

February 28, 2013

■
P.O. Box 33068
Raleigh, North Carolina
27636-3068

Jeff Loflin, P.E.
NCDOT District Engineer
300 DOT Drive
Asheboro, NC 27204

Re: Polks Village Trip Generation

Dear Mr. Loflin:

The developer of the Polks Village site, which is located on the northwest quadrant of the intersection of US 15-501 at Polks Landing Road, has petitioned Chatham County to amend the list of allowable land uses for the site. Kimley-Horn and Associates, Inc. has performed a trip generation comparison of the newly proposed land uses versus the land uses from the Polks Landing Traffic Impact Analysis (TIA) dated January 11, 2008.

The land uses studied in the January 2008 TIA consisted of a 5,000 square foot (SF) day care center; 49,000 SF of general office space; 32,200 SF of general retail space; a drive-through pharmacy; a drive-in bank; and a drive-through fast-food restaurant. The applicant now proposes for their likely development scenario to consist of a 96-bed assisted living facility, a 10,000 SF day care center, 18,600 SF of general office space, 14,000 SF of medical office space, 16,000 SF of general retail space, a 7,380 SF auto parts sales store, and a 14,600 SF drive-through pharmacy. The currently proposed site plan prepared by Arcadia Consulting Engineers is attached for reference.

The traffic generation potential of the newly proposed land uses was determined using the traffic generation rates published in the *ITE Trip Generation Handbook* (Institute of Transportation Engineers, Ninth Edition, 2012) and is included in Table 1. Detailed trip generation calculations are attached. Internal capture was applied using ITE methodology and is less than the 10 percent cap applied in the January 2008 TIA. Pass-by rates were also applied based on ITE methodology. It should be noted that with the reduction in retail square footage, the pass-by capture for the site has also decreased.

LUC	Land Use	24 Hour		AM Peak		PM Peak	
		In	Out	In	Out	In	Out
254	Assisted Living (96 beds)	139	139	8	5	9	12
565	Day Care Center (10,000 SF)	371	371	65	57	58	65
710	General Office (18,600 SF)	103	103	26	3	5	23
720	Medical Office (14,000 SF)	179	179	26	7	14	36
820	Shopping Center (16,000 SF)	1,032	1,032	32	19	84	91
843	Auto Parts Sales (7,380 SF)	224	224	8	8	21	22
881	Pharmacy w/ Drive-Thru (14,600 SF)	708	708	26	24	73	72
Subtotal		2,756	2,756	191	123	264	321
Internal Capture		241	241	0	0	19	19
Pass-by Capture		710	710	0	0	70	72
Net New External Traffic		1,805	1,805	191	123	175	230

Table 2 compares the potential trip generation of the proposed land uses with those included in the January 2008 TIA.

Scenario	24 Hour		AM Peak		PM Peak	
	In	Out	In	Out	In	Out
Net New External Traffic – From TIA	2,471	2,471	281	167	232	331
Net New External Traffic – Proposed Land Uses	1,805	1,805	191	123	175	230
Difference	-666	-666	-90	-44	-57	-101
Percent Change	-27.0%		-29.9%		-28.1%	

Table 2 shows that when compared to the land uses from the TIA, the trip generation potential of the proposed development results in a net decrease of 663 daily trips in and 663 daily trips out on a typical weekday (almost 27% decrease) with 90 fewer trips entering and 44 fewer trips exiting during the AM peak hour (approximately 30% decrease) and 57 fewer trips entering and 101 fewer trips exiting during the PM peak hour (approximately 28% decrease).

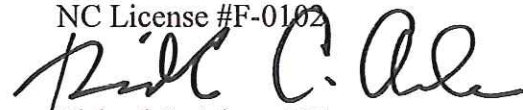
It should be noted that the trip generation potential of the proposed land uses is also significantly lower than that of the land uses proposed in the Trip Generation letter to Mr. Reuben Blakley dated October 14, 2010 and approved by the District office on December 2, 2010.

Based on this comparison of the trip generation potential of the currently proposed land uses versus those analyzed in the January 11, 2008 TIA, there is only one requested change to the required improvements for the Polks Village development – the reduction of the storage for the northbound left-turn lane on US 15-501 at Polks Landing Road from 250 to 200 feet. The attached Synchro LOS reports indicate that with the approximately 30% reduction in trip generation, the 95th percentile queue for this movement is expected to decrease from 270 feet to 186 feet in the PM peak hour (worst case). Analysis also confirms that a single left-turn lane from the Holly Ridge Road Extension onto northbound US 15-501 as recommended by the State Traffic Engineer, Mr. Kevin Lacy, in his letter to Mr. Tim Johnson dated April 7, 2009 will work acceptably with the recommended 250 feet of internal protected storage.

We request that the driveway permit be modified to reflect this change to the recommended improvements based on the proposed change in land use. Please feel free to contact me with any questions or comments.

Sincerely,

KIMLEY-HORN AND ASSOCIATES, INC.
NC License #F-0102


Richard C. Adams, P.E.
Vice President

RCA/jtf

Attachments: Proposed Site Plan, Trip Generation, Synchro LOS Reports

CC: Brantley Powell, HBP Properties, LLC
Jason Sullivan, Chatham County

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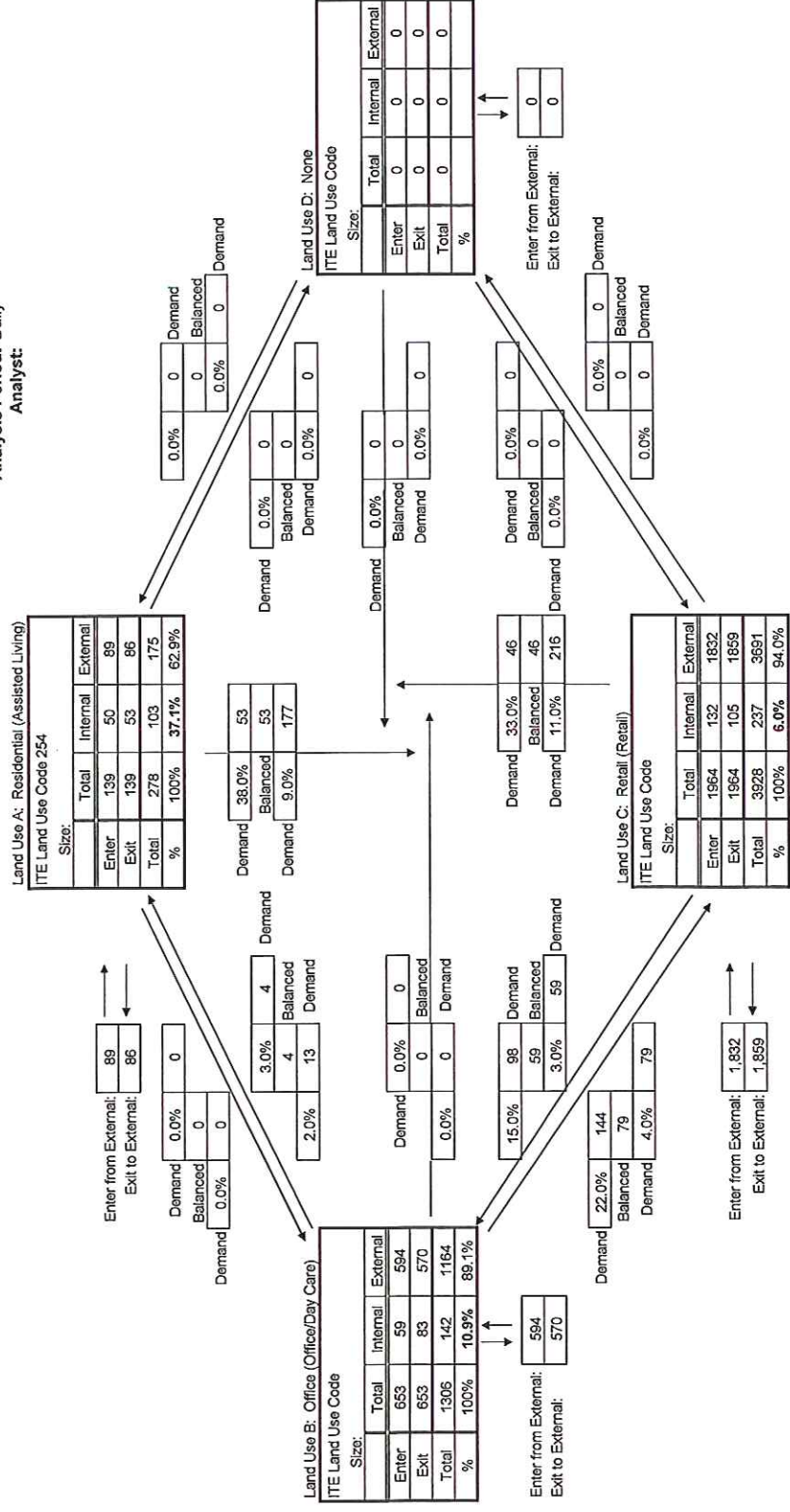
**Polks Village
Trip Generation Comparison**

Land Use	Intensity		Daily			AM Peak Hour			PM Peak Hour		
			Total	In	Out	Total	In	Out	Total	In	Out
			254 Assisted Living	96	beds	278	139	139	13	8	5
565 Day Care Center	10,000	s.f.	742	371	371	122	65	57	123	58	65
710 General Office Building ¹	18,600	s.f.	206	103	103	29	26	3	28	5	23
720 Medical Office Building	14,000	s.f.	358	179	179	33	26	7	50	14	36
820 Shopping Center	16,000	s.f.	2,064	1,032	1,032	51	32	19	175	84	91
843 Automobile Parts Sales	7,380	s.f.	448	224	224	16	8	8	43	21	22
881 Pharmacy/Drugstore with Drive Thru	14,600	s.f.	1,416	708	708	50	26	24	145	73	72
Subtotal			5,512	2,756	2,756	314	191	123	585	264	321
Internal Capture											
Assisted Living			103	50	53	0	0	0	9	3	6
Day Care Center			81	34	47	0	0	0	7	5	2
General Office Building			22	9	13	0	0	0	1	0	1
Medical Office Building			39	16	23	0	0	0	2	1	1
Shopping Center			124	69	55	0	0	0	9	5	4
Automobile Parts Sales			27	15	12	0	0	0	2	1	1
Pharmacy/Drugstore with Drive Thru			86	48	38	0	0	0	8	4	4
Internal Capture Total	10.00%		482	241	241	0	0	0	38	19	19
Driveway Volumes			5,030	2,515	2,515	314	191	123	547	245	302
Pass-By Traffic (ITE)											
	<u>AM</u>	<u>PM</u>									
Shopping Center	0%	34%	570	285	285	0	0	0	57	27	30
Automobile Parts Sales	0%	43%	180	90	90	0	0	0	18	9	9
Pharmacy/Drugstore with Drive Thru	0%	49%	670	335	335	0	0	0	67	34	33
Subtotal	24.27%		1,420	710	710	0	0	0	142	70	72
10% Adjacent Street Traffic			2,980	1,490	1,490	281	141	141	298	149	149
Pass-By Total:	24.27%		1,420	710	710	0	0	0	142	70	72
Total Net New External Trips			3,610	1,805	1,805	314	191	123	405	175	230
Total Net New External Trips From 2008 TIA			4,942	2,471	2,471	448	281	167	563	232	331
Difference vs. 2008 TIA			-1,332	-666	-666	-134	-90	-44	-158	-57	-101
Percent Difference			-27.0%	-27.0%	-27.0%	-29.9%	-32.0%	-26.3%	-28.1%	-24.6%	-30.5%
Total Net New External Trips From 2010 Site Plan			4,938	2,469	2,469	401	261	140	466	196	270
Difference vs. 2010 Site Plan			-1,328	-664	-664	-87	-70	-17	-61	-21	-40
Percent Difference			-26.9%	-26.9%	-26.9%	-21.7%	-26.8%	-12.1%	-13.1%	-10.7%	-14.8%

¹For the Office Space land use (less than 50,000 s.f.), the rates were used rather than equations.

ITE MULTI-USE PROJECT INTERNAL CAPTURE WORKSHEET
 (Source: Chapter 7, ITE Trip Generation Handbook, October 1998)

Project Number: Polks Village
 Project Name: Polks Village
 Scenario: Daily
 Analysis Period: Daily
 Analyst:



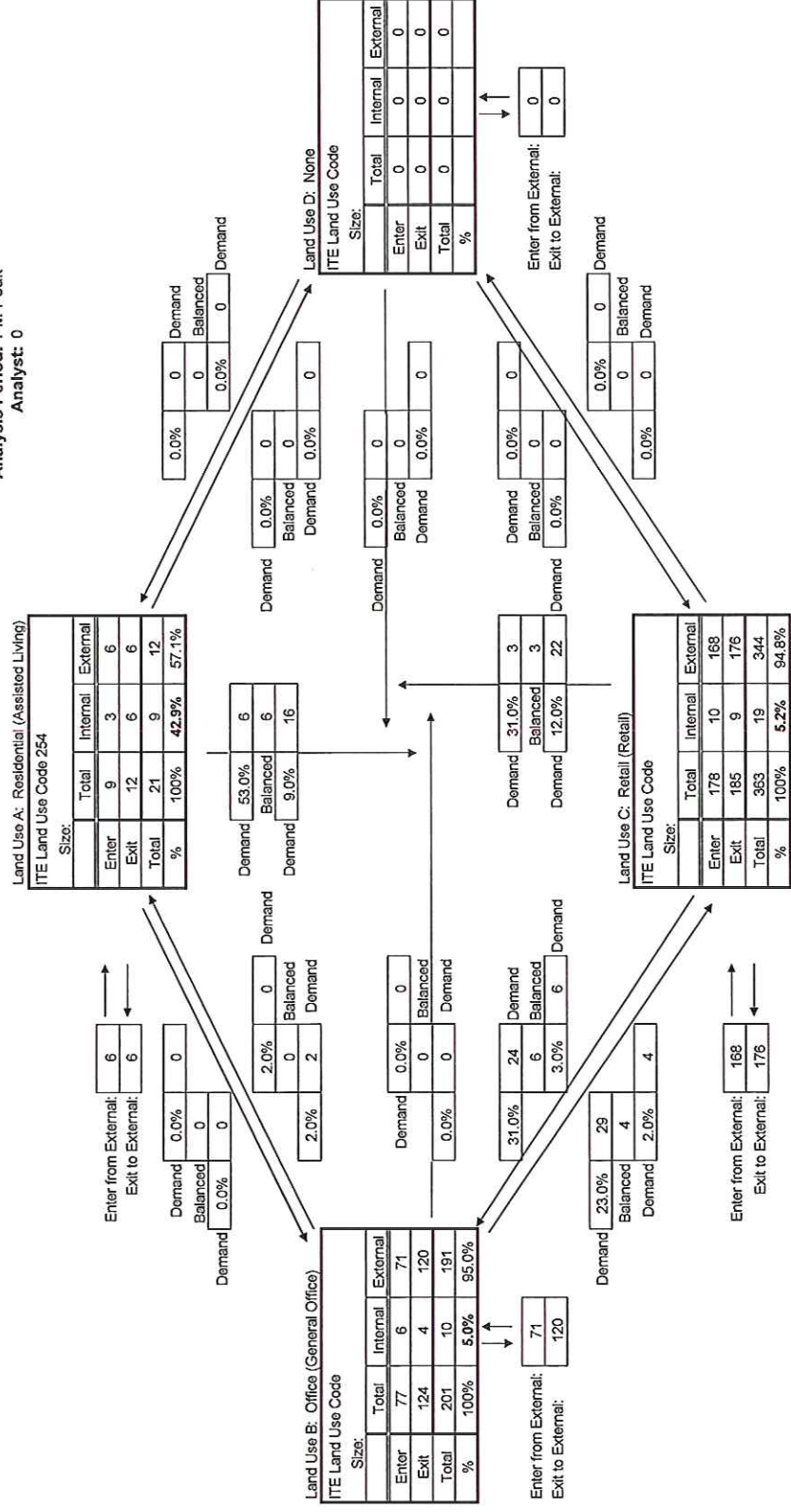
NET EXTERNAL TRIPS FOR MULTI-USE DEVELOPMENT

Category	Land Use			Total
	A	B	C	
Enter	89	594	1,832	2,515
Exit	86	570	1,859	2,515
Total	175	1,164	3,691	5,030
Single Use				
Trip Gen Estimate	278	1,306	3,928	5,512

ITE Overall Internal Capture Rate = **8.74%**

ITE MULTI-USE PROJECT INTERNAL CAPTURE WORKSHEET
 (Source: Chapter 7, ITE Trip Generation Handbook, October 1998)

Project Number: 000000000
 Project Name: Polks Village
 Scenario: PM peak hour
 Analysis Period: PM Peak
 Analyst: 0



NET EXTERNAL TRIPS FOR MULTI-USE DEVELOPMENT

Category	Land Use				Total
	A	B	C	D	
Enter	6	71	168	0	245
Exit	6	120	176	0	302
Total	12	191	344	0	547
Single Use					
Trip Gen Estimate	21	201	363	0	585

ITE Overall Internal Capture Rate = **6.50%**

	↖	→	↘	↙	←	↖	↙	↑	↗	↘	↙	↓	↘
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Lane Configurations			↖			↖	↙	↑↑	↖		↘	↑↑	↖
Volume (vph)	0	0	9	0	0	188	178	1269	131	3	188	1934	40
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%				0%	
Storage Length (ft)	0		0	0		0	250		100		300		150
Storage Lanes	0		1	0		1	1		1		1		1
Taper Length (ft)	100		100	100		100	100		100		100		100
Satd. Flow (prot)	0	0	1611	0	0	1611	1770	3539	1583	0	1770	3539	1583
Flt Permitted							0.950				0.950		
Satd. Flow (perm)	0	0	1611	0	0	1611	1770	3539	1583	0	1770	3539	1583
Right Turn on Red			No			No			No				No
Satd. Flow (RTOR)													
Link Speed (mph)		25			30			55				55	
Link Distance (ft)		382			349			733				470	
Travel Time (s)		10.4			7.9			9.1				5.8	
Confl. Peds. (#/hr)													
Confl. Bikes (#/hr)													
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)													
Mid-Block Traffic (%)		0%			0%			0%				0%	
Shared Lane Traffic (%)													
Lane Group Flow (vph)	0	0	10	0	0	209	198	1410	146	0	212	2149	44
Turn Type			Over			Over	Prot		Perm	Prot	Prot		Perm
Protected Phases			5			11	5	2		11	1	6	
Permitted Phases									2				6
Detector Phase			5			1	5	2	2	1	1	6	6
Switch Phase													
Minimum Initial (s)			7.0			7.0	7.0	14.0	14.0	7.0	7.0	14.0	14.0
Minimum Split (s)			14.0			14.0	14.0	21.0	21.0	14.0	14.0	21.0	21.0
Total Split (s)	0.0	0.0	30.0	0.0	0.0	35.0	30.0	105.0	105.0	35.0	35.0	110.0	110.0
Total Split (%)	0.0%	0.0%	21.4%	0.0%	0.0%	25.0%	21.4%	75.0%	75.0%	25.0%	25.0%	78.6%	78.6%
Yellow Time (s)			5.0			5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
All-Red Time (s)			2.0			2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	1.0	1.0	-2.0	1.0	1.0	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag			Lead			Lead	Lead	Lag	Lag	Lead	Lead	Lag	Lag
Lead-Lag Optimize?			Yes			Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode			None			None	None	C-Max	C-Max	None	None	C-Max	C-Max
Act Effct Green (s)			21.7			24.6	21.7	105.4	105.4		24.6	108.3	108.3
Actuated g/C Ratio			0.16			0.18	0.16	0.75	0.75		0.18	0.77	0.77
v/c Ratio			0.04			0.74	0.72	0.53	0.12		0.68	0.79	0.04
Control Delay			48.7			69.8	72.8	4.4	3.6		63.3	6.7	3.1
Queue Delay			0.0			0.0	0.0	0.1	0.0		0.0	0.6	0.0
Total Delay			48.7			69.8	72.8	4.5	3.6		63.3	7.4	3.1
LOS			D			E	E	A	A		E	A	A
Approach Delay								12.1				12.2	
Approach LOS								B				B	
Queue Length 50th (ft)			8			181	188	102	18		191	323	7
Queue Length 95th (ft)			25			263	270	126	m31		m245	207	m9
Internal Link Dist (ft)		302			269			653				390	
Turn Bay Length (ft)							250		100		300		150
Base Capacity (vph)			288			345	316	2664	1191		379	2737	1224
Starvation Cap Reductn			0			0	0	348	0		0	250	0
Spillback Cap Reductn			0			0	0	0	0		0	0	0
Storage Cap Reductn			0			0	0	0	0		0	0	0
Reduced v/c Ratio			0.03			0.61	0.63	0.61	0.12		0.56	0.86	0.04

Intersection Summary
 Area Type: Other
 Cycle Length: 140
 Actuated Cycle Length: 140
 Offset: 34 (24%), Referenced to phase 2:NBT and 6:SBT, Start of Green

Polks Village
3: Holly Ridge Road Extension & U.S. 15-501

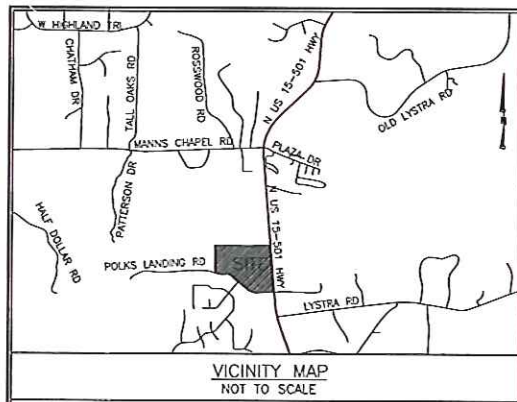
Build-out PM - Proposed Land Uses
2/27/2013

Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Volume (vph)	168	0	148	157	0	160	0	1421	68	0	1865	145
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12		12	12		12	12	12	12	12	12	12
Grade (%)		0%				0%		0%			0%	
Storage Length (ft)	0		250	200		0	0		100	0		150
Storage Lanes	1		1	1		1	0		1	0		1
Taper Length (ft)	100		100	100		100	100		100	100		100
Satd. Flow (prot)	1770	0	1583	1770	0	1583	0	3539	1583	0	3539	1583
Flt Permitted	0.950			0.950								
Satd. Flow (perm)	1770	0	1583	1770	0	1583	0	3539	1583	0	3539	1583
Right Turn on Red			No			No			No			No
Satd. Flow (RTOR)												
Link Speed (mph)		30			30			55			55	
Link Distance (ft)		504			357			470			1106	
Travel Time (s)		11.5			8.1			5.8			13.7	
Confl. Peds. (#/hr)												
Confl. Bikes (#/hr)												
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)												
Mid-Block Traffic (%)		0%			0%			0%			0%	
Shared Lane Traffic (%)												
Lane Group Flow (vph)	187	0	164	174	0	178	0	1579	76	0	2072	161
Turn Type	Prot		custom	Prot		custom			Perm			Perm
Protected Phases	7			3				2			6	
Permitted Phases			7			3			2			6
Detector Phase	7		7	3		3		2	2		6	6
Switch Phase												
Minimum Initial (s)	7.0		7.0	7.0		7.0		14.0	14.0		14.0	14.0
Minimum Split (s)	14.0		14.0	14.0		14.0		21.0	21.0		21.0	21.0
Total Split (s)	35.0	0.0	35.0	35.0	0.0	35.0	0.0	105.0	105.0	0.0	105.0	105.0
Total Split (%)	25.0%	0.0%	25.0%	25.0%	0.0%	25.0%	0.0%	75.0%	75.0%	0.0%	75.0%	75.0%
Yellow Time (s)	5.0		5.0	5.0		5.0		5.0	5.0		5.0	5.0
All-Red Time (s)	2.0		2.0	2.0		2.0		2.0	2.0		2.0	2.0
Lost Time Adjust (s)	-2.0	1.0	-2.0	-2.0	1.0	-2.0	1.0	-2.0	-2.0	1.0	-2.0	-2.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag												
Lead-Lag Optimize?												
Recall Mode	None		None	None		None		C-Max	C-Max		C-Max	C-Max
Act Effct Green (s)	22.9		22.9	22.9		22.9		107.1	107.1		107.1	107.1
Actuated g/C Ratio	0.16		0.16	0.16		0.16		0.76	0.76		0.76	0.76
v/c Ratio	0.65		0.64	0.60		0.69		0.58	0.06		0.77	0.13
Control Delay	64.6		65.1	62.4		68.4		4.2	2.7		10.0	2.8
Queue Delay	0.0		0.0	0.0		0.0		0.0	0.0		0.0	0.0
Total Delay	64.6		65.1	62.4		68.4		4.3	2.7		10.0	2.8
LOS	E		E	E		E		A	A		B	A

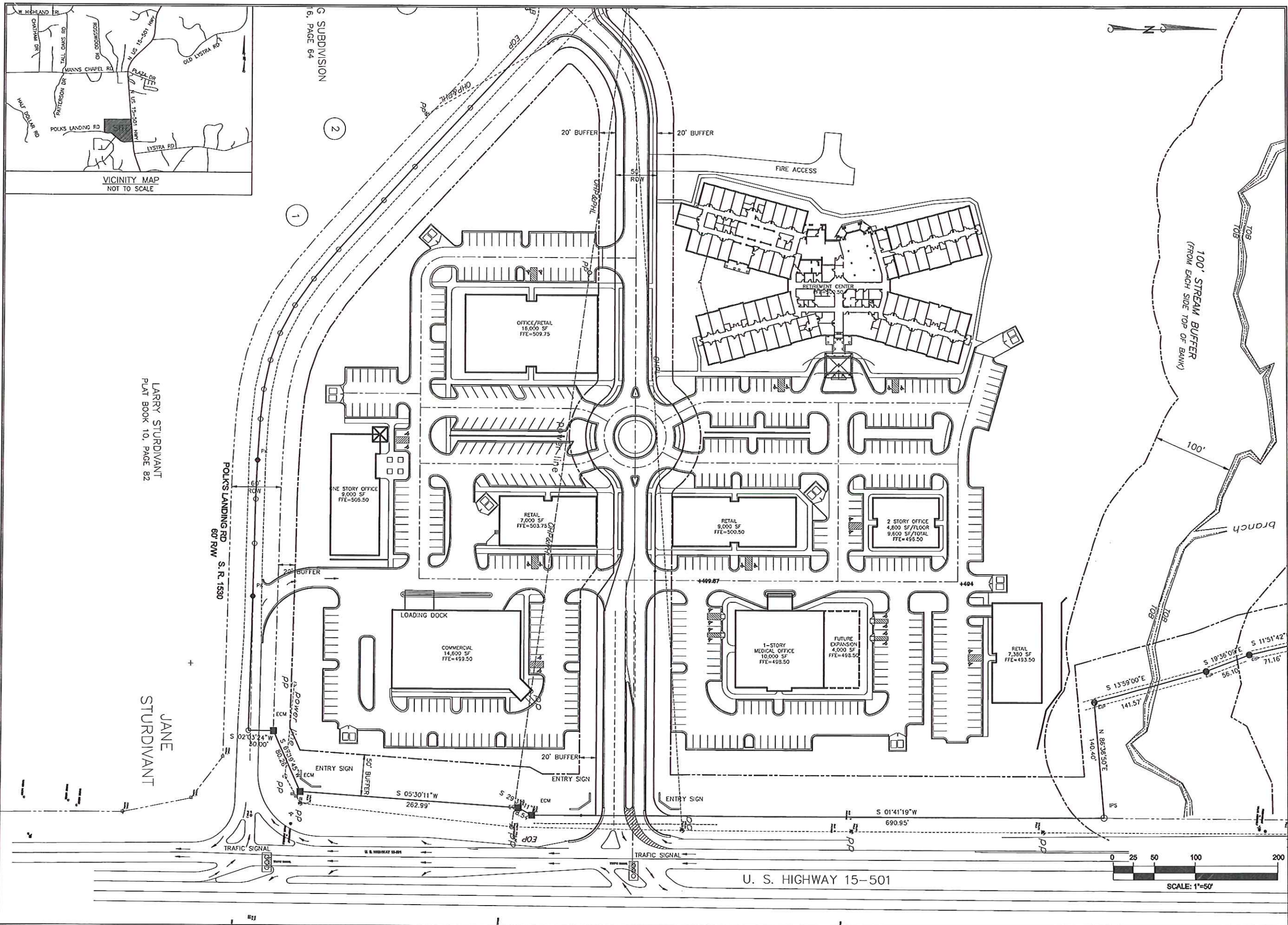
Lane Group	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBU	SBL	SBT	SBR
Lane Configurations			↖			↖	↖	↖	↖		↖	↖	↖
Volume (vph)	0	0	9	0	0	188	121	1303	131	3	183	1894	37
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Lane Width (ft)	12	12	12	12	12	12	12	12	12	12	12	12	12
Grade (%)		0%			0%			0%				0%	
Storage Length (ft)	0		0	0		0	200		100		300		150
Storage Lanes	0		1	0		1	1		1		1		1
Taper Length (ft)	100		100	100		100	100		100		100		100
Satd. Flow (prot)	0	0	1611	0	0	1611	1770	3539	1583	0	1770	3539	1583
Fit Permitted							0.950				0.950		
Satd. Flow (perm)	0	0	1611	0	0	1611	1770	3539	1583	0	1770	3539	1583
Right Turn on Red			No			No			No				No
Satd. Flow (RTOR)													
Link Speed (mph)		25			30			55				55	
Link Distance (ft)		382			349			733				470	
Travel Time (s)		10.4			7.9			9.1				5.8	
Confl. Peds. (#/hr)													
Confl. Bikes (#/hr)													
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Growth Factor	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%	100%
Heavy Vehicles (%)	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%	2%
Bus Blockages (#/hr)	0	0	0	0	0	0	0	0	0	0	0	0	0
Parking (#/hr)													
Mid-Block Traffic (%)		0%			0%			0%				0%	
Shared Lane Traffic (%)													
Lane Group Flow (vph)	0	0	10	0	0	209	134	1448	146	0	206	2104	41
Turn Type			Over			Over	Prot		Perm	Prot	Prot		Perm
Protected Phases			5			11	5	2		11	1	6	
Permitted Phases									2				6
Detector Phase			5			1	5	2	2	1	1	6	6
Switch Phase													
Minimum Initial (s)			7.0			7.0	7.0	14.0	14.0	7.0	7.0	14.0	14.0
Minimum Split (s)			14.0			14.0	14.0	21.0	21.0	14.0	14.0	21.0	21.0
Total Split (s)	0.0	0.0	30.0	0.0	0.0	35.0	30.0	105.0	105.0	35.0	35.0	110.0	110.0
Total Split (%)	0.0%	0.0%	21.4%	0.0%	0.0%	25.0%	21.4%	75.0%	75.0%	25.0%	25.0%	78.6%	78.6%
Yellow Time (s)			5.0			5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
All-Red Time (s)			2.0			2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	1.0	1.0	-2.0	1.0	1.0	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0	-2.0
Total Lost Time (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0
Lead/Lag			Lead			Lead	Lead	Lag	Lag	Lead	Lead	Lag	Lag
Lead-Lag Optimize?			Yes			Yes	Yes	Yes	Yes	Yes	Yes	Yes	Yes
Recall Mode			None			None	None	C-Max	C-Max	None	None	C-Max	C-Max
Act Effct Green (s)			17.9			24.6	17.9	105.4	105.4		24.6	112.1	112.1
Actuated g/C Ratio			0.13			0.18	0.13	0.75	0.75		0.18	0.80	0.80
v/c Ratio			0.05			0.74	0.59	0.54	0.12		0.66	0.74	0.03
Control Delay			51.3			69.8	67.3	4.4	3.6		63.7	3.9	1.9
Queue Delay			0.0			0.0	0.0	0.1	0.0		0.0	0.4	0.0
Total Delay			51.3			69.8	67.3	4.5	3.6		63.7	4.3	1.9
LOS			D			E	E	A	A		E	A	A
Approach Delay								9.3				9.4	
Approach LOS								A				A	
Queue Length 50th (ft)			8			181	124	103	18		181	154	5
Queue Length 95th (ft)			25			263	m186	127	m30		m244	167	m7
Internal Link Dist (ft)		302			269			653				390	
Turn Bay Length (ft)							200		100		300		150
Base Capacity (vph)			288			345	316	2664	1191		379	2834	1268
Starvation Cap Reductn			0			0	0	318	0		0	256	0
Spillback Cap Reductn			0			0	0	0	0		0	0	0
Storage Cap Reductn			0			0	0	0	0		0	0	0
Reduced v/c Ratio			0.03			0.61	0.42	0.62	0.12		0.54	0.82	0.03

Intersection Summary

Area Type: Other
 Cycle Length: 140
 Actuated Cycle Length: 140
 Offset: 34 (24%), Referenced to phase 2:NBT and 6:SBT, Start of Green



VICINITY MAP
NOT TO SCALE

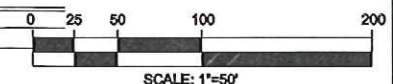


LARRY STURDIVANT
PLAT BOOK 10, PAGE 82

JANE STURDIVANT

POLKS LANDING RD S. R. 1530
60' ROW

U. S. HIGHWAY 15-501



1071 CLASSIC ROAD
APEX, NC 27539
TELEPHONE: 919 363-1422
FACSIMILE: 919 363-1477

PRELIMINARY PLANS
POLKS VILLAGE

OWNER/DEVELOPER: POLKS VILLAGE, INC.
CHATHAM COUNTY NORTH CAROLINA

DRAWN BY	CHECKED BY
TDS	TDS
DATE	11-21-07

REVISIONS	
1	1-26-09

SHEET TITLE
OVERALL SITE LAYOUT PLAN

SHEET NUMBER
C-1
1 OF X