 127.2 sec/veh **LOS F**	75.8 sec/veh **LOS E**	160 sec

TABLE 6
SUMMARY OF SIGNALIZED INTERSECTION CAPACITY RESULTS
US 441 / CR 235

2019 EXISTING CONDITIONS	**AM PEAK HOUR**				
	Highest v/c Ratio	Highest Queue Storage Ratio	Worst Movement Delay & LOS	Intersection Delay & LOS	Cycle Length (Coordinated)
Existing Timings	0.89 SBT	0.93 SBLT	SBT 60.8 sec/veh **LOS E**	26.1 sec/veh LOS C	120 sec
2019 EXISTING CONDITIONS	**PM PEAK HOUR**				
	Highest v/c Ratio	Highest Queue Storage Ratio	Worst Movement Delay & LOS	Intersection Delay & LOS	Cycle Length (Coordinated)
Existing Timings	0.87 SBT	**1.22** NBLT	SBT 60.3 sec/veh **LOS E**	28.2 sec/veh LOS C	120 sec

2028 BUILD CONDITIONS	**AM PEAK HOUR**				
	Highest v/c Ratio	Highest Queue Storage Ratio	Worst Movement Delay & LOS	Intersection Delay & LOS	Cycle Length (Coordinated)
With Planned Timings	**1.36** EBT **1.32** SBT **1.18** NBT	**2.50** SBLT **2.17** WBLT **1.77** NBLT	SBT **209 sec/veh LOS F** EBT **201 sec/veh LOS F** NBT 157.5 sec/veh **LOS F** SBLT 83.5 sec/veh **LOS F**	140.6 sec/veh **LOS F**	130 sec
With Optimized Splits	**1.55** WBLT **1.20** EBT **1.16** SBT **1.15** SBLT **1.13** NBLT **1.08** NBT	**3.43** WBLT **3.11** SBLT **2.64** NBLT	WBLT **317 sec/veh LOS F** NBLT 146.0 sec/veh **LOS F** SBLT 142.8 sec/veh **LOS F** SBT 141.1 sec/veh **LOS F** EBT 127.1 sec/veh **LOS F** NBT 115.6 sec/veh **LOS F**	113.5 sec/veh **LOS F**	130 sec

2028 BUILD CONDITIONS	PM PEAK HOUR				
	Highest v/c Ratio	Highest Queue Storage Ratio	Worst Movement Delay & LOS	Intersection Delay & LOS	Cycle Length (Coordinated)
With Planned Timings	**1.58** EBLT **1.56** WB **1.16** SB **1.15** NBLT **1.15** WBLT **1.11** NB	**4.52** WBLT **4.01** NBLT **4.00** EBLT **1.77** SBLT	EBLT **336 sec/veh LOS F** WB **303 sec/veh LOS F** SB 157.5 sec/veh **LOS F** NBLT 156.5 sec/veh **LOS F** WBLT 149.7 sec/veh **LOS F** NB 135.2 sec/veh **LOS F**	196.8 sec/veh **LOS F**	160 sec
With Optimized Splits	**2.36** EBLT 1.37 WB 1.30 SB 1.23 NB	**4.49** EBLT **4.01** NBLT **3.07** WBLT **1.76** SBLT	EBLT **680 sec/veh LOS F** SB **217 sec/veh LOS F** WB **216 sec/veh LOS F** NB 187.2 sec/veh **LOS F** NBLT 155.6 sec/veh **LOS F**	183.9 sec/veh **LOS F**	160 sec

BUCKHOLZ TRAFFIC

APPENDIX F
STRAIGHT LINE DIAGRAM

	5 YR INV	SLD REV	BMP	EMP	INV	SLD REV
DATE	03/29/2017	04/20/2017	19.685	26.493	08/06/2019 METRIC	08/14/2019 METRIC
			5.082	25.370	03/13/2018 FDOT	04/02/2018 Metric
BY	METRIC	METRIC	2.890	2.890	08/24/2017 METRIC	08/24/2017 METRIC

FLORIDA DEPARTMENT OF TRANSPORTATION

STRAIGHT LINE DIAGRAM OF ROAD INVENTORY

SECTION STATUS	INT. or US ROUTE NO.	STATE ROAD NO.	COUNTY	DISTRICT	ROADWAY ID	SHEET NO:
12	US 441/US 41	CR 329/SR 20/SR 25	ALACHUA	02	26020000	1 OF 5

0.0 1.0 2.0 3.0

ROADWAY FEATURES (LANE WIDTHS ARE AVERAGED)

ACTIVE OFF THE SHS (MP 0.000 TO MP 1.888)

ACTIVE OFF THE SHS (MP 1.888 TO MP 2.404)

INSIDE CITY, AND URBAN
* GAINESVILLE
* GAINESVILLE
*|<=N MAIN ST
*|<SR 20

2.404 2.404 AVE | 2.448 AVE | 2.492 NW 3RD AVE | 2.533 AVE | 2.579 NE 6TH A | 2.726 COLUMBIA ST/ NW 7TH A | 2.809

INSIDE CITY, AND URBAN
* GAINESVILLE
* GAINESVILLE
*|<=N 8TH AVE
*|<SR 20

2.890 GORDON ST/ NW 1ST ST | 2.949 PLEASANT S | 2.994

SR-24/SR-26/UNIVERSI 2.404 | 2.404 N 1ST | 2.448 N 2ND | 2.492 NE 3RD AVE | 2.533 N 4TH | 2.579 LASSITER ST/ | 2.726 COLUMBIA ST/ NE 7TH A | 2.809 N 8TH AVE | 2.890 | 2.890 N MAIN ST/ CR-329 | 2.994 NW 2ND ST/

24 26 329

63.0' - 22.0'
2 - 11.0' RDWY
13.0 PVD MED
2 - 12.0' PVD SHLD1
2 - 2.0' C&G SHLD2
(2.404)

56.0' - 22.0'
2 - 11.0' RDWY
13.0 PVD MED
5.0' PVD SHLD1 - LT
12.0' PVD SHLD1 - RT
2 - 2.0' C&G SHLD2
(2.492)

67.0' - 44.0'
4 - 11.0' RDWY
13.0 PVD MED
2 - 3.0' PVD SHLD1
2 - 2.0' C&G SHLD2
(2.949)

56.0' - 11.0'L+22.0'R
1 - 11.0'L + 2 - 11.0'R RDWY
13.0 PVD MED
2 - 3.0' PVD SHLD1
2 - 2.0' C&G SHLD2
(2.890)

ROADWAY COMPOSITION

28/FC-5 (2.404) | 28/FC-5 (2.890)

HORIZONTAL ALIGNMENT

CURVE DATA NOT FIELD VERIFIED

PC=2.968
˜=90°23'00.00"
PI=3.001
PT=3.033
PI=2.890
˜=13°24'00.00"
D=1°00'
B=N01°25'58"W
B=S88°11'02"W

STRUCTURE DESCRIPTION

DISTRICT USE

SIS

FUN CLASS

2.404 URBAN MAJOR COLLECTOR | 2.894 URBAN MAJOR COLLECTOR

SPEED LIMIT

2.404 30MPH

AC MAN CLS

2.404 ACCESS CLASS06

3.0 4.0 5.0 6.0

ROADWAY FEATURES (LANE WIDTHS ARE AVERAGED)

3.000 ABREDONDA ST/ NW 3RD | 3.064 GROVES ST | 3.128 NW 4TH ST/ | 3.128 FIFTH ST | 3.253 NW 6TH AVE | 3.253 NW 8TH PL | 3.276 AVE | 3.308 NW 9TH | 3.308 AVE | 3.367 NW 10TH | 3.367 NW 11TH AVE | 3.437 NW 12TH AVE | 3.497 NW 13TH AVE | 3.542 AVE | 3.625 NW 14TH | 3.625 AVE | 3.688 NW 15TH | 3.688 NW 16TH AVE | 3.742 CR-172/ | 3.742 AVE | 3.940 NW 19TH | 3.940 LN | 4.000 NW 19TH | 4.000 NW 20TH AVE | 4.040 NW 21ST AVE | 4.112 NW 21ST LN | 4.147 NW 22ND AVE | 4.198 NW 22ND AVE | 4.185 SR-120/ | 4.244 NW 23RD AVE | 4.244 NW 24TH AVE | 4.313 NW 25TH AVE | 4.364 AVE | 4.426 NW 26TH | 4.426 NW 27TH AVE | 4.480 NW 28TH AVE | 4.533 AVE | 4.597 NW 29TH | 4.597 NW 30TH AVE | 4.670 NW 31ST | 4.728 NW 31ST LN | 4.745 NW 31ST PL | 4.800 NW 32ND AVE | 4.820 NW 32ND PL | 4.847 NW 33RD AVE | 4.873 NW 34TH AVE | 4.893 NW 34TH PL | 4.949 NW 35TH AVE | 4.997 NW 36TH | 4.996 AVE | 5.052 NW 37TH AVE | 5.052 NW 37TH PL | 5.119 | 5.153 SCHOOL ENT | 5.214 NW 39TH AVE | 5.258 SR-222/ | 5.258 NW 40TH AVE | 5.318 NW 41ST AVE | 5.382 NW 41ST PL | 5.425 NW 42ND AVE | 5.538 NW 44TH AVE | 5.755 NW 45TH AVE | 5.833 NW 6TH ST EXT | 5.869

120 172 222

65.0' - 48.0'
4 - 12.0' RDWY
13.0 PVD MED
2 - 2.0' C&G SHLD1
(3.253)

67.0' - 44.0'
4 - 11.0' RDWY
13.0 PVD MED
2 - 3.0' PVD SHLD1
2 - 2.0' C&G SHLD2
(3.000)

56.0' - 22.0'L+11.0'R
2 - 11.0'L + 1 - 11.0'R RDWY
13.0 PVD MED
2 - 3.0' PVD SHLD1
2 - 2.0' C&G SHLD2
(3.170)

44.0' - 40.0'
4 - 10.0' RDWY
2 - 2.0' CRG SHLD1
(3.437)

65.0' - 48.0'
4 - 12.0' RDWY
13.0 PVD MED
2 - 2.0' C&G SHLD1
(3.688)

44.0' - 40.0'
4 - 10.0' RDWY
2 - 2.0' CRG SHLD1
(3.817)

65.0' - 48.0'
4 - 12.0' RDWY
13.0 PVD MED
2.0' CRG SHLD1 - LT
2.0' C&G SHLD1 - RT
(4.185)

44.0' - 40.0'
4 - 10.0' RDWY
2 - 2.0' CRG SHLD1
(4.313)

81.0' - 48.0'
4 - 12.0' RDWY
29.0 PVD MED
2 - 2.0' C&G SHLD1
(5.168)

44.0' - 40.0'
4 - 10.0' RDWY
2 - 2.0' CRG SHLD1
(5.360)

54.0' - 24.0'
2 - 12.0' RDWY
2 - 5.0' PVD SHLD1
2 - 10.0' LWN SHLD2
(5.923)

ROADWAY COMPOSITION

28/FC-5 (3.000) | 28/FC-6 (3.437) | 28/FC-5 (3.688) | 28/FC-6 (3.817) | 28/FC-5 (4.185) | 28/FC-6 (4.313) | 28/FC-5 (5.168) | 28/FC-6 (5.360) | 28/FC-5

HORIZONTAL ALIGNMENT

CURVE DATA NOT FIELD VERIFIED

˜=13°24'00.00" D=1°00' PC=3.033 PI=3.065 PT=3.097 B=S88°11'02"W
PI=3.245 ˜=89°51'32.00" B=N01°57'28"W
PI=3.366 ˜=0°09'00.00" B=N01°48'28"W
˜=0°04'00.00" PI=3.742 B=N01°52'28"W
˜=0°30'08.00" PI=3.994 B=N02°22'36"W
˜=0°38'00.00" PI=4.305 B=N03°00'36"W
PI=4.473 ˜=0°08'55.00" B=N03°09'31"W
˜=29°10'30.00" D=4°00' PC=5.196 PI=5.240 PT=5.334 B=N32°20'01"W
˜=16°22'40.00" D=2°00' PC=5.807 PI=5.894 PT=5.962 B=N48°42'41"W

STRUCTURE DESCRIPTION

5.082 1 - 12'X 8' X 80' CBC

5.977 1 - 5'X 2' X 50' CBC

DISTRICT USE

SIS

FUN CLASS

3.000 URBAN MAJOR COLLECTOR | 3.250 URBAN MINOR ART

SPEED LIMIT

3.000 30MPH | 3.254 30MPH | 3.301 30MPH | 3.401 35MPH | 3.940 35MPH | 4.321 35MPH

AC MAN CLS

3.000 ACCESS CLASS06

Version: 1.4.2.27 08/14/2019

	5 YR INV	SLD REV
DATE	03/29/2017	04/20/2017
BY	METRIC	METRIC

BMP	EMP	INV	SLD REV
19.685	26.493	08/06/2019 METRIC	08/14/2019 METRIC
5.082	25.370	03/13/2018 FDOT	04/02/2018 Metric
2.890	2.890	08/24/2017 METRIC	08/24/2017 METRIC

FLORIDA DEPARTMENT OF TRANSPORTATION

STRAIGHT LINE DIAGRAM OF ROAD INVENTORY

SECTION STATUS	INT. or US ROUTE NO.	STATE ROAD NO.	COUNTY	DISTRICT	ROADWAY ID	SHEET NO:
12	US 441/US 41	CR 329/SR 20/SR 25	ALACHUA	02	26020000	2 OF 5

6.0 7.0 8.0 9.0

ROADWAY FEATURES

6.000 INSIDE CITY, AND URBAN
* GAINESVILLE
* GAINESVILLE
*|<=NW 6TH ST ALABAMA ST
*|<SR 20

6.172 INSIDE CITY, AND URBAN
* GAINESVILLE
* GAINESVILLE
*|<=NW 13TH ST MLK BLVD
*|<SR 20/SR 25
*|<US 441

2601002 NB OFF 6.177
NW 13TH ST 6.172
SR-24/ 25
SHOPPING ENT 6.385
NW 53RD AVE 6.531
232
NW 55TH AVE 6.705
GR-232/ 6.531
232
NW 50TH AVE 6.230
NW 55TH PL 6.692
FIRE STATION 7.225
FARMERS MARKET 7.273
121
SR-121/NW 34TH BLVD 7.358 7.397
7.393
SR-121/ NW 22ND ST
121
NW 23RD ST 7.524
NW 23RD TER 7.763
NW 68TH AVE 7.946
NW 74TH PL 8.360

LANE WIDTHS ARE AVERAGED

6.071 128.0' - 22.0'L+12.0'R
1 - 22.0'L + 1 - 12.0'R RDWY
80.0 CB&VEG MED
2 - 2.0' CRG INSHLD1
2.0' C&G SHLD1 - LT
4.0' PVD SHLD1 - RT
8.0' LWN SHLD2 - RT

6.000 54.0' - 24.0'
2 - 12.0' RDWY
2 - 5.0' PVD SHLD1
2 - 10.0' LWN SHLD2

6.172 132.0' - 48.0'
4 - 12.0' RDWY
56.0 VEG MED
2 - 2.0' PVD INSHLD1
2 - 4.0' PVD SHLD1
2 - 10.0' LWN SHLD2

ROADWAY COMPOSITION

6.000 28/FC-6 | 6.071 28/FC-5
28/FC-5

HORIZONTAL ALIGNMENT

CURVE DATA NOT FIELD VERIFIED

Δ=3°26'00.00"
D=1°00'
PC=7.187
PI=7.277
PT=7.367

PC=7.368
PI=7.470
PT=7.555
Δ=3°30'00.00"
D=1°00'
B=N52°08'41"W

B=N48°38'41"W

STRUCTURE DESCRIPTION

6.345 1 - 30" X 232' CC - LT
1 - 3" X 232' CC - RT
6.465 2 - 30" X 100' CC - LT
2 - 30" X 100' CC - RT
6.538 1 - 15" X 154' CC
6.810 1 - 15" X 70' CC
6.987 1 - 15" X 80' CC
7.014 1 - 30" X 151' CC - LT
1 - 30" X 151' CC - RT
7.083 1 - 15" X 80' CC
7.240 1 - 18" X 62' CC
7.475 1 - 18" X 76' CC
7.662 1 - 30" X 148' CC - LT
1 - 30" X 148' CC - RT
7.786 1 - 15" X 80' CC
7.974 1 - 15" X 80' CC
8.170 1 - 15" X 76' CC
8.485 1 - 15" X 76' CC
8.675 1 - 15" X 76' CC
8.864 1 - 15" X 76' CC

DISTRICT USE

SIS

FUN CLASS
6.000 URBAN MINOR ART
6.154 URBAN PRIN ART OTHER

SPEED LIMIT
6.000 45MPH
7.544 45MPH
7.733 55MPH
7.922 60MPH

AC MAN CLS
6.000 ACCESS CLASS06
6.071 ACCESS CLASS03

9.0 10.0 11.0 12.0

ROADWAY FEATURES

9.000 INSIDE CITY, AND URBAN
* GAINESVILLE
* GAINESVILLE
*|<=NW 13TH ST MLK BLVD
*|<SR 20/SR 25
*|<US 441

9.446 INSIDE CITY, AND URBAN
* GAINESVILLE
* GAINESVILLE
*|<=US-441 N MLK BLVD
*|<SR 20/SR 25
*|<US 441

TURKEY CREEK FOREST 9.599
NW 84TH PL 9.446
UNSIGNED 9.782
NW 93 AVE 10.027
NW 43RD ST 10.404
RAMP TO NW 43 ST 10.478
NW 102 PL 10.841
NW 103 LN 10.915
NW 104 LN 11.003
GRU ENT 11.174
NW 109 LN 11.495
NW 111 BLVD 11.689
11.878 INSIDE CITY, AND URBAN
* ALACHUA
* GAINESVILLE
*|<=US-441 N MLK BLVD
*|<SR 20/SR 25
*|<US 441

LANE WIDTHS ARE AVERAGED

9.000 132.0' - 48.0'
4 - 12.0' RDWY
56.0 VEG MED
2 - 2.0' PVD INSHLD1
2 - 4.0' PVD SHLD1
2 - 10.0' LWN SHLD2

ROADWAY COMPOSITION

9.000 28/FC-5
28/FC-5

HORIZONTAL ALIGNMENT

CURVE DATA NOT FIELD VERIFIED
PC=9.243
PI=9.456
PT=9.667
Δ=7°13'00.00"
D=0°30'

B=N41°25'41"W

Δ=34°36'00.00"
D=1°00'
PC=11.901
PI=12.239
PT=12.556

STRUCTURE DESCRIPTION

9.204 4 - 30" X 150' CC - LT
4 - 30" X 150' CC - RT
9.305 1 - 15" X 73' CC
9.818 1 - 30" X 184' CC
10.139 1 - 30" X 184' CC
10.375 1 - 8' X 5' X 216' CBC
10.886 2 - 8' X 8' X 170' CBC
11.368 1 - 30" X 157' CC - LT
1 - 30" X 157' CC - RT
11.805 1 - 15" X 82' CC
11.916 1 - 24" X 164' CC - LT
1 - 24" X 164' CC - RT

DISTRICT USE

SIS

FUN CLASS
9.000 URBAN PRIN ART OTHER

SPEED LIMIT
9.000 60MPH
10.347 50MPH
10.599 60MPH

AC MAN CLS
9.000 ACCESS CLASS03

Version: 1.4.2.27 08/14/2019

	5 YR INV	SLD REV
DATE	03/29/2017	04/20/2017
BY	METRIC	METRIC

BMP	EMP	INV	SLD REV
19.685	26.493	08/06/2019 METRIC	08/14/2019 METRIC
5.082	25.370	03/13/2018 FDOT	04/02/2018 Metric
2.890	2.890	08/24/2017 METRIC	08/24/2017 METRIC

FLORIDA DEPARTMENT OF TRANSPORTATION

STRAIGHT LINE DIAGRAM OF ROAD INVENTORY

SECTION STATUS	INT. or US ROUTE NO.	STATE ROAD NO.	COUNTY	DISTRICT	ROADWAY ID	SHEET NO:
12	US 441/US 41	CR 329/SR 20/SR 25	ALACHUA	02	26020000	3 OF 5

12.0 | 13.0 | 14.0 | 15.0

ROADWAY FEATURES

12.000: INSIDE CITY, AND URBAN
* ALACHUA
* GAINESVILLE
*|<=US-441 N MLK BLVD
*|<SR 20/SR 25
*|<US 441

12.253 NW 59TER

12.253: INSIDE CITY, AND URBAN
* ALACHUA
* GAINESVILLE
*|<=US-441 N/MLK MEM HWY
*|<SR 20/SR 25
*|<US 441

TURKEY CREEK BLVD 12.489

UNSIGNED 13.255

NW 77 DR 13.602

13.646: INSIDE CITY, NOT URBAN
* ALACHUA
*|<=US-441 N/MLK MEM HWY
*|<SR 20/SR 25
*|<US 441

CELLON CREEK BLVD 14.926

CR-25A/ NW 120 LN 12.080

25 A

RAMP TO/ FROM CR-25A 12.253

UNSIGNED 12.489

NW CR-237 13.125

237

UNSIGNED 13.348

25 A 13.517 CR-25A/ NW 126 AVE

NW 77 TER 13.584

PHOENIX COMMERCIAL P 14.147

NW 89 ST 14.410

14.574 SOUTHERN PRECAST DR

SABINE 14.826

LANE WIDTHS ARE AVERAGED

12.000: 132.0' - 48.0'
4 - 12.0' RDWY
56.0 VEG MED
2 - 2.0' PVD INSHLD1
2 - 4.0' PVD SHLD1
2 - 10.0' LWN SHLD2

ROADWAY COMPOSITION

12.000: 28/FC-5

28/FC-5

HORIZONTAL ALIGNMENT

CURVE DATA NOT FIELD VERIFIED

PC=13.719
PI=13.849
PT=13.980
=6°52'00.00"
D=0°30'

PC=14.822
PI=14.851
PT=14.899
=4°05'00.00"
D=1°00'

B=N76°01'41"W | B=N69°09'41"W | B=N65°04'41"W

STRUCTURE DESCRIPTION

12.239 1 - 15" X 65' CC
12.260 1 - 36" X 210' CC
12.460 1 - 7' X 6' X 174' CBC - LT
1 - 7' X 6' X 174' CBC - RT
12.559 1 - 24" X 192' CC - LT
1 - 24" X 192' CC - RT
12.713 1 - 15" X 82' CC
12.862 1 - 24" X 176' CC
12.962 1 - 24" X 176' CC
13.299 1 - 30" X 83' CC
13.302 1 - 15" X 88' CC
13.423 1 - 15" X 84' CC
13.575 1 - 10' X 10' X 115' CBC
13.647 1 - 15" X 81' CC
14.657 1 - 30" X 181' CC
14.736 1 - 30" X 182' CC

DISTRICT USE

SIS

FUN CLASS

12.000: URBAN PRIN ART OTHER
13.646: RURAL PRIN ART OTHER

SPEED LIMIT

12.000: 60MPH
13.629: 65MPH

AC MAN CLS

12.000: ACCESS CLASS03

15.0 | 16.0 | 17.0 | 18.0

ROADWAY FEATURES

15.000: INSIDE CITY, NOT URBAN
* ALACHUA
*|<=US-441 N/MLK MEM HWY
*|<SR 20/SR 25
*|<US 441

WEBSTER INDUST PARK 15.085

NW 104 TER 15.460

15.837 CR-2054/ RACHAEL BLVD

2054

INNOVATION DR 16.236

PROGRESS BLVD 16.484

2054 RR CR- CSX 2054

17.212 NW 128 TER

NW 129 TER 17.295

UNSIGNED 17.530

NW 134 TER 17.565

TER 17.656

FIRE STATION 17.876

CROSSING SR-235 17.962

PED 17.963 NW 140 ST

235

NW 104 TER 15.445

STATE OF FL SERV CEN 16.236

NW 119 TER 16.484

NW 125 ST 17.024

CLOVIS WATSON JR WAY 17.514

NW 135 17.656

NW 137 TER 17.811

LANE WIDTHS ARE AVERAGED

15.000: 132.0' - 48.0'
4 - 12.0' RDWY
56.0 VEG MED
2 - 2.0' PVD INSHLD1
2 - 4.0' PVD SHLD1
2 - 10.0' LWN SHLD2

16.236: 116.0' - 48.0'
4 - 12.0' RDWY
40.0 VEG MED
2 - 2.0' PVD INSHLD1
2 - 4.0' PVD SHLD1
2 - 10.0' LWN SHLD2

16.652: 96.0' - 48.0'
4 - 12.0' RDWY
20.0 CB&VEG MED
2 - 2.0' C&G INSHLD1
2 - 4.0' PVD SHLD1
2 - 10.0' LWN SHLD2

17.024: 96.0' - 48.0'
4 - 12.0' RDWY
20.0 CB&VEG MED
2 - 2.0' CRG INSHLD1
2 - 4.0' PVD SHLD1
2 - 10.0' LWN SHLD2

17.362: 84.0' - 48.0'
4 - 12.0' RDWY
20.0 CB&VEG MED
2 - 2.0' CRG INSHLD1
2 - 6.0' PVD SHLD1
2 - 2.0' C&G SHLD2

17.656: 84.0' - 48.0'
4 - 12.0' RDWY
20.0 TFSP MED
2 - 6.0' PVD SHLD1
2 - 2.0' C&G SHLD2

17.962: 84.0' - 48.0'
4 - 12.0' RDWY
20.0 CB&VEG MED
2 - 2.0' CRG INSHLD1
2 - 6.0' PVD SHLD1
2 - 2.0' C&G SHLD2

ROADWAY COMPOSITION

15.000: 28/FC-5

28/FC-5

HORIZONTAL ALIGNMENT

CURVE DATA NOT FIELD VERIFIED

=36°29'00.00"
D=2°00'
PC=15.735
PI=15.914
PT=16.081

PC=16.279
PI=16.526
PT=16.733
=59°53'57.00"
D=2°30'

=43°19'58.00"
D=2°30'
PC=16.982
PI=17.137
PT=17.310

PC=17.631
PI=17.715
PT=17.857
=14°55'00.00"
D=1°15'

PC=17.857
PI=17.935
PT=18.012
=14°14'00.00"
D=1°37'

B=S78°26'19"W | B=N41°39'44"W | B=N84°59'42"W

STRUCTURE DESCRIPTION

15.178 1 - 15" X 93' CC
15.475 1 - 30" X 186' CC - LT
1 - 30" X 186' CC - RT
15.698 1 - 30" X 202' CC - LT
1 - 30" X 202' CC - RT
15.860 1 - 15" X 81' CC
16.129 1 - 18" X 70' CC
16.291 1 - 15" X 71' CC
16.444 1 - 15" X 84' CC
16.664 1 - 15" X 71' CC
16.691 1 - 18" X 28' CMP
16.704 1 - 18" X 131' CMP
16.753 1 - 18" X 59' CMP
16.778 1 - 18" X 54' CMP
16.802 16.808 #0004 401.3' BR #0102 422.4' BR 16.882 16.884
16.899 1 - 18" X 35' CMP
16.935 1 - 18" X 31' CMP
17.014 1 - 15" X 67' CC
17.120 1 - 15" X 60' CC
17.201 1 - 15" X 48' CC
17.311 1 - 24" X 165' CC - LT
1 - 24" X 165' CC - RT
17.909 #9002 10.6' UP 17.911

DISTRICT USE

SIS

FUN CLASS

15.000: RURAL PRIN ART OTHER

SPEED LIMIT

15.000: 65MPH
15.648: 55MPH
16.991: 45MPH
16.780: 45MPH
17.280: 45MPH

AC MAN CLS

15.000: ACCESS CLASS03
ACCESS CLASS03
17.004: ACCESS CLASS05

Version: 1.4.2.27 08/14/2019

	5 YR INV	SLD REV
DATE	03/29/2017	04/20/2017
BY	METRIC	METRIC

BMP	EMP	INV	SLD REV
19.685	26.493	08/06/2019 METRIC	08/14/2019 METRIC
5.082	25.370	03/13/2018 FDOT	04/02/2018 Metric
2.890	2.890	08/24/2017 METRIC	08/24/2017 METRIC

FLORIDA DEPARTMENT OF TRANSPORTATION

STRAIGHT LINE DIAGRAM OF ROAD INVENTORY

SECTION STATUS	INT. or US ROUTE NO.	STATE ROAD NO.	COUNTY	DISTRICT	ROADWAY ID	SHEET NO:
12	US 441/US 41	CR 329/SR 20/SR 25	ALACHUA	02	26020000	4 OF 5

18.0 19.0 20.0 21.0

ROADWAY FEATURES

18.000 INSIDE CITY, NOT URBAN
* ALACHUA
*|<=US-441 N/MLK MEM HWY
*|<SR 20/SR 25
*|<US 441

N MAIN ST/ 18.075 — NW 142 TER 18.180 — NW 144 WAY 18.294 — DR 18.481 — NW 149 TER 18.676 — 18.676 NW 158 LN

18.075 NW 141 ST 18.222 — NW 154TH AVE — NW 144 ST 18.294 — NW 147TH 18.481

18.075 88.0' - 48.0'
4 - 12.0' RDWY
20.0 CB&VEG MED
2 - 2.0' CRG INSHLD1
2 - 6.0' PVD SHLD1
6.0' LWN SHLD2 - LT
2.0' C&G SHLD2 - RT

SR-93 19.337 — 26260033 SB ON

19.097 APRIL BLVD — 19.169 26260031 NB ON — 26260032 NB OFF 19.217 — I-75/ — 19.373 26260030 SB ON — 19.407 26260029 SB OFF

19.677 INSIDE CITY, NOT URBAN
* ALACHUA
*|<=US-441 N
*|<SR 20/SR 25
*|<US 441

NW 167TH BLVD 19.677 — SHOPPING ENT 19.747 — SCHOOL ENT 19.828

CR-235A/ NW 173 ST 20.076 — NW CR 235A 20.076 — NW 174 DR 20.217 — 20.432 NW 164 LN — 20.476 FROM NW 164 LN

LANE WIDTHS ARE AVERAGED

18.000 84.0' - 48.0'
4 - 12.0' RDWY
20.0 CB&VEG MED
2 - 2.0' CRG INSHLD1
2 - 6.0' PVD SHLD1
2 - 2.0' C&G SHLD2

18.294 96.0' - 48.0'
4 - 12.0' RDWY
20.0 CB&VEG MED
2 - 2.0' CRG INSHLD1
2 - 4.0' PVD SHLD1
2 - 10.0' LWN SHLD2

18.676 112.0' - 48.0'
4 - 12.0' RDWY
40.0 VEG MED
2 - 4.0' PVD SHLD1
2 - 8.0' LWN SHLD2

19.097 105.0' - 48.0'
4 - 12.0' RDWY
41.0 CB&VEG MED
2 - 2.0' CRG INSHLD1
2 - 4.0' PVD SHLD1
2 - 4.0' LWN SHLD2

19.520 112.0' - 48.0'
4 - 12.0' RDWY
40.0 VEG MED
2 - 2.0' PVD INSHLD1
2 - 4.0' PVD SHLD1
2 - 8.0' LWN SHLD2

ROADWAY COMPOSITION

18.000 28/FC-5

18.000 28/FC-5

HORIZONTAL ALIGNMENT

CURVE DATA NOT FIELD VERIFIED

Δ=23°10'00.00"
D=2°00'
PC=18.544
PI=18.656
PT=18.764

B=N55°50'42"W B=N79°00'42"W

STRUCTURE DESCRIPTION

18.580 1 - 15" X 52' CC
18.661 1 - 24" X 135' CC - LT
1 - 24" X 135' CC - RT
18.704 1 - 24" X 147' CC - LT
1 - 24" X 147' CC - RT
18.842 1 - 15" X 72' CC
19.078 1 - 30" X 144' CC - LT
1 - 30" X 14' CC - RT
19.174 1 - 15" X 41' CC
19.283 #0073 63.4' UP — 19.295 19.297 — #0065 63.4' UP — 19.309
19.362 1 - 36" X 209' CC
19.422 2 - 24" X 333' CC
20.100 1 - 18" X 71' CC
20.207 1 - 18" X 73' CC
20.341 1 - 18" X 73' CC
20.423 1 - 18" X 76' CC
20.620 1 - 24" X 149' CC - LT
1 - 24" X 149' CC - RT
20.678 1 - 18" X 74' CC
20.909 1 - 18" X 74' CC

DISTRICT USE

SIS

FUN CLASS 18.000 RURAL PRIN ART OTHER

SPEED LIMIT 18.000 45MPH — 18.610 45MPH — 19.748 45MPH — 20.178 55MPH — 20.339 65MPH

AC MAN CLS 18.000 ACCESS CLASS05 — 18.294 ACCESS CLASS05 — 18.294 ACCESS CLASS03

21.0 22.0 23.0 24.0

ROADWAY FEATURES

21.000 INSIDE CITY, NOT URBAN
* ALACHUA
*|<=US-441 N
*|<SR 20/SR 25
*|<US 441

21.137 INSIDE CITY, NOT URBAN
* HIGH SPRINGS
*|<=US-441 N
*|<SR 20/SR 25
*|<US 441

ST 21.138 — OAK RIDGE 21.356 — NW 194TH ST 21.553

NW 188 21.138 — FIRE DEPT ENT 21.921 — NW 170 LN 21.985

ST 22.135 — NW 202 22.135

22.475 INSIDE CITY, NOT URBAN
* HIGH SPRINGS
*|<=E SANTA FE BLVD.
*|<SR 20/SR 25
*|<US 441

NW 207 TER 22.475 — MEMORIAL PARK 22.711

NW 222 ST 23.462

NW 218TH TER 23.222

LANE WIDTHS ARE AVERAGED

21.000 112.0' - 48.0'
4 - 12.0' RDWY
40.0 VEG MED
2 - 2.0' PVD INSHLD1
2 - 4.0' PVD SHLD1
2 - 8.0' LWN SHLD2

23.957 89.0' - 48.0'
4 - 12.0' RDWY
17.0 CB&VEG MED
2 - 2.0' C&G INSHLD1
2 - 4.0' PVD SHLD1
2 - 8.0' LWN SHLD2

ROADWAY COMPOSITION

21.000 28/FC-5

21.000 28/FC-5

HORIZONTAL ALIGNMENT

CURVE DATA NOT FIELD VERIFIED

PC=22.072
PI=22.200
PT=22.328
Δ=13°41'00.00"
D=1°00'

PC=23.908
PI=24.174
PT=24.451
Δ=28°39'00.00"
D=1°00'

B=N65°19'42"W

STRUCTURE DESCRIPTION

21.121 1 - 18" X 78' CC
21.330 1 - 18" X 146' CC - LT
1 - 18" X 146' CC - RT
21.362 1 - 18" X 71' CC
21.550 1 - 18" X 70' CC
21.584 1 - 24" X 139' CC - LT
1 - 24" X 139' CC - RT
21.760 1 - 18" X 74' CC
21.838 1 - 24" X 146' CC - LT
1 - 24" X 146' CC - RT
22.003 1 - 18" X 66' CC
22.149 1 - 18" X 65' CC
22.257 1 - 18" X 66' CC
22.391 1 - 18" X 73' CC
22.793 1 - 18" X 74' CC
23.020 1 - 18" X 61' CC
23.197 1 - 24" X 142' CC - LT
1 - 24" X 142' CC - RT
23.262 1 - 18" X 64' CC
23.551 1 - 18" X 144' CC
23.675 1 - 18" X 64' CC
23.745 1 - 36" X 142' CC - LT
1 - 36" X 142' CC - RT
23.823 1 - 18" X 64' CC
23.930 1 - 18" X 65' CC

DISTRICT USE

SIS

FUN CLASS 21.000 RURAL PRIN ART OTHER

SPEED LIMIT 21.000 65MPH — 23.190 55MPH — 23.890 45MPH

AC MAN CLS 21.000 ACCESS CLASS03 — 23.476 ACCESS CLASS03 — 23.476 ACCESS CLASS05

Version: 1.4.2.27 08/14/2019

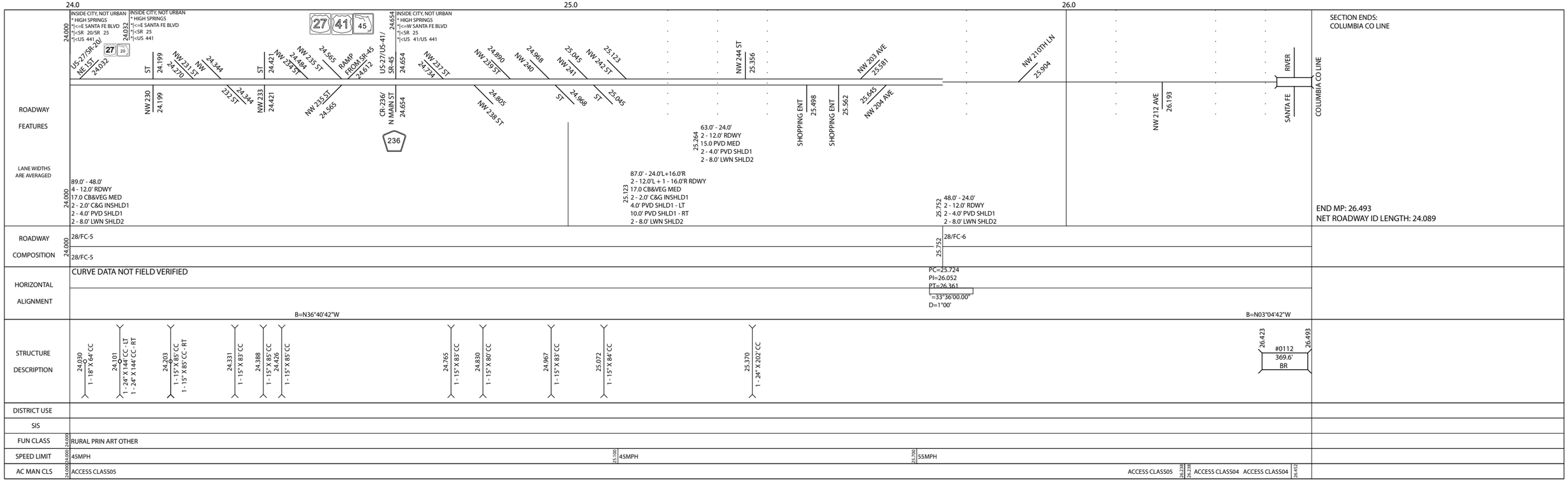
	5 YR INV	SLD REV
DATE	03/29/2017	04/20/2017
BY	METRIC	METRIC

BMP	EMP	INV	SLD REV
19.685	26.493	08/06/2019 METRIC	08/14/2019 METRIC
5.082	25.370	03/13/2018 FDOT	04/02/2018 Metric
2.890	2.890	08/24/2017 METRIC	08/24/2017 METRIC

FLORIDA DEPARTMENT OF TRANSPORTATION

STRAIGHT LINE DIAGRAM OF ROAD INVENTORY

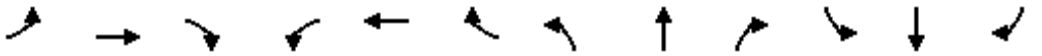
SECTION STATUS	INT. or US ROUTE NO.	STATE ROAD NO.	COUNTY	DISTRICT	ROADWAY ID	SHEET NO:
12	US 441/US 41	CR 329/SR 20/SR 25	ALACHUA	02	26020000	5 OF 5



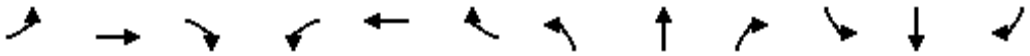
Version: 1.4.2.27 08/14/2019

Appendix G
Synchro and HCS Reports

Synchro
Reports



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	71	1244	58	27	659	42	99	7	59	48	5	32
Future Volume (vph)	71	1244	58	27	659	42	99	7	59	48	5	32
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	290		200	200		420	0		130	360		670
Storage Lanes	1		1	1		1	1		1	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850			0.850		0.866				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1736	3471	1553	1719	3438	1538	1770	1613	0	1770	1863	1583
Flt Permitted	0.329			0.155			0.415			0.727		
Satd. Flow (perm)	601	3471	1553	280	3438	1538	773	1613	0	1354	1863	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			127			127		66				125
Link Speed (mph)		45			45			25			25	
Link Distance (ft)		3684			2212			628			686	
Travel Time (s)		55.8			33.5			17.1			18.7	
Peak Hour Factor	0.92	0.92	0.92	0.89	0.89	0.89	0.90	0.90	0.90	0.80	0.80	0.80
Heavy Vehicles (%)	4%	4%	4%	5%	5%	5%	2%	2%	2%	2%	2%	2%
Adj. Flow (vph)	77	1352	63	30	740	47	110	8	66	60	6	40
Shared Lane Traffic (%)												
Lane Group Flow (vph)	77	1352	63	30	740	47	110	74	0	60	6	40
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2		1	2	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru		Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100	20	20	100		20	100	20
Trailing Detector (ft)	0	0	0	0	0	0	0	0		0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0		0	0	0
Detector 1 Size(ft)	20	6	20	20	6	20	20	6		20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA		pm+pt	NA	Perm
Protected Phases	5	2		1	6		7	4		3	8	

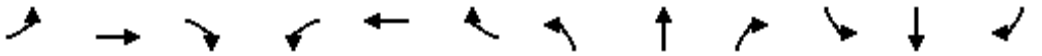


Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	2		2	6		6	4			8		8
Detector Phase	5	2	2	1	6	6	7	4		3	8	8
Switch Phase												
Minimum Initial (s)	4.0	20.0	20.0	4.0	20.0	20.0	4.0	6.0		4.0	6.0	6.0
Minimum Split (s)	11.9	26.9	26.9	11.8	26.9	26.9	11.1	20.0		11.4	20.0	20.0
Total Split (s)	22.0	84.0	84.0	22.0	84.0	84.0	22.0	22.0		22.0	22.0	22.0
Total Split (%)	14.7%	56.0%	56.0%	14.7%	56.0%	56.0%	14.7%	14.7%		14.7%	14.7%	14.7%
Maximum Green (s)	15.1	77.1	77.1	15.2	77.1	77.1	15.9	14.9		15.6	14.9	14.9
Yellow Time (s)	4.9	4.9	4.9	4.8	4.9	4.9	4.0	4.0		3.8	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.1	3.1		2.6	3.1	3.1
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	6.9	6.9	6.9	6.8	6.9	6.9	6.1	7.1		6.4	7.1	7.1
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	None		None	None	None
Act Effct Green (s)	109.4	104.5	104.5	104.6	98.3	98.3	22.2	9.8		15.9	6.7	6.7
Actuated g/C Ratio	0.73	0.70	0.70	0.70	0.66	0.66	0.15	0.07		0.11	0.04	0.04
v/c Ratio	0.16	0.56	0.06	0.12	0.33	0.04	0.54	0.45		0.35	0.07	0.21
Control Delay	2.4	4.7	0.1	4.8	8.9	0.7	64.2	26.3		57.9	69.8	2.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay	2.4	4.7	0.1	4.8	8.9	0.7	64.2	26.3		57.9	69.8	2.5
LOS	A	A	A	A	A	A	E	C		E	E	A
Approach Delay		4.4			8.3			49.0			37.7	
Approach LOS		A			A			D			D	
Queue Length 50th (ft)	8	143	0	6	120	1	95	8		51	6	0
Queue Length 95th (ft)	m12	160	m0	m11	m125	m2	152	60		81	20	0
Internal Link Dist (ft)		3604			2132			548			606	
Turn Bay Length (ft)	290		200	200		420				360		670
Base Capacity (vph)	565	2417	1120	355	2252	1051	232	219		238	185	269
Starvation Cap Reductn	0	0	0	0	0	0	0	0		0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0		0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0		0	0	0
Reduced v/c Ratio	0.14	0.56	0.06	0.08	0.33	0.04	0.47	0.34		0.25	0.03	0.15

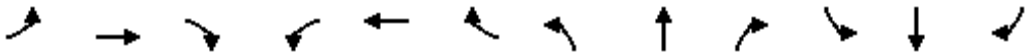
Intersection Summary			
Area Type:	Other		
Cycle Length: 150			
Actuated Cycle Length: 150			
Offset: 20 (13%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow			
Natural Cycle: 80			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.56			
Intersection Signal Delay: 10.2		Intersection LOS: B	
Intersection Capacity Utilization 67.2%		ICU Level of Service C	
Analysis Period (min) 15			

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 6: NW 147th Drive & US-441



Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	75	782	101	111	1235	66	181	18	52	52	13	107
Future Volume (vph)	75	782	101	111	1235	66	181	18	52	52	13	107
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	290		200	200		420	0		130	360		670
Storage Lanes	1		1	1		1	1		1	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850			0.850		0.888				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3539	1583	1770	3539	1583	1805	1687	0	1805	1900	1615
Flt Permitted	0.141			0.264			0.437			0.706		
Satd. Flow (perm)	263	3539	1583	492	3539	1583	830	1687	0	1341	1900	1615
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			160			160		58				158
Link Speed (mph)		45			45			25			25	
Link Distance (ft)		3684			2212			628			698	
Travel Time (s)		55.8			33.5			17.1			19.0	
Peak Hour Factor	0.87	0.87	0.87	0.94	0.94	0.94	0.89	0.89	0.89	0.81	0.81	0.81
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	0%	0%	0%	0%	0%	0%
Adj. Flow (vph)	86	899	116	118	1314	70	203	20	58	64	16	132
Shared Lane Traffic (%)												
Lane Group Flow (vph)	86	899	116	118	1314	70	203	78	0	64	16	132
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	2	1	1	2	1	1	2		1	2	1
Detector Template	Left	Thru	Right	Left	Thru	Right	Left	Thru		Left	Thru	Right
Leading Detector (ft)	20	100	20	20	100	20	20	100		20	100	20
Trailing Detector (ft)	0	0	0	0	0	0	0	0		0	0	0
Detector 1 Position(ft)	0	0	0	0	0	0	0	0		0	0	0
Detector 1 Size(ft)	20	6	20	20	6	20	20	6		20	6	20
Detector 1 Type	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Detector 2 Position(ft)		94			94			94			94	
Detector 2 Size(ft)		6			6			6			6	
Detector 2 Type		Cl+Ex			Cl+Ex			Cl+Ex			Cl+Ex	
Detector 2 Channel												
Detector 2 Extend (s)		0.0			0.0			0.0			0.0	
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA		pm+pt	NA	Perm
Protected Phases	5	2		1	6		7	4		3	8	

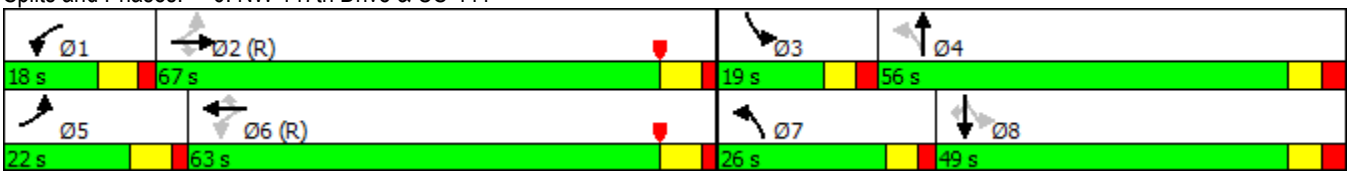


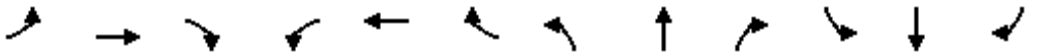
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Permitted Phases	2		2	6		6	4			8		8
Detector Phase	5	2	2	1	6	6	7	4		3	8	8
Switch Phase												
Minimum Initial (s)	4.0	20.0	20.0	4.0	20.0	20.0	4.0	6.0		4.0	6.0	6.0
Minimum Split (s)	11.9	26.9	26.9	11.8	26.9	26.9	11.1	20.0		11.4	20.0	20.0
Total Split (s)	22.0	67.0	67.0	18.0	63.0	63.0	26.0	56.0		19.0	49.0	49.0
Total Split (%)	13.8%	41.9%	41.9%	11.3%	39.4%	39.4%	16.3%	35.0%		11.9%	30.6%	30.6%
Maximum Green (s)	15.1	60.1	60.1	11.2	56.1	56.1	19.9	48.9		12.6	41.9	41.9
Yellow Time (s)	4.9	4.9	4.9	4.8	4.9	4.9	4.0	4.0		3.8	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.1	3.1		2.6	3.1	3.1
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	6.9	6.9	6.9	6.8	6.9	6.9	6.1	7.1		6.4	7.1	7.1
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	None		None	None	None
Act Effct Green (s)	106.1	97.9	97.9	107.4	98.4	98.4	33.4	18.7		18.0	7.3	7.3
Actuated g/C Ratio	0.66	0.61	0.61	0.67	0.62	0.62	0.21	0.12		0.11	0.05	0.05
v/c Ratio	0.34	0.42	0.11	0.29	0.60	0.07	0.70	0.31		0.36	0.18	0.59
Control Delay	11.7	16.8	1.3	9.7	20.9	0.1	69.8	26.5		57.7	77.5	16.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay	11.7	16.8	1.3	9.7	20.9	0.1	69.8	26.5		57.7	77.5	16.0
LOS	B	B	A	A	C	A	E	C		E	E	B
Approach Delay		14.8			19.1			57.8			33.3	
Approach LOS		B			B			E			C	
Queue Length 50th (ft)	32	197	0	36	424	0	191	19		56	17	0
Queue Length 95th (ft)	m45	237	m10	63	552	0	268	73		88	39	22
Internal Link Dist (ft)		3604			2132			548			618	
Turn Bay Length (ft)	290		200	200		420				360		670
Base Capacity (vph)	327	2165	1030	427	2177	1035	294	555		209	497	539
Starvation Cap Reductn	0	0	0	0	0	0	0	0		0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0		0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0		0	0	0
Reduced v/c Ratio	0.26	0.42	0.11	0.28	0.60	0.07	0.69	0.14		0.31	0.03	0.24

Intersection Summary

Area Type: Other
Cycle Length: 160
Actuated Cycle Length: 160
Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
Natural Cycle: 80
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.70
Intersection Signal Delay: 22.0 Intersection LOS: C
Intersection Capacity Utilization 72.4% ICU Level of Service C
Analysis Period (min) 15
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 6: NW 147th Drive & US-441





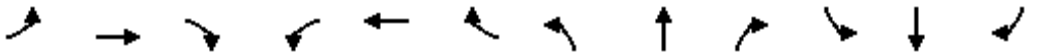
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	78	1269	59	28	672	49	99	8	59	67	8	52
Future Volume (vph)	78	1269	59	28	672	49	99	8	59	67	8	52
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	290		200	200		420	0		130	360		670
Storage Lanes	1		1	1		1	1		1	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850			0.850		0.868				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1736	3471	1553	1719	3438	1538	1770	1617	0	1770	1863	1583
Flt Permitted	0.317			0.144			0.468			0.708		
Satd. Flow (perm)	579	3471	1553	261	3438	1538	872	1617	0	1319	1863	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			127			127		66				125
Link Speed (mph)		45			45			25			25	
Link Distance (ft)		3684			2212			628			686	
Travel Time (s)		55.8			33.5			17.1			18.7	
Peak Hour Factor	0.92	0.92	0.92	0.89	0.89	0.89	0.90	0.90	0.90	0.80	0.80	0.80
Heavy Vehicles (%)	4%	4%	4%	5%	5%	5%	2%	2%	2%	2%	2%	2%
Adj. Flow (vph)	85	1379	64	31	755	55	110	9	66	84	10	65
Shared Lane Traffic (%)												
Lane Group Flow (vph)	85	1379	64	31	755	55	110	75	0	84	10	65
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA		pm+pt	NA	Perm
Protected Phases	5	2		1	6		7	4		3	8	
Permitted Phases	2		2	6		6	4			8		8
Detector Phase	5	2	2	1	6	6	7	4		3	8	8
Switch Phase												
Minimum Initial (s)	4.0	20.0	20.0	4.0	20.0	20.0	4.0	6.0		4.0	6.0	6.0
Minimum Split (s)	11.9	26.9	26.9	11.8	26.9	26.9	11.1	20.0		11.4	20.0	20.0
Total Split (s)	22.0	84.0	84.0	22.0	84.0	84.0	22.0	22.0		22.0	22.0	22.0
Total Split (%)	14.7%	56.0%	56.0%	14.7%	56.0%	56.0%	14.7%	14.7%		14.7%	14.7%	14.7%
Maximum Green (s)	15.1	77.1	77.1	15.2	77.1	77.1	15.9	14.9		15.6	14.9	14.9
Yellow Time (s)	4.9	4.9	4.9	4.8	4.9	4.9	4.0	4.0		3.8	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.1	3.1		2.6	3.1	3.1
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	6.9	6.9	6.9	6.8	6.9	6.9	6.1	7.1		6.4	7.1	7.1
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	None		None	None	None

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Act Effct Green (s)	106.6	101.5	101.5	101.5	95.1	95.1	23.5	8.4		18.3	7.3	7.3
Actuated g/C Ratio	0.71	0.68	0.68	0.68	0.63	0.63	0.16	0.06		0.12	0.05	0.05
v/c Ratio	0.18	0.59	0.06	0.13	0.35	0.05	0.48	0.49		0.43	0.11	0.33
Control Delay	2.8	5.5	0.1	5.3	9.9	0.9	59.5	29.4		59.4	69.5	4.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay	2.8	5.5	0.1	5.3	9.9	0.9	59.5	29.4		59.4	69.5	4.5
LOS	A	A	A	A	A	A	E	C		E	E	A
Approach Delay		5.1			9.1			47.3			37.6	
Approach LOS		A			A			D			D	
Queue Length 50th (ft)	10	149	0	7	129	1	95	9		72	10	0
Queue Length 95th (ft)	m15	170	m0	m11	m148	m3	149	62		103	26	0
Internal Link Dist (ft)		3604			2132			548			606	
Turn Bay Length (ft)	290		200	200		420				360		670
Base Capacity (vph)	539	2349	1092	338	2179	1021	245	220		242	185	269
Starvation Cap Reductn	0	0	0	0	0	0	0	0		0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0		0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0		0	0	0
Reduced v/c Ratio	0.16	0.59	0.06	0.09	0.35	0.05	0.45	0.34		0.35	0.05	0.24

Intersection Summary

Area Type: Other
Cycle Length: 150
Actuated Cycle Length: 150
Offset: 20 (13%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
Natural Cycle: 90
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.59
Intersection Signal Delay: 11.1 Intersection LOS: B
Intersection Capacity Utilization 67.9% ICU Level of Service C
Analysis Period (min) 15
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 6: NW 147th Drive & US-441



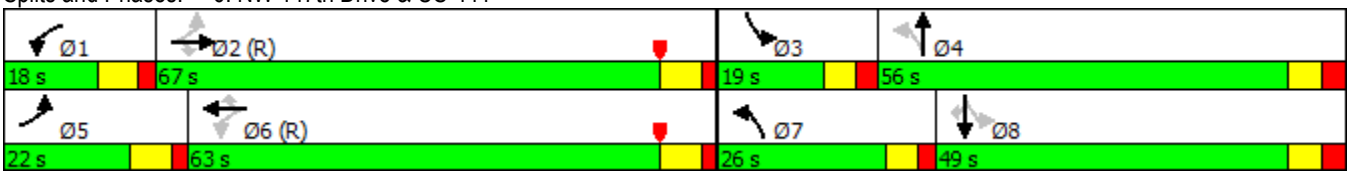
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	99	798	103	113	1260	86	181	23	52	61	16	122
Future Volume (vph)	99	798	103	113	1260	86	181	23	52	61	16	122
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	290		200	200		420	0		130	360		670
Storage Lanes	1		1	1		1	1		1	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850			0.850		0.896				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3539	1583	1770	3539	1583	1805	1702	0	1805	1900	1615
Flt Permitted	0.131			0.262			0.425			0.702		
Satd. Flow (perm)	244	3539	1583	488	3539	1583	808	1702	0	1334	1900	1615
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			160			160		58				158
Link Speed (mph)		45			45			25			25	
Link Distance (ft)		3684			2212			628			698	
Travel Time (s)		55.8			33.5			17.1			19.0	
Peak Hour Factor	0.87	0.87	0.87	0.94	0.94	0.94	0.89	0.89	0.89	0.81	0.81	0.81
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	0%	0%	0%	0%	0%	0%
Adj. Flow (vph)	114	917	118	120	1340	91	203	26	58	75	20	151
Shared Lane Traffic (%)												
Lane Group Flow (vph)	114	917	118	120	1340	91	203	84	0	75	20	151
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA		pm+pt	NA	Perm
Protected Phases	5	2		1	6		7	4		3	8	
Permitted Phases	2		2	6		6	4			8		8
Detector Phase	5	2	2	1	6	6	7	4		3	8	8
Switch Phase												
Minimum Initial (s)	4.0	20.0	20.0	4.0	20.0	20.0	4.0	6.0		4.0	6.0	6.0
Minimum Split (s)	11.9	26.9	26.9	11.8	26.9	26.9	11.1	20.0		11.4	20.0	20.0
Total Split (s)	22.0	67.0	67.0	18.0	63.0	63.0	26.0	56.0		19.0	49.0	49.0
Total Split (%)	13.8%	41.9%	41.9%	11.3%	39.4%	39.4%	16.3%	35.0%		11.9%	30.6%	30.6%
Maximum Green (s)	15.1	60.1	60.1	11.2	56.1	56.1	19.9	48.9		12.6	41.9	41.9
Yellow Time (s)	4.9	4.9	4.9	4.8	4.9	4.9	4.0	4.0		3.8	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.1	3.1		2.6	3.1	3.1
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	6.9	6.9	6.9	6.8	6.9	6.9	6.1	7.1		6.4	7.1	7.1
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	None		None	None	None

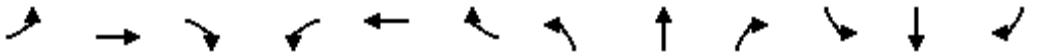
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Act Effct Green (s)	106.9	97.2	97.2	105.5	96.4	96.4	34.0	16.0		19.3	8.0	8.0
Actuated g/C Ratio	0.67	0.61	0.61	0.66	0.60	0.60	0.21	0.10		0.12	0.05	0.05
v/c Ratio	0.45	0.43	0.12	0.30	0.63	0.09	0.70	0.38		0.39	0.21	0.66
Control Delay	16.3	17.6	1.4	10.2	23.0	0.2	69.1	29.9		57.7	76.8	22.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay	16.3	17.6	1.4	10.2	23.0	0.2	69.1	29.9		57.7	76.8	22.4
LOS	B	B	A	B	C	A	E	C		E	E	C
Approach Delay		15.8			20.7			57.7			37.6	
Approach LOS		B			C			E			D	
Queue Length 50th (ft)	43	202	0	37	447	0	191	25		65	21	0
Queue Length 95th (ft)	m64	311	m11	67	624	0	262	80		99	45	42
Internal Link Dist (ft)		3604			2132			548			618	
Turn Bay Length (ft)	290		200	200		420				360		670
Base Capacity (vph)	314	2149	1024	419	2131	1016	295	560		214	497	539
Starvation Cap Reductn	0	0	0	0	0	0	0	0		0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0		0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0		0	0	0
Reduced v/c Ratio	0.36	0.43	0.12	0.29	0.63	0.09	0.69	0.15		0.35	0.04	0.28

Intersection Summary

Area Type: Other
Cycle Length: 160
Actuated Cycle Length: 160
Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
Natural Cycle: 90
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.70
Intersection Signal Delay: 23.5 Intersection LOS: C
Intersection Capacity Utilization 74.4% ICU Level of Service D
Analysis Period (min) 15
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 6: NW 147th Drive & US-441





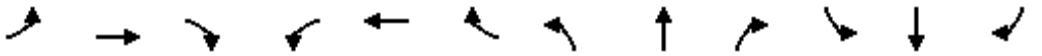
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	106	1255	59	28	665	64	99	8	59	92	8	67
Future Volume (vph)	106	1255	59	28	665	64	99	8	59	92	8	67
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	290		200	200		420	0		130	360		670
Storage Lanes	1		1	1		1	1		1	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850			0.850		0.868				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1736	3471	1553	1719	3438	1538	1770	1617	0	1770	1863	1583
Flt Permitted	0.317			0.150			0.751			0.664		
Satd. Flow (perm)	579	3471	1553	271	3438	1538	1399	1617	0	1237	1863	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			127			127		66				125
Link Speed (mph)		45			45			25			25	
Link Distance (ft)		3684			2212			628			686	
Travel Time (s)		55.8			33.5			17.1			18.7	
Peak Hour Factor	0.92	0.92	0.92	0.89	0.89	0.89	0.90	0.90	0.90	0.80	0.80	0.80
Heavy Vehicles (%)	4%	4%	4%	5%	5%	5%	2%	2%	2%	2%	2%	2%
Adj. Flow (vph)	115	1364	64	31	747	72	110	9	66	115	10	84
Shared Lane Traffic (%)												
Lane Group Flow (vph)	115	1364	64	31	747	72	110	75	0	115	10	84
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA		pm+pt	NA	Perm
Protected Phases	5	2		1	6		7	4		3	8	
Permitted Phases	2		2	6		6	4			8		8
Detector Phase	5	2	2	1	6	6	7	4		3	8	8
Switch Phase												
Minimum Initial (s)	4.0	20.0	20.0	4.0	20.0	20.0	4.0	6.0		4.0	6.0	6.0
Minimum Split (s)	11.9	26.9	26.9	11.8	26.9	26.9	11.1	20.0		11.4	20.0	20.0
Total Split (s)	22.0	84.0	84.0	22.0	84.0	84.0	22.0	22.0		22.0	22.0	22.0
Total Split (%)	14.7%	56.0%	56.0%	14.7%	56.0%	56.0%	14.7%	14.7%		14.7%	14.7%	14.7%
Maximum Green (s)	15.1	77.1	77.1	15.2	77.1	77.1	15.9	14.9		15.6	14.9	14.9
Yellow Time (s)	4.9	4.9	4.9	4.8	4.9	4.9	4.0	4.0		3.8	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.1	3.1		2.6	3.1	3.1
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	6.9	6.9	6.9	6.8	6.9	6.9	6.1	7.1		6.4	7.1	7.1
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	None		None	None	None

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Act Effct Green (s)	106.4	100.7	100.7	99.7	93.3	93.3	21.7	7.6		22.0	8.1	8.1
Actuated g/C Ratio	0.71	0.67	0.67	0.66	0.62	0.62	0.14	0.05		0.15	0.05	0.05
v/c Ratio	0.24	0.59	0.06	0.13	0.35	0.07	0.47	0.52		0.50	0.10	0.41
Control Delay	3.3	5.7	0.1	5.7	10.7	1.4	58.6	31.2		60.1	68.4	8.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay	3.3	5.7	0.1	5.7	10.7	1.4	58.6	31.2		60.1	68.4	8.7
LOS	A	A	A	A	B	A	E	C		E	E	A
Approach Delay		5.3			9.7			47.5			39.8	
Approach LOS		A			A			D			D	
Queue Length 50th (ft)	14	149	0	7	144	2	95	9		100	10	0
Queue Length 95th (ft)	m21	170	m0	m11	m154	m4	149	62		135	26	1
Internal Link Dist (ft)		3604			2132			548			606	
Turn Bay Length (ft)	290		200	200		420				360		670
Base Capacity (vph)	536	2329	1083	341	2138	1004	267	220		255	185	269
Starvation Cap Reductn	0	0	0	0	0	0	0	0		0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0		0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0		0	0	0
Reduced v/c Ratio	0.21	0.59	0.06	0.09	0.35	0.07	0.41	0.34		0.45	0.05	0.31

Intersection Summary

Area Type: Other
Cycle Length: 150
Actuated Cycle Length: 150
Offset: 20 (13%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
Natural Cycle: 80
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.59
Intersection Signal Delay: 12.1 Intersection LOS: B
Intersection Capacity Utilization 67.5% ICU Level of Service C
Analysis Period (min) 15
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 6: NW 147th Drive & US-441



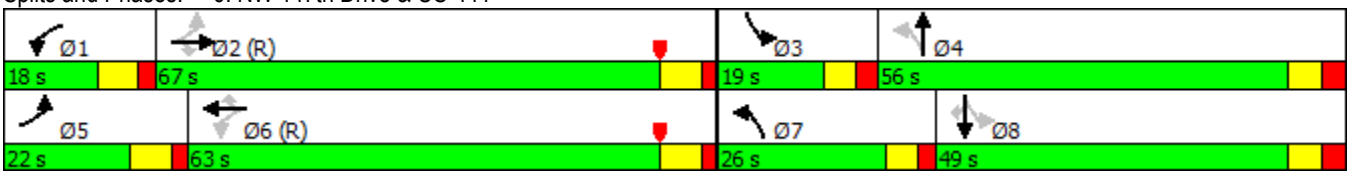
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	116	790	103	113	1248	111	181	23	52	77	16	146
Future Volume (vph)	116	790	103	113	1248	111	181	23	52	77	16	146
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	290		200	200		420	0		130	360		670
Storage Lanes	1		1	1		1	1		1	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850			0.850		0.896				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3539	1583	1770	3539	1583	1805	1702	0	1805	1900	1615
Flt Permitted	0.128			0.268			0.435			0.702		
Satd. Flow (perm)	238	3539	1583	499	3539	1583	826	1702	0	1334	1900	1615
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			160			160		58				180
Link Speed (mph)		45			45			25			25	
Link Distance (ft)		3684			2212			628			698	
Travel Time (s)		55.8			33.5			17.1			19.0	
Peak Hour Factor	0.87	0.87	0.87	0.94	0.94	0.94	0.89	0.89	0.89	0.81	0.81	0.81
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	0%	0%	0%	0%	0%	0%
Adj. Flow (vph)	133	908	118	120	1328	118	203	26	58	95	20	180
Shared Lane Traffic (%)												
Lane Group Flow (vph)	133	908	118	120	1328	118	203	84	0	95	20	180
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA		pm+pt	NA	Perm
Protected Phases	5	2		1	6		7	4		3	8	
Permitted Phases	2		2	6		6	4			8		8
Detector Phase	5	2	2	1	6	6	7	4		3	8	8
Switch Phase												
Minimum Initial (s)	4.0	20.0	20.0	4.0	20.0	20.0	4.0	6.0		4.0	6.0	6.0
Minimum Split (s)	11.9	26.9	26.9	11.8	26.9	26.9	11.1	20.0		11.4	20.0	20.0
Total Split (s)	22.0	67.0	67.0	18.0	63.0	63.0	26.0	56.0		19.0	49.0	49.0
Total Split (%)	13.8%	41.9%	41.9%	11.3%	39.4%	39.4%	16.3%	35.0%		11.9%	30.6%	30.6%
Maximum Green (s)	15.1	60.1	60.1	11.2	56.1	56.1	19.9	48.9		12.6	41.9	41.9
Yellow Time (s)	4.9	4.9	4.9	4.8	4.9	4.9	4.0	4.0		3.8	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.1	3.1		2.6	3.1	3.1
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	6.9	6.9	6.9	6.8	6.9	6.9	6.1	7.1		6.4	7.1	7.1
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	None		None	None	None

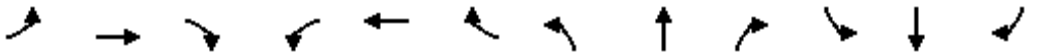
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Act Effct Green (s)	107.7	96.6	96.6	103.7	94.5	94.5	34.5	15.7		20.7	8.6	8.6
Actuated g/C Ratio	0.67	0.60	0.60	0.65	0.59	0.59	0.22	0.10		0.13	0.05	0.05
v/c Ratio	0.50	0.43	0.12	0.30	0.64	0.12	0.69	0.38		0.46	0.20	0.70
Control Delay	20.2	18.0	1.4	10.7	24.5	1.0	67.7	29.8		59.2	75.1	24.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay	20.2	18.0	1.4	10.7	24.5	1.0	67.7	29.8		59.2	75.1	24.0
LOS	C	B	A	B	C	A	E	C		E	E	C
Approach Delay		16.6			21.7			56.6			38.8	
Approach LOS		B			C			E			D	
Queue Length 50th (ft)	51	200	0	37	452	0	191	26		84	21	0
Queue Length 95th (ft)	m77	334	m11	69	651	12	258	79		118	45	51
Internal Link Dist (ft)		3604			2132			548			618	
Turn Bay Length (ft)	290		200	200		420				360		670
Base Capacity (vph)	314	2136	1019	420	2090	1000	299	560		219	497	555
Starvation Cap Reductn	0	0	0	0	0	0	0	0		0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0		0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0		0	0	0
Reduced v/c Ratio	0.42	0.43	0.12	0.29	0.64	0.12	0.68	0.15		0.43	0.04	0.32

Intersection Summary

Area Type: Other
Cycle Length: 160
Actuated Cycle Length: 160
Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
Natural Cycle: 90
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.70
Intersection Signal Delay: 24.4 Intersection LOS: C
Intersection Capacity Utilization 75.0% ICU Level of Service D
Analysis Period (min) 15
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 6: NW 147th Drive & US-441





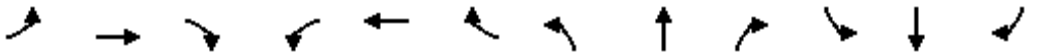
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	128	1342	63	29	711	84	99	11	59	145	16	120
Future Volume (vph)	128	1342	63	29	711	84	99	11	59	145	16	120
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	290		200	200		420	0		130	360		670
Storage Lanes	1		1	1		1	1		1	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850			0.850		0.873				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1736	3471	1553	1719	3438	1538	1770	1626	0	1770	1863	1583
Flt Permitted	0.292			0.120			0.744			0.546		
Satd. Flow (perm)	533	3471	1553	217	3438	1538	1386	1626	0	1017	1863	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			127			127		66				150
Link Speed (mph)		45			45			25			25	
Link Distance (ft)		3684			2212			628			686	
Travel Time (s)		55.8			33.5			17.1			18.7	
Peak Hour Factor	0.92	0.92	0.92	0.89	0.89	0.89	0.90	0.90	0.90	0.80	0.80	0.80
Heavy Vehicles (%)	4%	4%	4%	5%	5%	5%	2%	2%	2%	2%	2%	2%
Adj. Flow (vph)	139	1459	68	33	799	94	110	12	66	181	20	150
Shared Lane Traffic (%)												
Lane Group Flow (vph)	139	1459	68	33	799	94	110	78	0	181	20	150
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA		pm+pt	NA	Perm
Protected Phases	5	2		1	6		7	4		3	8	
Permitted Phases	2		2	6		6	4			8		8
Detector Phase	5	2	2	1	6	6	7	4		3	8	8
Switch Phase												
Minimum Initial (s)	4.0	20.0	20.0	4.0	20.0	20.0	4.0	6.0		4.0	6.0	6.0
Minimum Split (s)	11.9	26.9	26.9	11.8	26.9	26.9	11.1	20.0		11.4	20.0	20.0
Total Split (s)	22.0	84.0	84.0	22.0	84.0	84.0	22.0	22.0		22.0	22.0	22.0
Total Split (%)	14.7%	56.0%	56.0%	14.7%	56.0%	56.0%	14.7%	14.7%		14.7%	14.7%	14.7%
Maximum Green (s)	15.1	77.1	77.1	15.2	77.1	77.1	15.9	14.9		15.6	14.9	14.9
Yellow Time (s)	4.9	4.9	4.9	4.8	4.9	4.9	4.0	4.0		3.8	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.1	3.1		2.6	3.1	3.1
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	6.9	6.9	6.9	6.8	6.9	6.9	6.1	7.1		6.4	7.1	7.1
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	None		None	None	None

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Act Effct Green (s)	103.7	95.7	95.7	96.6	90.1	90.1	22.1	8.2		26.3	10.5	10.5
Actuated g/C Ratio	0.69	0.64	0.64	0.64	0.60	0.60	0.15	0.05		0.18	0.07	0.07
v/c Ratio	0.31	0.66	0.07	0.16	0.39	0.10	0.46	0.52		0.72	0.15	0.60
Control Delay	4.5	7.8	0.1	6.7	12.7	2.2	56.7	31.6		69.5	67.9	19.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay	4.5	7.8	0.1	6.7	12.7	2.2	56.7	31.6		69.5	67.9	19.7
LOS	A	A	A	A	B	A	E	C		E	E	B
Approach Delay		7.2			11.4			46.3			48.1	
Approach LOS		A			B			D			D	
Queue Length 50th (ft)	21	175	0	7	205	3	93	12		161	19	0
Queue Length 95th (ft)	m31	202	m0	m12	m198	m7	146	64		199	42	46
Internal Link Dist (ft)		3604			2132			548			606	
Turn Bay Length (ft)	290		200	200		420				360		670
Base Capacity (vph)	499	2214	1036	304	2064	974	272	220		259	185	292
Starvation Cap Reductn	0	0	0	0	0	0	0	0		0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0		0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0		0	0	0
Reduced v/c Ratio	0.28	0.66	0.07	0.11	0.39	0.10	0.40	0.35		0.70	0.11	0.51

Intersection Summary

Area Type: Other
Cycle Length: 150
Actuated Cycle Length: 150
Offset: 20 (13%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
Natural Cycle: 90
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.72
Intersection Signal Delay: 15.4 Intersection LOS: B
Intersection Capacity Utilization 72.5% ICU Level of Service C
Analysis Period (min) 15
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 6: NW 147th Drive & US-441



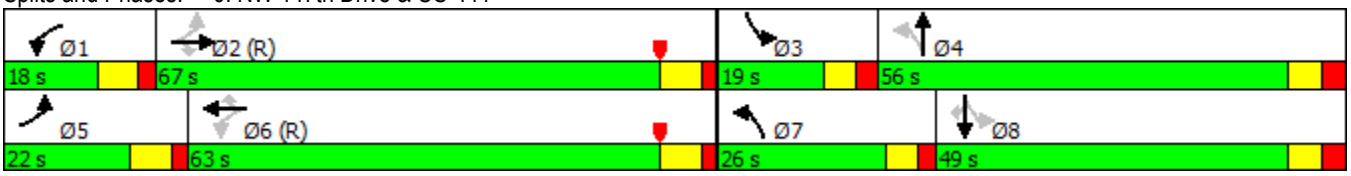
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	179	844	110	121	1334	166	181	36	52	102	23	186
Future Volume (vph)	179	844	110	121	1334	166	181	36	52	102	23	186
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	290		200	200		420	0		130	360		670
Storage Lanes	1		1	1		1	1		1	1		1
Taper Length (ft)	25			25			25			25		
Lane Util. Factor	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt			0.850			0.850		0.911				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	3539	1583	1770	3539	1583	1805	1731	0	1805	1900	1615
Flt Permitted	0.079			0.266			0.446			0.694		
Satd. Flow (perm)	147	3539	1583	495	3539	1583	847	1731	0	1319	1900	1615
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)			160			160		47				222
Link Speed (mph)		45			45			25			25	
Link Distance (ft)		3684			2212			628			698	
Travel Time (s)		55.8			33.5			17.1			19.0	
Peak Hour Factor	0.87	0.87	0.87	0.94	0.94	0.94	0.89	0.89	0.89	0.81	0.81	0.81
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	0%	0%	0%	0%	0%	0%
Adj. Flow (vph)	206	970	126	129	1419	177	203	40	58	126	28	230
Shared Lane Traffic (%)												
Lane Group Flow (vph)	206	970	126	129	1419	177	203	98	0	126	28	230
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Turn Type	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA		pm+pt	NA	Perm
Protected Phases	5	2		1	6		7	4		3	8	
Permitted Phases	2		2	6		6	4			8		8
Detector Phase	5	2	2	1	6	6	7	4		3	8	8
Switch Phase												
Minimum Initial (s)	4.0	20.0	20.0	4.0	20.0	20.0	4.0	6.0		4.0	6.0	6.0
Minimum Split (s)	11.9	26.9	26.9	11.8	26.9	26.9	11.1	20.0		11.4	20.0	20.0
Total Split (s)	22.0	67.0	67.0	18.0	63.0	63.0	26.0	56.0		19.0	49.0	49.0
Total Split (%)	13.8%	41.9%	41.9%	11.3%	39.4%	39.4%	16.3%	35.0%		11.9%	30.6%	30.6%
Maximum Green (s)	15.1	60.1	60.1	11.2	56.1	56.1	19.9	48.9		12.6	41.9	41.9
Yellow Time (s)	4.9	4.9	4.9	4.8	4.9	4.9	4.0	4.0		3.8	4.0	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.1	3.1		2.6	3.1	3.1
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Lost Time (s)	6.9	6.9	6.9	6.8	6.9	6.9	6.1	7.1		6.4	7.1	7.1
Lead/Lag	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0	3.0
Recall Mode	None	C-Max	C-Max	None	C-Max	C-Max	None	None		None	None	None

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Act Effct Green (s)	111.9	95.2	95.2	95.1	85.1	85.1	34.8	15.6		22.0	9.3	9.3
Actuated g/C Ratio	0.70	0.60	0.60	0.59	0.53	0.53	0.22	0.10		0.14	0.06	0.06
v/c Ratio	0.68	0.46	0.13	0.35	0.75	0.19	0.69	0.46		0.58	0.25	0.76
Control Delay	54.7	19.9	1.8	12.5	34.0	4.8	66.6	42.6		63.5	75.9	25.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0
Total Delay	54.7	19.9	1.8	12.5	34.0	4.8	66.6	42.6		63.5	75.9	25.9
LOS	D	B	A	B	C	A	E	D		E	E	C
Approach Delay		23.6			29.4			58.8			41.9	
Approach LOS		C			C			E			D	
Queue Length 50th (ft)	143	216	0	40	596	8	189	51		112	29	8
Queue Length 95th (ft)	m200	468	m14	76	821	56	255	107		148	55	60
Internal Link Dist (ft)		3604			2132			548			618	
Turn Bay Length (ft)	290		200	200		420				360		670
Base Capacity (vph)	307	2105	1006	394	1881	916	304	561		224	497	586
Starvation Cap Reductn	0	0	0	0	0	0	0	0		0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0		0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0		0	0	0
Reduced v/c Ratio	0.67	0.46	0.13	0.33	0.75	0.19	0.67	0.17		0.56	0.06	0.39

Intersection Summary

Area Type: Other
Cycle Length: 160
Actuated Cycle Length: 160
Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
Natural Cycle: 90
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.76
Intersection Signal Delay: 31.1 Intersection LOS: C
Intersection Capacity Utilization 80.9% ICU Level of Service D
Analysis Period (min) 15
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 6: NW 147th Drive & US-441



Lane Group	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	22	84	1258	59	28	676	53	99	8	59	86	8
Future Volume (vph)	22	84	1258	59	28	676	53	99	8	59	86	8
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)		290		200	200		420	0		130	360	
Storage Lanes		1		1	1		1	1		1	1	
Taper Length (ft)		25			25			25			25	
Lane Util. Factor	0.95	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt				0.850			0.850		0.868			
Flt Protected		0.950			0.950			0.950			0.950	
Satd. Flow (prot)	0	1743	3471	1553	1719	3438	1538	1770	1617	0	1770	1863
Flt Permitted		0.310			0.147			0.545			0.708	
Satd. Flow (perm)	0	569	3471	1553	266	3438	1538	1015	1617	0	1319	1863
Right Turn on Red				Yes			Yes			Yes		
Satd. Flow (RTOR)				127			127		66			
Link Speed (mph)			45			45			25			25
Link Distance (ft)			3684			2212			628			686
Travel Time (s)			55.8			33.5			17.1			18.7
Peak Hour Factor	0.92	0.92	0.92	0.92	0.89	0.89	0.89	0.90	0.90	0.90	0.80	0.80
Heavy Vehicles (%)	2%	4%	4%	4%	5%	5%	5%	2%	2%	2%	2%	2%
Adj. Flow (vph)	24	91	1367	64	31	760	60	110	9	66	108	10
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	115	1367	64	31	760	60	110	75	0	108	10
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	R NA	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left
Median Width(ft)			12			12			12			12
Link Offset(ft)			0			0			0			0
Crosswalk Width(ft)			16			16			16			16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	9	15		9	15		9	15		9	15	
Turn Type	custom	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA		pm+pt	NA
Protected Phases		5	2		1	6		7	4		3	8
Permitted Phases	5	2		2	6		6	4			8	
Detector Phase	5	5	2	2	1	6	6	7	4		3	8
Switch Phase												
Minimum Initial (s)	4.0	4.0	20.0	20.0	4.0	20.0	20.0	4.0	6.0		4.0	6.0
Minimum Split (s)	11.9	11.9	26.9	26.9	11.8	26.9	26.9	11.1	20.0		11.4	20.0
Total Split (s)	22.0	22.0	84.0	84.0	22.0	84.0	84.0	22.0	22.0		22.0	22.0
Total Split (%)	14.7%	14.7%	56.0%	56.0%	14.7%	56.0%	56.0%	14.7%	14.7%		14.7%	14.7%
Maximum Green (s)	15.1	15.1	77.1	77.1	15.2	77.1	77.1	15.9	14.9		15.6	14.9
Yellow Time (s)	4.9	4.9	4.9	4.9	4.8	4.9	4.9	4.0	4.0		3.8	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.1	3.1		2.6	3.1
Lost Time Adjust (s)		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0
Total Lost Time (s)		6.9	6.9	6.9	6.8	6.9	6.9	6.1	7.1		6.4	7.1
Lead/Lag	Lead	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0
Recall Mode	None	None	C-Max	C-Max	None	C-Max	C-Max	None	None		None	None

Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	52
Future Volume (vph)	52
Ideal Flow (vphpl)	1900
Storage Length (ft)	670
Storage Lanes	1
Taper Length (ft)	
Lane Util. Factor	1.00
Frt	0.850
Flt Protected	
Satd. Flow (prot)	1583
Flt Permitted	
Satd. Flow (perm)	1583
Right Turn on Red	Yes
Satd. Flow (RTOR)	125
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	0.80
Heavy Vehicles (%)	2%
Adj. Flow (vph)	65
Shared Lane Traffic (%)	
Lane Group Flow (vph)	65
Enter Blocked Intersection	No
Lane Alignment	Right
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	1.00
Turning Speed (mph)	9
Turn Type	Perm
Protected Phases	
Permitted Phases	8
Detector Phase	8
Switch Phase	
Minimum Initial (s)	6.0
Minimum Split (s)	20.0
Total Split (s)	22.0
Total Split (%)	14.7%
Maximum Green (s)	14.9
Yellow Time (s)	4.0
All-Red Time (s)	3.1
Lost Time Adjust (s)	0.0
Total Lost Time (s)	7.1
Lead/Lag	Lag
Lead-Lag Optimize?	Yes
Vehicle Extension (s)	3.0
Recall Mode	None

Lane Group	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Act Effct Green (s)		106.6	100.9	100.9	99.9	93.6	93.6	23.0	7.6		20.1	7.8
Actuated g/C Ratio		0.71	0.67	0.67	0.67	0.62	0.62	0.15	0.05		0.13	0.05
v/c Ratio		0.24	0.59	0.06	0.13	0.35	0.06	0.47	0.52		0.50	0.10
Control Delay		3.3	5.7	0.1	5.6	10.6	1.1	58.7	31.2		61.3	68.6
Queue Delay		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0
Total Delay		3.3	5.7	0.1	5.6	10.6	1.1	58.7	31.2		61.3	68.6
LOS		A	A	A	A	B	A	E	C		E	E
Approach Delay			5.3			9.8			47.5			41.4
Approach LOS			A			A			D			D
Queue Length 50th (ft)		14	150	0	7	143	1	95	9		94	10
Queue Length 95th (ft)		m21	171	m0	m11	m157	m3	149	62		129	26
Internal Link Dist (ft)			3604			2132			548			606
Turn Bay Length (ft)		290		200	200		420				360	
Base Capacity (vph)		531	2334	1086	339	2144	1006	251	220		246	185
Starvation Cap Reductn		0	0	0	0	0	0	0	0		0	0
Spillback Cap Reductn		0	0	0	0	0	0	0	0		0	0
Storage Cap Reductn		0	0	0	0	0	0	0	0		0	0
Reduced v/c Ratio		0.22	0.59	0.06	0.09	0.35	0.06	0.44	0.34		0.44	0.05

Intersection Summary

Area Type: Other
Cycle Length: 150
Actuated Cycle Length: 150
Offset: 20 (13%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
Natural Cycle: 80
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.59
Intersection Signal Delay: 11.9 Intersection LOS: B
Intersection Capacity Utilization 67.6% ICU Level of Service C
Analysis Period (min) 15
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 6: NW 147th Drive & US-441

Lane Group	SBR
Act Effct Green (s)	7.8
Actuated g/C Ratio	0.05
v/c Ratio	0.33
Control Delay	4.3
Queue Delay	0.0
Total Delay	4.3
LOS	A
Approach Delay	
Approach LOS	
Queue Length 50th (ft)	0
Queue Length 95th (ft)	0
Internal Link Dist (ft)	
Turn Bay Length (ft)	670
Base Capacity (vph)	269
Starvation Cap Reductn	0
Spillback Cap Reductn	0
Storage Cap Reductn	0
Reduced v/c Ratio	0.24

Intersection Summary

Lane Group	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	13	103	782	103	113	1267	92	181	23	52	73	16
Future Volume (vph)	13	103	782	103	113	1267	92	181	23	52	73	16
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)		290		200	200		420	0		130	360	
Storage Lanes		1		1	1		1	1		1	1	
Taper Length (ft)		25			25			25			25	
Lane Util. Factor	0.95	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt				0.850			0.850		0.896			
Flt Protected		0.950			0.950			0.950			0.950	
Satd. Flow (prot)	0	1770	3539	1583	1770	3539	1583	1805	1702	0	1805	1900
Flt Permitted		0.124			0.272			0.425			0.702	
Satd. Flow (perm)	0	231	3539	1583	507	3539	1583	808	1702	0	1334	1900
Right Turn on Red				Yes			Yes			Yes		
Satd. Flow (RTOR)				160			160		58			
Link Speed (mph)			45			45			25			25
Link Distance (ft)			3684			2212			628			698
Travel Time (s)			55.8			33.5			17.1			19.0
Peak Hour Factor	0.92	0.87	0.87	0.87	0.94	0.94	0.94	0.89	0.89	0.89	0.81	0.81
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	0%	0%	0%	0%	0%
Adj. Flow (vph)	14	118	899	118	120	1348	98	203	26	58	90	20
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	132	899	118	120	1348	98	203	84	0	90	20
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	R NA	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left
Median Width(ft)			12			12			12			12
Link Offset(ft)			0			0			0			0
Crosswalk Width(ft)			16			16			16			16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	9	15		9	15		9	15		9	15	
Turn Type	custom	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA		pm+pt	NA
Protected Phases		5	2		1	6		7	4		3	8
Permitted Phases	5	2		2	6		6	4			8	
Detector Phase	5	5	2	2	1	6	6	7	4		3	8
Switch Phase												
Minimum Initial (s)	4.0	4.0	20.0	20.0	4.0	20.0	20.0	4.0	6.0		4.0	6.0
Minimum Split (s)	11.9	11.9	26.9	26.9	11.8	26.9	26.9	11.1	20.0		11.4	20.0
Total Split (s)	22.0	22.0	67.0	67.0	18.0	63.0	63.0	26.0	56.0		19.0	49.0
Total Split (%)	13.8%	13.8%	41.9%	41.9%	11.3%	39.4%	39.4%	16.3%	35.0%		11.9%	30.6%
Maximum Green (s)	15.1	15.1	60.1	60.1	11.2	56.1	56.1	19.9	48.9		12.6	41.9
Yellow Time (s)	4.9	4.9	4.9	4.9	4.8	4.9	4.9	4.0	4.0		3.8	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.1	3.1		2.6	3.1
Lost Time Adjust (s)		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0
Total Lost Time (s)		6.9	6.9	6.9	6.8	6.9	6.9	6.1	7.1		6.4	7.1
Lead/Lag	Lead	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0
Recall Mode	None	None	C-Max	C-Max	None	C-Max	C-Max	None	None		None	None

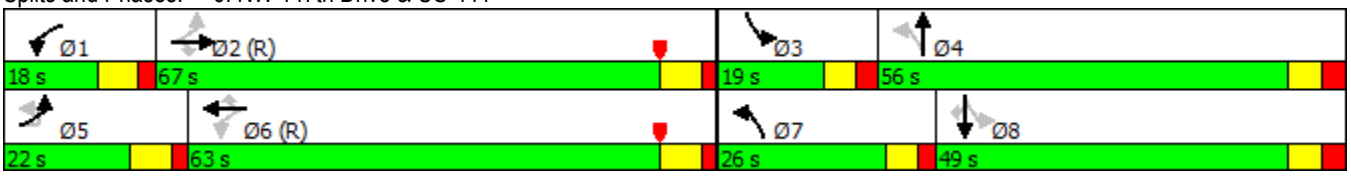
Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	122
Future Volume (vph)	122
Ideal Flow (vphpl)	1900
Storage Length (ft)	670
Storage Lanes	1
Taper Length (ft)	
Lane Util. Factor	1.00
Frt	0.850
Flt Protected	
Satd. Flow (prot)	1615
Flt Permitted	
Satd. Flow (perm)	1615
Right Turn on Red	Yes
Satd. Flow (RTOR)	158
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	0.81
Heavy Vehicles (%)	0%
Adj. Flow (vph)	151
Shared Lane Traffic (%)	
Lane Group Flow (vph)	151
Enter Blocked Intersection	No
Lane Alignment	Right
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	1.00
Turning Speed (mph)	9
Turn Type	Perm
Protected Phases	
Permitted Phases	8
Detector Phase	8
Switch Phase	
Minimum Initial (s)	6.0
Minimum Split (s)	20.0
Total Split (s)	49.0
Total Split (%)	30.6%
Maximum Green (s)	41.9
Yellow Time (s)	4.0
All-Red Time (s)	3.1
Lost Time Adjust (s)	0.0
Total Lost Time (s)	7.1
Lead/Lag	Lag
Lead-Lag Optimize?	Yes
Vehicle Extension (s)	3.0
Recall Mode	None

Lane Group	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Act Effct Green (s)		108.2	97.2	97.2	104.3	95.2	95.2	33.9	15.4		19.9	8.0
Actuated g/C Ratio		0.68	0.61	0.61	0.65	0.60	0.60	0.21	0.10		0.12	0.05
v/c Ratio		0.51	0.42	0.12	0.30	0.64	0.10	0.70	0.39		0.45	0.21
Control Delay		20.8	17.4	1.4	10.3	24.1	0.2	69.2	30.4		59.7	76.8
Queue Delay		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0
Total Delay		20.8	17.4	1.4	10.3	24.1	0.2	69.2	30.4		59.7	76.8
LOS		C	B	A	B	C	A	E	C		E	E
Approach Delay			16.2			21.6			57.8			39.4
Approach LOS			B			C			E			D
Queue Length 50th (ft)		50	197	0	37	462	0	191	26		79	21
Queue Length 95th (ft)		m74	291	m11	67	648	0	262	80		114	45
Internal Link Dist (ft)			3604			2132			548			618
Turn Bay Length (ft)		290		200	200		420				360	
Base Capacity (vph)		310	2150	1024	427	2105	1006	295	560		214	497
Starvation Cap Reductn		0	0	0	0	0	0	0	0		0	0
Spillback Cap Reductn		0	0	0	0	0	0	0	0		0	0
Storage Cap Reductn		0	0	0	0	0	0	0	0		0	0
Reduced v/c Ratio		0.43	0.42	0.12	0.28	0.64	0.10	0.69	0.15		0.42	0.04

Intersection Summary

Area Type: Other
Cycle Length: 160
Actuated Cycle Length: 160
Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
Natural Cycle: 90
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.70
Intersection Signal Delay: 24.3 Intersection LOS: C
Intersection Capacity Utilization 81.5% ICU Level of Service D
Analysis Period (min) 15
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 6: NW 147th Drive & US-441



Lane Group	SBR
Act Effct Green (s)	8.0
Actuated g/C Ratio	0.05
v/c Ratio	0.66
Control Delay	22.4
Queue Delay	0.0
Total Delay	22.4
LOS	C
Approach Delay	
Approach LOS	
Queue Length 50th (ft)	0
Queue Length 95th (ft)	42
Internal Link Dist (ft)	
Turn Bay Length (ft)	670
Base Capacity (vph)	539
Starvation Cap Reductn	0
Spillback Cap Reductn	0
Storage Cap Reductn	0
Reduced v/c Ratio	0.28

Intersection Summary

Lane Group	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	22	106	1345	63	29	722	73	99	11	59	139	16
Future Volume (vph)	22	106	1345	63	29	722	73	99	11	59	139	16
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)		290		200	200		420	0		130	360	
Storage Lanes		1		1	1		1	1		1	1	
Taper Length (ft)		25			25			25			25	
Lane Util. Factor	0.95	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt				0.850			0.850		0.873			
Flt Protected		0.950			0.950			0.950			0.950	
Satd. Flow (prot)	0	1741	3471	1553	1719	3438	1538	1770	1626	0	1770	1863
Flt Permitted		0.288			0.120			0.744			0.549	
Satd. Flow (perm)	0	528	3471	1553	217	3438	1538	1386	1626	0	1023	1863
Right Turn on Red				Yes			Yes			Yes		
Satd. Flow (RTOR)				127			127		66			
Link Speed (mph)			45			45			25			25
Link Distance (ft)			3684			2212			628			686
Travel Time (s)			55.8			33.5			17.1			18.7
Peak Hour Factor	0.92	0.92	0.92	0.92	0.89	0.89	0.89	0.90	0.90	0.90	0.80	0.80
Heavy Vehicles (%)	2%	4%	4%	4%	5%	5%	5%	2%	2%	2%	2%	2%
Adj. Flow (vph)	24	115	1462	68	33	811	82	110	12	66	174	20
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	139	1462	68	33	811	82	110	78	0	174	20
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	R NA	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left
Median Width(ft)			12			12			12			12
Link Offset(ft)			0			0			0			0
Crosswalk Width(ft)			16			16			16			16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	9	15		9	15		9	15		9	15	
Turn Type	custom	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA		pm+pt	NA
Protected Phases		5	2		1	6		7	4		3	8
Permitted Phases	5	2		2	6		6	4			8	
Detector Phase	5	5	2	2	1	6	6	7	4		3	8
Switch Phase												
Minimum Initial (s)	4.0	4.0	20.0	20.0	4.0	20.0	20.0	4.0	6.0		4.0	6.0
Minimum Split (s)	11.9	11.9	26.9	26.9	11.8	26.9	26.9	11.1	20.0		11.4	20.0
Total Split (s)	22.0	22.0	84.0	84.0	22.0	84.0	84.0	22.0	22.0		22.0	22.0
Total Split (%)	14.7%	14.7%	56.0%	56.0%	14.7%	56.0%	56.0%	14.7%	14.7%		14.7%	14.7%
Maximum Green (s)	15.1	15.1	77.1	77.1	15.2	77.1	77.1	15.9	14.9		15.6	14.9
Yellow Time (s)	4.9	4.9	4.9	4.9	4.8	4.9	4.9	4.0	4.0		3.8	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.1	3.1		2.6	3.1
Lost Time Adjust (s)		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0
Total Lost Time (s)		6.9	6.9	6.9	6.8	6.9	6.9	6.1	7.1		6.4	7.1
Lead/Lag	Lead	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0
Recall Mode	None	None	C-Max	C-Max	None	C-Max	C-Max	None	None		None	None

Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	105
Future Volume (vph)	105
Ideal Flow (vphpl)	1900
Storage Length (ft)	670
Storage Lanes	1
Taper Length (ft)	
Lane Util. Factor	1.00
Frt	0.850
Flt Protected	
Satd. Flow (prot)	1583
Flt Permitted	
Satd. Flow (perm)	1583
Right Turn on Red	Yes
Satd. Flow (RTOR)	131
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	0.80
Heavy Vehicles (%)	2%
Adj. Flow (vph)	131
Shared Lane Traffic (%)	
Lane Group Flow (vph)	131
Enter Blocked Intersection	No
Lane Alignment	Right
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	1.00
Turning Speed (mph)	9
Turn Type	Perm
Protected Phases	
Permitted Phases	8
Detector Phase	8
Switch Phase	
Minimum Initial (s)	6.0
Minimum Split (s)	20.0
Total Split (s)	22.0
Total Split (%)	14.7%
Maximum Green (s)	14.9
Yellow Time (s)	4.0
All-Red Time (s)	3.1
Lost Time Adjust (s)	0.0
Total Lost Time (s)	7.1
Lead/Lag	Lag
Lead-Lag Optimize?	Yes
Vehicle Extension (s)	3.0
Recall Mode	None

Lane Group	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Act Effct Green (s)		103.9	95.9	95.9	96.9	90.4	90.4	22.0	8.0		25.9	10.3
Actuated g/C Ratio		0.69	0.64	0.64	0.65	0.60	0.60	0.15	0.05		0.17	0.07
v/c Ratio		0.32	0.66	0.07	0.16	0.39	0.08	0.47	0.52		0.69	0.16
Control Delay		4.5	7.8	0.1	6.6	12.6	1.7	57.0	32.0		68.2	68.4
Queue Delay		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0
Total Delay		4.5	7.8	0.1	6.6	12.6	1.7	57.0	32.0		68.2	68.4
LOS		A	A	A	A	B	A	E	C		E	E
Approach Delay			7.2			11.4			46.7			48.8
Approach LOS			A			B			D			D
Queue Length 50th (ft)		21	176	0	7	209	2	93	12		154	19
Queue Length 95th (ft)		m30	202	m0	m11	m195	m6	147	65		193	42
Internal Link Dist (ft)			3604			2132			548			606
Turn Bay Length (ft)		290		200	200		420				360	
Base Capacity (vph)		497	2220	1039	304	2071	977	271	220		257	185
Starvation Cap Reductn		0	0	0	0	0	0	0	0		0	0
Spillback Cap Reductn		0	0	0	0	0	0	0	0		0	0
Storage Cap Reductn		0	0	0	0	0	0	0	0		0	0
Reduced v/c Ratio		0.28	0.66	0.07	0.11	0.39	0.08	0.41	0.35		0.68	0.11

Intersection Summary

Area Type: Other
Cycle Length: 150
Actuated Cycle Length: 150
Offset: 20 (13%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow
Natural Cycle: 90
Control Type: Actuated-Coordinated
Maximum v/c Ratio: 0.69
Intersection Signal Delay: 15.2 Intersection LOS: B
Intersection Capacity Utilization 72.2% ICU Level of Service C
Analysis Period (min) 15
m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 6: NW 147th Drive & US-441

Lane Group	SBR
Act Effct Green (s)	10.3
Actuated g/C Ratio	0.07
v/c Ratio	0.57
Control Delay	20.1
Queue Delay	0.0
Total Delay	20.1
LOS	C
Approach Delay	
Approach LOS	
Queue Length 50th (ft)	0
Queue Length 95th (ft)	44
Internal Link Dist (ft)	
Turn Bay Length (ft)	670
Base Capacity (vph)	275
Starvation Cap Reductn	0
Spillback Cap Reductn	0
Storage Cap Reductn	0
Reduced v/c Ratio	0.48

Intersection Summary

Lane Group	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Lane Configurations												
Traffic Volume (vph)	13	166	836	110	121	1353	147	181	36	52	98	23
Future Volume (vph)	13	166	836	110	121	1353	147	181	36	52	98	23
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)		290		200	200		420	0		130	360	
Storage Lanes		1		1	1		1	1		1	1	
Taper Length (ft)		25			25			25			25	
Lane Util. Factor	0.95	1.00	0.95	1.00	1.00	0.95	1.00	1.00	1.00	1.00	1.00	1.00
Frt				0.850			0.850		0.911			
Flt Protected		0.950			0.950			0.950			0.950	
Satd. Flow (prot)	0	1770	3539	1583	1770	3539	1583	1805	1731	0	1805	1900
Flt Permitted		0.077			0.269			0.440			0.694	
Satd. Flow (perm)	0	143	3539	1583	501	3539	1583	836	1731	0	1319	1900
Right Turn on Red				Yes			Yes			Yes		
Satd. Flow (RTOR)				160			160		47			
Link Speed (mph)			45			45			25			25
Link Distance (ft)			3684			2212			628			698
Travel Time (s)			55.8			33.5			17.1			19.0
Peak Hour Factor	0.92	0.87	0.87	0.87	0.94	0.94	0.94	0.89	0.89	0.89	0.81	0.81
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	0%	0%	0%	0%	0%
Adj. Flow (vph)	14	191	961	126	129	1439	156	203	40	58	121	28
Shared Lane Traffic (%)												
Lane Group Flow (vph)	0	205	961	126	129	1439	156	203	98	0	121	28
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	R NA	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left
Median Width(ft)			12			12			12			12
Link Offset(ft)			0			0			0			0
Crosswalk Width(ft)			16			16			16			16
Two way Left Turn Lane												
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	9	15		9	15		9	15		9	15	
Turn Type	custom	pm+pt	NA	Perm	pm+pt	NA	Perm	pm+pt	NA		pm+pt	NA
Protected Phases		5	2		1	6		7	4		3	8
Permitted Phases	5	2		2	6		6	4			8	
Detector Phase	5	5	2	2	1	6	6	7	4		3	8
Switch Phase												
Minimum Initial (s)	4.0	4.0	20.0	20.0	4.0	20.0	20.0	4.0	6.0		4.0	6.0
Minimum Split (s)	11.9	11.9	26.9	26.9	11.8	26.9	26.9	11.1	20.0		11.4	20.0
Total Split (s)	22.0	22.0	67.0	67.0	18.0	63.0	63.0	26.0	56.0		19.0	49.0
Total Split (%)	13.8%	13.8%	41.9%	41.9%	11.3%	39.4%	39.4%	16.3%	35.0%		11.9%	30.6%
Maximum Green (s)	15.1	15.1	60.1	60.1	11.2	56.1	56.1	19.9	48.9		12.6	41.9
Yellow Time (s)	4.9	4.9	4.9	4.9	4.8	4.9	4.9	4.0	4.0		3.8	4.0
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.1	3.1		2.6	3.1
Lost Time Adjust (s)		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0
Total Lost Time (s)		6.9	6.9	6.9	6.8	6.9	6.9	6.1	7.1		6.4	7.1
Lead/Lag	Lead	Lead	Lag	Lag	Lead	Lag	Lag	Lead	Lag		Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes		Yes	Yes
Vehicle Extension (s)	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0	3.0		3.0	3.0
Recall Mode	None	None	C-Max	C-Max	None	C-Max	C-Max	None	None		None	None

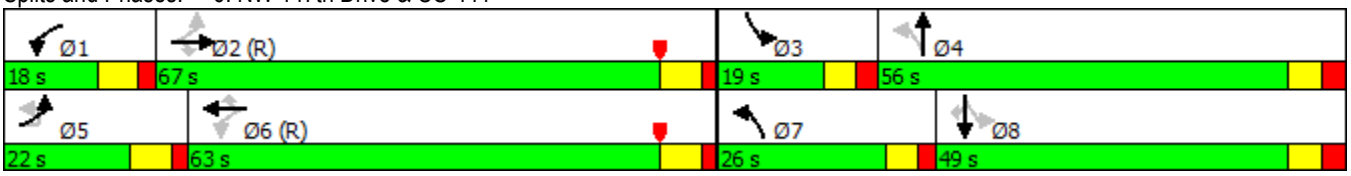
Lane Group	SBR
Lane Configurations	
Traffic Volume (vph)	162
Future Volume (vph)	162
Ideal Flow (vphpl)	1900
Storage Length (ft)	670
Storage Lanes	1
Taper Length (ft)	
Lane Util. Factor	1.00
Frt	0.850
Flt Protected	
Satd. Flow (prot)	1615
Flt Permitted	
Satd. Flow (perm)	1615
Right Turn on Red	Yes
Satd. Flow (RTOR)	200
Link Speed (mph)	
Link Distance (ft)	
Travel Time (s)	
Peak Hour Factor	0.81
Heavy Vehicles (%)	0%
Adj. Flow (vph)	200
Shared Lane Traffic (%)	
Lane Group Flow (vph)	200
Enter Blocked Intersection	No
Lane Alignment	Right
Median Width(ft)	
Link Offset(ft)	
Crosswalk Width(ft)	
Two way Left Turn Lane	
Headway Factor	1.00
Turning Speed (mph)	9
Turn Type	Perm
Protected Phases	
Permitted Phases	8
Detector Phase	8
Switch Phase	
Minimum Initial (s)	6.0
Minimum Split (s)	20.0
Total Split (s)	49.0
Total Split (%)	30.6%
Maximum Green (s)	41.9
Yellow Time (s)	4.0
All-Red Time (s)	3.1
Lost Time Adjust (s)	0.0
Total Lost Time (s)	7.1
Lead/Lag	Lag
Lead-Lag Optimize?	Yes
Vehicle Extension (s)	3.0
Recall Mode	None

Lane Group	EBU	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT
Act Effct Green (s)		112.2	95.6	95.6	95.5	85.6	85.6	34.6	15.4		21.7	9.0
Actuated g/C Ratio		0.70	0.60	0.60	0.60	0.54	0.54	0.22	0.10		0.14	0.06
v/c Ratio		0.68	0.45	0.12	0.34	0.76	0.17	0.69	0.47		0.56	0.26
Control Delay		56.2	19.4	1.8	12.2	33.9	3.4	67.2	43.0		63.0	76.8
Queue Delay		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0		0.0	0.0
Total Delay		56.2	19.4	1.8	12.2	33.9	3.4	67.2	43.0		63.0	76.8
LOS		E	B	A	B	C	A	E	D		E	E
Approach Delay			23.5			29.6			59.3			41.3
Approach LOS			C			C			E			D
Queue Length 50th (ft)		145	214	0	40	608	0	189	51		108	29
Queue Length 95th (ft)		m205	434	m15	75	829	40	257	108		144	56
Internal Link Dist (ft)			3604			2132			548			618
Turn Bay Length (ft)		290		200	200		420				360	
Base Capacity (vph)		303	2113	1009	398	1892	921	302	561		222	497
Starvation Cap Reductn		0	0	0	0	0	0	0	0		0	0
Spillback Cap Reductn		0	0	0	0	0	0	0	0		0	0
Storage Cap Reductn		0	0	0	0	0	0	0	0		0	0
Reduced v/c Ratio		0.68	0.45	0.12	0.32	0.76	0.17	0.67	0.17		0.55	0.06

Intersection Summary			
Area Type:	Other		
Cycle Length: 160			
Actuated Cycle Length: 160			
Offset: 0 (0%), Referenced to phase 2:EBTL and 6:WBTL, Start of Yellow			
Natural Cycle: 90			
Control Type: Actuated-Coordinated			
Maximum v/c Ratio: 0.76			
Intersection Signal Delay: 31.0		Intersection LOS: C	
Intersection Capacity Utilization 89.9%		ICU Level of Service E	
Analysis Period (min) 15			

m Volume for 95th percentile queue is metered by upstream signal.

Splits and Phases: 6: NW 147th Drive & US-441



Lane Group	SBR
Act Effct Green (s)	9.0
Actuated g/C Ratio	0.06
v/c Ratio	0.72
Control Delay	23.2
Queue Delay	0.0
Total Delay	23.2
LOS	C
Approach Delay	
Approach LOS	
Queue Length 50th (ft)	0
Queue Length 95th (ft)	51
Internal Link Dist (ft)	
Turn Bay Length (ft)	670
Base Capacity (vph)	570
Starvation Cap Reductn	0
Spillback Cap Reductn	0
Storage Cap Reductn	0
Reduced v/c Ratio	0.35

Intersection Summary

HCS
Reports

HCS7 Two-Way Stop-Control Report

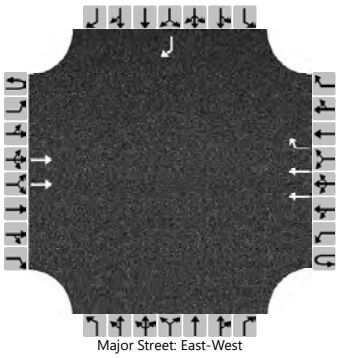
General Information

Analyst	Brian Snyder
Agency/Co.	CHW
Date Performed	5/15/2020
Analysis Year	2021
Time Analyzed	AM peak hour
Intersection Orientation	East-West
Project Description	Build Out with Improvements

Site Information

Intersection	US-441 and Site access
Jurisdiction	City of Alachua
East/West Street	US-441
North/South Street	Proposed Site Acess
Peak Hour Factor	0.89
Analysis Time Period (hrs)	0.25

Lanes


Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	2	0	0	0	2	1		0	0	0		0	0	1
Configuration			T				T	R								R
Volume (veh/h)			0				818	33								21
Percent Heavy Vehicles (%)																0
Proportion Time Blocked																
Percent Grade (%)														0		
Right Turn Channelized							No							No		
Median Type | Storage							Undivided									

Critical and Follow-up Headways

Base Critical Headway (sec)																6.9
Critical Headway (sec)																6.90
Base Follow-Up Headway (sec)																3.3
Follow-Up Headway (sec)																3.30

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)																24
Capacity, c (veh/h)																554
v/c Ratio																0.04
95% Queue Length, Q_{95} (veh)																0.1
Control Delay (s/veh)																11.8
Level of Service (LOS)																B
Approach Delay (s/veh)														11.8		
Approach LOS														B		

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HCS7 Two-Way Stop-Control Report

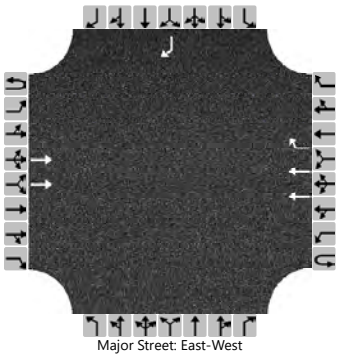
General Information

Analyst	Brian Snyder
Agency/Co.	CHW
Date Performed	5/15/2020
Analysis Year	2021
Time Analyzed	PM peak hour
Intersection Orientation	East-West
Project Description	Build Out with Improvements

Site Information

Intersection	US-441 and Site access
Jurisdiction	City of Alachua
East/West Street	US-441
North/South Street	Proposed Site Acess
Peak Hour Factor	0.94
Analysis Time Period (hrs)	0.25

Lanes


Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	2	0	0	0	2	1		0	0	0		0	0	1
Configuration			T				T	R								R
Volume (veh/h)			0				1554	32								28
Percent Heavy Vehicles (%)																0
Proportion Time Blocked																
Percent Grade (%)														0		
Right Turn Channelized							No							No		
Median Type | Storage							Undivided									

Critical and Follow-up Headways

Base Critical Headway (sec)																6.9
Critical Headway (sec)																6.90
Base Follow-Up Headway (sec)																3.3
Follow-Up Headway (sec)																3.30

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)																30
Capacity, c (veh/h)																319
v/c Ratio																0.09
95% Queue Length, Q_{95} (veh)																0.3
Control Delay (s/veh)																17.4
Level of Service (LOS)																C
Approach Delay (s/veh)														17.4		
Approach LOS														C		

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HCS7 Two-Way Stop-Control Report

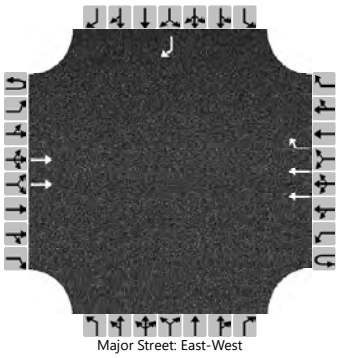
General Information

Analyst	David Haupt
Agency/Co.	CHW
Date Performed	7/14/2020
Analysis Year	2028
Time Analyzed	AM Peak Hour
Intersection Orientation	East-West
Project Description	

Site Information

Intersection	US HWY 441 @ site access
Jurisdiction	
East/West Street	US HWY 441
North/South Street	Site Access
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes


Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	2	0	0	0	2	1		0	0	0		0	0	1
Configuration			T				T	R								R
Volume (veh/h)			0				917	33								21
Percent Heavy Vehicles (%)																3
Proportion Time Blocked																
Percent Grade (%)													0			
Right Turn Channelized					No								No			
Median Type | Storage	Undivided															

Critical and Follow-up Headways

Base Critical Headway (sec)																6.9
Critical Headway (sec)																6.96
Base Follow-Up Headway (sec)																3.3
Follow-Up Headway (sec)																3.33

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)																23
Capacity, c (veh/h)																515
v/c Ratio																0.04
95% Queue Length, Q_{95} (veh)																0.1
Control Delay (s/veh)																12.3
Level of Service (LOS)																B
Approach Delay (s/veh)													12.3			
Approach LOS													B			

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HCS7 Two-Way Stop-Control Report

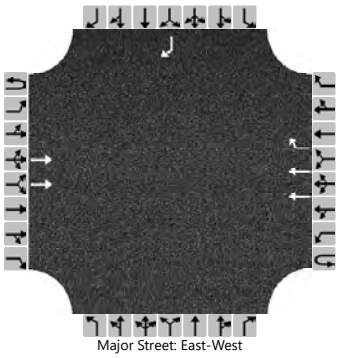
General Information

Analyst	David Haupt
Agency/Co.	CHW
Date Performed	7/14/2020
Analysis Year	2028
Time Analyzed	PM Peak Hour
Intersection Orientation	East-West
Project Description	

Site Information

Intersection	US HWY 441 @ site access
Jurisdiction	
East/West Street	US HWY 441
North/South Street	Site Access
Peak Hour Factor	0.92
Analysis Time Period (hrs)	0.25

Lanes


Major Street: East-West

Vehicle Volumes and Adjustments

Approach	Eastbound				Westbound				Northbound				Southbound			
Movement	U	L	T	R	U	L	T	R	U	L	T	R	U	L	T	R
Priority	1U	1	2	3	4U	4	5	6		7	8	9		10	11	12
Number of Lanes	0	0	2	0	0	0	2	1		0	0	0		0	0	1
Configuration			T				T	R								R
Volume (veh/h)			0				1680	32								28
Percent Heavy Vehicles (%)																3
Proportion Time Blocked																
Percent Grade (%)														0		
Right Turn Channelized							No							No		
Median Type | Storage							Undivided									

Critical and Follow-up Headways

Base Critical Headway (sec)																6.9
Critical Headway (sec)																6.96
Base Follow-Up Headway (sec)																3.3
Follow-Up Headway (sec)																3.33

Delay, Queue Length, and Level of Service

Flow Rate, v (veh/h)																30
Capacity, c (veh/h)																274
v/c Ratio																0.11
95% Queue Length, Q_{95} (veh)																0.4
Control Delay (s/veh)																19.8
Level of Service (LOS)																C
Approach Delay (s/veh)														19.8		
Approach LOS														C		

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City of ALACHUA

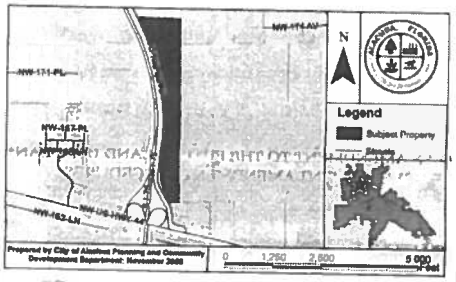
PUBLIC NOTICE OF ENACTMENT OF AN ORDINANCE OF THE CITY OF ALACHUA, FLORIDA

Notice is hereby given that the City Commission of the City of Alachua will hold a public hearing on a proposed ordinance. The hearing will be held on March 8, 2021, at 6:00 p.m., in the James A. Lewis Commission Chambers in City Hall, located at 15100 NW 142nd Terrace, Alachua, Florida.

The ordinance title is as follows:

ORDINANCE 21-03

AN ORDINANCE OF THE CITY OF ALACHUA, FLORIDA, RELATING TO THE AMENDMENT OF THE OFFICIAL ZONING ATLAS; AMENDING THE OFFICIAL ZONING ATLAS ON ±17.29 ACRES FROM AGRICULTURAL (A) TO CONSERVATION (CSV) ON ±6.79 ACRES AND FROM AGRICULTURAL (A) TO COMMUNITY COMMERCIAL (CC) ON ±10.50 ACRES; LOCATED EAST OF APRIL BOULEVARD, APPROXIMATELY 1,800 FEET NORTH OF THE INTERSECTION OF APRIL BOULEVARD AND NW US HIGHWAY 441; CONSISTING OF A PORTION OF TAX PARCEL NUMBER 03020-000-000; REPEALING ALL ORDINANCES IN CONFLICT; PROVIDING SEVERABILITY; AND PROVIDING AN EFFECTIVE DATE.



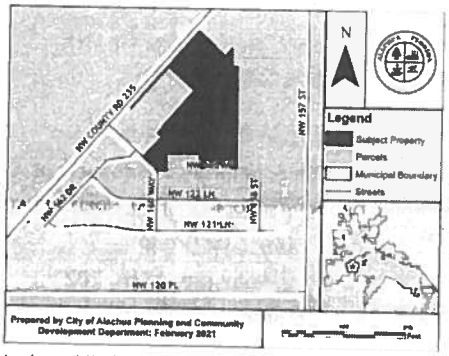
At the public hearing, all interested parties may appear and be heard with respect to the application. Copies of the application are available for public inspection at the Planning and Community Development Department, 15100 NW 142nd Terrace, Alachua, Florida, on any regular business day between the hours of 7:30 a.m. to 6:00 p.m. Written comments on the application may be sent to the following address: City of Alachua, Planning and Community Development, P.O. Box 9, Alachua, FL 32616. Notice is given pursuant to Section 286.0105, Florida Statutes, that, in order to appeal any decision made at the public hearing, you will need a record of the proceedings, and that, for such purpose, you may need to ensure that a verbatim record of the proceedings is made, which includes the testimony and evidence upon which the appeal is to be based. In accordance with the Americans with Disabilities Act, any persons with a disability requiring reasonable accommodation in order to participate in this meeting should call the City Clerk at (386) 418-6100 x 101 at least 48 hours prior to the public hearing.

(Published: Alachua County Today - February 25, 2021)

City of ALACHUA

NOTICE OF PUBLIC HEARING BEFORE THE CITY COMMISSION OF THE CITY OF ALACHUA, FLORIDA

Notice is hereby given that the City Commission of the City of Alachua will hold a public hearing on March 8, 2021, at 6:00 p.m. The hearing will be held in the James A. Lewis Commission Chambers in City Hall, located at 15100 NW 142nd Terrace, Alachua, Florida, to consider the following: A request by Aaron Hickman, PSM., of CHW, Inc., applicant and agent, for the Fletcher Development, LLC., property owner, for consideration of the Final Plat for Savannah Station Phase 2A, Unit 2. The final plat proposes to subdivide the ±11.28 acre subject property into a total of 35 lots. The subject property is located to the north of Savannah Station Phase I and Pilot Forest subdivisions, west of the Shady Lane Acres unrecorded survey and Interstate 75, and east of NW County Road 235, consisting of a portion of Tax Parcel Number 03980-021-000; Future Land Use Map (FLUM) Designation: Moderate Density Residential; Zoning: Planned Development – Residential (PD-R).



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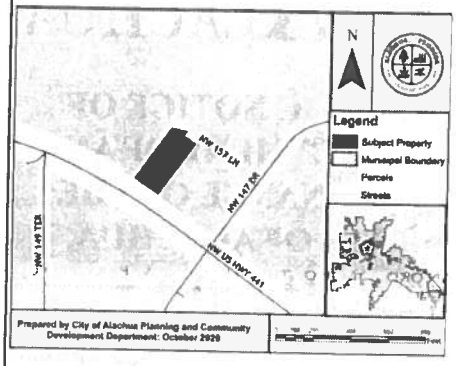
(Published: Alachua County Today - February 25, 2021)

City of ALACHUA

NOTICE OF PUBLIC HEARING BEFORE THE PLANNING AND ZONING BOARD OF THE CITY OF ALACHUA, FLORIDA

Notice is hereby given that the Planning and Zoning Board of the City of Alachua will hold a public hearing on March 9, 2021 at 6:00 p.m. The hearing will be held in the James A. Lewis Commission Chambers in City Hall, located at 15100 NW 142nd Terrace, Alachua, Florida, to consider the following: A request by Daniel Young, P.E., of CHW, Inc., applicant and agent for VRE Alachua., LLC, property owner, for consideration of a Site Plan for the construction of a ±1,930 square foot restaurant with drive through service with associated site improvements on a ±1.15 acre subject property, located south of NW 157th Lane, west of NW 147th Drive and north of US HWY 441; Tax Parcel No. 03067-601-003; FLUM: Commercial; Zoning: Commercial Intensive (CI).



At the public hearing, all interested parties may appear and be heard with respect to the application. Copies of the application are available for public inspection at the Planning and Community Development Department, 15100 NW 142nd Terrace, Alachua, Florida, on any regular business day between the hours of 7:30 a.m. to 6:00 p.m. Written comments on the application may be sent to the following address: City of Alachua, Planning and Community Development, P.O. Box 9, Alachua, FL 32616. Notice is given pursuant to Section 286.0105, Florida Statutes, that, in order to appeal any decision made at the public hearing, you will need a record of the proceedings, and that, for such purpose, you may need to ensure that a verbatim record of the proceedings is made, which includes the testimony and evidence upon which the appeal is to be based. In accordance with the Americans with Disabilities Act, any persons with a disability requiring reasonable accommodation in order to participate in this meeting should call the City Clerk at (386) 418-6100 x 101 at least 48 hours prior to the public hearing.

(Published: Alachua County Today - February 25, 2021)

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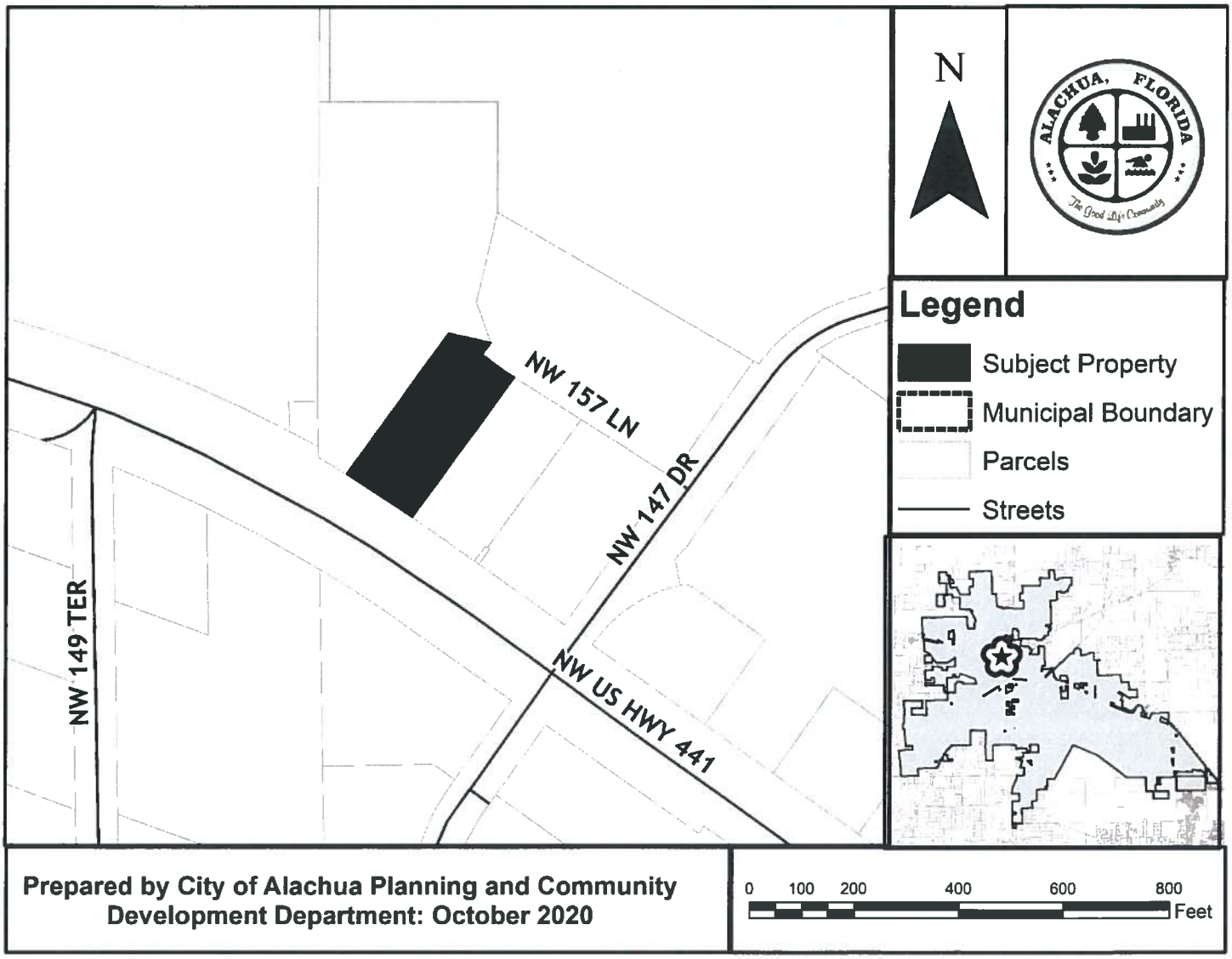
City of ALACHUA
THE GOOD LIFE COMMUNITY

Mailed 2/22/21 KC

NOTICE OF PUBLIC HEARING BEFORE THE PLANNING AND ZONING BOARD OF THE CITY OF ALACHUA, FLORIDA

Notice is hereby given that the Planning and Zoning Board of the City of Alachua will hold a public hearing on March 9, 2021 at 6:00 p.m. The hearing will be held in the James A. Lewis Commission Chambers in City Hall, located at 15100 NW 142nd Terrace, Alachua, Florida, to consider the following: A request by Daniel Young, P.E., of CHW, Inc., applicant and agent for VRE Alachua., LLC, property owner, for consideration of a Site Plan for the construction of a ±1,930 square foot restaurant with drive through service with associated site improvements on a ±1.15 acre subject property, located south of NW 157th Lane, west of NW 147th Drive and north of US HWY 441; Tax Parcel No. 03067-601-003; FLUM: Commercial; Zoning: Commercial Intensive (CI).



(Continues)

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03067-601-002
ALACHUA DEVELOPMENT CO LLC
16469 BRIDLEWOOD CIR
DELRAY BEACH,33445

03067-601-000
ALACHUA DEVELOPMENT CO LLC
16469 BRIDLEWOOD CIR
DELRAY BEACH,33445

03067-001-000
TARA FOREST LLC
7717 NW 20TH LN
GAINESVILLE,32605

03067-001-005
CITY OF ALACHUA
PO BOX 9
ALACHUA,32616

03067-601-001
CAMPUS USA CREDIT UNION
14007 NW 1ST RD
NEWBERRY,32669

03067-601-003
ALACHUA DEVELOPMENT CO LLC
16469 BRIDLEWOOD CIR
DELRAY BEACH,33445

03868-000-000
KOROSIC CHRISTOPHER ALLAN
15710 NW US HIGHWAY 441
ALACHUA,32615

03868-001-001
KOROSIC CHRISTOPHER ALLAN
15710 NW US HIGHWAY 441
ALACHUA,32615

03067-601-004
ALACHUA DEVELOPMENT CO LLC
16469 BRIDLEWOOD CIR
DELRAY BEACH,33445

03067-006-010
LOWES HOME CENTERS INC
1000 LOWES BOULEVARD TAX DEPT
MOORESVILLE,28117

03869-011-000
YOUNG ESTATES LLC
14414 NW 60TH AVE
ALACHUA,32615

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County Manager
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Gainesville, FL 32601

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FDEP
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Gainesville, FL 32641

Bonnie Flynn
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Alachua, FL 32653

Jeannette Hinsdale
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Alachua, FL 32616

Hugh & Jean Calderwood
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Alachua, FL. 32616

Peggy Arnold
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Alachua, FL 32615

Lynn Coullias
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Alachua, FL 32615

Lisia Jenkins
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Alachua, FL. 32616

David Forest
23 Turkey Creek
Alachua, FL 32615

Lynda Coon
7216 NW 126 Avenue
Alachua, FL 32615

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AFFIDAVIT FOR POSTED LAND USE SIGN

I Courtney Baker, POSTED THE LAND USE
(Name)
SIGN ON 02/18/21 FOR THE Alachua QSR (Popeye's)
(Date) (State type of action and project name)
LAND USE ACTION.

AS PER ARTICLE 2.2.9 D OF THE LAND DEVELOPMENT REGULATIONS.

THIS WILL BE INCLUDED IN THE STAFF REPORT.

(Signature)

Two (2)
(Number of signs)