

PUTNAM COUNTY BOARD OF COMMISSIONERS



117 Putnam Drive, Suite A ♦ Eatonton, GA 31024

Agenda

Tuesday, June 21, 2022 ♦ 6:30 PM

Putnam County Administration Building – Room 203

Opening

1. Welcome - Call to Order
2. Approval of Agenda
3. Invocation - Senior Pastor David Wofford, Eatonton First United Methodist Church
4. Pledge of Allegiance (DB)

Zoning Public Hearing

5. Request by Roger Reaves to rezone 13.51 acres on Edward Reaves Road from AG to R-1 [Map 061, Part of Parcel 023, District 2] (staff-P&D)
6. Request by Jeremy Crosby, agent for William B. Jones, to rezone 0.94 acres at 114 Briarpatch Road from R-2 to C-1 [Map 096B, Part of Parcel 063, District 1] (staff-P&D) **Applicant is requesting to withdraw without prejudice.**
7. Request by Brandon Burgess, agent for Molfin Investments, LLC, for conditional use at 170 Scott Road [Map 102, Parcel 001002, District 3] (staff-P&D)

Regular Business Meeting

8. Public Comments
9. Consent Agenda
 - a. Approval of Minutes - June 3, 2022 Regular Meeting (staff-CC)
 - b. Approval of Minutes - June 3, 2022 Executive Session (staff-CC)
 - c. Authorization for Chairman to sign ACCG-GHBP Health Promotion & Wellbeing Grant Application (staff-HR)
10. Authorization for Chairman to sign Resolution for revision to the Putnam County Financial Policy effective July 1, 2022 (staff-Fin)
11. Authorization for staff to schedule a Public Hearing for proposed changes to the Putnam County Code of Ordinances - Chapter 28 (Development Regulations and Chapter 32 (Fire Protection and Prevention) (staff-CM & Fire)
12. Request to begin the Road Abandonment process for Dennis Station Lane and a portion of McDade Road and Battlesmith Road (JW & staff-PW)
13. Authorization for Chairman to sign Resolution to Return Jimmy Davis Park to the City of Eatonton (staff-CM)
14. Authorization for Chairman to sign Certificate of Distribution for Local Option Sales Tax (BW)
15. Authorization for Chairman to sign Board of Education Tax Levy Resolution (BW)

Reports/Announcements

16. County Manager Report
17. County Attorney Report
18. Commissioner Announcements

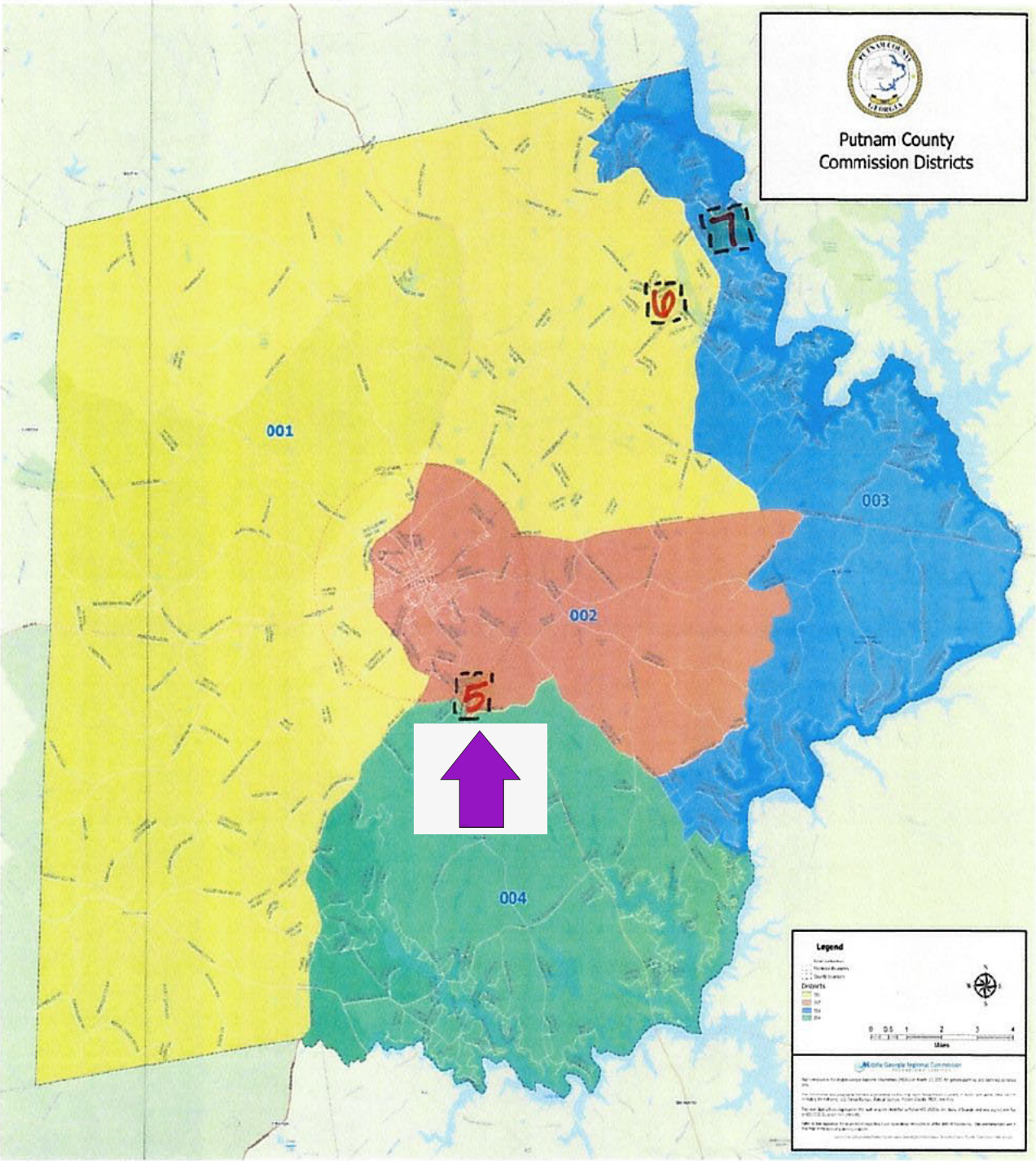
Closing

19. Adjournment

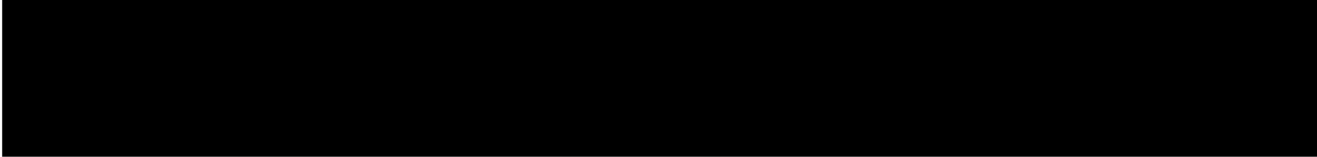
The Board of Commissioners reserves the right to continue the meeting to another time and place in the event the number of people in attendance at the meeting, including the Board of Commissioners, staff, and members of the public exceeds the legal limits. The meeting cannot be closed to the public except by a majority vote of a quorum present for the meeting. The board can vote to go into an executive session on a legally exempt matter during a public meeting even if not advertised or listed on the agenda. Individuals with disabilities who require certain accommodations in order to allow them to observe and/or participate in this meeting, or who have questions regarding the accessibility of the meeting or the facilities are required to contact the ADA Compliance Officer, at least three business days in advance of the meeting at 706-485-2776 to allow the County to make reasonable accommodations for those persons.

File Attachments for Item:

5. Request by Roger Reaves to rezone 13.51 acres on Edward Reaves Road from AG to R-1 [Map 061, Part of Parcel 023, District 2] (staff-P&D)



5. Request by by **Roger Reaves** to rezone 13.51 acres on Edward Reaves Road from AG to R-1. [Map 061, Part of Parcel 023, District 2].*





PUTNAM COUNTY PLANNING & DEVELOPMENT

117 Putnam Drive, Suite B ♦ Eatonton, GA 31024

Tel: 706-485-2776 ♦ 706-485-0552 fax ♦ www.putnamcountyga.us

Staff Recommendations

Thursday, June 2, 2022, ♦ 6:30 PM

Putnam County Administration Building – Room 203

TO: Board of Commissioners

FROM: Lisa Jackson

RE: Staff Recommendation for Public Hearing Agenda on 6/2/2022

Requests

5. Request by **Roger Reaves to rezone 13.51 acres on Edward Reaves Road from AG to R-1. [Map 061, Part of Parcel 023, District 2].**

* The parent parcel is currently owned by Roger Reaves, Alvin Edwards, Eldred Bailey, and Ted Yarbrough, and they are seeking to subdivide the property amongst the four entities. Two owners would like to rezone their portion of land to R-1 for residential use, and the other will remain in agriculture. If approved, one of the property owners would have 4.65 acres and single ownership of the four existing manufactured homes. He would then establish four residential single-family parcels consisting of one plus acre each. If approved, one of the property owners would gain single ownership of 8.86 acres and will establish two residential single-family parcels. The remaining 20.98 acres will stay zoned AG and subdivided into a 7.86-acre, 5.21-acre, and 7.87-acre AG tract. The Future Land Use Concept Plan shows this property as agriculture/forestry, which allows for residential use as stated in [Sec. 66-72. - Uses allowed](#) of the AG zoning district. However, the minimum 5-acre lot size requirement in agriculture prohibits the applicant's desired lot sizes. Furthermore, there are multiple R-2 residential lots nearby with similar uses. The proposed use is consistent with the allowed uses, as listed in section [Sec. 66-81. - Uses allowed](#) of the R-1 zoning district. Therefore, this rezoning will not adversely impact the use of public facilities or services, nor will it adversely affect the existing use value or useability of adjacent or nearby properties.

Staff recommendation is for approval to rezone 13.51 acres on Edwards Reaves Road from AG to R-1 [Map 061, Part of Parcel 023, District 2] with the following condition:

- 1. This rezoning approval shall be conditioned upon the resurveying and recordation in the Superior Court of Putnam County of an accurate plat within 60 days of approval by the board of commissioners. A copy of the recorded plat shall be filed with the planning and development department director. Failure to file a plat pursuant to this subsection shall have the effect of invalidating the rezoning action as stated in Section 66-165(e)(3) of the Putnam County Code of Ordinances.**

The Planning & Zoning Commission's recommendation is for Staff recommendation is for approval to rezone 13.51 acres on Edwards Reaves Road from AG to R-1 [Map 061, Part of Parcel 023, District 2].



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APPLICATION FOR REZONING

REZONING

PERMIT# PLAN2022-00769

APPLICATION NO. _____ DATE: _____

MAP 061 PARCEL 061023 ZONING DISTRICT _____

1. Owner Name: Roger Reeves

2. Applicant Name (If different from above): _____

3. Mailing Address: 110 Cherokee Pl Eatonton Ga. 31024

4. Email Address: _____

5. Phone: (home) _____ (office) _____ (cell) _____

6. The location of the subject property, including street number, if any: Reave Edward Rd Eatonton Ga. 31024

7. The area of land proposed to be rezoned (stated in square feet if less than one acre): 13.51 acres

8. The proposed zoning district desired: R1

9. The purpose of this rezoning is (Attach Letter of Intent) Family ~~division~~ divide

10. Present use of property: ag Desired use of property: R1

11. Existing zoning district classification of the property and adjacent properties:
Existing: A9
North: _____ South: East: _____ West: _____

12. Copy of warranty deed for proof of ownership and if not owned by applicant, please attach a signed and notarized letter of agency from each property owner for all property sought to be rezoned.

13. Legal description and recorded plat of the property to be rezoned.

14. The Comprehensive Plan Future Land Use Map category in which the property is located. (If more than one category applies, the areas in each category are to be illustrated on the concept plan. See concept plan insert.): _____

15. A detailed description of existing land uses: ag

16. Source of domestic water supply: well , community water , or private provider _____.
If source is not an existing system, please provide a letter from provider.

scat



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17. Provision for sanitary sewage disposal: septic system ____, or sewer _____. If sewer, please provide name of company providing same, or, if new development, provide a letter from sewer provider.

18. Complete attachment of Disclosure of Campaign Contributions Form by the applicant and/or the applicant's attorney as required by the Georgia Conflict of Interest in Zoning Act (O.C.G.A. 36-67A).

19. The application designation, date of application and action taken on all prior applications filed for rezoning for all or part of the subject property. (Please attach on separate sheet.)

20. Proof that property taxes for the parcel(s) in question have been paid.

21. Concept plan.

- If the application is for less than 25 single-family residential lots, a concept plan need not be submitted. (See attachment.)
- A concept plan may be required for commercial development at director's discretion

22. Impact analysis.

- If the application is for less than 25 single-family residential lots, an impact analysis need not be submitted. (See attachment.)
- An Impact analysis (including a traffic study) is required when rezoning from residential zoned or used property to commercial or industrial districts.

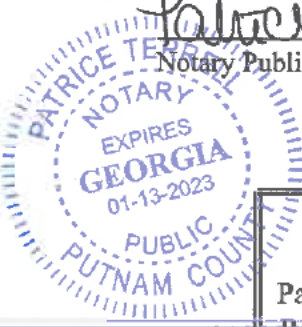
THE ABOVE STATEMENTS AND ACCOMPANYING MATERIALS ARE COMPLETE AND ACCURATE. APPLICANT HEREBY GRANTS PERMISSION FOR PLANNING AND DEVELOPMENT PERSONNEL OR ANY LEGAL REPRESENTATIVE OF PUTNAM COUNTY TO ENTER UPON AND INSPECT THE PROPERTY FOR ALL PURPOSES ALLOWED AND REQUIRED BY THE PUTNAM COUNTY CODE OF ORDINANCES.

x Eldred R. Bailey 4-22-22
Signature (Property Owner) (Date)

x Eldred R. Bailey 4-22-22
Signature (Applicant) (Date)

Patrice Terrell 4-22-2022
Notary Public

Patrice Terrell 4-22-2022
Notary Public



Office Use	
Paid: \$ _____ (cash) _____ (check) _____ (credit card) _____	
Receipt No. _____	Date Paid: _____
Date Application Received: _____	
Reviewed for completeness by: _____	
Date of BOC hearing: _____	Date submitted to newspaper: _____
Date sign posted on property: _____	Picture attached: yes _____ no _____

RCUD 2022 APR 29



PUTNAM COUNTY PLANNING & DEVELOPMENT

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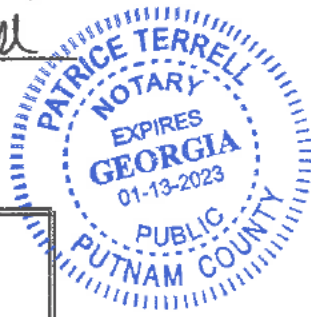
Alvin Edwards 4-22-2022
Signature (Property Owner) (Date)

Alvin Edwards 4-29-2022
Signature (Applicant) (Date)

Patrice Terrell
Notary Public



Patrice Terrell
Notary Public



Office Use		
Paid: \$	(cash)	(check) (credit card)
Receipt No.	Date Paid:	
Date Application Received:		
Reviewed for completeness by:		
Date of BOC hearing:	Date submitted to newspaper:	
Date sign posted on property:	Picture attached: yes no	



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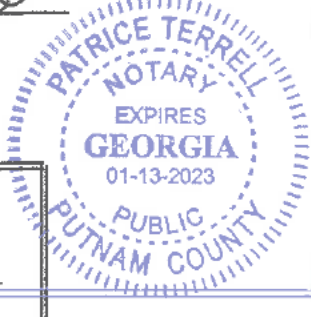
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x Roger Jensen 4-29-2022
Signature (Property Owner) (Date)

x Roger Jensen 4-29-2022
Signature (Applicant) (Date)

Patrice Terrell 4-29-22
Notary Public

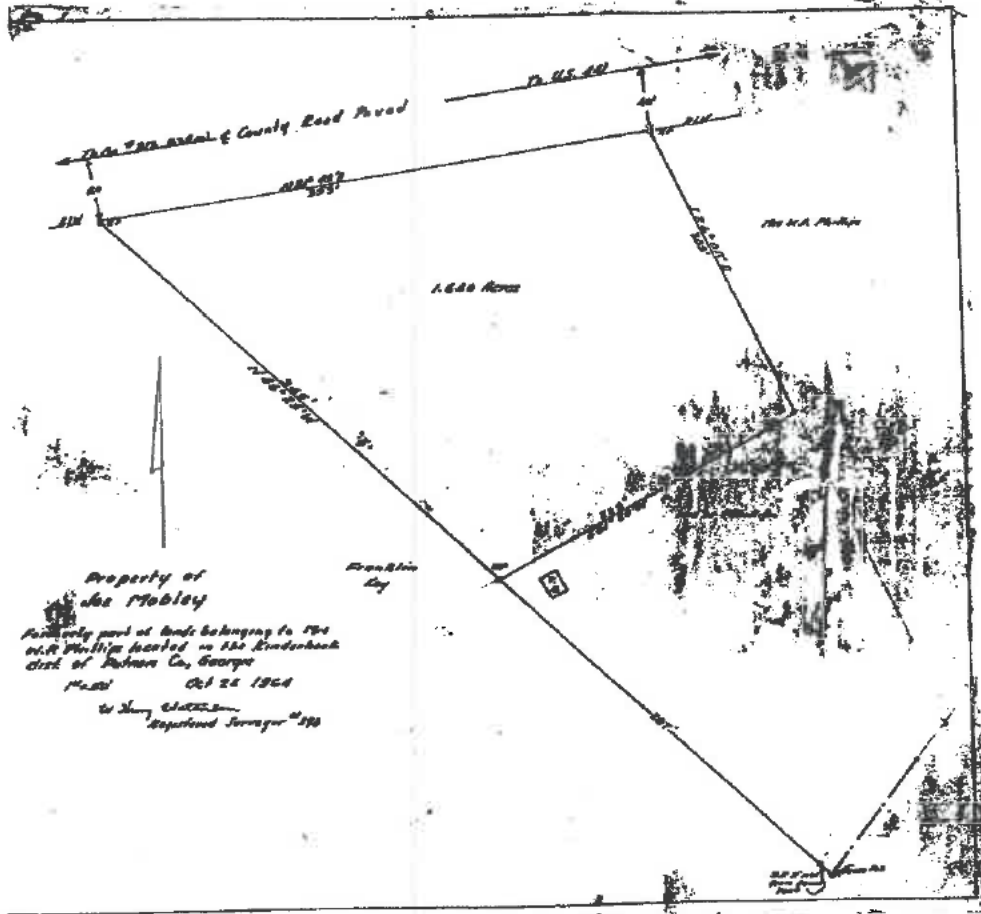
Patrice Terrell
Notary Public



Office Use	
Paid: \$ _____	(cash) _____ (check) _____ (credit card) _____
Receipt No. _____	Date Paid: _____
Date Application Received: _____	
Reviewed for completeness by: _____	
Date of BOC hearing: _____	Date submitted to newspaper: _____
Date sign posted on property: _____	Picture attached: yes _____ no _____

REC'D 2022 APR 29 *RT*

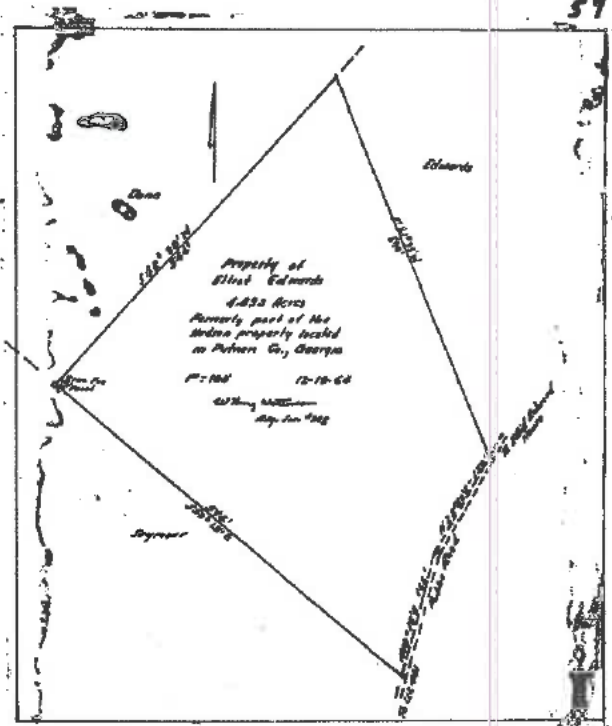
We are interested in rezoning 13.51 acres of our AG lot on Edward Reaves Road from AG to R-1. There are multiple owners of the lot that would each like to subdivide residential lots out for family use. Please see our attached preliminary plat explaining how we would like to divide the parcels. Thank you for your consideration.



Property of
Joe Mobley

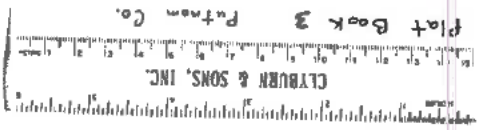
Formerly part of land belonging to Mrs
M. R. Phillips located in the Kinderhook
dist. of Putnam Co., Georgia
Filed Oct 25 1964
to Henry W. ...
Registered Surveyor #290

Recorded ... 1965 ... C. W. C.



Property of
Elbert Edwards
4.822 Acres
Formerly part of the
Edwards property located
in Putnam Co., Georgia
Filed 12-18-64
W. Henry ...
Reg. Sur. #290

Recorded January 29, 1965 ...



57

57

Cross Ref:
CANC 133/269

054

Parcel A on, along, and across a strip of land twenty feet wide and 769.78 feet long running along the southwest boundary of Parcel B shown on the aforesaid plat and running within said Parcel B. Said Easement was granted to Don F. Turner by Deed dated December 21, 1993 and recorded in Book 118 at page 25-26 records of Putnam County, Georgia.

TOGETHER with all buildings and other improvements located thereon, and together with all rights, members and appurtenances in any manner appertaining or belonging to said property;

TO HAVE AND TO HOLD said property unto Grantee in fee simple absolute forever. Grantor shall warrant and forever defend the right, title and interest to said property unto Grantee against the claims of all persons claiming by, through or under Grantor. Where the context requires or permits, "Grantor" and "grantee" shall include their respective heirs, successors and assigns.

IN WITNESS WHEREOF, Grantor has executed this deed under seal on the date above written.

SIGNED, SEALED AND DELIVERED
IN THE PRESENCE OF:

[Signature]
Notary Public

[Signature] (SEAL)
S. WYMAN BOOZER

Notary Public for South Carolina
My Commission Expires: 3/1/96

(Seal Affixed)

[Signature]
Notary Public

PHILLIP A. BROWN, INC (SEAL)
BY: [Signature]
Phillip A. Brown
Its President

Notary Public for South Carolina
My Commission Expires: 3/1/96

ATTEST: [Signature]
Secretary

(Seal Affixed)

2021 026108 ACCT # 4328R DUNN PLACE 441 S
 YARBROUGH TED & 061 023

DESCRIPTION	AMOUNT	DESCRIPTION	AMOUNT	TOTAL TAX DUE
FAIR MARKET VALUE	102,361	GROSS ASSESSMENT	40,944	932.92
COUNTY EXEMPTION		NET COUNTY ASSESSMENT	40,944	INTEREST
SCHOOL EXEMPTION		NET SCHOOL ASSESSMENT	40,944	24.29
COUNTY	316.09			COLLECTION COST
SCHOOL	610.07			69.00
SPEC SERV	6.76			FIFA CHARGE
DUE 12/01/21	932.92	PAID IN FULL	04/14/2022	PENALTY
				46.64
				TOTAL
				1,072.85

00000 01 T YARBROUGH TED &
 O ROGER REAVES ET AL
 807 B MORNINGSIDE CIR
 EATONTON GA 31024

FROM PAMELA K. LANCASTER
 PUTNAM COUNTY TAX COMM
 100 S JEFFERSON ST # 207
 EATONTON GA 31024

DUE IN FULL BY 12/01/2021

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DUE IN FULL BY 12/01/2021



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DISCLOSURE OF APPLICANT'S CAMPAIGN CONTRIBUTION

The *Putnam County Code of Ordinances*, Section 66-167(c) states as follows:

“When any applicant or his attorney for a rezoning action has made, within two years immediately preceding the filing of that applicant’s application for the rezoning action, campaign contributions aggregating \$250.00 or more to a local government official who will consider the application, it shall be the duty of the applicant to file a disclosure report with the governing authority of the respective local government showing:

- a. The name and official position of the local government official to whom the campaign contribution was made; and
- b. The dollar amount and description of each campaign contribution made by the applicant to the local government official during the two years immediately preceding the filing of the application for the rezoning action and the date of each such contribution. The disclosures required by this section shall be filed within ten days after an application for the rezoning action is first filed.”

1. Name: _____

2. Address: _____

3. Have you given contributions that aggregated \$250.00 or more within two years immediately preceding the filing of the attached application to a candidate that will hear the proposed application? Yes No If yes, who did you make the contributions to? _____

Signature of Applicant: Eldred R. Bailey
Date: 4 / 22 / 22

RCVD 2022 APR 29



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1. Name: _____

2. Address: _____

3. Have you given contributions that aggregated \$250.00 or more within two years immediately preceding the filing of the attached application to a candidate that will hear the proposed application? _____ Yes No If yes, who did you make the contributions to? : _____

Signature of Applicant: Alvin Edwards

Date: 4 / 29 / 2022

#CUD 2022 APR 29



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2. Address: _____

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Signature of Applicant: X [Signature]

Date: 4 / 29 / 2022



- Legend**
- City Limit
 - Parcels
 - Parcel Numbers
 - Zoning**
 - A-1 CITY
 - A-1 and AG-1
 - AG
 - AG-1
 - AG-2
 - C-1
 - C-1 CITY
 - C-2
 - C-2 CITY
 - C-2 PUD
 - C-PUD
 - I-1 CITY
 - I-2 CITY
 - I-M
 - MHP
 - PUBLIC
 - PUBLIC CITY
 - R-1 CITY
 - R-2 CITY
 - R-3 CITY
 - R-4 CITY
 - R-1
 - R-1R
 - R-2
 - R-PUD
 - RM-1
 - RM-2
 - RM-3
 - VILLAGE
 - Roads

RECEIVED MAR 08 2022

Parcel ID 061016
 Real Key / Acct 13913
 Class Code Commercial
 Taxing District PUTNAM

Owner REAVES JOHNNIE ANN & DYRRAL WAYNE
 JOHNNIE ANN REAVES LIFE ESTATE
 284 MLK DR

Last 2 Sales			
Date	Price	Reason	Qual
7/6/2011	\$35000	FM	Q
4/26/2011	0	GF	U

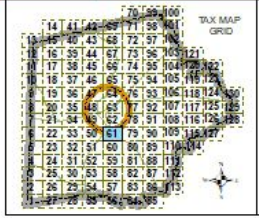
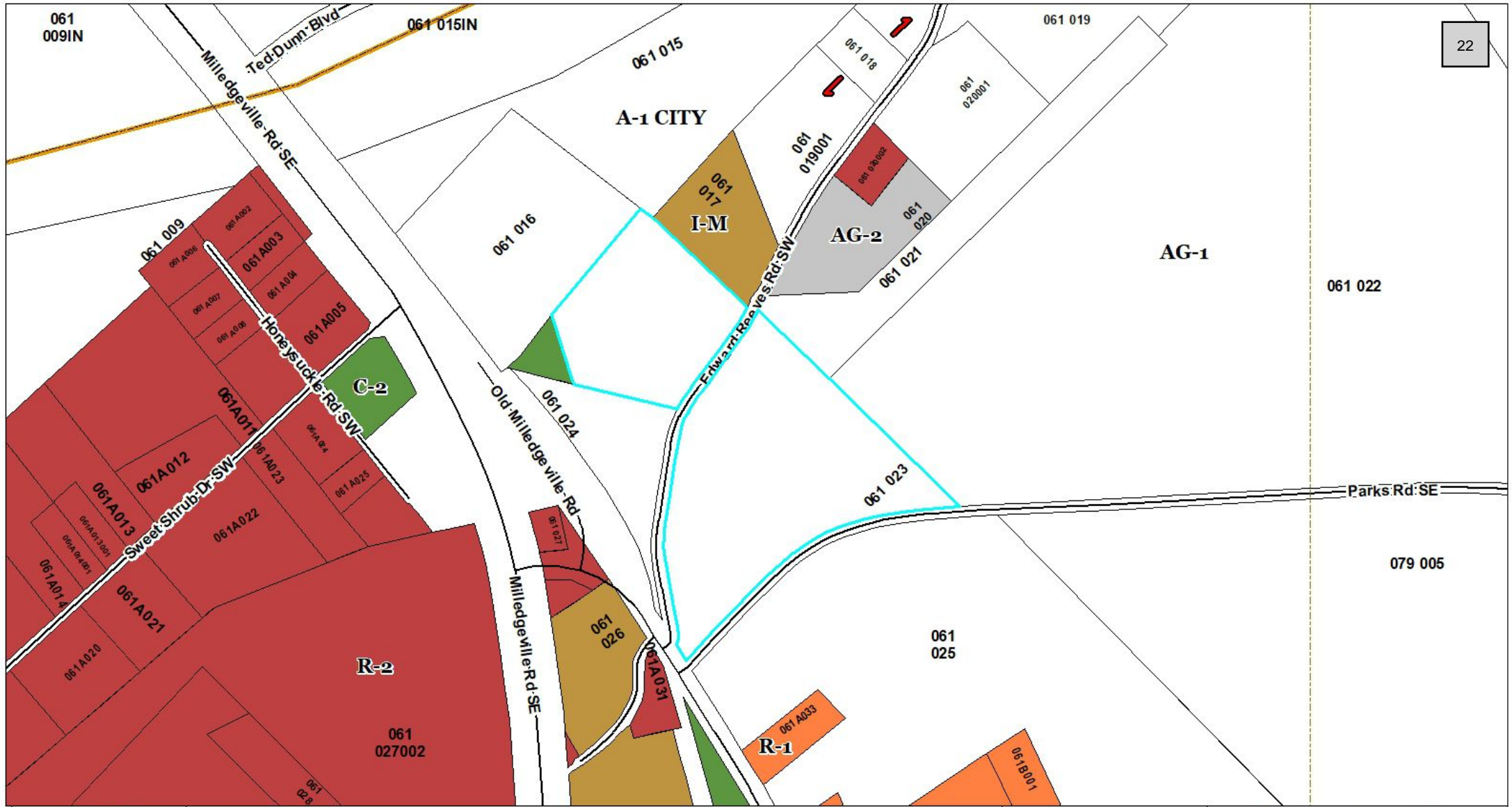
Acres 15

Physical Address EATONTON, GA 31024
Land Value 213 MILLEDGEVILLE RD \$58500
Improvement Value \$19607
Accessory Value
Current Value \$78107

(Note: Not to be used on legal documents)

Date created: 3/8/2022
Last Data Uploaded: 3/8/2022 7:26:50 AM

Developed by  Schneider
GEO SPATIAL



GEOGRAPHIC FEATURE LEGEND

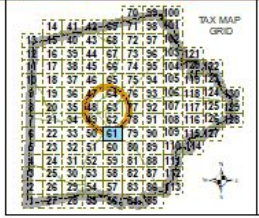
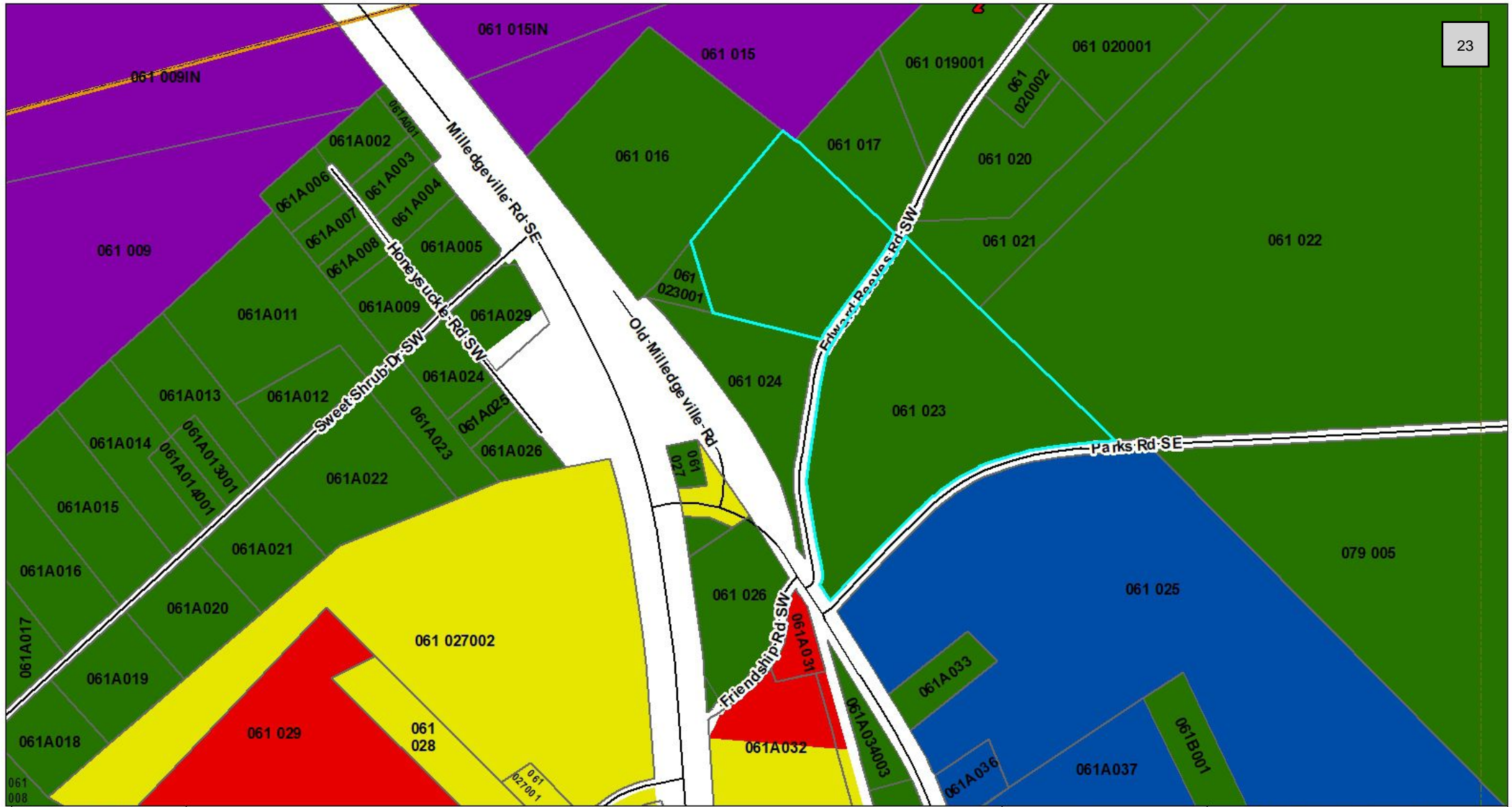
Eatonton Limits	Overlay District	AG-2	C-2 CITY	IND-2 CITY	R-1 CITY	RM-2
County Boundary	No Code	C-1	I-M	MHP	R-2 CITY	R-1R
Roads	AG-1	C-1 CITY	IND-1 CITY	PUBLIC	R-3 CITY	R-2
Parcels	AG-1 CITY	C-2	IND-2	PUBLIC CITY	R-4 CITY	VILLAGE
Parcel Hooks						RM-1

MGRC
Middle Georgia Regional Commission
175 Emery Hwy
Suite C
Macon, Georgia 31217
(478) 751-6160
Web:
www.middlegeorgia.org

PUTNAM COUNTY, GEORGIA
ZONING MAPS

MAP 061

MAP SCALE: 1" = 416.67' SCALE RATIO: 1:5,000 DATE: MAY 2022



GEOGRAPHIC FEATURE LEGEND

Eatonton Limits	Agriculture/Forestry	Mixed Use	Residential
County Boundary	Commercial	Park/Recreation/Conservation	Transportation/Communication/Utilities
Roads	Industrial	Public/Institutional	Undeveloped/Vacant
Parcels			
Parcel_Hooks			

LMGR
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175 Emery Hwy
Suite C
Macon, Georgia 31217
(478) 751-6160
Web:
www.middlegeorgia.org

PUTNAM COUNTY, GEORGIA
FUTURE LAND USE MAPS

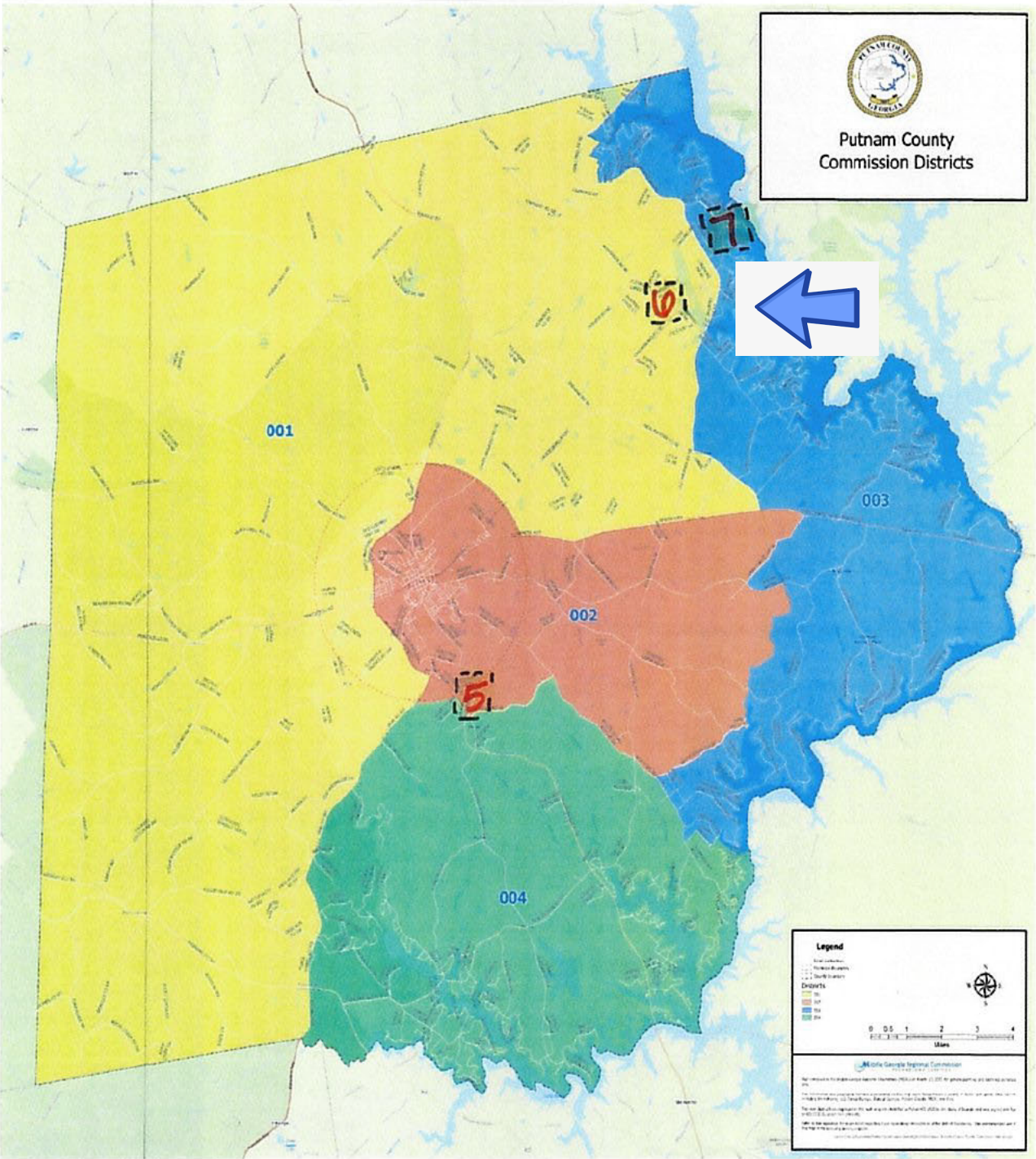
MAP 061

MAP SCALE: 1" = 400' SCALE RATIO: 1:4,800 DATE: MAY 2022

File Attachments for Item:

6. Request by Jeremy Crosby, agent for William B. Jones, to rezone 0.94 acres at 114 Briarpatch Road from R-2 to C-1 [Map 096B, Part of Parcel 063, District 1] (staff-P&D)

Applicant is requesting to withdraw without prejudice.



[Redacted]

6. Request by **Jeremy Crosby, agent for William B. Jones** to rezone 0.94 acres at 114 Briarpatch Road from R-2 to C-1. [Map 096B, Part of Parcel 063, District 1].*

[Redacted]



PUTNAM COUNTY PLANNING & DEVELOPMENT

117 Putnam Drive, Suite B ♦ Eatonton, GA 31024

Tel: 706-485-2776 ♦ 706-485-0552 fax ♦ www.putnamcountyga.us

Staff Recommendations

Thursday, June 2, 2022, ♦ 6:30 PM

Putnam County Administration Building – Room 203

TO: Board of Commissioners

FROM: Lisa Jackson

RE: Staff Recommendation for Public Hearing Agenda on 6/2/2022

Requests

6. Request by **Jeremy Crosby, agent for William B. Jones** to rezone 0.94 acres at 114 Briarpatch Road from R-2 to C-1. [Map 096B, Part of Parcel 063, District 1]. * **Applicant is requesting to withdraw without prejudice.**

Staff recommendation is for approval to withdraw without prejudice at 114 Briarpatch Road [Map 096B, 063, District 3].

The Planning & Zoning Commission's recommendation is for approval to withdraw without prejudice at 114 Briarpatch Road [Map 096B, 063, District 3].





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Tel: 706-485-2776 ♦ 706-485-0552 fax ♦ www.putnamcountyga.us

APPLICATION FOR REZONING

REZONING

APPLICATION NO. 2022-00400

DATE: 2-22-22

MAP 096B

PARCEL 063

ZONING DISTRICT R-2

1. Owner Name: William B. Jones

2. Applicant Name (If different from above): JPC Design and Const. LLC, Jeremy Crosby

3. Mailing Address: P.O. Box 710, Jackson GA 30233

4. Email Address: jcrosby@jonespetroleum.com

5. Phone: (home) _____ (office) 770-775-2386 (cell) [REDACTED]

6. The location of the subject property, including street number, if any: #114 Briarpatch Rd.

7. The area of land proposed to be rezoned (stated in square feet if less than one acre): 0.94 AC

8. The proposed zoning district desired: C-1

9. The purpose of this rezoning is (Attach Letter of Intent) New Boat Storage Building

10. Present use of property: residential Desired use of property: Commercial

11. Existing zoning district classification of the property and adjacent properties:
Existing: residential C-1
North: residential South: Commercial East: Lake West: residential

12. Copy of warranty deed for proof of ownership and if not owned by applicant, please attach a signed and notarized letter of agency from each property owner for all property sought to be rezoned.

13. Legal description and recorded plat of the property to be rezoned.

14. The Comprehensive Plan Future Land Use Map category in which the property is located. (If more than one category applies, the areas in each category are to be illustrated on the concept plan. See concept plan insert.): _____

15. A detailed description of existing land uses: Existing land use is residential with a single family home on the property.

16. Source of domestic water supply: well _____, community water _____, or private provider .
If source is not an existing system, please provide a letter from provider.

RECEIVED FEB 24 2022 *[Signature]*



PUTNAM COUNTY PLANNING & DEVELOPMENT

117 Putnam Drive, Suite B ♦ Eatonton, GA 31024

Tel: 706-485-2776 ♦ 706-485-0552 fax ♦ www.putnamcountyga.us

- 17. Provision for sanitary sewage disposal: septic system _____, or sewer . If sewer, please provide name of company providing same, or, if new development, provide a letter from sewer provider.
- 18. Complete attachment of Disclosure of Campaign Contributions Form by the applicant and/or the applicant's attorney as required by the Georgia Conflict of Interest in Zoning Act (O.C.G.A. 36-67A).
- 19. The application designation, date of application and action taken on all prior applications filed for rezoning for all or part of the subject property. (Please attach on separate sheet.)
- 20. Proof that property taxes for the parcel(s) in question have been paid.
- 21. Concept plan.
 - If the application is for less than 25 single-family residential lots, a concept plan need not be submitted. (See attachment.)
 - A concept plan may be required for commercial development at director's discretion
- 22. Impact analysis.
 - If the application is for less than 25 single-family residential lots, an impact analysis need not be submitted. (See attachment.)
 - An Impact analysis (including a traffic study) is required when rezoning from residential zoned or used property to commercial or industrial districts.

THE ABOVE STATEMENTS AND ACCOMPANYING MATERIALS ARE COMPLETE AND ACCURATE. APPLICANT HEREBY GRANTS PERMISSION FOR PLANNING AND DEVELOPMENT PERSONNEL OR ANY LEGAL REPRESENTATIVE OF PUTNAM COUNTY TO ENTER UPON AND INSPECT THE PROPERTY FOR ALL PURPOSES ALLOWED AND REQUIRED BY THE PUTNAM COUNTY CODE OF ORDINANCES.

[Signature] 2/17/22
Signature (Property Owner) (Date)

[Signature] 2-17-22
Signature (Applicant) (Date)

[Signature]
Notary Public



[Signature]
Notary Public



Office Use	
Paid: \$ <u>275.00</u> (cash) _____ (check) <u>10314</u> (credit card) _____	
Receipt No. _____	Date Paid: <u>2/24/22</u>
Date Application Received: <u>2/24/22</u>	
Reviewed for completeness by: <u>Ketara Williams</u>	
Date of BOC hearing: _____	Date submitted to newspaper: _____
Date sign posted on property: _____	Picture attached: yes _____ no _____

RECEIVED FEB 24 2022 [Signature]

JPC Design and Construction, LLC
264 Alabama Boulevard
P.O. 710
Jackson, Georgia 30233

2/22/22

Ms. Lisa Jackson, Director
Putnam County Planning and Development
117 Putnam Drive, Suite B
Eatonton, Georgia 31024

RE: Letter of Intent for Rezoning, William B. Jones 0.94 acres at 114 Briarpatch Road, Putnam County, Georgia. Tax Parcel number: 096B 063.

Ms. Jackson

Please accept this Letter of Intent on behalf of Mr. William B. Jones and JPC Design and Construction, LLC. We are requesting rezoning on 0.94 acres zoned R-2 located at 114 Briarpatch Road. The properties current use is single family residential. Adjacent zoning to the property are C-1 to the south (existing Fish Tale Marina), and R-2 to the north and west. Lake Oconee is to the east.

We are asking for 0.94 acres to be zoned C-1 similar to the existing property to the south in order for a third boat storage facility to be constructed.

The third boat storage facility will be built in identical fashion to the second facility. The building will be approximately 14,500 sq. ft. total. Interior parking and access in and out of the facility will be from the existing Fish Tale Marina. There will be no additional driveways onto Briarpatch Road.

There will be a 50' buffer to the north where property is zoned R-2, as well as a setback from Lake Oconee of 109+ feet to the water.

We have included a concept plan in the rezoning package that shows these items.

The proposed use is compatible with the stated purpose of the zoning district requested, and is suitable in view of the zoning and development of adjacent and nearby properties.

RECEIVED FEB 24 2022 *dkw*

The proposed use should not affect the existing use, value or usability of adjacent or nearby property. The use is consistent with the comprehensive plan and could be used as currently zoned but can also be used as expansion for the boat storage facility, as it is right next door.

The use will not be burdensome to public facilities as there will be no water or sewer use in the proposed building, only storage. Streets will not be impacted due to the fact that interior access will be used from the existing Fish Tale Marina. Police and Fire protection should remain the same for the entire property.

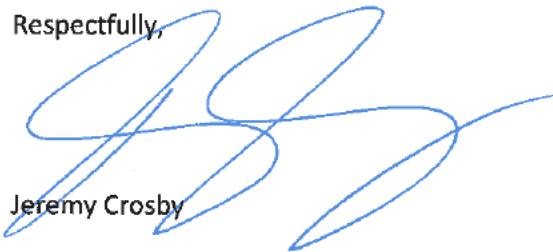
Finally, proposed use should not affect the Comprehensive Plan, surrounding zoning or properties, and should reflect a balance between the promotion of the public health, safety, and reasonable private use of the subject property.

A traffic impact analysis is not needed in this request, as we are a boat storage facility using existing driveways and there is no new access onto the public street.

All environmental surrounding areas will be protected as well. Topography of the site drains to the lake, and appropriate development measures will be taken to control erosion on site.

We thank you for your consideration in this matter.

Respectfully,



Jeremy Crosby

JPC Design and Construction, LLC

Jones Petroleum, Inc.

DOC# 004063
FILED IN OFFICE
10/18/2012 09:22 AM
BK:763 PG:529-530
SHEILA H. PERRY
CLERK OF COURT
PUTNAM COUNTY *SKM*
Sheila H. Perry

REAL ESTATE TRANSFER T
AX
PAID: \$255.00

PT61-117-2012-001462

SWWW FILE NO. 712012.0182
POLICY TYPE: Owner's

Return to: Smith, Welch, Webb & White, LLC
117 Brookwood Avenue
Jackson, Georgia 30233
(770)775-3188

WARRANTY DEED

STATE OF GEORGIA, Butts COUNTY.

IN CONSIDERATION OF THE SUM OF ONE DOLLAR AND OTHER CONSIDERATIONS----- to us' paid, we, JIM L. WARREN AND LINDA WARREN, of the County of Putnam, do hereby sell and convey unto WILLIAM B. JONES, of the County of Butts, his heirs and assigns, a tract or parcel of land, which is described as follows:

ALL THAT TRACT OR PARCEL OF LAND LYING AND BEING IN THE 389TH DISTRICT, G.M., PUTNAM COUNTY, GEORGIA, CONTAINING .94 ACRE, MORE OR LESS, DESIGNATED AS LOT 22 OF TAR-BABY ESTATES SUBDIVISION, AS SHOWN ON THAT CERTAIN PLAT OF SURVEY PREPARED BY ALLAN C. BRITTAIN, R.L.S., DATED APRIL 10, 1979, RECORDED IN PLAT BOOK 9, PAGE 154, IN THE OFFICE OF THE CLERK OF SUPERIOR COURT, PUTNAM COUNTY, GEORGIA, WHICH SAID PLAT IS INCORPORATED HEREIN BY REFERENCE. SAID PROPERTY IS BOUNDED AS FOLLOWS: NORTH BY LOT 23 OF SAID SUBDIVISION; EAST BY LAKE OCONEE; SOUTH BY LOT 21 OF SAID SUBDIVISION; AND WEST BY BRIAN PATCH ROAD.

RECEIVED FEB 24 2022 *SKM*

THE ABOVE DESCRIBED PROPERTY IS CONVEYED SUBJECT TO ALL EASEMENTS AND RESTRICTIVE COVENANTS OF RECORD, IF ANY.

TO HAVE AND TO HOLD said land and appurtenances unto said WILLIAM B. JONES, his heirs, executors, administrators, and assigns, in fee simple.

We warrant the title to said land against the lawful claims of all persons.

In Witness Whereof, we have hereunto set our hand and affixed our seal this the 6th day of April, 2012.

Jim L. Warren (SEAL)
JIM L. WARREN

Linda Warren (SEAL)
LINDA WARREN

Signed, sealed and delivered in the presence of:

Shelia Millwood
unofficial witness

Amy S. Holder (SEAL)
Notary Public
My Commission expires:
12-14-12



RECEIVED FEB 24 2022 *kw*



PUTNAM COUNTY PLANNING & DEVELOPMENT

117 Putnam Drive, Suite B ♦ Eatonton, GA 31024

Tel: 706-485-2776 ♦ 706-485-0552 fax ♦ www.putnamcountyga.us

DISCLOSURE OF APPLICANT'S CAMPAIGN CONTRIBUTION

The *Putnam County Code of Ordinances*, Section 66-167(c) states as follows:

“When any applicant or his attorney for a rezoning action has made, within two years immediately preceding the filing of that applicant’s application for the rezoning action, campaign contributions aggregating \$250.00 or more to a local government official who will consider the application, it shall be the duty of the applicant to file a disclosure report with the governing authority of the respective local government showing:

a. The name and official position of the local government official to whom the campaign contribution was made; and

b. The dollar amount and description of each campaign contribution made by the applicant to the local government official during the two years immediately preceding the filing of the application for the rezoning action and the date of each such contribution. The disclosures required by this section shall be filed within ten days after an application for the rezoning action is first filed.”

1. Name: _____

2. Address: _____

N/A

3. Have you given contributions that aggregated \$250.00 or more within two years immediately preceding the filing of the attached application to a candidate that will hear the proposed application? _____ Yes No _____ If yes, who did you make the contributions to? : _____

Signature of Applicant: _____

Date: ____/____/____

 2-17-22

RECEIVED FEB 24 2022 

DESCRIPTION	TAX AMOUNT	EXEMPTION	MILLAGE
FAIR MARKET VALUE	\$312,887		
COUNTY	\$966.20	\$0.00	7.72
SCHOOL	\$1,864.81	\$0.00	14.9
SPEC SERV	\$20.65	\$0.00	0.165

ORIGINAL TAX DUE
\$2,851.66
INTEREST
COLLECTION COST
FIFA CHARGE
PENALTY
TOTAL PAID
\$2,851.66
TOTAL DUE
\$0.00

TO JONES WILLIAM B
P O BOX 933
JACKSON, GA 30233

FROM Putnam County Tax Commissioner
100 South Jefferson Ave Suite 207
Eatonton, GA 31024-1061
(706) 485-5441



Date Paid: 12/2/2021



Scan this code
with your mobile
phone to view this
bill

INTERNET TAX RECEIPT

RECEIVED FEB 24 2022 *KW*

JPC Design and Construction, LLC
264 Alabama Boulevard
P.O. 710
Jackson, Georgia 30233

3/8/22

Ms. Lisa Jackson, Director
Putnam County Planning and Development
117 Putnam Drive, Suite B
Eatonton, Georgia 31024

RE: Impact Analysis for Rezoning, William B. Jones 0.94 acres at 114 Briarpatch Road, Putnam County, Georgia. Tax Parcel number: 096B 063.

Ms. Jackson

Please accept this letter as an Impact Analysis on behalf of Mr. William B. Jones and JPC Design and Construction, LLC. We are requesting rezoning on 0.94 acres zoned R-2 located at 114 Briarpatch Road. The properties current use is single family residential. Adjacent zoning to the property are C-1 to the south (existing Fish Tale Marina), and R-2 to the north and west. Lake Oconee is to the east.

We are asking for 0.94 acres to be zoned C-1 similar to the existing property to the south in order for a third boat storage facility to be constructed.

Interior parking and access in and out of the facility will be from the existing Fish Tale Marina and Marathon Convenience Store. There will be no additional driveways onto Briarpatch Road.

A traffic impact analysis is not needed in this request, as we are a boat storage facility using existing driveways and there is no new access onto the public street. Also, the use will not be burdensome to other County facilities, as it will only store boats.

We thank you for your consideration in this matter.

Respectfully,


Jeremy Crosby, JPC Design and Construction, LLC

**TRAFFIC IMPACT STUDY
FOR
FISH TALE MARINA BOAT STORAGE BUILDING 3
ON SR 44 (GREENSBORO ROAD),
PUTNAM COUNTY, GEORGIA**



Prepared for:

***JPC Design and Construction LLC
PO Box 710
Jackson, GA 30233***

Prepared By:



A&R Engineering Inc.
2160 Kingston Court, Suite O
Marietta, GA 30067
Tel: (770) 690-9255 Fax: (770) 690-9210
www.areng.com

April 26, 2022
A & R Project # 22-061

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1.0 INTRODUCTION

The purpose of this study is to determine the traffic impact from the proposed boat storage facility located to the north of the intersection of SR 44 (Greensboro Road) at Briarpatch Road in Putnam County, Georgia. The traffic analysis evaluates the current operations and future conditions with the traffic generated by the development. The existing development consists of 34,212 square feet of boat storage facility and the proposed development will consist of 14,550 square feet of boat storage facility.



The development will access existing roadway at the following locations:

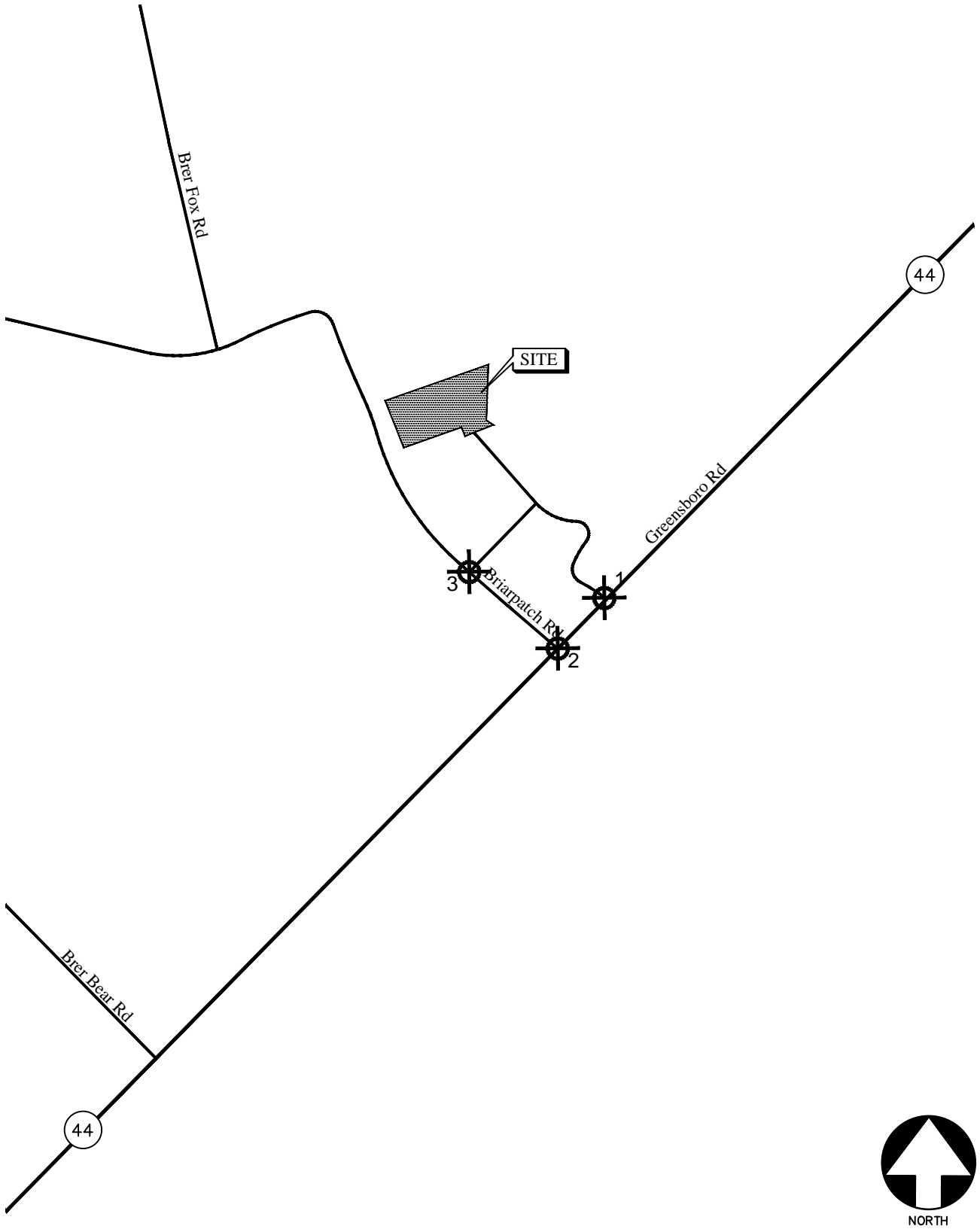
- Site Driveway 1 (Storage Driveway): Full-access driveway on Briarpatch Road
- Site Driveway 2 (Northern Driveway): Full-access driveway on SR 44 (Greensboro Road)

The AM and PM peak hours have been analyzed in this study. This study includes the evaluation of traffic operations at the intersections of:

- Briarpatch Road at existing Site Driveway 1 (Storage Driveway)
- SR 44 (Greensboro Road) at existing Site Driveway 2 (Northern Driveway)
- SR 44 (Greensboro Road) at Briarpatch Road

Recommendations to improve traffic operations have been identified as appropriate and are discussed in detail in the following sections of the report. The location of the development and the surrounding roadway network is shown in Figure 1.

⊕ Study Intersection



LOCATION MAP

FIGURE 1

A&R Engineering Inc.

2.0 EXISTING FACILITIES / CONDITIONS

2.1 Roadway Facilities

The following is a brief description of each of the roadway facilities located in proximity to the site:

2.1.1 SR 44 (Greensboro Road)

SR 44 (Greensboro Road) is a north-south, two-lane undivided roadway with a posted speed limit of 45 mph in the vicinity of the site. Georgia Department of Transportation (GDOT) traffic counts (Station ID's 237-0145 and 237-0143, between Harmony Road and SR 16) indicate that the daily traffic volume on SR 44 (Greensboro Road) in 2019 was 5,910 vehicles per day, northeast of Loch Way and 5,940 vehicles per day, southwest of North Wesley Chapel Road. GDOT classifies SR 44 (Greensboro Road) as a Rural Minor Arterial roadway.

2.1.2 Briarpatch Road

Briarpatch Road is an east-west, two-lane, undivided roadway with a posted speed limit of 25 mph in the vicinity of the site.

3.0 STUDY METHODOLOGY

In this study, the methodology used for evaluating traffic operations at each of the subject intersections is based on the criteria set forth in the Transportation Research Board’s Highway Capacity Manual, 6th edition (HCM 6). Synchro software, which utilizes the HCM methodology, was used for the analysis. The following is a description of the methodology employed for the analysis of unsignalized and signalized intersections.

3.1 Unsignalized Intersections

For unsignalized intersections controlled by a stop sign on minor streets, the level-of-service (LOS) for motor vehicles with controlled movements is determined by the computed control delay according to the thresholds stated in Table 1 below. LOS is determined for each minor street movement (or shared movement), as well as major street left turns. LOS is not defined for the intersection as a whole or for major street approaches. The LOS of any controlled movement which experiences a volume to capacity ratio greater than 1 is designated as “F” regardless of the control delay.

Control delay for unsignalized intersections includes initial deceleration delay, queue move-up time, stopped delay, and final acceleration delay. Several factors affect the control delay for unsignalized intersections, such as the availability and distribution of gaps in the conflicting traffic stream, critical gaps, and follow-up time for a vehicle in the queue.

Level-of-service is assigned a letter designation from “A” through “F”. Level-of-service “A” indicates excellent operations with little delay to motorists, while level-of-service “F” exists when there are insufficient gaps of acceptable size to allow vehicles on the side street to cross the main road without experiencing long total delays.

TABLE 1 — LEVEL-OF-SERVICE CRITERIA FOR UNSIGNALIZED INTERSECTIONS		
Control Delay (sec/vehicle)	LOS by Volume-to-Capacity Ratio*	
	v/c ≤ 1.0	v/c ≥ 1.0
≤ 10	A	F
> 10 and ≤ 15	B	F
> 15 and ≤ 25	C	F
> 25 and ≤ 35	D	F
> 35 and ≤ 50	E	F
> 50	F	F

*The LOS criteria apply to each lane on a given approach and to each approach on the minor street. LOS is not calculated for major-street approaches or for the intersection.

Source: Highway Capacity Manual, 6th edition, Exhibit 20-2 *LOS Criteria: Motorized Vehicle Mode*

3.2 Signalized Intersections

According to HCM procedures, LOS can be calculated for the entire intersection, each intersection approach, and each lane group. HCM uses control delay alone to characterize LOS for the entire intersection or an approach. Control delay per vehicle is composed of initial deceleration delay, queue

move-up time, stopped delay, and final acceleration delay. Both control delay and volume-to-capacity ratio is used to characterize LOS for a lane group. A volume-to-capacity ratio of 1.0 or more for a lane group indicates failure from capacity perspective. Therefore, such a lane group is assigned LOS F regardless of the amount of control delay.

Table 2 below summarizes the LOS criteria from HCM for motorized vehicles at signalized intersection.

TABLE 2 – LEVEL-OF-SERVICE CRITERIA FOR SIGNALIZED INTERSECTIONS		
Control Delay (sec/vehicle)*	LOS for Lane Group by Volume-to-Capacity Ratio*	
	v/c ≤ 1.0	v/c ≥ 1.0
≤ 10	A	F
> 10 and ≤ 20	B	F
> 20 and ≤ 35	C	F
> 35 and ≤ 55	D	F
> 55 and ≤ 80	E	F
> 80	F	F

*For approach-based and intersection wide assessments, LOS is defined solely by control delay

Source: Highway Capacity Manual, 6th edition, Exhibit 19-8 *LOS Criteria: Motorized Vehicle Mode*

LOS A is typically assigned when the volume-to-capacity (v/c) ratio is low and either progression is exceptionally favorable, or the cycle length is very short. LOS B is typically assigned when the v/c ratio is low and either progression is highly favorable, or the cycle length is short. However, more vehicles are stopped than with LOS A. LOS C is typically assigned when progression is favorable, or the cycle length is moderate. Individual *cycle failures* (one or more queued vehicles are not able to depart because of insufficient capacity during the cycle) may begin to appear at this level. Many vehicles still pass through the intersection without stopping, but the number of vehicles stopping is significant. LOS D is typically assigned when the v/c ratio is high and either progression is ineffective, or the cycle length is long. There are many vehicle-stops and individual cycle failures are noticeable. LOS E is typically assigned when the v/c ratio is high, progression is very poor, the cycle length is long, and individual cycle failures are frequent. LOS F is typically assigned when the v/c ratio is very high, progression is very poor, the cycle length is long, and most cycles fail to clear the queue.

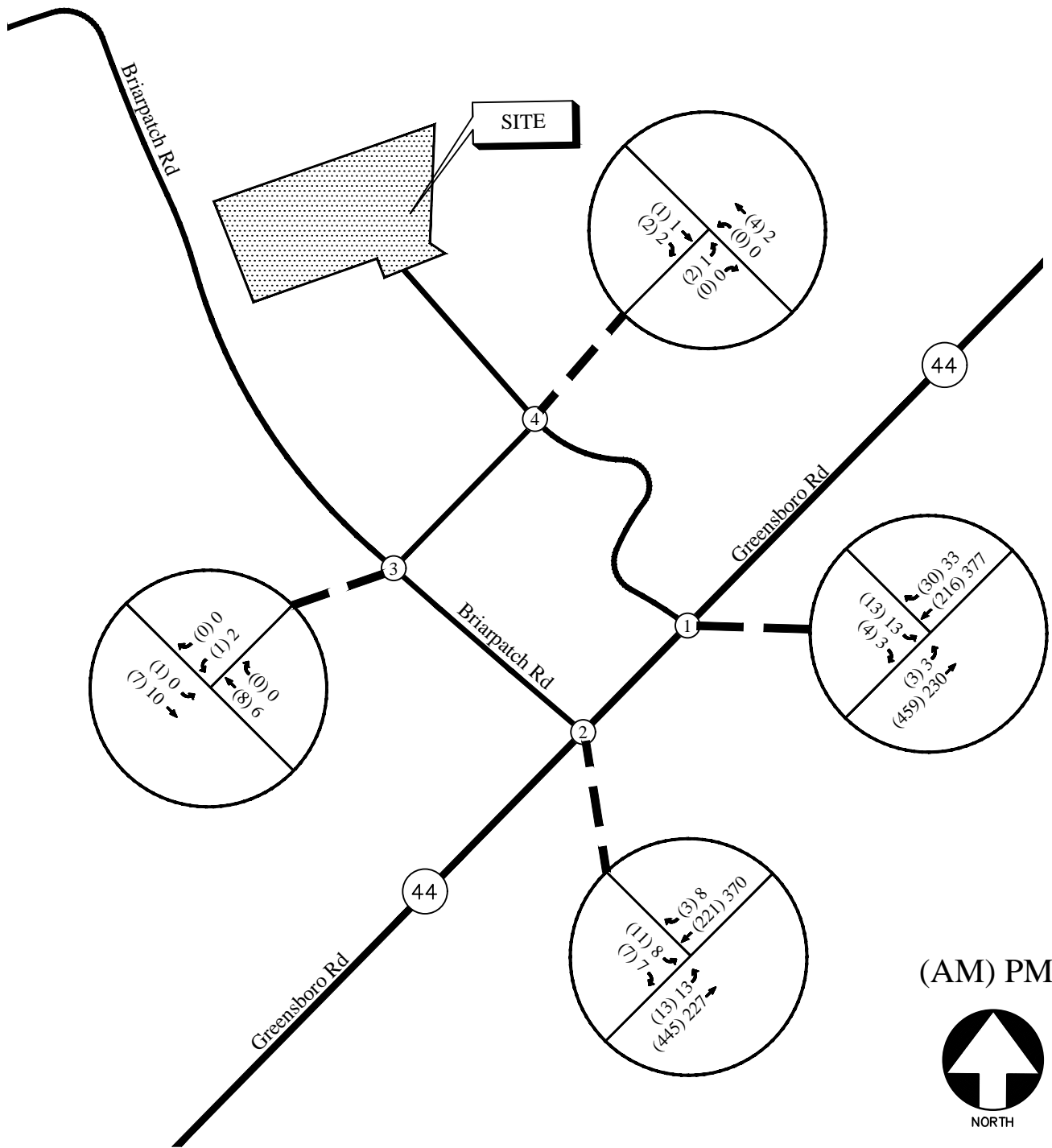
4.0 EXISTING 2022 TRAFFIC ANALYSIS

4.1 Existing Traffic Volumes

Existing traffic counts were obtained at the following study intersections:

- Briarpatch Road at existing Site Driveway 1 (Storage Driveway)
- SR 44 (Greensboro Road) at existing Site Driveway 2 (Northern Driveway)
- SR 44 (Greensboro Road) at Briarpatch Road

Turning movement counts were collected on Tuesday, March 29, 2022. All turning movement counts were recorded during the AM and PM peak hours between 7:00am to 9:00am and 4:00pm to 6:00pm, respectively. The four consecutive 15-minute interval volumes that summed to produce the highest volume at the intersections were then determined. These volumes make up the peak hour traffic volumes for the intersections counted and are shown in Figure 2.



EXISTING WEEKDAY PEAK-HOUR VOLUMES

FIGURE 2

A&R Engineering Inc.

4.2 Existing Traffic Operations

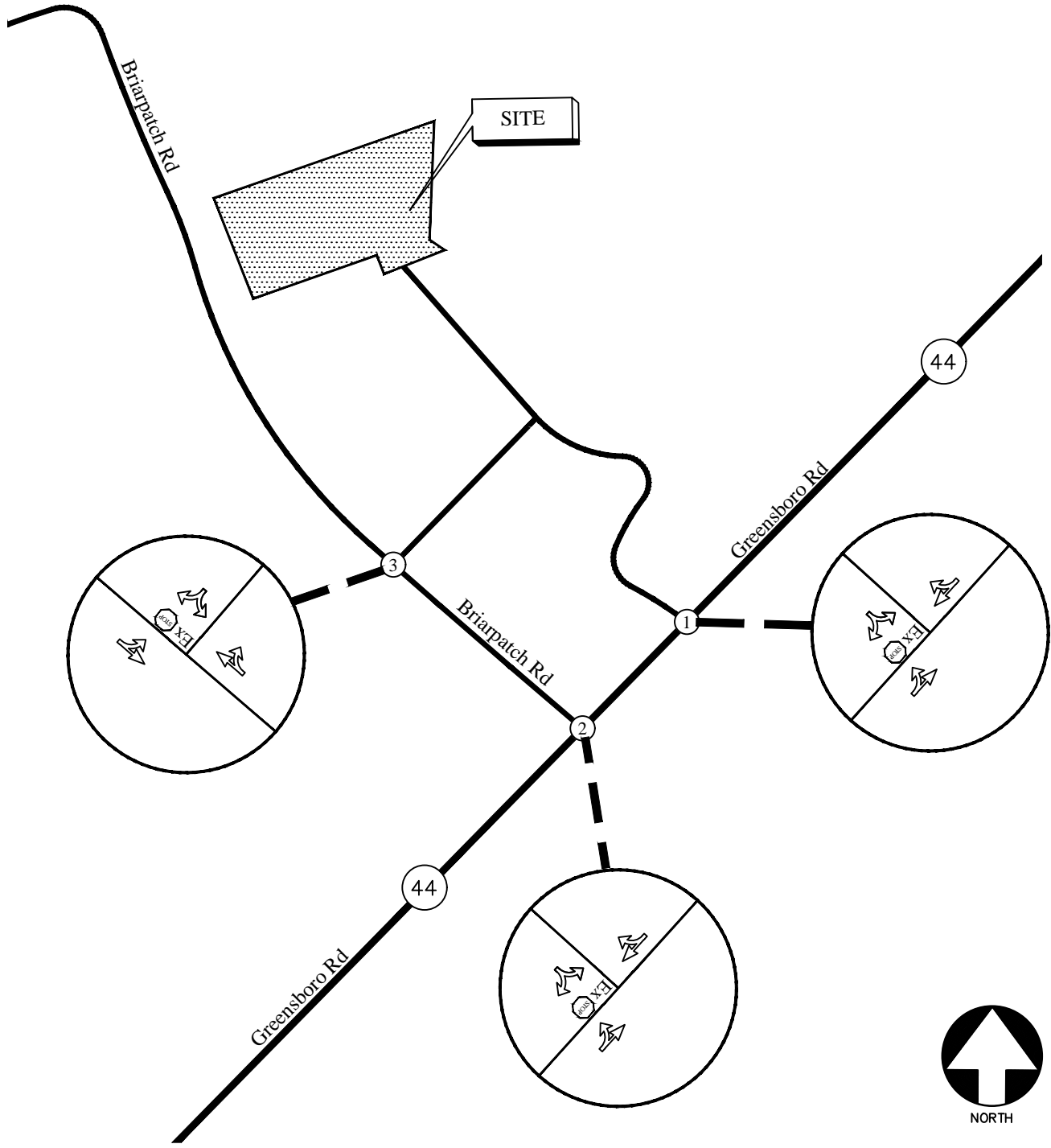
Existing 2022 traffic operations were analyzed at the study intersections in accordance with the HCM methodology. The results of the analyses are shown in Table 3. The existing traffic control and lane geometry for the intersections are shown in Figure 3.

TABLE 3 – EXISTING INTERSECTION OPERATIONS				
Intersection		Traffic Control	LOS (Delay)	
			AM Peak Hour	PM Peak Hour
1	<u>SR 44 (Greensboro Rd) @ Site Driveway 2 (Northern Driveway)</u>	Stop Controlled on Eastbound Approach	B (14.4)	B (13.6)
	-Eastbound Approach -Northbound Left		A (7.8)	A (8.3)
2	<u>SR 44 (Greensboro Rd) @ Briarpatch Rd</u>	Stop Controlled on Eastbound Approach	B (13.2)	B (12.6)
	-Eastbound Approach -Northbound Left		A (7.8)	A (8.2)
3	<u>Briarpatch Rd @ Site Driveway 1 (Storage Driveway)</u>	Stop Controlled on Southbound Approach	A (7.2)	A (0.0)
	-Eastbound Left -Southbound Approach		A (8.6)	A (8.6)

The results of existing traffic operations analysis indicate that all the unsignalized intersections are operating at level-of-service “B” or better in both the AM and PM peak hours.

LEGEND

- Existing Signed 51
- Existing Lane Geometry



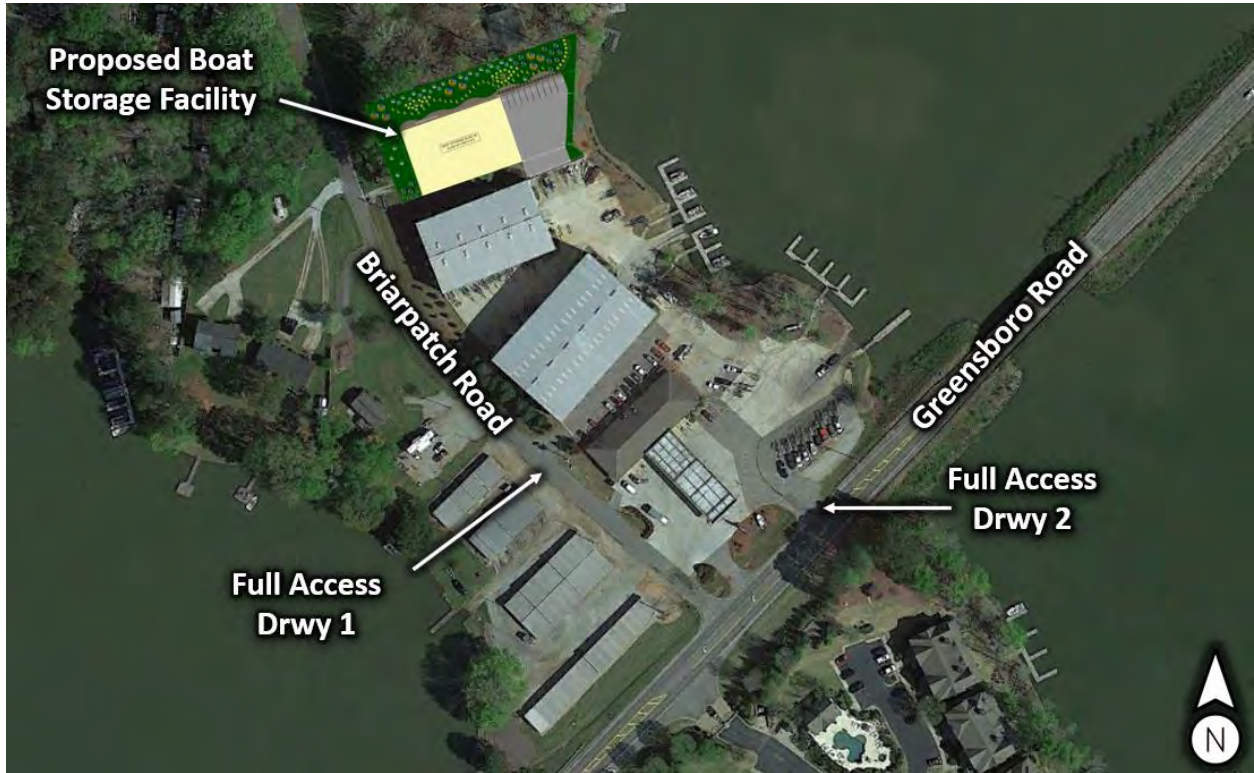
EXISTING TRAFFIC CONTROL AND LANE GEOMETRY

FIGURE 3

A&R Engineering Inc.

5.0 PROPOSED DEVELOPMENT

The existing development consists of 34,212 square feet of boat storage facility and the proposed development will consist of 14,550 square feet of boat storage facility.



The development will access existing roadway at the following locations:

- Site Driveway 1 (Storage Driveway): Full-access driveway on Briarpatch Road
- Site Driveway 2 (Northern Driveway): Full-access driveway on SR 44 (Greensboro Road)

A site plan is shown in Figure 4.



JPC DESIGN AND CONSTRUCTION, LLC
 FOR
 PUTNAM COUNTY, GA
 114 BRIARPATCH RD., EATONTON, GA 31024
 FISH TALE MARINA BOAT STORAGE BLDG. #3

ROWLAND
 ENGINEERING
 www.rowland-engineering.com
 318 Corporate Pkwy, Ste. 301
 Marietta, GA 31710
 (770) 421-7500 office
 (770) 421-7500 fax

PROJECT NO.	2150
DATE	02-23-2022
DESCRIPTION	CONCEPTUAL SITE PLAN
SHEET NO.	1 OF 1

02-23-2022

CONCEPTUAL SITE PLAN

1 OF 1



18/03/2022 10:34 AM FROM: JPC DESIGN AND CONSTRUCTION, LLC TO: ROWLAND ENGINEERING, INC. SUBJECT: CONCEPTUAL SITE PLAN FOR FISH TALE MARINA BOAT STORAGE BLDG. #3

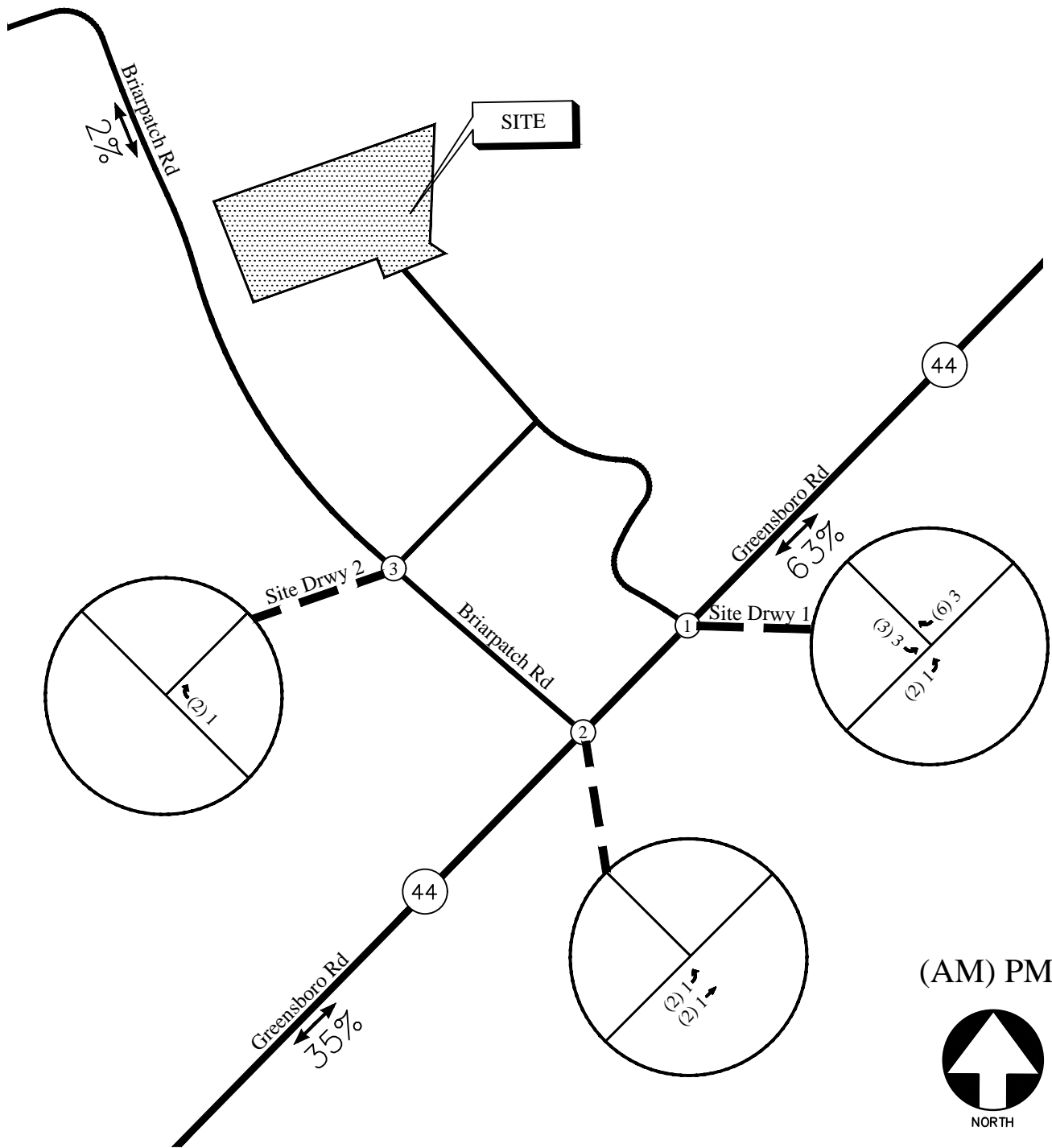
5.1 Trip Generation

Trip generation estimates for the project were based on ratio of the existing facility square footage to the new facilities to account for the additional storage. The calculated total trip generation for the proposed development is shown in Table 4.

TABLE 4 – TRIP GENERATION							
Land Use	Size	AM Peak Hour			PM Peak Hour		
		Enter	Exit	Total	Enter	Exit	Total
Existing Facility	34,212 sf	6	3	9	3	3	6
New Facility	14,550 sf	3	1	4	1	1	2
Total Facility	48,762 sf	9	4	13	4	4	8

5.2 Trip Distribution

The trip distribution describes how traffic arrives and departs from the site. An overall trip distribution was developed for the site based on a review of the existing travel patterns in the area and the locations of major roadways and highways that will serve the development. The site-generated peak hour traffic volumes, shown in Table 4, were assigned to the study area intersections based on this distribution. The outer-leg distribution and AM and PM peak hour new traffic generated by the site are shown in Figure 5.



TRIP DISTRIBUTION AND SITE-GENERATED WEEKDAY PEAK HOUR VOLUMES

FIGURE 5
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6.0 FUTURE 2024 TRAFFIC ANALYSIS

The future 2024 traffic operations are analyzed for the “Build” and “No-Build” conditions.

6.1 Future “No-Build” Conditions

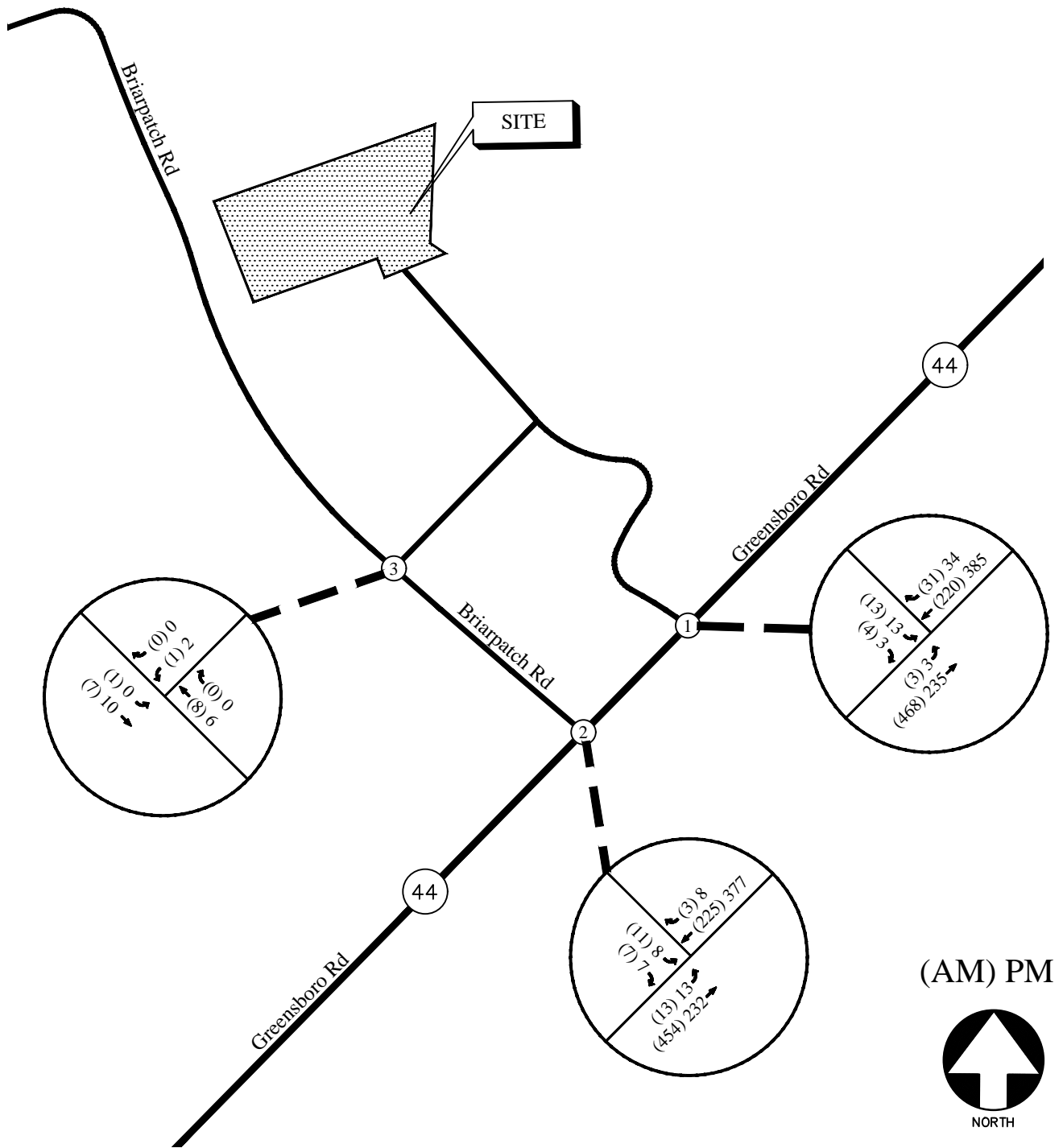
The “No-Build” (or background) conditions provide an assessment of how traffic will operate in the study horizon year without the study site being developed as proposed, with projected increases in through traffic volumes due to normal annual growth. The Future “No-Build” volumes consist of the existing traffic volumes (Figure 2) plus increase in annual growth of through traffic.

6.1.1 Annual Traffic Growth

In order to evaluate future traffic operations in this area, a projection of normal traffic growth was applied to the existing volumes. The Georgia Department of Transportation recorded average daily traffic volumes at several locations in the vicinity of the site. Reviewing the growth over the last three years revealed growth of approximately 1% in the area was used in the analysis. This growth factor was applied to the existing traffic volumes between collector and arterial roadways in order to estimate the future year traffic volumes prior to the addition of site-generated traffic. The resulting Future “No-Build” volumes on the roadway are shown in Figure 6.

6.2 Future “Build” Conditions

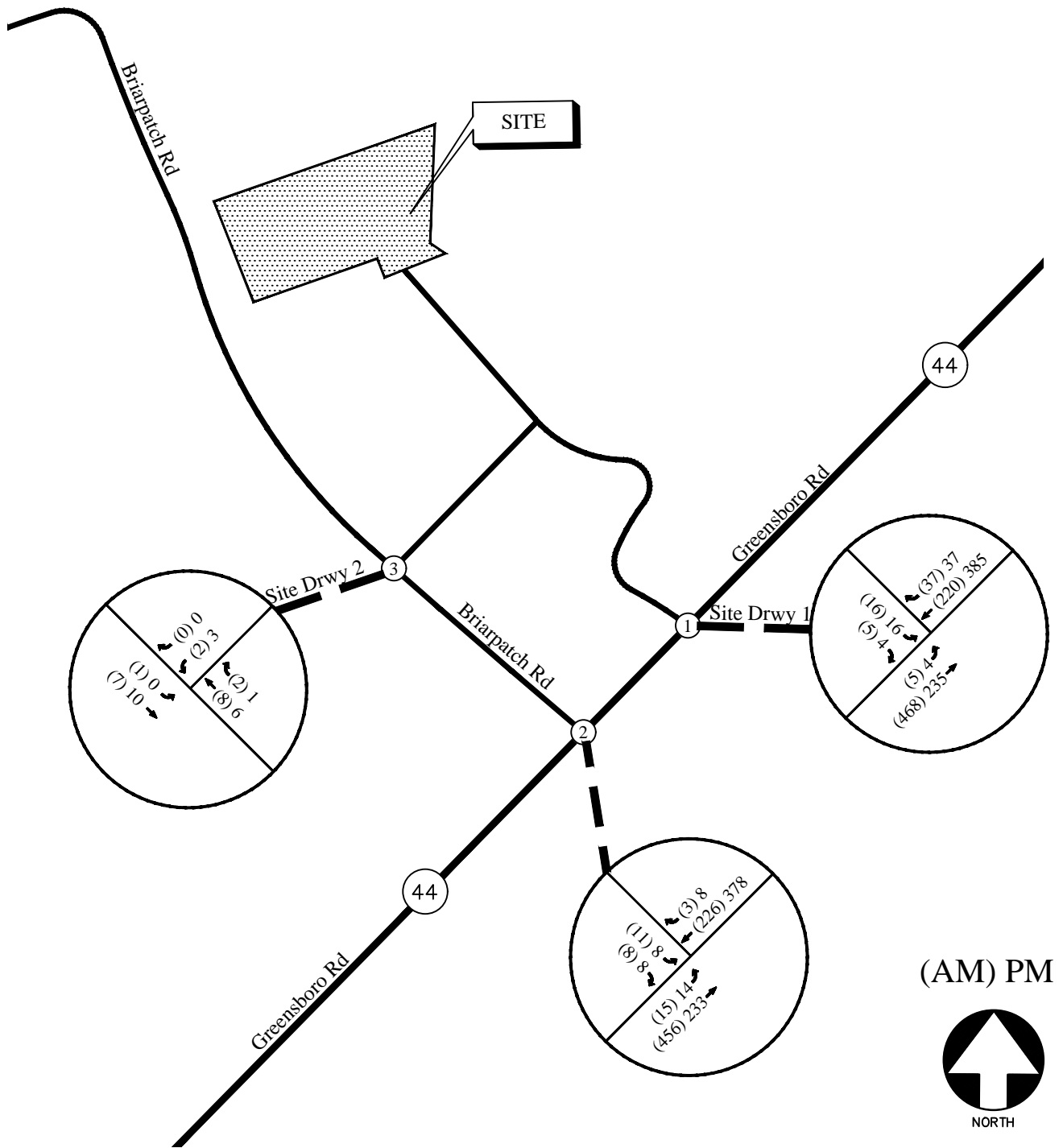
The “Build” or development conditions include the estimated background traffic from the “No-Build” conditions plus the added traffic from the proposed development. In order to evaluate future traffic operations in this area, the additional traffic volumes from the site (Figure 5) were added to base traffic volumes (Figure 6) to calculate the future traffic volumes after the construction of the development. These total future “Build” traffic volumes are shown in Figure 7.



FUTURE (NO-BUILD) WEEKDAY PEAK HOUR VOLUMES

FIGURE 6

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FUTURE (BUILD) WEEKDAY PEAK HOUR VOLUMES

FIGURE 7

A&R Engineering Inc.

6.3 Future Traffic Operations

The future “No-Build” and “Build” traffic operations were analyzed using the volumes in Figure 6 and Figure 7, respectively. The results of the future traffic operations analysis are shown below in Table 7. Recommendations on traffic control and lane geometry are shown graphically in Figure 8.

TABLE 7 – FUTURE INTERSECTION OPERATIONS					
Intersection		Future Condition: LOS (Delay)			
		NO-BUILD		BUILD	
		AM Peak	PM Peak	AM Peak	PM Peak
1	<u>SR 44 (Greensboro Rd) @ Site Driveway 2 (Northern Driveway)</u> -Eastbound Approach -Northbound Left	B (14.6)	B (13.8)	B (14.9)	B (13.9)
		A (7.8)	A (8.3)	A (7.9)	A (8.3)
2	<u>SR 44 (Greensboro Rd) @ Briarpatch Road</u> -Eastbound Approach -Northbound Left	B (13.3)	B (12.7)	B (13.2)	B (12.7)
		A (7.8)	A (8.2)	A (7.8)	A (8.2)
3	<u>Briarpatch Rd @ Site Driveway 1 (Storage Driveway)</u> -Eastbound Left -Southbound Approach	A (7.2)	A (0.0)	A (7.2)	A (0.0)
		A (8.6)	A (8.6)	A (8.6)	A (8.7)

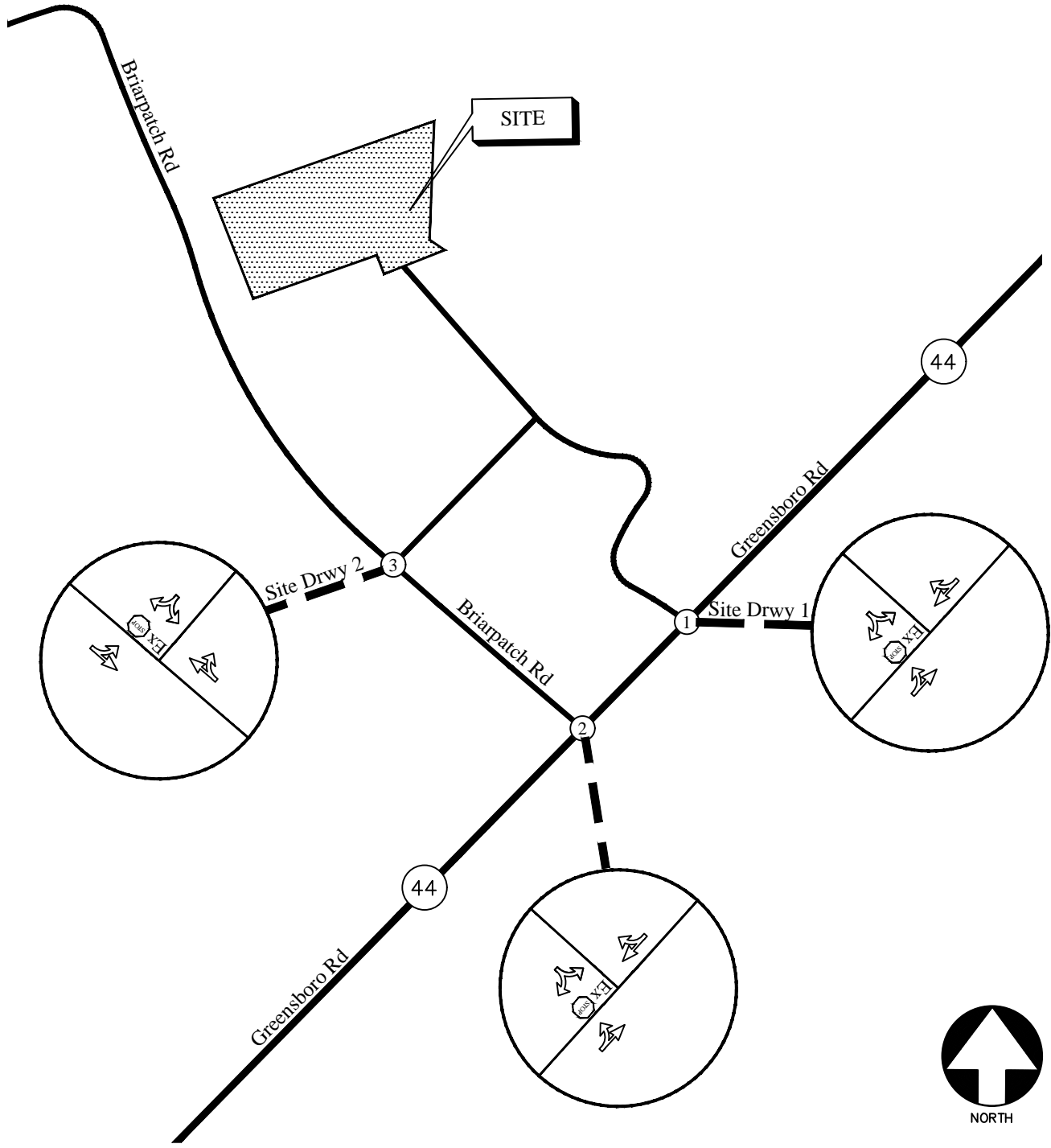
* Delay exceeds 300 seconds

After addition of site generated volumes to the “No-Build” condition, the “Build” condition traffic operations analysis indicates that all the unsignalized study intersections will operate at level of service “B” or better in both the AM and PM peak hours.

LEGEND

- Ex  Existing Signed Approach
-  Proposed Signed Approach
-  Existing Lane Geometry
-  Proposed Lane Geometry

60
y



FUTURE TRAFFIC CONTROL AND LANE GEOMETRY

FIGURE 8

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7.0 CONCLUSIONS AND RECOMMENDATIONS

Traffic impacts were evaluated for the boat storage facility located in the northwest of the intersection of SR 44 (Greensboro Road) at Briarpatch Road in Putnam County, Georgia. The existing development consists of 34,212 square feet of boat storage facility and the proposed development will consist of 14,550 square feet of boat storage facility development.

Existing and future operations after completion of the project were analyzed at the intersections of:

- Briarpatch Road at existing Site Driveway 1 (Storage Driveway)
- SR 44 (Greensboro Road) at existing Site Driveway 2 (Northern Driveway)
- SR 44 (Greensboro Road) at Briarpatch Road

The analysis included the evaluation of future traffic operations for “No-Build” and “Build” conditions, the differences between “No-Build” and “Build” accounts for increase in traffic due to the proposed development. The results of future traffic operations analysis indicate that all the study intersections will operate at level of service “B” or better in both the AM and PM peak hours. Based on the analysis, the proposed development will have minimal impact on traffic operations in the study network.

7.1 Recommendation for Site Access Configuration

The following improvements are recommended at the proposed site driveway intersections.

- Site Driveway 1 (Storage Driveway): Existing full access driveway on Briarpatch Road
 - One entering and one exiting lane.
 - Stop-sign controlled on the driveway approach with Briarpatch Road remaining free flow.
 - Confirm adequate sight distance per AASHTO standards

Appendix

- Existing Intersection Traffic Counts
- Linear Regression of Daily Traffic.....
- Existing Intersection Analysis.....
- Future “No-Build” Intersection Analysis
- Future “Build” Intersection Analysis
- Traffic Volume Worksheets

EXISTING INTERSECTION TRAFFIC COUNTS

A & R Engineering, Inc.

2160 Kingston Court, Suite 'O',
Marietta, GA 30067

TMC DATA
Briarpatch Rd @ Storage Drwy
7-9 am | 4-6 pm

File Name : 20220139
Site Code : 20220139
Start Date : 3/29/2022
Page No : 1

Groups Printed- Cars,Buses & Trucks

Start Time	Northbound				Storage Drwy Southbound				Briarpatch Rd Eastbound				Briarpatch Rd Westbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	0	0	0	0	0	0	0	0	1	0	1	0	1	0	1	2
*** BREAK ***																	
07:30 AM	0	0	0	0	0	0	0	0	0	2	0	2	0	1	0	1	3
07:45 AM	0	0	0	0	0	0	0	0	0	2	0	2	0	3	0	3	5
Total	0	0	0	0	0	0	0	0	0	5	0	5	0	5	0	5	10
08:00 AM	0	0	0	0	0	0	0	0	1	0	0	1	0	1	0	1	2
08:15 AM	0	0	0	0	0	0	0	0	0	2	0	2	0	2	0	2	4
08:30 AM	0	0	0	0	1	0	0	1	0	3	0	3	0	2	0	2	6
08:45 AM	0	0	0	0	1	0	0	1	0	1	0	1	0	2	1	3	5
Total	0	0	0	0	2	0	0	2	1	6	0	7	0	7	1	8	17
*** BREAK ***																	
04:00 PM	0	0	0	0	1	0	0	1	0	4	0	4	0	1	0	1	6
04:15 PM	0	0	0	0	0	0	0	0	0	4	0	4	0	3	0	3	7
04:30 PM	0	0	0	0	0	0	0	0	0	2	0	2	0	1	0	1	3
04:45 PM	0	0	0	0	1	0	0	1	0	0	0	0	0	1	0	1	2
Total	0	0	0	0	2	0	0	2	0	10	0	10	0	6	0	6	18
05:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	1	0	1	1
05:15 PM	0	0	0	0	0	0	1	1	0	2	0	2	0	2	0	2	5
05:30 PM	0	0	0	0	0	0	0	0	0	3	0	3	0	1	0	1	4
05:45 PM	0	0	0	0	0	0	0	0	0	1	0	1	0	1	1	2	3
Total	0	0	0	0	0	0	1	1	0	6	0	6	0	5	1	6	13
Grand Total	0	0	0	0	4	0	1	5	1	27	0	28	0	23	2	25	58
Apprch %	0	0	0	0	80	0	20	8.6	3.6	96.4	0	48.3	0	92	8	43.1	
Total %	0	0	0	0	6.9	0	1.7	8.6	1.7	46.6	0	48.3	0	39.7	3.4	43.1	

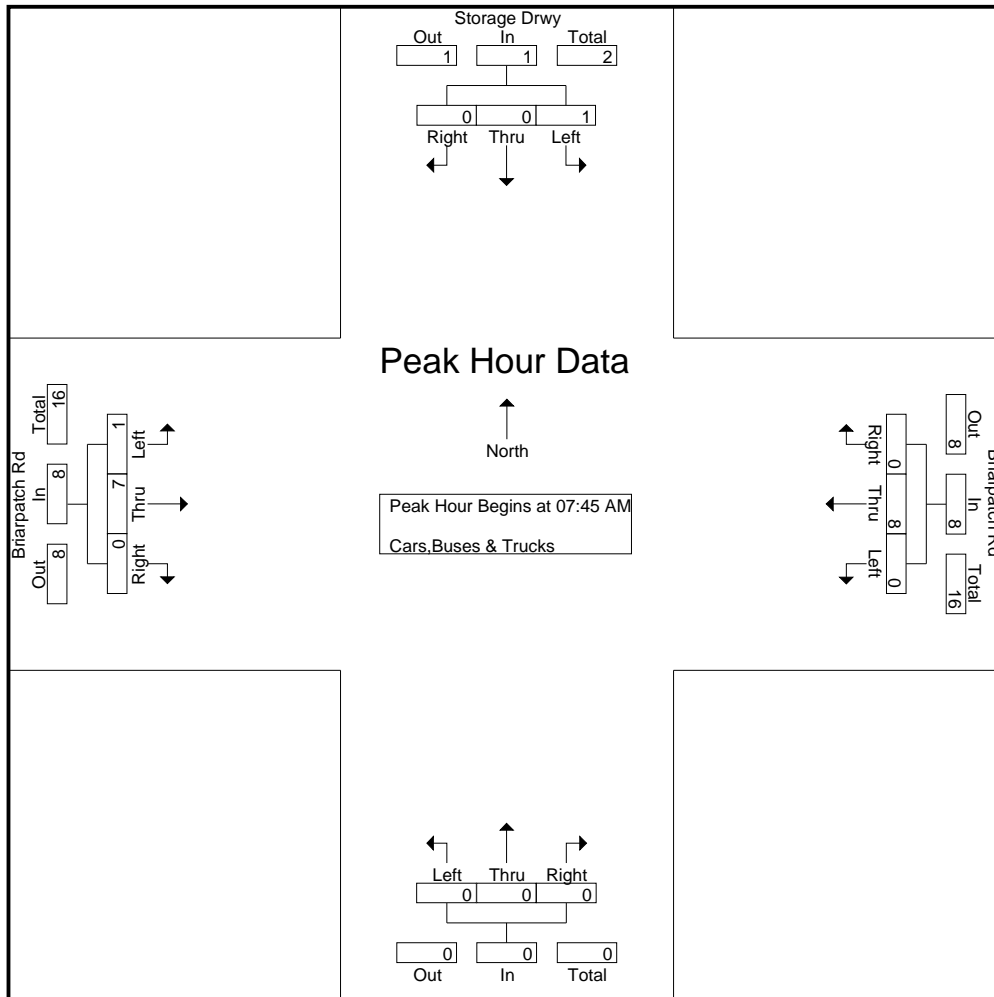
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	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	0	0	0	0	0	0	0	0	0	2	0	2	0	3	0	3	5
08:00 AM	0	0	0	0	0	0	0	0	1	0	0	1	0	1	0	1	2
08:15 AM	0	0	0	0	0	0	0	0	0	2	0	2	0	2	0	2	4
08:30 AM	0	0	0	0	1	0	0	1	0	3	0	3	0	2	0	2	6
Total Volume	0	0	0	0	1	0	0	1	1	7	0	8	0	8	0	8	17
% App. Total	0	0	0	0	100	0	0	100	12.5	87.5	0	100	0	100	0	100	
PHF	.000	.000	.000	.000	.250	.000	.000	.250	.250	.583	.000	.667	.000	.667	.000	.667	.708



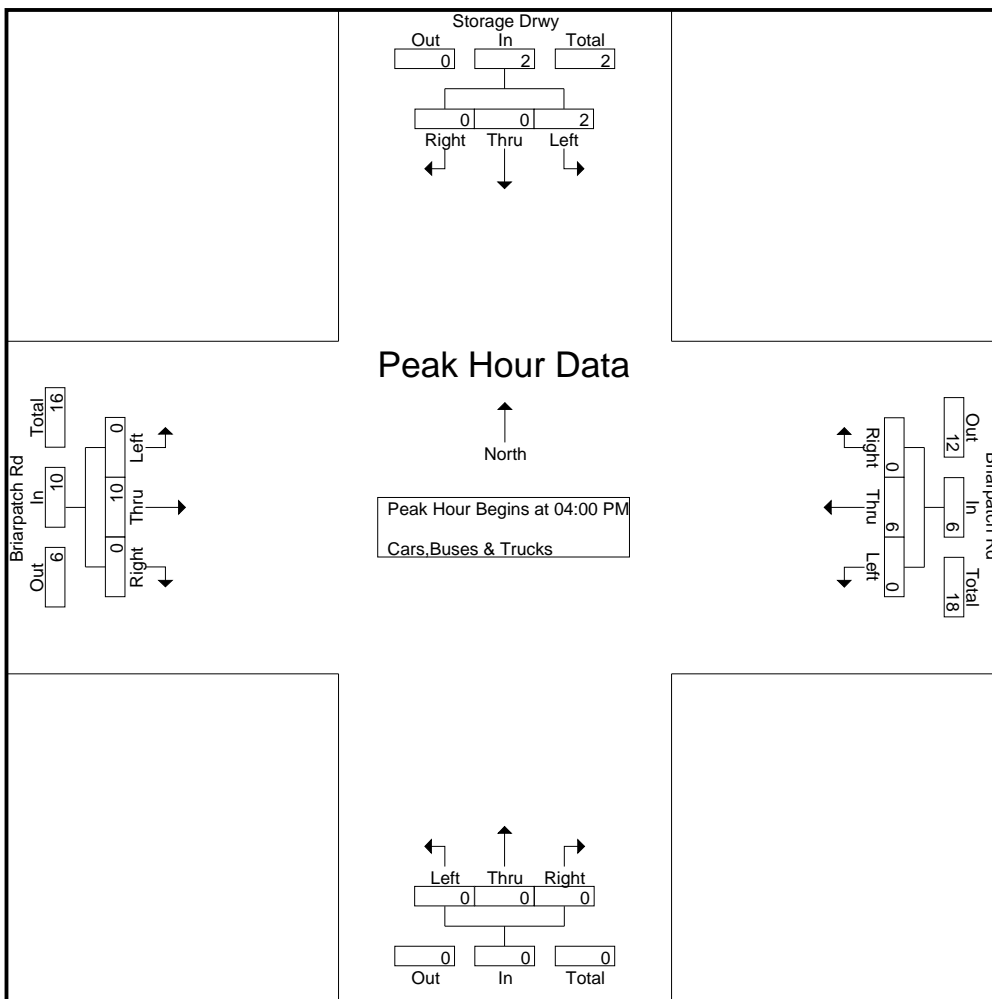
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	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	0	0	0	1	0	0	1	0	4	0	4	0	1	0	1	6
04:15 PM	0	0	0	0	0	0	0	0	0	4	0	4	0	3	0	3	7
04:30 PM	0	0	0	0	0	0	0	0	0	2	0	2	0	1	0	1	3
04:45 PM	0	0	0	0	1	0	0	1	0	0	0	0	0	1	0	1	2
Total Volume	0	0	0	0	2	0	0	2	0	10	0	10	0	6	0	6	18
% App. Total	0	0	0	0	100	0	0	100	0	100	0	100	0	100	0	100	
PHF	.000	.000	.000	.000	.500	.000	.000	.500	.000	.625	.000	.625	.000	.500	.000	.500	.643



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TMC DATA
SR 44 (Greensboro Rd) @ Briarpatch Rd
7-9 am | 4-6 pm

File Name : 20220140
Site Code : 20220140
Start Date : 3/29/2022
Page No : 1

Groups Printed- Cars,Buses & Trucks

Start Time	SR 44 (Greensboro Rd) Northbound				SR 44 (Greensboro Rd) Southbound				Briarpatch Rd Eastbound				Westbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	5	57	0	62	0	46	1	47	2	0	3	5	0	0	0	0	114
07:15 AM	2	68	0	70	0	77	0	77	2	0	3	5	0	0	0	0	152
07:30 AM	2	101	0	103	0	78	1	79	2	0	3	5	0	0	0	0	187
07:45 AM	6	123	0	129	0	32	1	33	3	0	1	4	0	0	0	0	166
Total	15	349	0	364	0	233	3	236	9	0	10	19	0	0	0	0	619
08:00 AM	3	153	0	156	0	34	1	35	4	0	0	4	0	0	0	0	195
08:15 AM	1	77	0	78	0	39	2	41	2	0	3	5	0	0	0	0	124
08:30 AM	3	84	0	87	0	43	1	44	4	0	0	4	0	0	0	0	135
08:45 AM	2	70	0	72	0	48	3	51	2	0	1	3	0	0	0	0	126
Total	9	384	0	393	0	164	7	171	12	0	4	16	0	0	0	0	580
*** BREAK ***																	
04:00 PM	2	58	0	60	0	76	1	77	2	0	2	4	0	0	0	0	141
04:15 PM	3	52	0	55	0	84	3	87	2	0	2	4	0	0	0	0	146
04:30 PM	2	54	0	56	0	86	1	87	1	0	1	2	0	0	0	0	145
04:45 PM	1	57	0	58	0	74	2	76	3	0	2	5	0	0	0	0	139
Total	8	221	0	229	0	320	7	327	8	0	7	15	0	0	0	0	571
05:00 PM	3	54	0	57	0	109	3	112	2	0	3	5	0	0	0	0	174
05:15 PM	5	61	0	66	0	103	2	105	1	0	1	2	0	0	0	0	173
05:30 PM	4	55	0	59	0	84	1	85	2	0	1	3	0	0	0	0	147
05:45 PM	3	54	0	57	0	71	2	73	2	0	2	4	0	0	0	0	134
Total	15	224	0	239	0	367	8	375	7	0	7	14	0	0	0	0	628
Grand Total	47	1178	0	1225	0	1084	25	1109	36	0	28	64	0	0	0	0	2398
Apprch %	3.8	96.2	0		0	97.7	2.3		56.2	0	43.8		0	0	0		
Total %	2	49.1	0	51.1	0	45.2	1	46.2	1.5	0	1.2	2.7	0	0	0	0	

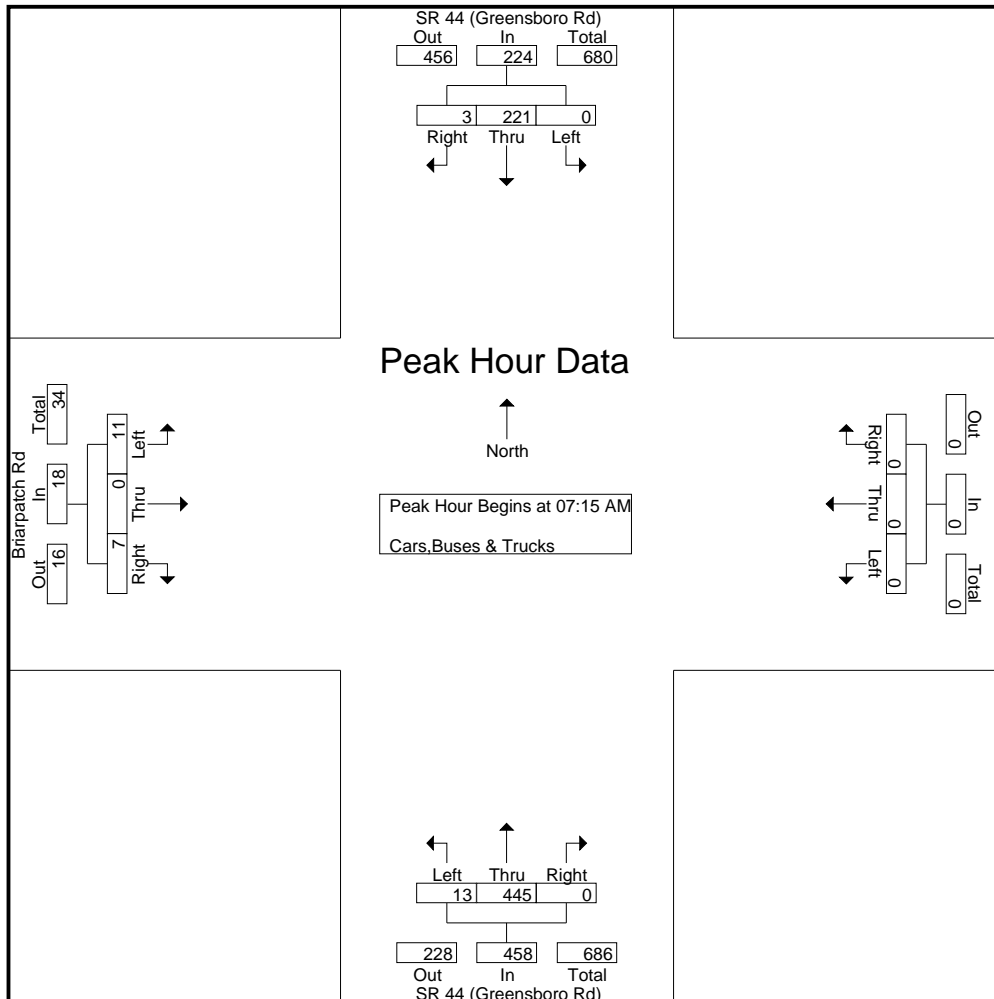
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	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	2	68	0	70	0	77	0	77	2	0	3	5	0	0	0	0	152
07:30 AM	2	101	0	103	0	78	1	79	2	0	3	5	0	0	0	0	187
07:45 AM	6	123	0	129	0	32	1	33	3	0	1	4	0	0	0	0	166
08:00 AM	3	153	0	156	0	34	1	35	4	0	0	4	0	0	0	0	195
Total Volume	13	445	0	458	0	221	3	224	11	0	7	18	0	0	0	0	700
% App. Total	2.8	97.2	0		0	98.7	1.3		61.1	0	38.9		0	0	0		
PHF	.542	.727	.000	.734	.000	.708	.750	.709	.688	.000	.583	.900	.000	.000	.000	.000	.897



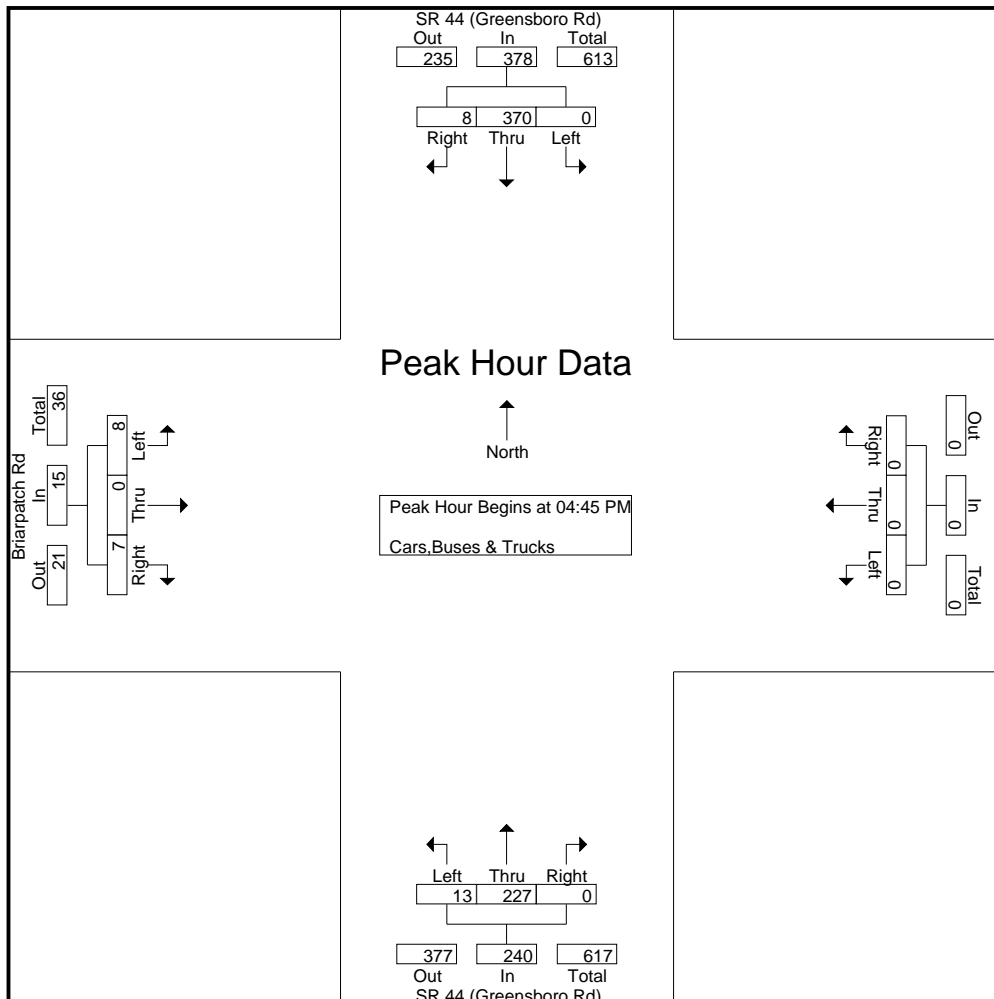
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	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	1	57	0	58	0	74	2	76	3	0	2	5	0	0	0	0	139
05:00 PM	3	54	0	57	0	109	3	112	2	0	3	5	0	0	0	0	174
05:15 PM	5	61	0	66	0	103	2	105	1	0	1	2	0	0	0	0	173
05:30 PM	4	55	0	59	0	84	1	85	2	0	1	3	0	0	0	0	147
Total Volume	13	227	0	240	0	370	8	378	8	0	7	15	0	0	0	0	633
% App. Total	5.4	94.6	0		0	97.9	2.1		53.3	0	46.7		0	0	0		
PHF	.650	.930	.000	.909	.000	.849	.667	.844	.667	.000	.583	.750	.000	.000	.000	.000	.909



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Groups Printed- Cars,Buses & Trucks

Start Time	SR 44 Greensboro Rd Northbound				SR 44 Greensboro Rd Southbound				Northern Drwy Eastbound				Westbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	2	61	0	63	0	44	8	52	2	0	0	2	0	0	0	0	117
07:15 AM	0	64	0	64	0	66	7	73	1	0	2	3	0	0	0	0	140
07:30 AM	0	102	0	102	0	81	10	91	3	0	0	3	0	0	0	0	196
07:45 AM	1	128	0	129	0	34	8	42	6	0	1	7	0	0	0	0	178
Total	3	355	0	358	0	225	33	258	12	0	3	15	0	0	0	0	631
08:00 AM	2	165	0	167	0	35	5	40	3	0	1	4	0	0	0	0	211
08:15 AM	5	78	0	83	0	39	2	41	6	0	0	6	0	0	0	0	130
08:30 AM	0	89	0	89	0	49	2	51	3	0	0	3	0	0	0	0	143
08:45 AM	0	71	0	71	0	50	4	54	1	0	1	2	0	0	0	0	127
Total	7	403	0	410	0	173	13	186	13	0	2	15	0	0	0	0	611
*** BREAK ***																	
04:00 PM	0	60	0	60	0	77	11	88	2	0	0	2	0	0	0	0	150
04:15 PM	1	53	0	54	0	86	10	96	2	0	1	3	0	0	0	0	153
04:30 PM	1	54	0	55	0	87	9	96	5	0	0	5	0	0	0	0	156
04:45 PM	1	59	0	60	0	75	6	81	3	0	1	4	0	0	0	0	145
Total	3	226	0	229	0	325	36	361	12	0	2	14	0	0	0	0	604
05:00 PM	1	55	0	56	0	111	9	120	4	0	1	5	0	0	0	0	181
05:15 PM	0	62	0	62	0	104	9	113	1	0	1	2	0	0	0	0	177
05:30 PM	0	57	0	57	0	82	4	86	1	0	3	4	0	0	0	0	147
05:45 PM	0	56	0	56	0	71	5	76	2	0	2	4	0	0	0	0	136
Total	1	230	0	231	0	368	27	395	8	0	7	15	0	0	0	0	641
Grand Total	14	1214	0	1228	0	1091	109	1200	45	0	14	59	0	0	0	0	2487
Apprch %	1.1	98.9	0		0	90.9	9.1		76.3	0	23.7		0	0	0		
Total %	0.6	48.8	0	49.4	0	43.9	4.4	48.3	1.8	0	0.6	2.4	0	0	0	0	

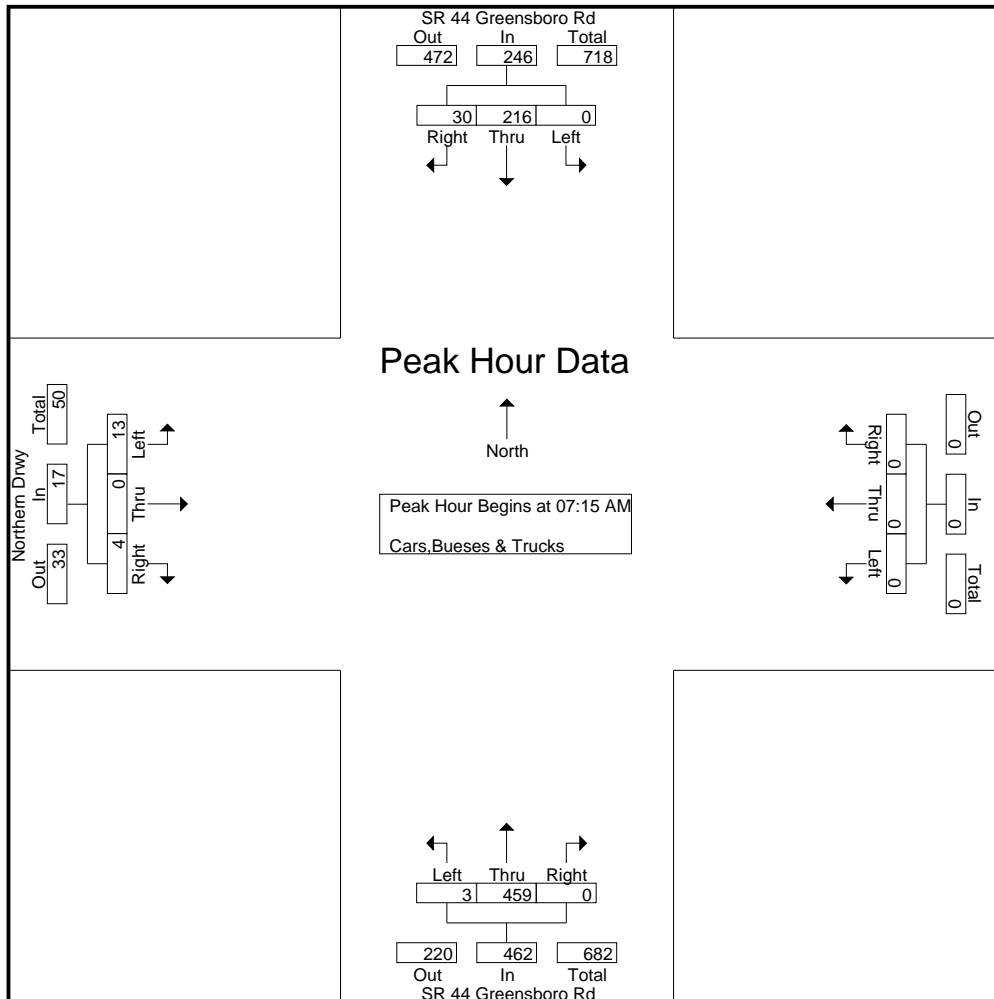
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Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	0	64	0	64	0	66	7	73	1	0	2	3	0	0	0	0	140
07:30 AM	0	102	0	102	0	81	10	91	3	0	0	3	0	0	0	0	196
07:45 AM	1	128	0	129	0	34	8	42	6	0	1	7	0	0	0	0	178
08:00 AM	2	165	0	167	0	35	5	40	3	0	1	4	0	0	0	0	211
Total Volume	3	459	0	462	0	216	30	246	13	0	4	17	0	0	0	0	725
% App. Total	0.6	99.4	0		0	87.8	12.2		76.5	0	23.5		0	0	0		
PHF	.375	.695	.000	.692	.000	.667	.750	.676	.542	.000	.500	.607	.000	.000	.000	.000	.859



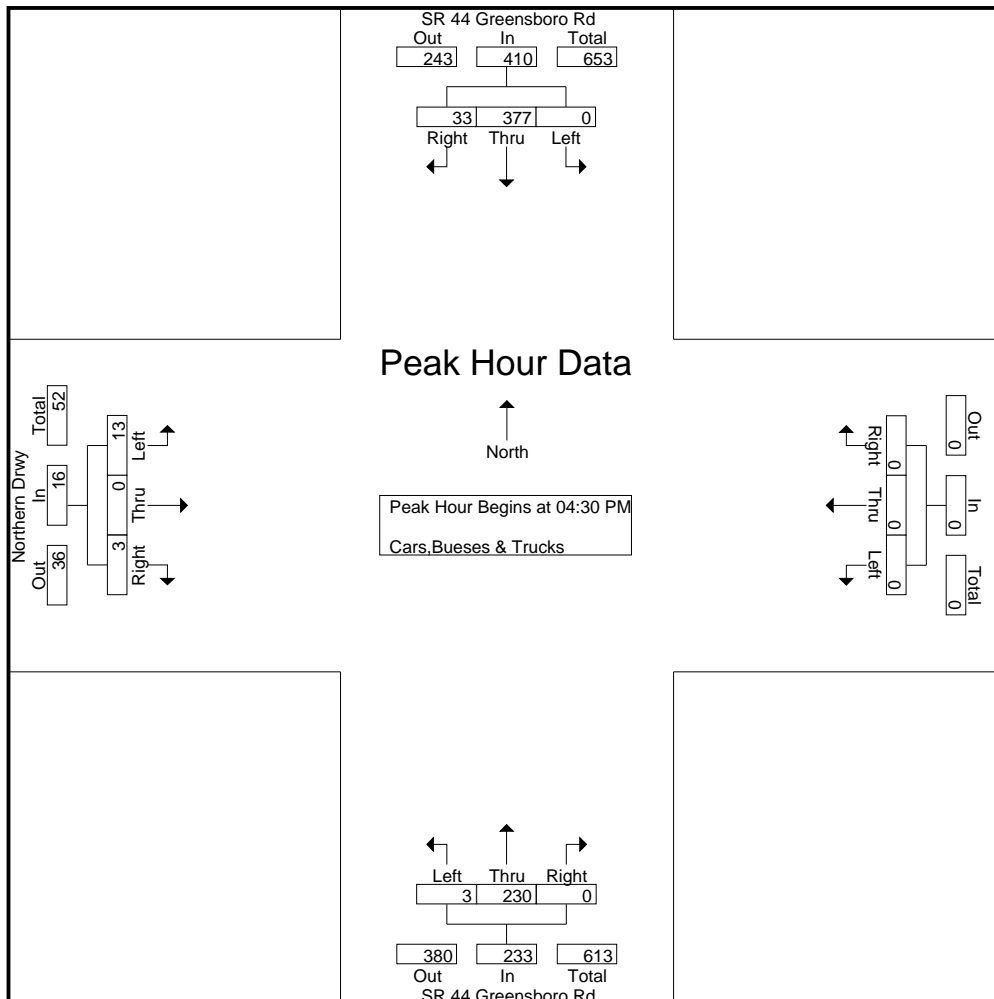
A & R Engineering, Inc.

2160 Kingston Court, Suite 'O',
Marietta, GA 30067

TMC DATA
SR 44 Greensboro Rd @ Northern Drwy
7-9 am | 4-6 pm

File Name : 20220143
Site Code : 20220143
Start Date : 3/29/2022
Page No : 3

Start Time	SR 44 Greensboro Rd Northbound				SR 44 Greensboro Rd Southbound				Northern Drwy Eastbound				Westbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	1	54	0	55	0	87	9	96	5	0	0	5	0	0	0	0	156
04:45 PM	1	59	0	60	0	75	6	81	3	0	1	4	0	0	0	0	145
05:00 PM	1	55	0	56	0	111	9	120	4	0	1	5	0	0	0	0	181
05:15 PM	0	62	0	62	0	104	9	113	1	0	1	2	0	0	0	0	177
Total Volume	3	230	0	233	0	377	33	410	13	0	3	16	0	0	0	0	659
% App. Total	1.3	98.7	0		0	92	8		81.2	0	18.8		0	0	0		
PHF	.750	.927	.000	.940	.000	.849	.917	.854	.650	.000	.750	.800	.000	.000	.000	.000	.910



LINEAR REGRESSION OF DAILY TRAFFIC

EXISTING INTERSECTION ANALYSIS

Intersection						
Int Delay, s/veh	0.4					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	13	4	3	459	216	30
Future Vol, veh/h	13	4	3	459	216	30
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	86	86	86	86	86	86
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	15	5	3	534	251	35

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	809	269	286	0	-	0
Stage 1	269	-	-	-	-	-
Stage 2	540	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	350	770	1276	-	-	-
Stage 1	776	-	-	-	-	-
Stage 2	584	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	349	770	1276	-	-	-
Mov Cap-2 Maneuver	349	-	-	-	-	-
Stage 1	774	-	-	-	-	-
Stage 2	584	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	14.4	0.1	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1276	-	401	-	-
HCM Lane V/C Ratio	0.003	-	0.049	-	-
HCM Control Delay (s)	7.8	0	14.4	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0.2	-	-

Intersection						
Int Delay, s/veh	0.5					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T			L		T
Traffic Vol, veh/h	11	7	13	445	221	3
Future Vol, veh/h	11	7	13	445	221	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	12	8	14	494	246	3

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	770	248	249	0	0
Stage 1	248	-	-	-	-
Stage 2	522	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-
Pot Cap-1 Maneuver	369	791	1317	-	-
Stage 1	793	-	-	-	-
Stage 2	595	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	363	791	1317	-	-
Mov Cap-2 Maneuver	363	-	-	-	-
Stage 1	781	-	-	-	-
Stage 2	595	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	13.2	0.2	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1317	-	460	-	-
HCM Lane V/C Ratio	0.011	-	0.043	-	-
HCM Control Delay (s)	7.8	0	13.2	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Intersection						
Int Delay, s/veh	0.9					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↶	↷		↶	
Traffic Vol, veh/h	1	7	8	0	1	0
Future Vol, veh/h	1	7	8	0	1	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	71	71	71	71	71	71
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1	10	11	0	1	0
Major/Minor	Major1	Major2	Minor2			
Conflicting Flow All	11	0	-	0	23	11
Stage 1	-	-	-	-	11	-
Stage 2	-	-	-	-	12	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1608	-	-	-	993	1070
Stage 1	-	-	-	-	1012	-
Stage 2	-	-	-	-	1011	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1608	-	-	-	992	1070
Mov Cap-2 Maneuver	-	-	-	-	992	-
Stage 1	-	-	-	-	1011	-
Stage 2	-	-	-	-	1011	-
Approach	EB	WB		SB		
HCM Control Delay, s	0.9	0		8.6		
HCM LOS				A		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1608	-	-	-	992	
HCM Lane V/C Ratio	0.001	-	-	-	0.001	
HCM Control Delay (s)	7.2	0	-	-	8.6	
HCM Lane LOS	A	A	-	-	A	
HCM 95th %tile Q(veh)	0	-	-	-	0	

Intersection						
Int Delay, s/veh	1.9					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1	2	0	4	2	0
Future Vol, veh/h	1	2	0	4	2	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1	2	0	4	2	0

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	3	0	6
Stage 1	-	-	-	-	2
Stage 2	-	-	-	-	4
Critical Hdwy	-	-	4.12	-	6.42
Critical Hdwy Stg 1	-	-	-	-	5.42
Critical Hdwy Stg 2	-	-	-	-	5.42
Follow-up Hdwy	-	-	2.218	-	3.518
Pot Cap-1 Maneuver	-	-	1619	-	1015
Stage 1	-	-	-	-	1021
Stage 2	-	-	-	-	1019
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1619	-	1015
Mov Cap-2 Maneuver	-	-	-	-	1015
Stage 1	-	-	-	-	1021
Stage 2	-	-	-	-	1019

Approach	EB	WB	NB
HCM Control Delay, s	0	0	8.6
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	1015	-	-	1619	-
HCM Lane V/C Ratio	0.002	-	-	-	-
HCM Control Delay (s)	8.6	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection						
Int Delay, s/veh	0.4					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	13	3	3	230	377	33
Future Vol, veh/h	13	3	3	230	377	33
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	14	3	3	253	414	36

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	691	432	450	0	-	0
Stage 1	432	-	-	-	-	-
Stage 2	259	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	410	624	1110	-	-	-
Stage 1	655	-	-	-	-	-
Stage 2	784	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	409	624	1110	-	-	-
Mov Cap-2 Maneuver	409	-	-	-	-	-
Stage 1	653	-	-	-	-	-
Stage 2	784	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	13.6	0.1	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1110	-	437	-	-
HCM Lane V/C Ratio	0.003	-	0.04	-	-
HCM Control Delay (s)	8.3	0	13.6	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Intersection						
Int Delay, s/veh	0.5					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T		T		T	
Traffic Vol, veh/h	8	7	13	227	370	8
Future Vol, veh/h	8	7	13	227	370	8
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	9	8	14	249	407	9

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	689	412	416	0	-	0
Stage 1	412	-	-	-	-	-
Stage 2	277	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	412	640	1143	-	-	-
Stage 1	669	-	-	-	-	-
Stage 2	770	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	406	640	1143	-	-	-
Mov Cap-2 Maneuver	406	-	-	-	-	-
Stage 1	660	-	-	-	-	-
Stage 2	770	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	12.6	0.4	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1143	-	490	-	-
HCM Lane V/C Ratio	0.012	-	0.034	-	-
HCM Control Delay (s)	8.2	0	12.6	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Intersection

Int Delay, s/veh 1

Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↕	↕		↕	
Traffic Vol, veh/h	0	10	6	0	2	0
Future Vol, veh/h	0	10	6	0	2	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	64	64	64	64	64	64
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	16	9	0	3	0

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	9	0	0 25 9
Stage 1	-	-	- - 9 -
Stage 2	-	-	- - 16 -
Critical Hdwy	4.12	-	- - 6.42 6.22
Critical Hdwy Stg 1	-	-	- - 5.42 -
Critical Hdwy Stg 2	-	-	- - 5.42 -
Follow-up Hdwy	2.218	-	- - 3.518 3.318
Pot Cap-1 Maneuver	1611	-	- - 991 1073
Stage 1	-	-	- - 1014 -
Stage 2	-	-	- - 1007 -
Platoon blocked, %		-	- -
Mov Cap-1 Maneuver	1611	-	- - 991 1073
Mov Cap-2 Maneuver	-	-	- - 991 -
Stage 1	-	-	- - 1014 -
Stage 2	-	-	- - 1007 -

Approach	EB	WB	SB
HCM Control Delay, s	0	0	8.6
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1611	-	-	-	991
HCM Lane V/C Ratio	-	-	-	-	0.003
HCM Control Delay (s)	0	-	-	-	8.6
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0

Intersection

Int Delay, s/veh 1.4

Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↔			↔	↔	
Traffic Vol, veh/h	1	2	0	2	1	0
Future Vol, veh/h	1	2	0	2	1	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1	2	0	2	1	0

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	3	0	4
Stage 1	-	-	-	-	2
Stage 2	-	-	-	-	2
Critical Hdwy	-	-	4.12	-	6.42
Critical Hdwy Stg 1	-	-	-	-	5.42
Critical Hdwy Stg 2	-	-	-	-	5.42
Follow-up Hdwy	-	-	2.218	-	3.518
Pot Cap-1 Maneuver	-	-	1619	-	1018
Stage 1	-	-	-	-	1021
Stage 2	-	-	-	-	1021
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1619	-	1018
Mov Cap-2 Maneuver	-	-	-	-	1018
Stage 1	-	-	-	-	1021
Stage 2	-	-	-	-	1021

Approach	EB	WB	NB
HCM Control Delay, s	0	0	8.5
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	1018	-	-	1619	-
HCM Lane V/C Ratio	0.001	-	-	-	-
HCM Control Delay (s)	8.5	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	0	-	-	0	-

**FUTURE “NO-BUILD” INTERSECTION
ANALYSIS**

Intersection						
Int Delay, s/veh	0.3					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	13	4	3	468	220	31
Future Vol, veh/h	13	4	3	468	220	31
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	86	86	86	86	86	86
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	15	5	3	544	256	36

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	824	274	292	0	-	0
Stage 1	274	-	-	-	-	-
Stage 2	550	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	343	765	1270	-	-	-
Stage 1	772	-	-	-	-	-
Stage 2	578	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	342	765	1270	-	-	-
Mov Cap-2 Maneuver	342	-	-	-	-	-
Stage 1	770	-	-	-	-	-
Stage 2	578	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	14.6	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1270	-	393	-	-
HCM Lane V/C Ratio	0.003	-	0.05	-	-
HCM Control Delay (s)	7.8	0	14.6	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0.2	-	-

Intersection						
Int Delay, s/veh	0.5					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	11	7	13	454	225	3
Future Vol, veh/h	11	7	13	454	225	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	12	8	14	504	250	3

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	784	252	253	0	-	0
Stage 1	252	-	-	-	-	-
Stage 2	532	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	362	787	1312	-	-	-
Stage 1	790	-	-	-	-	-
Stage 2	589	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	357	787	1312	-	-	-
Mov Cap-2 Maneuver	357	-	-	-	-	-
Stage 1	778	-	-	-	-	-
Stage 2	589	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	13.3	0.2	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1312	-	453	-	-
HCM Lane V/C Ratio	0.011	-	0.044	-	-
HCM Control Delay (s)	7.8	0	13.3	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Intersection						
Int Delay, s/veh	0.9					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↶	↷		↶	
Traffic Vol, veh/h	1	7	8	0	1	0
Future Vol, veh/h	1	7	8	0	1	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	71	71	71	71	71	71
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1	10	11	0	1	0
Major/Minor	Major1	Major2	Minor2			
Conflicting Flow All	11	0	-	0	23	11
Stage 1	-	-	-	-	11	-
Stage 2	-	-	-	-	12	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1608	-	-	-	993	1070
Stage 1	-	-	-	-	1012	-
Stage 2	-	-	-	-	1011	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1608	-	-	-	992	1070
Mov Cap-2 Maneuver	-	-	-	-	992	-
Stage 1	-	-	-	-	1011	-
Stage 2	-	-	-	-	1011	-
Approach	EB	WB		SB		
HCM Control Delay, s	0.9	0		8.6		
HCM LOS				A		
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1608	-	-	-	992	
HCM Lane V/C Ratio	0.001	-	-	-	0.001	
HCM Control Delay (s)	7.2	0	-	-	8.6	
HCM Lane LOS	A	A	-	-	A	
HCM 95th %tile Q(veh)	0	-	-	-	0	

Intersection						
Int Delay, s/veh	1.9					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1	2	0	4	2	0
Future Vol, veh/h	1	2	0	4	2	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1	2	0	4	2	0
Major/Minor	Major1	Major2	Minor1			
Conflicting Flow All	0	0	3	0	6	2
Stage 1	-	-	-	-	2	-
Stage 2	-	-	-	-	4	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1619	-	1015	1082
Stage 1	-	-	-	-	1021	-
Stage 2	-	-	-	-	1019	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1619	-	1015	1082
Mov Cap-2 Maneuver	-	-	-	-	1015	-
Stage 1	-	-	-	-	1021	-
Stage 2	-	-	-	-	1019	-
Approach	EB	WB	NB			
HCM Control Delay, s	0	0	8.6			
HCM LOS						A
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	1015	-	-	1619	-	
HCM Lane V/C Ratio	0.002	-	-	-	-	
HCM Control Delay (s)	8.6	-	-	0	-	
HCM Lane LOS	A	-	-	A	-	
HCM 95th %tile Q(veh)	0	-	-	0	-	

Intersection						
Int Delay, s/veh	0.4					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	13	3	3	235	385	34
Future Vol, veh/h	13	3	3	235	385	34
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	14	3	3	258	423	37

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	706	442	460	0	0
Stage 1	442	-	-	-	-
Stage 2	264	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-
Pot Cap-1 Maneuver	402	615	1101	-	-
Stage 1	648	-	-	-	-
Stage 2	780	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	401	615	1101	-	-
Mov Cap-2 Maneuver	401	-	-	-	-
Stage 1	646	-	-	-	-
Stage 2	780	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	13.8	0.1	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1101	-	429	-	-
HCM Lane V/C Ratio	0.003	-	0.041	-	-
HCM Control Delay (s)	8.3	0	13.8	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Intersection						
Int Delay, s/veh	0.4					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T		T		T	
Traffic Vol, veh/h	8	7	13	232	377	8
Future Vol, veh/h	8	7	13	232	377	8
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	9	8	14	255	414	9

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	702	419	423	0	-	0
Stage 1	419	-	-	-	-	-
Stage 2	283	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	404	634	1136	-	-	-
Stage 1	664	-	-	-	-	-
Stage 2	765	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	398	634	1136	-	-	-
Mov Cap-2 Maneuver	398	-	-	-	-	-
Stage 1	655	-	-	-	-	-
Stage 2	765	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	12.7	0.4	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1136	-	482	-	-
HCM Lane V/C Ratio	0.013	-	0.034	-	-
HCM Control Delay (s)	8.2	0	12.7	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Intersection						
Int Delay, s/veh	1					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↶	↷		↶	
Traffic Vol, veh/h	0	10	6	0	2	0
Future Vol, veh/h	0	10	6	0	2	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	64	64	64	64	64	64
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	16	9	0	3	0
Major/Minor	Major1	Major2	Minor2			
Conflicting Flow All	9	0	-	0	25	9
Stage 1	-	-	-	-	9	-
Stage 2	-	-	-	-	16	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1611	-	-	-	991	1073
Stage 1	-	-	-	-	1014	-
Stage 2	-	-	-	-	1007	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1611	-	-	-	991	1073
Mov Cap-2 Maneuver	-	-	-	-	991	-
Stage 1	-	-	-	-	1014	-
Stage 2	-	-	-	-	1007	-
Approach	EB	WB	SB			
HCM Control Delay, s	0	0	8.6			
HCM LOS						A
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1611	-	-	-	991	
HCM Lane V/C Ratio	-	-	-	-	0.003	
HCM Control Delay (s)	0	-	-	-	8.6	
HCM Lane LOS	A	-	-	-	A	
HCM 95th %tile Q(veh)	0	-	-	-	0	

Intersection						
Int Delay, s/veh	1.4					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	1	2	0	2	1	0
Future Vol, veh/h	1	2	0	2	1	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1	2	0	2	1	0
Major/Minor	Major1	Major2	Minor1			
Conflicting Flow All	0	0	3	0	4	2
Stage 1	-	-	-	-	2	-
Stage 2	-	-	-	-	2	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1619	-	1018	1082
Stage 1	-	-	-	-	1021	-
Stage 2	-	-	-	-	1021	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1619	-	1018	1082
Mov Cap-2 Maneuver	-	-	-	-	1018	-
Stage 1	-	-	-	-	1021	-
Stage 2	-	-	-	-	1021	-
Approach	EB	WB	NB			
HCM Control Delay, s	0	0	8.5			
HCM LOS					A	
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	1018	-	-	1619	-	
HCM Lane V/C Ratio	0.001	-	-	-	-	
HCM Control Delay (s)	8.5	-	-	0	-	
HCM Lane LOS	A	-	-	A	-	
HCM 95th %tile Q(veh)	0	-	-	0	-	

FUTURE "BUILD" INTERSECTION ANALYSIS

Intersection						
Int Delay, s/veh	0.5					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	16	5	5	468	220	37
Future Vol, veh/h	16	5	5	468	220	37
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	86	86	86	86	86	86
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	19	6	6	544	256	43

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	834	278	299	0	-	0
Stage 1	278	-	-	-	-	-
Stage 2	556	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	338	761	1262	-	-	-
Stage 1	769	-	-	-	-	-
Stage 2	574	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	336	761	1262	-	-	-
Mov Cap-2 Maneuver	336	-	-	-	-	-
Stage 1	764	-	-	-	-	-
Stage 2	574	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	14.9	0.1	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1262	-	388	-	-
HCM Lane V/C Ratio	0.005	-	0.063	-	-
HCM Control Delay (s)	7.9	0	14.9	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0.2	-	-

Intersection						
Int Delay, s/veh	0.5					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T		L		T	
Traffic Vol, veh/h	11	8	15	456	226	3
Future Vol, veh/h	11	8	15	456	226	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	12	9	17	507	251	3

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	794	253	254	0	0
Stage 1	253	-	-	-	-
Stage 2	541	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-
Pot Cap-1 Maneuver	357	786	1311	-	-
Stage 1	789	-	-	-	-
Stage 2	583	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	351	786	1311	-	-
Mov Cap-2 Maneuver	351	-	-	-	-
Stage 1	775	-	-	-	-
Stage 2	583	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	13.2	0.2	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1311	-	458	-	-
HCM Lane V/C Ratio	0.013	-	0.046	-	-
HCM Control Delay (s)	7.8	0	13.2	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Intersection						
Int Delay, s/veh	1.2					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↶	↷		↶	
Traffic Vol, veh/h	1	7	8	2	2	0
Future Vol, veh/h	1	7	8	2	2	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	71	71	71	71	71	71
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1	10	11	3	3	0
Major/Minor	Major1	Major2	Minor2			
Conflicting Flow All	14	0	-	0	25	13
Stage 1	-	-	-	-	13	-
Stage 2	-	-	-	-	12	-
Critical Hdwy	4.12	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.218	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1604	-	-	-	991	1067
Stage 1	-	-	-	-	1010	-
Stage 2	-	-	-	-	1011	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1604	-	-	-	990	1067
Mov Cap-2 Maneuver	-	-	-	-	990	-
Stage 1	-	-	-	-	1009	-
Stage 2	-	-	-	-	1011	-
Approach	EB	WB	SB			
HCM Control Delay, s	0.9	0	8.6			
HCM LOS			A			
Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1	
Capacity (veh/h)	1604	-	-	-	990	
HCM Lane V/C Ratio	0.001	-	-	-	0.003	
HCM Control Delay (s)	7.2	0	-	-	8.6	
HCM Lane LOS	A	A	-	-	A	
HCM 95th %tile Q(veh)	0	-	-	-	0	

Intersection						
Int Delay, s/veh	1.6					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	4	3	0	11	4	0
Future Vol, veh/h	4	3	0	11	4	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	4	3	0	12	4	0

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	7	0	18
Stage 1	-	-	-	-	6
Stage 2	-	-	-	-	12
Critical Hdwy	-	-	4.12	-	6.42
Critical Hdwy Stg 1	-	-	-	-	5.42
Critical Hdwy Stg 2	-	-	-	-	5.42
Follow-up Hdwy	-	-	2.218	-	3.518
Pot Cap-1 Maneuver	-	-	1614	-	1000
Stage 1	-	-	-	-	1017
Stage 2	-	-	-	-	1011
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1614	-	1000
Mov Cap-2 Maneuver	-	-	-	-	1000
Stage 1	-	-	-	-	1017
Stage 2	-	-	-	-	1011

Approach	EB	WB	NB
HCM Control Delay, s	0	0	8.6
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	1000	-	-	1614	-
HCM Lane V/C Ratio	0.004	-	-	-	-
HCM Control Delay (s)	8.6	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection						
Int Delay, s/veh	0.4					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	16	4	4	235	385	37
Future Vol, veh/h	16	4	4	235	385	37
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	18	4	4	258	423	41

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	710	444	464	0	0
Stage 1	444	-	-	-	-
Stage 2	266	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-
Pot Cap-1 Maneuver	400	614	1097	-	-
Stage 1	646	-	-	-	-
Stage 2	779	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	398	614	1097	-	-
Mov Cap-2 Maneuver	398	-	-	-	-
Stage 1	643	-	-	-	-
Stage 2	779	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	13.9	0.1	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1097	-	428	-	-
HCM Lane V/C Ratio	0.004	-	0.051	-	-
HCM Control Delay (s)	8.3	0	13.9	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0.2	-	-

Intersection						
Int Delay, s/veh	0.5					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	T			T		
Traffic Vol, veh/h	8	8	14	233	378	8
Future Vol, veh/h	8	8	14	233	378	8
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	9	9	15	256	415	9

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	706	420	424	0	0
Stage 1	420	-	-	-	-
Stage 2	286	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-
Pot Cap-1 Maneuver	402	633	1135	-	-
Stage 1	663	-	-	-	-
Stage 2	763	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	396	633	1135	-	-
Mov Cap-2 Maneuver	396	-	-	-	-
Stage 1	653	-	-	-	-
Stage 2	763	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	12.7	0.5	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1135	-	487	-	-
HCM Lane V/C Ratio	0.014	-	0.036	-	-
HCM Control Delay (s)	8.2	0	12.7	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0.1	-	-

Intersection						
Int Delay, s/veh	1.3					
Movement	EBL	EBT	WBT	WBR	SBL	SBR
Lane Configurations		↶	↷		↶	
Traffic Vol, veh/h	0	10	6	1	3	0
Future Vol, veh/h	0	10	6	1	3	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	64	64	64	64	64	64
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	16	9	2	5	0

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	11	0	-	0	26 10
Stage 1	-	-	-	-	10 -
Stage 2	-	-	-	-	16 -
Critical Hdwy	4.12	-	-	-	6.42 6.22
Critical Hdwy Stg 1	-	-	-	-	5.42 -
Critical Hdwy Stg 2	-	-	-	-	5.42 -
Follow-up Hdwy	2.218	-	-	-	3.518 3.318
Pot Cap-1 Maneuver	1608	-	-	-	989 1071
Stage 1	-	-	-	-	1013 -
Stage 2	-	-	-	-	1007 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1608	-	-	-	989 1071
Mov Cap-2 Maneuver	-	-	-	-	989 -
Stage 1	-	-	-	-	1013 -
Stage 2	-	-	-	-	1007 -

Approach	EB	WB	SB
HCM Control Delay, s	0	0	8.7
HCM LOS			A

Minor Lane/Major Mvmt	EBL	EBT	WBT	WBR	SBLn1
Capacity (veh/h)	1608	-	-	-	989
HCM Lane V/C Ratio	-	-	-	-	0.005
HCM Control Delay (s)	0	-	-	-	8.7
HCM Lane LOS	A	-	-	-	A
HCM 95th %tile Q(veh)	0	-	-	-	0

Intersection						
Int Delay, s/veh	1.2					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↔			↔	↔	
Traffic Vol, veh/h	4	3	0	5	2	0
Future Vol, veh/h	4	3	0	5	2	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	4	3	0	5	2	0

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	7	0	11
Stage 1	-	-	-	-	6
Stage 2	-	-	-	-	5
Critical Hdwy	-	-	4.12	-	6.42
Critical Hdwy Stg 1	-	-	-	-	5.42
Critical Hdwy Stg 2	-	-	-	-	5.42
Follow-up Hdwy	-	-	2.218	-	3.518
Pot Cap-1 Maneuver	-	-	1614	-	1009
Stage 1	-	-	-	-	1017
Stage 2	-	-	-	-	1018
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1614	-	1009
Mov Cap-2 Maneuver	-	-	-	-	1009
Stage 1	-	-	-	-	1017
Stage 2	-	-	-	-	1018

Approach	EB	WB	NB
HCM Control Delay, s	0	0	8.6
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	1009	-	-	1614	-
HCM Lane V/C Ratio	0.002	-	-	-	-
HCM Control Delay (s)	8.6	-	-	0	-
HCM Lane LOS	A	-	-	A	-
HCM 95th %tile Q(veh)	0	-	-	0	-

TRAFFIC VOLUME WORKSHEETS

22-061-Fish Tale Marina Boat Storage Building 3-TIS
Traffic Volumes

A&R Engineering
 April 2022

1.SR 44 @ Site Drwy 1

A.M. Peak Hour

Condition	SR 44 (Greensboro Road)				SR 44 (Greensboro Road)				Site Driveway 1 (Existing Northern Driveway)				-			
	Northbound				Southbound				Eastbound				Westbound			
	L	T	R	Tot	L	T	R	Tot	L	T	R	Tot	L	T	R	Tot
Existing 2022 Traffic Counts:	3	459	0	462	0	216	30	246	13	0	4	17	0	0	0	0
Growth Factor (%):	1	1	1		1	1	1		1	1	1		1	1	1	
No-Build 2024 Volumes:	3	468	0	471	0	220	31	251	13	0	4	17	0	0	0	0
Total New Trips:	2	0	0	2	0	0	6	6	3	0	1	4	0	0	0	0
Future 2024 Traffic Volumes:	5	468	0	473	0	220	37	257	16	0	5	21	0	0	0	0

P.M. Peak Hour

Condition	SR 44 (Greensboro Road)				SR 44 (Greensboro Road)				Site Driveway 1 (Existing Northern Driveway)				-			
	Northbound				Southbound				Eastbound				Westbound			
	L	T	R	Tot	L	T	R	Tot	L	T	R	Tot	L	T	R	Tot
Existing 2022 Traffic Counts:	3	230	0	233	0	377	33	410	13	0	3	16	0	0	0	0
Growth Factor (%):	1	1	1		1	1	1		1	1	1		1	1	1	
No-Build 2024 Volumes:	3	235	0	238	0	385	34	419	13	0	3	16	0	0	0	0
Total New Trips:	1	0	0	1	0	0	3	3	3	0	1	4	0	0	0	0
Future 2024 Traffic Volumes:	4	235	0	239	0	385	37	422	16	0	4	20	0	0	0	0

22-061-Fish Tale Marina Boat Storage Building 3-TIS
Traffic Volumes

A&R Engineering
 April 2022

2. SR 44 @ Briarpatch Rd

A.M. Peak Hour

Condition	SR 44 (Greensboro Road) Northbound				SR 44 (Greensboro Road) Southbound				Briarpatch Road Eastbound				- Westbound			
	L	T	R	Tot	L	T	R	Tot	L	T	R	Tot	L	T	R	Tot
Existing 2022 Traffic Counts:	13	445	0	458	0	221	3	224	11	0	7	18	0	0	0	0
Growth Factor (%):	1	1	1		1	1	1		1	1	1		1	1	1	
No-Build 2024 Volumes:	13	454	0	467	0	225	3	228	11	0	7	18	0	0	0	0
Total New Trips:	2	2	0	4	0	1	0	1	0	0	1	1	0	0	0	0
Future 2024 Traffic Volumes:	15	456	0	471	0	226	3	229	11	0	8	19	0	0	0	0

P.M. Peak Hour

Condition	SR 44 (Greensboro Road) Northbound				SR 44 (Greensboro Road) Southbound				Briarpatch Road Eastbound				- Westbound			
	L	T	R	Tot	L	T	R	Tot	L	T	R	Tot	L	T	R	Tot
Existing 2022 Traffic Counts:	13	227	0	240	0	370	8	378	8	0	7	15	0	0	0	0
Growth Factor (%):	1	1	1		1	1	1		1	1	1		1	1	1	
No-Build 2024 Volumes:	13	232	0	245	0	377	8	385	8	0	7	15	0	0	0	0
Total New Trips:	1	1	0	2	0	1	0	1	0	0	1	1	0	0	0	0
Future 2024 Traffic Volumes:	14	233	0	247	0	378	8	386	8	0	8	16	0	0	0	0

22-061-Fish Tale Marina Boat Storage Building 3-TIS
Traffic Volumes

A&R Engineering
April 2022

3. Briarpatch Rd @ Site Drwy 2

A.M. Peak Hour

Condition	-				Site Driveway 2 (Existing Storage Driveway)				Briarpatch Road				Briarpatch Road			
	Northbound				Southbound				Eastbound				Westbound			
	L	T	R	Tot	L	T	R	Tot	L	T	R	Tot	L	T	R	Tot
Existing 2022 Traffic Counts:	0	0	0	0	1	0	0	1	1	7	0	8	0	8	0	8
Growth Factor (%):	1	1	1		1	1	1		1	1	1		1	1	1	
No-Build 2024 Volumes:	0	0	0	0	1	0	0	1	1	7	0	8	0	8	0	8
Total New Trips:	0	0	0	0	1	0	0	1	0	0	0	0	0	0	2	2
Future 2024 Traffic Volumes:	0	0	0	0	2	0	0	2	1	7	0	8	0	8	2	10

P.M. Peak Hour

Condition	-				Site Driveway 2 (Existing Storage Driveway)				Briarpatch Road				Briarpatch Road			
	Northbound				Southbound				Eastbound				Westbound			
	L	T	R	Tot	L	T	R	Tot	L	T	R	Tot	L	T	R	Tot
Existing 2022 Traffic Counts:	0	0	0	0	2	0	0	2	0	10	0	10	0	6	0	6
Growth Factor (%):	1	1	1		1	1	1		1	1	1		1	1	1	
No-Build 2024 Volumes:	0	0	0	0	2	0	0	2	0	10	0	10	0	6	0	6
Total New Trips:	0	0	0	0	1	0	0	1	0	0	0	0	0	0	1	1
Future 2024 Traffic Volumes:	0	0	0	0	3	0	0	3	0	10	0	10	0	6	1	7

22-061-Fish Tale Marina Boat Storage Building 3-TIS
Traffic Volumes

A&R Engineering
April 2022

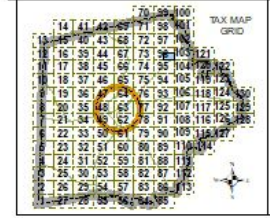
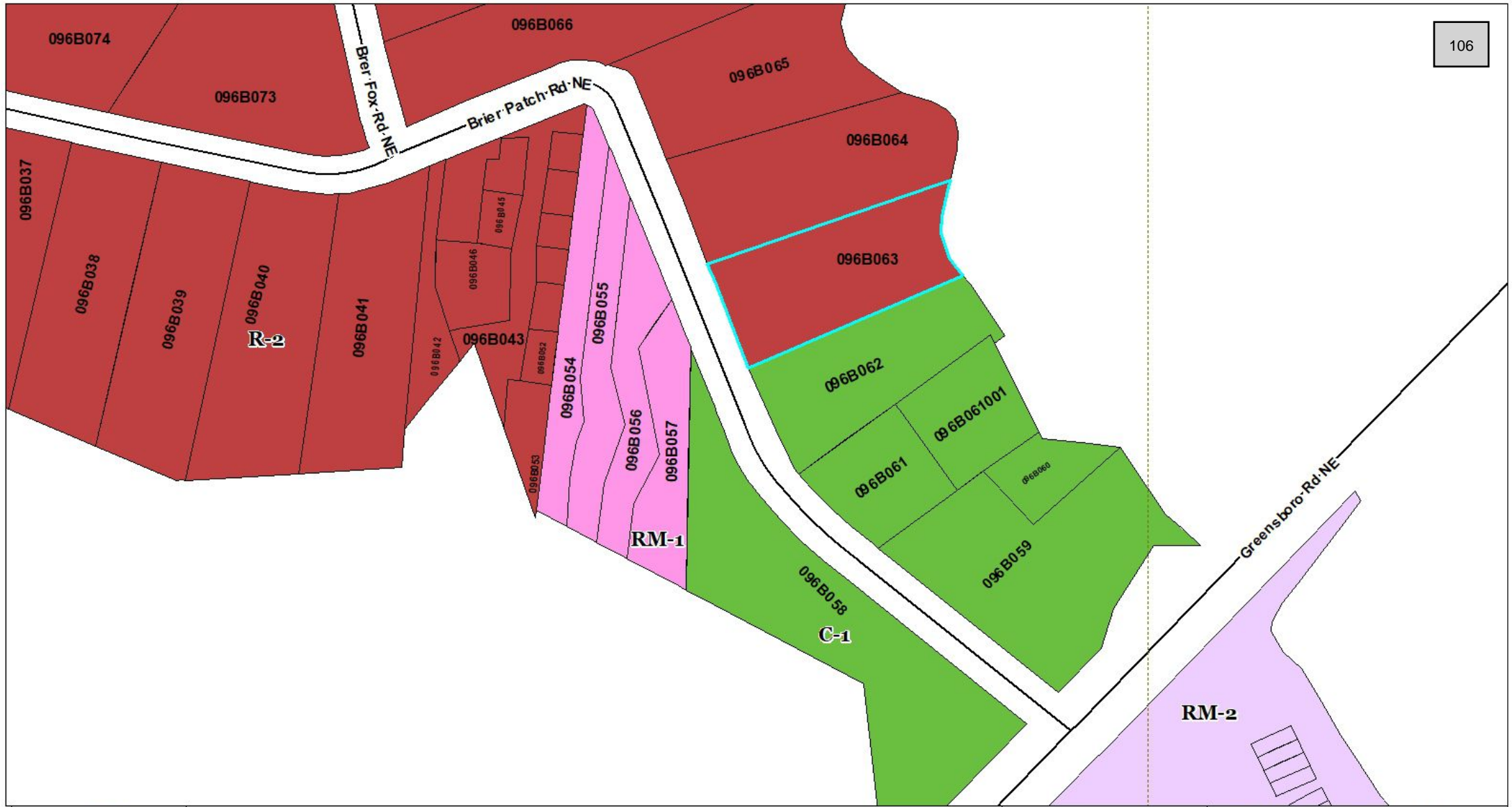
4. InterParcel Access

A.M. Peak Hour

Condition	Site Driveway 2				-				SR 44 (Greensboro Rd) @ Northern Drwy to Gas Station Eastbound				SR 44 (Greensboro Rd) @ Northern Drwy to Gas Station Westbound			
	Northbound				Southbound											
	L	T	R	Tot	L	T	R	Tot	L	T	R	Tot	L	T	R	Tot
Existing 2022 Traffic Counts:	2	0	0	2	0	0	0	0	0	1	2	3	0	4	0	4
Growth Factor (%):	1	1	1		1	1	1		1	1	1		1	1	1	
No-Build 2024 Volumes:	2	0	0	2	0	0	0	0	0	1	2	3	0	4	0	4
Total New Trips:	2	0	0	2	0	0	0	0	0	3	1	4	0	7	0	7
Future 2024 Traffic Volumes:	4	0	0	4	0	0	0	0	0	4	3	7	0	11	0	11

P.M. Peak Hour

Condition	Site Driveway 2				-				SR 44 (Greensboro Rd) @ Northern Drwy to Gas Station Eastbound				SR 44 (Greensboro Rd) @ Northern Drwy to Gas Station Westbound			
	Northbound				Southbound											
	L	T	R	Tot	L	T	R	Tot	L	T	R	Tot	L	T	R	Tot
Existing 2022 Traffic Counts:	1	0	0	1	0	0	0	0	0	1	2	3	0	2	0	2
Growth Factor (%):	1	1	1		1	1	1		1	1	1		1	1	1	
No-Build 2024 Volumes:	1	0	0	1	0	0	0	0	0	1	2	3	0	2	0	2
Total New Trips:	1	0	0	1	0	0	0	0	0	3	1	4	0	3	0	3
Future 2024 Traffic Volumes:	2	0	0	2	0	0	0	0	0	4	3	7	0	5	0	5



GEOGRAPHIC FEATURE LEGEND

Eatonton Limits	Overlay District	AG-2	C-2 CITY	IND-2 CITY	R - 1 CITY	RM-2
County Boundary	No Code	C-1	I-M	MHP	R - 2 CITY	R-1R
Roads	AG-1	C-1 CITY	IND-1 CITY	PUBLIC	R - 3 CITY	R-2
Parcels	AG-1 CITY	C-2	IND-2	PUBLIC CITY	R - 4 CITY	VILLAGE
Parcel Hooks					RM-1	

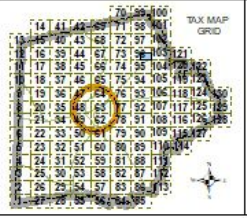
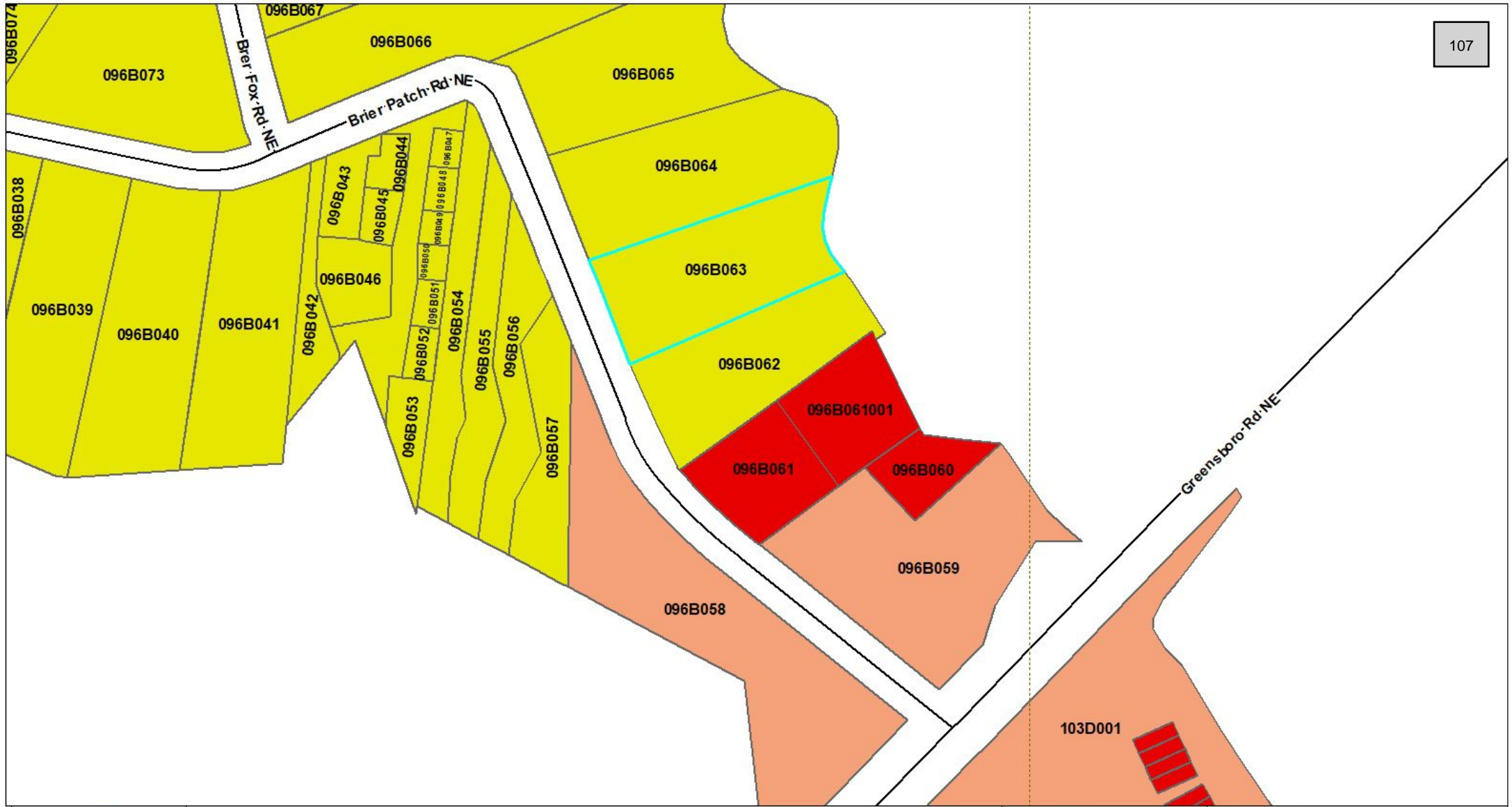
MGRC
Middle Georgia Regional Commission
175 Emory Hwy
Suite C
Macon, Georgia 31217
(478) 751-6160
Web:
www.middlegeorgia.org

PUTNAM COUNTY, GEORGIA
ZONING MAPS

W
N
E
S

MAP 096B

MAP SCALE: 1" = 125' SCALE RATIO: 1:1,500 DATE: MAY 2022



GEOGRAPHIC FEATURE LEGEND

Eatonton Limits	Agriculture/Forestry	Park/Recreation/Conservation	Residential
County Boundary	Commercial	Public/Institutional	Transportation/Communication/Utilities
Roads	Industrial	Undeveloped/Vacant	
Parcels	Mixed Use		
Parcel_Hooks			

MGRC
Middle Georgia Regional Commission
175 Emery Hwy
Suite C
Macon, Georgia 31217
(478) 751-6160
Web:
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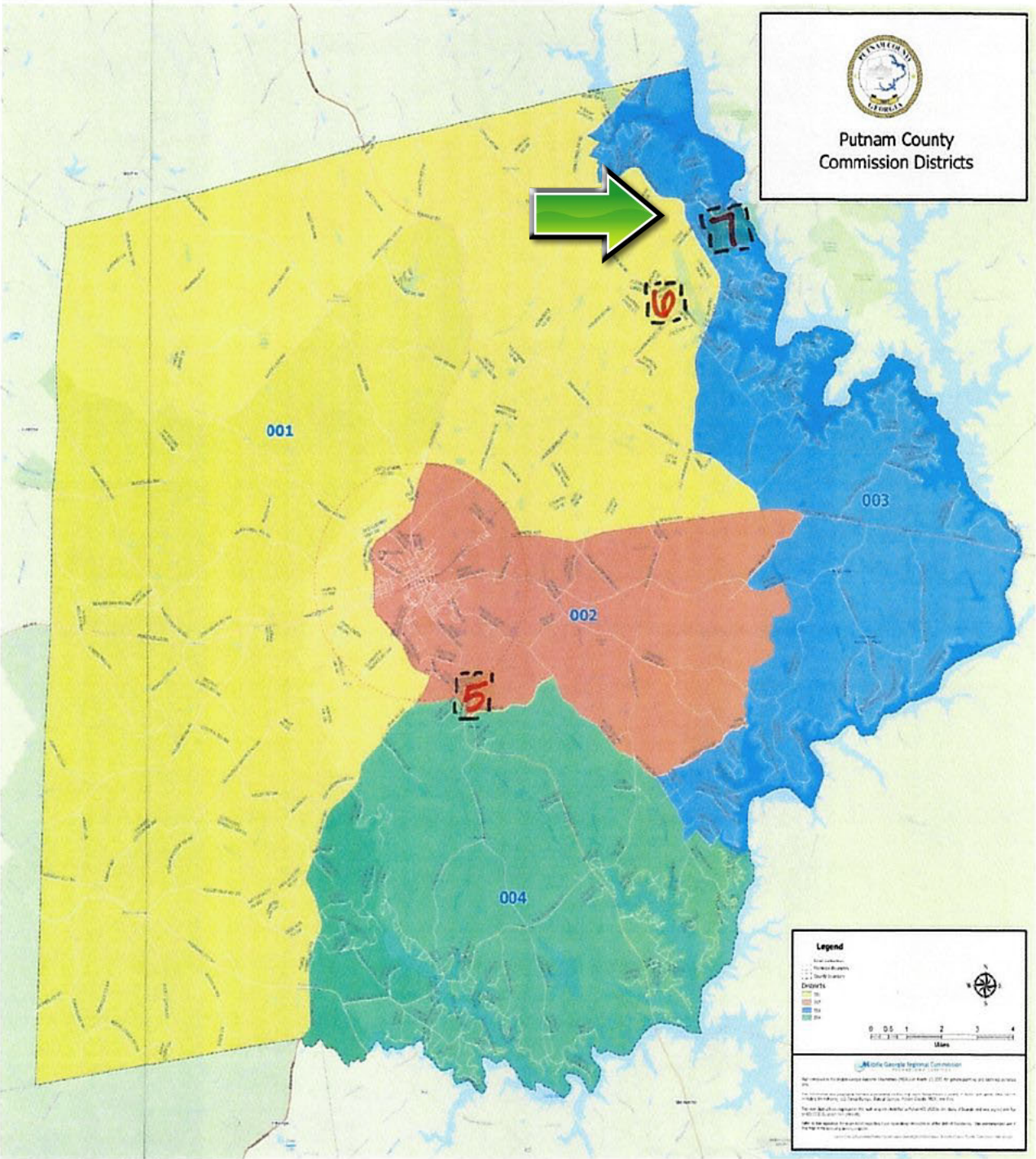
PUTNAM COUNTY, GEORGIA
FUTURE LAND USE MAPS

MAP 096B

MAP SCALE: 1" = 125' SCALE RATIO: 1:1,500 DATE: MAY 2022

File Attachments for Item:

7. Request by Brandon Burgess, agent for Molfin Investments, LLC, for conditional use at 170 Scott Road [Map 102, Parcel 001002, District 3] (staff-P&D)



7. Request by **Brandon Burgess, agent for Molfin Investments, LLC** for conditional use at 170 Scott Road. [Map 102, Parcel 001002, District 3]. *



PUTNAM COUNTY PLANNING & DEVELOPMENT

117 Putnam Drive, Suite B ♦ Eatonton, GA 31024

Tel: 706-485-2776 ♦ 706-485-0552 fax ♦ www.putnamcountyga.us

Staff Recommendations

Thursday, June 2, 2022, ♦ 6:30 PM

Putnam County Administration Building – Room 203

TO: Board of Commissioners

FROM: Lisa Jackson

RE: Staff Recommendation for Public Hearing Agenda on 6/2/2022

Requests

7. Request by **Brandon Burgess, agent for Molfin Investments, LLC for conditional use at 170 Scott Road. [Map 102, Parcel 001002, District 3].** * The applicant is requesting a conditional use to allow interior boat sales. The previous owner operated a classic car museum, which stored multiple old school mint condition vehicles wholly within the building. The applicant would like to continue a similar use displaying model boats for sales entirely within the existing building. He seeks to display 6-8 different model boats available for sale. He is also interested in selling life jackets, ski ropes, etc., that will complement his business.

According to Sec. 66-102(a)-Uses Allowed of the Putnam County Code of Ordinances, the proposed use of boat sales is not listed as an allowed use in the C-1 zoning district. However, the car museum occupied this building for over six years, and the building was designed as such. The car museum was closed around February of 2022. If operated wholly within the existing building and not allowed to expand beyond the existing museum area, the proposed use should not have an adverse effect on the surrounding properties. If approved, staff recommends that there be no outside display and the business remain wholly within the establishment. In addition, the proposed use shall not expand beyond the established showroom area of the previous owner, and the uses allowed under the conditional use shall be limited to those that conform to boat sales only and any other permitted use within C-1. By implementing the recommended conditions, the proposed project should not impact the adjacent properties, roads, or nearby intersections. In addition, there is no evidence that the proposed development would cause excessive or burdensome use of public services, nor should it affect police, fire protection, or sewer services.

Staff recommendation is for approval of the proposed conditional use located at 170 Scott Road [Map 102, Parcel 001002, District 3] * with the following conditions:

- 1) **All storage and display of boats shall be wholly within the existing building, and no outside display or storage shall be allowed as stated in Section 66-102 of the Putnam County Code of Ordinances.**
- 2) **This use shall not expand beyond the established showroom area of the previous owner of 14,000 sq.ft.**
- 3) **The uses allowed under the conditional use shall be limited to those that conform to boat sales only and any other use or accessory use allowed within C-1.**

*The Planning & Zoning Commission's recommendation is for approval of the proposed conditional use located at 170 Scott Road [Map 102, Parcel 001002, District 3] * with the following conditions:*

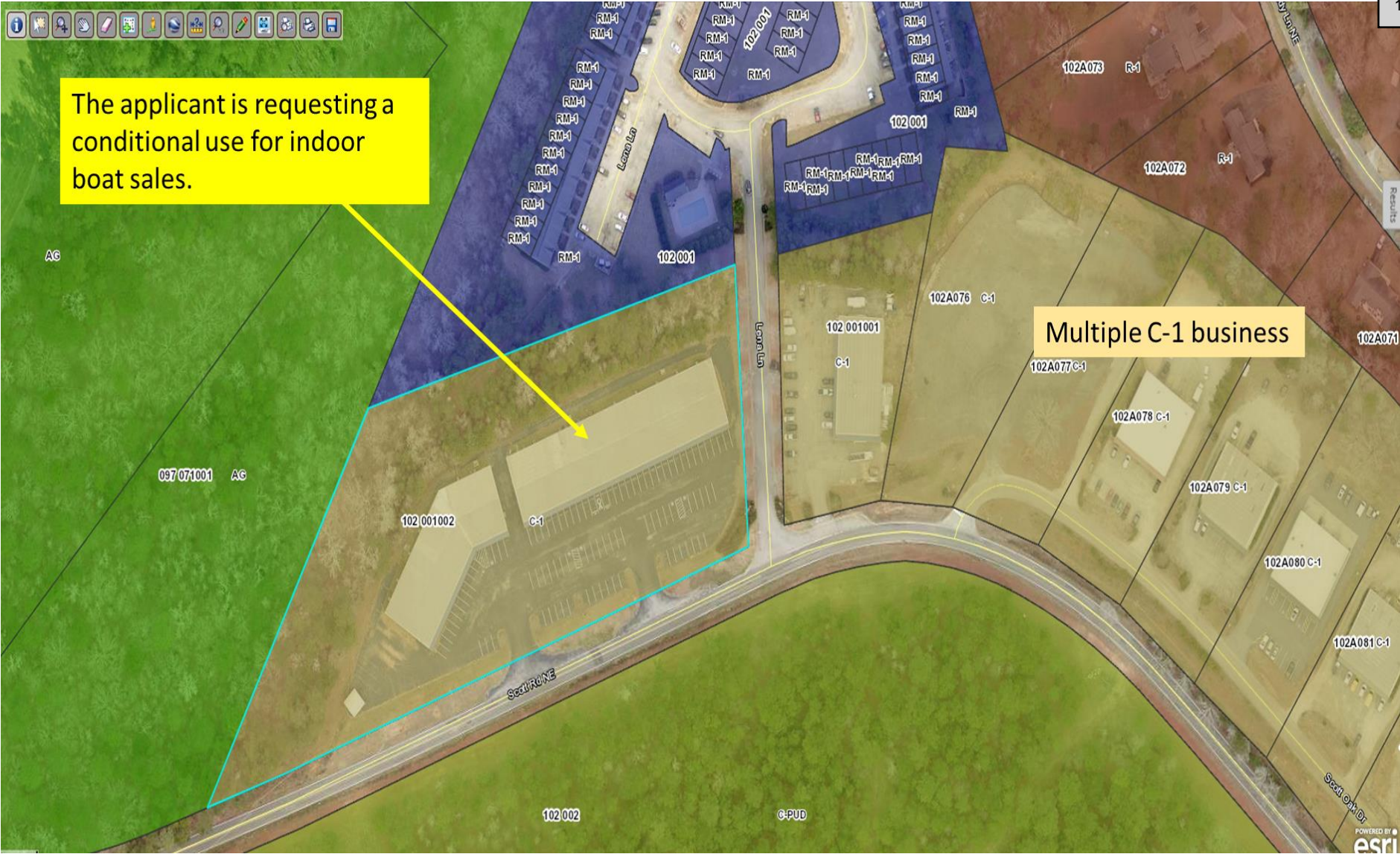
- 1) All storage and display of boats shall be wholly within the existing building, and no outside display or storage shall be allowed as stated in Section 66-102 of the Putnam County Code of Ordinances.*
- 2) This use shall not expand beyond the established showroom area of the previous owner of 14,000 sq.ft.*
- 3) The uses allowed under the conditional use shall be limited to those that conform to boat sales only and any other use or accessory use allowed within C-1.*



The applicant is requesting a conditional use for indoor boat sales.



Multiple C-1 business





PUTNAM COUNTY PLANNING & DEVELOPMENT

117 Putnam Drive, Suite B ♦ Eatonton, GA 31024

Tel: 706-485-2776 ♦ 706-485-0552 fax ♦ www.putnamcountyga.us

APPLICATION CONDITIONAL USE

PLAN 2022- 00899

Application Information

(same as owner Yes B No)

Name: Molfin Investments, LLC

Address: 6350 Lake Oconee Pkwy Ste 110
PMB 63 Greensboro, GA 30642

Phone: 478-973-8829

Email: molfininvest@gmail.com

Fax: _____

Arterial/State Road. Yes: _____ No: X

Briefly describe the proposed conditional use: See Letter of Intent

Existing zoning district classification of the property and adjacent properties:

Existing: DU1 North: C-1 South: PM-1 East: C-1 West: AG

SUPPORTING INFORMATION ATTACHED TO APPLICATION:

RECORDED PLAT: X LETTER OF AGENCY _____ LETTER OF INTENT X

COPY OF WARRANTY DEED: X

Source of domestic water supply: well _____, community water _____, or private provider X. If source is not an existing system, please provide a letter from provider. Provision for sanitary sewage disposal: septic system _____, or sewer X. If sewer, please provide name of company providing same, or, if new development, provide a letter from sewer provider.

*SIGNATURE OF APPLICANT: [Signature]

DATE: 4/28/2022


*APPLICANT HEREBY AFFIRMS THAT APPLICANT IS THE PROPERTY OWNER OR HAS THE LEGAL AUTHORITY TO SIGN THIS FORM ON OWNER'S BEHALF, AND APPLICANT AGREES TO INDEMNIFY AND HOLD PUTNAM COUNTY/CITY OF EATONTON HARMLESS IN THE EVENT IT IS DETERMINED APPLICANT DOES NOT HAVE SUCH LEGAL AUTHORITY.

DATE FILED <u>4/28/22</u>	FEE: \$ <u>220.00</u>	CK. NO. _____	CASH _____	C. CARD <u>✓</u>	INITIALS _____
RECEIPT # _____					
DATE OF NEWSPAPER AD: _____	DATE SIGN POSTED: _____				
PLANNING & ZONING HEARING: _____	RESULT: _____				
COMMISSIONERS/CITY COUNCIL HEARING: _____	RESULT: _____				

RECEIVED APR 28 2022 [Signature]

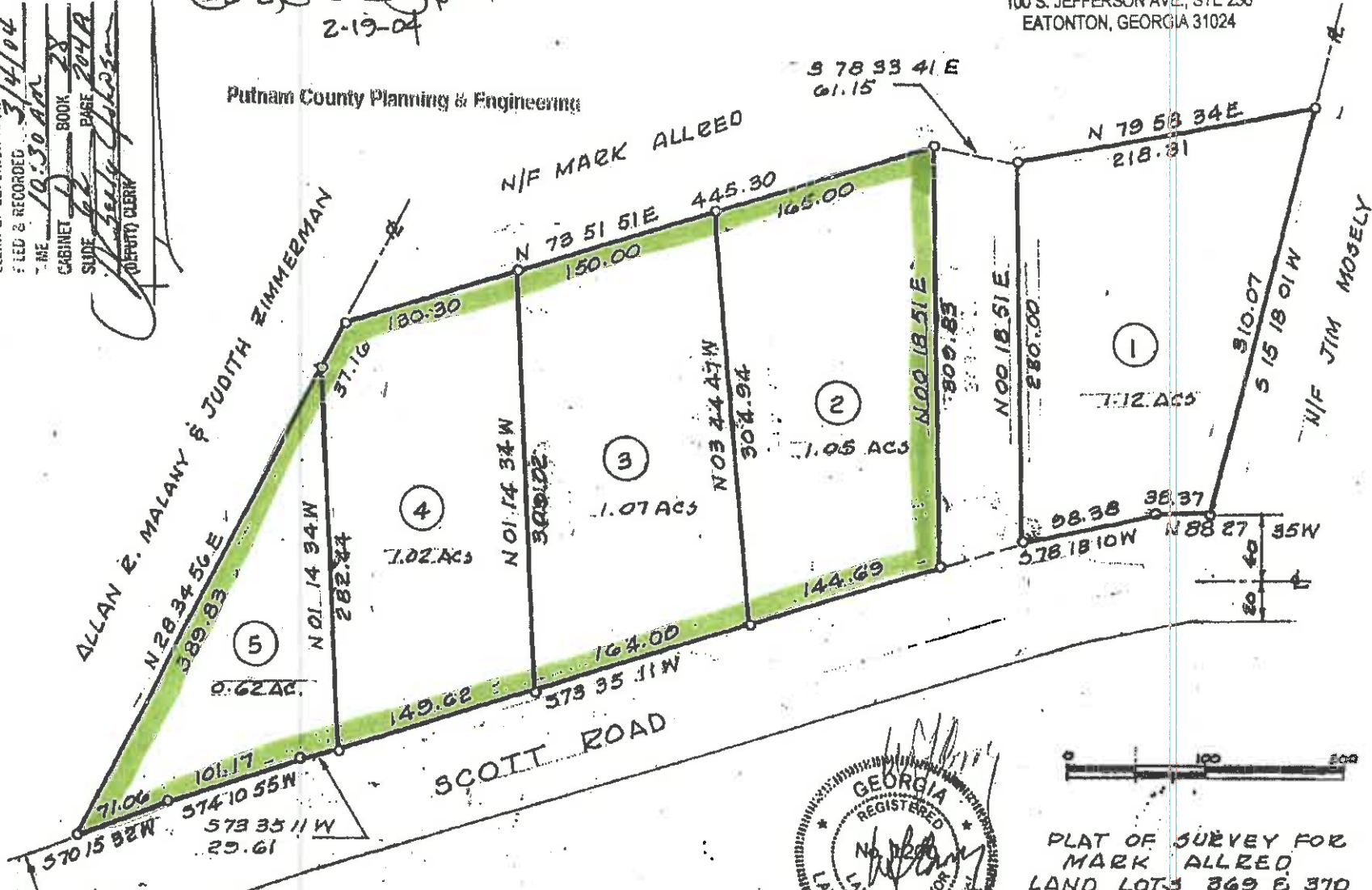
RECEIVED APR 28 2007

GEORGIA PUTNAM COUNTY
 CLERK OF SUPERIOR COURT
 FILED & RECORDED 3/14/04
 - ME 10:50 AM
 CABINET BOOK 28
 SLIDE PAGE 204A
 Deputy Clerk

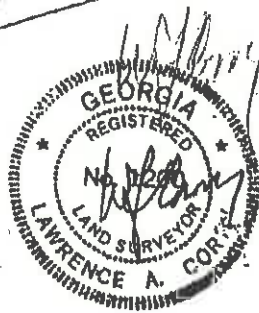

 2-19-04

TREVOR J. ADDISON
 CLERK OF SUPERIOR COURT
 100 S. JEFFERSON AVE., STE 236
 EATONTON, GEORGIA 31024

Putnam County Planning & Engineering



THE FIELD DATA UPON WHICH THIS PLAT IS
 BASED, HAS A CLOSING PRECISION OF 1/22905
 AND AN ANGULAR ERROR OF 03" PER ANGLE
 POINT AND WAS ADJUSTED USING THE COMPASS
 RULE. MAP CLOSURE 1" = 583,470



PLAT OF SURVEY FOR
 MARK ALLEED
 LAND LOTS 369 & 370
 3RD. LAND DISTRICT
 PUTNAM COUNTY, GEORGIA
 SCALE 1 IN = 100 FT 11/18/03
 LAWRENCE A. CORRY, RLS
 GREENSBORO, GEORGIA.

Letter of Intent

Brandon Burgess
1021 Liberty Bluff Lane
Greensboro, GA 30642
April 28, 2022

Putnam County Planning and Development
Director Lisa Jackson
117 Putnam Dr. Suite B
Eatonton, GA 31024

I am seeking a Conditional Use for my property located at 170 Scott Road to allow interior boat sales. All boat storage and sales will take place inside the current building. Absolutely no storage or display will take place outside of the facility. I am willing to sign a document agreeing to pay fines if the tenant is observed displaying boats or storing boats outside of the enclosed building.

The property is currently zoned C-1 and is a commercial retail center. There are 2 buildings on my property. BLDG A is 21,000 square feet and has the ability to be divided into 10-2,100 square foot suites. BLDG B is 14,000 Square feet and is set up to be divided into 4- 2,100 Square foot suites and 2- 2,800 SF spaces. The site is mostly paved and has a total of 95 striped parking spaces.

The retail center has sat vacant for some time since Jerry Smith moved his Car Museum out of Putnam County to north Georgia. I bought the retail center in December with plans to bring new life to that area of Scott Road. I have updated the landscaping and am currently updating the facades of the building to make them look more appealing. In doing this we have attracted many potential tenants one of them being a boat dealership that is wanting to do business in Putnam County. He currently wants to start in Putnam County with a smaller Boat Retail Center and then in the next 1-2 years building a new facility in Putnam County. He will still maintain his larger sales center in Buford, GA, and will store inventory at that location. In this location, he will house 6-8 boats for the display of the models he carries. He will also sell life jackets, ski ropes, etc. complimentary to his business.

I feel that interior boat sales are a consistent use with a C-1 Zoning. Currently, C-1 allows for interior retail sales and service. It also allows Marinas, which currently performs the same function that I am asking to perform. They house the boats inside, sell boats inside and also sell retail products in their storefronts.

If you would like any additional information about this request, you can telephone me at 478-973-8829.

Sincerely,


Brandon Burgess
Molfin Investments, LLC

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eFiled & eRecorded
DATE: 1/4/2022
TIME: 4:41 PM
DEED BOOK: 01070
PAGE: 00186 - 00187
RECORDING FEES: \$25.00
TRANSFER TAX: \$1600.00
PARTICIPANT ID: 3762125793
CLERK: Trevor J. Addison
Putnam County, GA
PT61: 117-2022-000015

STATE OF GEORGIA
COUNTY OF GREENE

THIS INSTRUMENT WAS PREPARED BY AND SHOULD BE RETURNED TO:
RUSSELL W. WALL
LAW OFFICE OF RUSSELL W. WALL, LLC
122 NORTH MAIN STREET, SUITE B
GREENSBORO, GEORGIA 30642
(706) 453-0089
FILE NO.: 21-12083

LIMITED WARRANTY DEED

THIS INDENTURE is made and entered into as of the 31st day of December, 2021, by and between Jerry O. Smith, Grantor, and MOLFIN Investments, LLC, a Georgia limited liability company, Grantee.

WITNESSETH

That the said Grantor, for and in consideration of Ten Dollars (\$10.00) and other good and valuable consideration, at and before the sealing and delivery of these presents, the receipt whereof is hereby acknowledged, has granted, bargained, sold, aliened, conveyed and confirmed, and by these presents does hereby grant, bargain, sell, alien, convey and confirm unto the said Grantee the following described property:

All that lot, tract or parcel of land, together with the permanent improvements located thereon, situate, lying and being in Land Lots 369 and 370 of the 3rd Land District, Putnam County, Georgia, described as Parcels Two (2), Three (3), Four (4) and Five (5), all as shown and depicted by that certain plat of survey entitled "Plat of Survey for Mark Allred", prepared by Lawrence A. Corry, GRLS No. 1200, dated November 18, 2003, and recorded in Plat Cabinet D, Book 28, Slide 62, Page 204A, Putnam County Land Records. Said plat of survey and records thereof are by reference made a part hereof for a more accurate description of said property.

For Information Only:

Prior Deed Reference: Deed Book 806, Page 692, said records.
Portion of Tax Map / Parcel I.D. No. 102 001 002
Address: 170 Scott Rd, Eatonton, GA 31024

TO HAVE AND TO HOLD the said described property, with all and singular the rights, members and appurtenances thereunto appertaining, to the only proper use, benefit and behoof of the said Grantee, his heirs, successors and assigns, in Fee Simple.

And the said Grantor warrants and will forever defend the right and title to the said property conveyed hereby unto the said Grantee, his heirs, successors and assigns, against the lawful claims of all persons claiming by, through, and under Grantor.

[SIGNATURES ON FOLLOWING PAGE]

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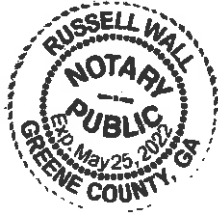
IN WITNESS WHEREOF, the Grantor has hereunto set his hand, affixed his seal and delivered these presents on the day and year first written above.

Signed, sealed and delivered
in the presence of:

[Handwritten Signature]
Witness

Notary Public

Jerry O Smith by Tracy Harper Bailey
Tracy Harper Bailey his attorney in fact
Jerry O Smith, by Tracy Harper Bailey,
his attorney-in-fact



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qPublic.net™ Putnam County, GA

Homestead Application

[Apply for Homestead Application](#)

Summary

Parcel Number 102 001002
Location Address 170 SCOTT RD
Legal Description PARCELS 2, 3, 4 AND 5 COMBINED
 (Note: Not to be used on legal documents)
Class C3-Commercial
 (Note: This is for tax purposes only. Not to be used for zoning.)
Tax District PUTNAM (District 1)
Millage Rate 22.785
Acres 3.76
Homestead Exemption No (50)
Landlot/District 369 / 3

[View Map](#)



Owner

MOLFIN INVESTMENTS LLC
 114 JACKSON AVE
 GRAY, GA 31032

Land

Type	Description	Calculation Method	Square Footage	Frontage	Depth	Acres	Lots
Commercial	Scott Road Com/Ind LOT	Lot	0	0	0	3.76	1

Commercial Improvement Information

Description 13 Retail Center Shell
Value \$253,466
Actual Year Built 2007
Effective Year Built 2007
Square Feet 14071
Wall Height 10
Wall Frames Steel
Exterior Wall Galvanized Metal
Roof Cover Galvanized Metal
Interior Walls Unfinished
Floor Construction Concrete On Ground
Floor Finish Concrete
Ceiling Finish No Ceiling
Lighting Standard F.F.
Heating Central Air Conditioning
Number of Buildings 1

Description 13 Retail Center Shell
Value \$378,280
Actual Year Built 2007
Effective Year Built 2007
Square Feet 21,000
Wall Height 10
Wall Frames Steel
Exterior Wall Galvanized Metal
Roof Cover Galvanized Metal
Interior Walls Unfinished
Floor Construction Concrete On Ground
Floor Finish Concrete
Ceiling Finish No Ceiling
Lighting Sodium Halide
Heating Cent. Htg. & A.C.
Number of Buildings 1

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Accessory Information

Description	Year Built	Dimensions/Units	Identical Units	Value
Paving: Asphalt	2008	0x0 / 60613	0	\$21,829

Permits

Permit Date	Permit Number	Type
11/18/2008	20081428	COM. FINISH INSIDE
11/18/2008	20081427	COM. FINISH INSIDE
09/12/2007	2007-1975	COMMERCIAL
09/12/2007	2007-1976	COMMERCIAL

Sales

Sale Date	Deed Book / Page	Plat Book / Page	Sale Price	Reason	Grantor	Grantee
12/31/2021	1070 186	28 204A	\$1,600,000	LIMITED WARRANTY DEED	SMITH JERRY O	MOLFIN INVESTMENTS LLC
4/15/2014	806 692	28 204A	\$600,000	Fair Market Value	EXCHANGE BANK	SMITH JERRY O
4/12/2010	696 3	28 204A	\$0	FORECLOSURE	AG MANAGEMENT LLC	EXCHANGE BANK
7/17/2007	607 397	28 204A	\$475,000	Fair Market Value	STILLWATER DEVELOPMENT INC	AG MANAGEMENT LLC
7/17/2007	607 396	28 204A	\$0	QUIT CLAIM DEED	ALLRED MARK	STILLWATER DEVELOPMENT INC
9/22/2006	566 536	28 204A	\$0	QUIT CLAIM DEED	MAR-LI PROPERTY GROUP LLC	ALLRED MARK
5/10/2004	460 69	28 204A	\$400,000	Fair Market Value	STILLWATER DEVELOPMENT	MAR-LI PROPERTY GROUP LLC

Valuation

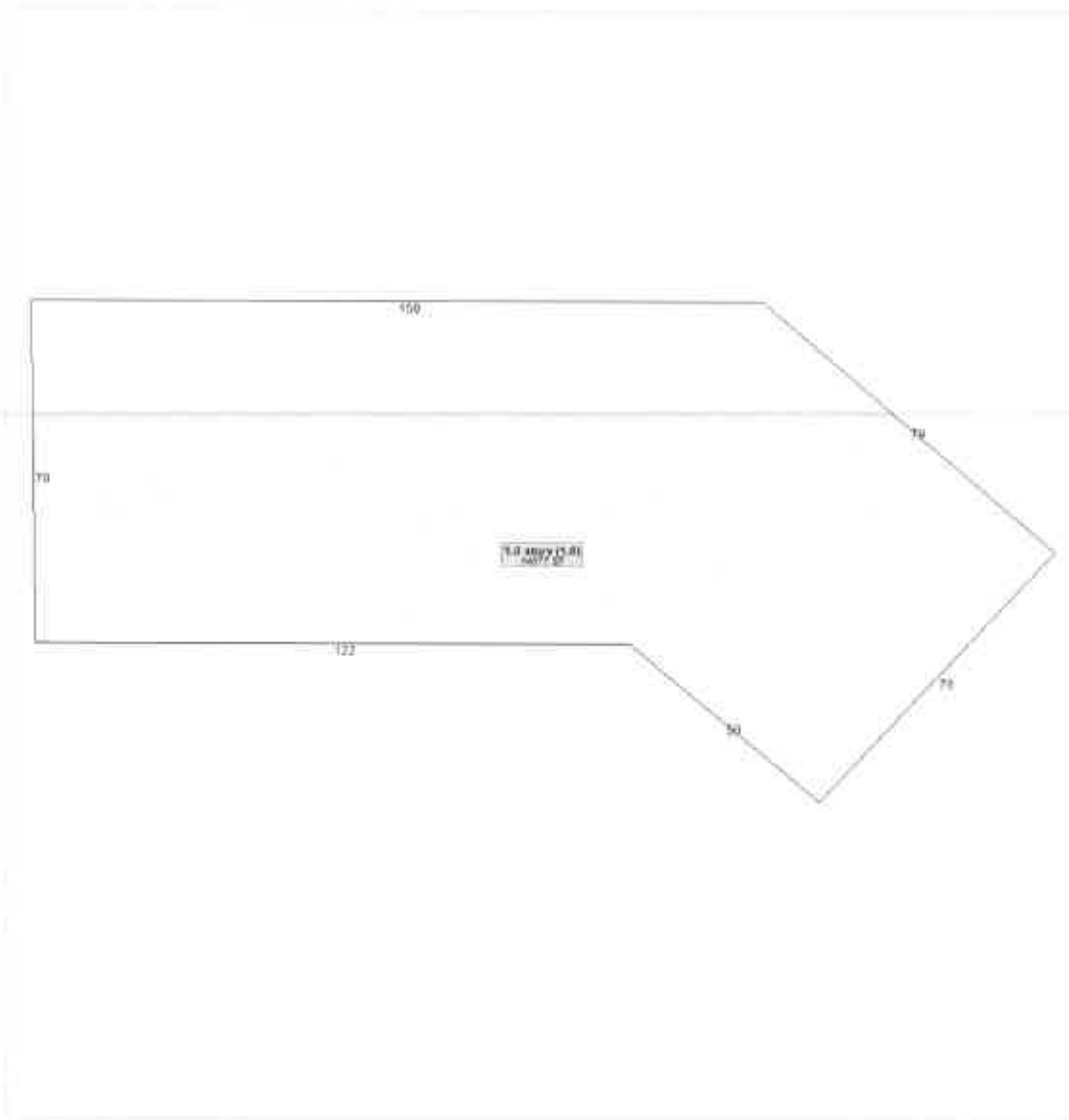
Land Value	2021
	\$80,000
+ Improvement Value	\$631,746
+ Accessory Value	\$21,829
= Current Value	\$733,575
* Assessed Value	\$293,430

Photos

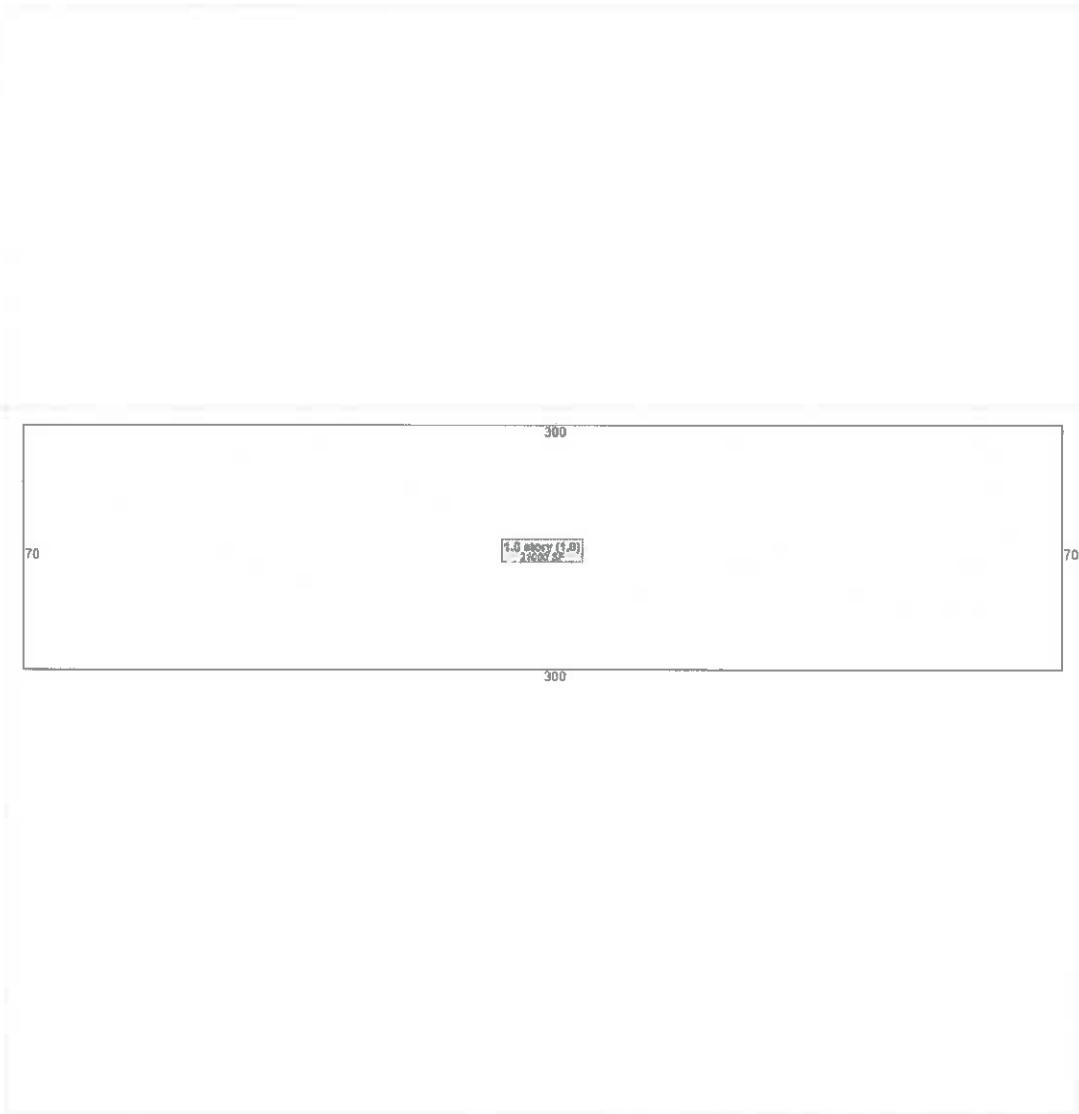


Sketches

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No data available for the following modules: Rural Land, Conservation Use Rural Land, Residential Improvement Information, Mobile Homes, Prebill Mobile Homes.

The Putnam County Assessor makes every effort to produce the most accurate information possible. No warranty, expressed or implied, is provided for our data beyond the use of our application.

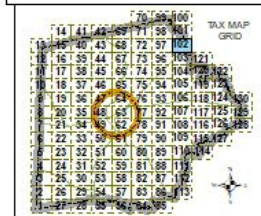
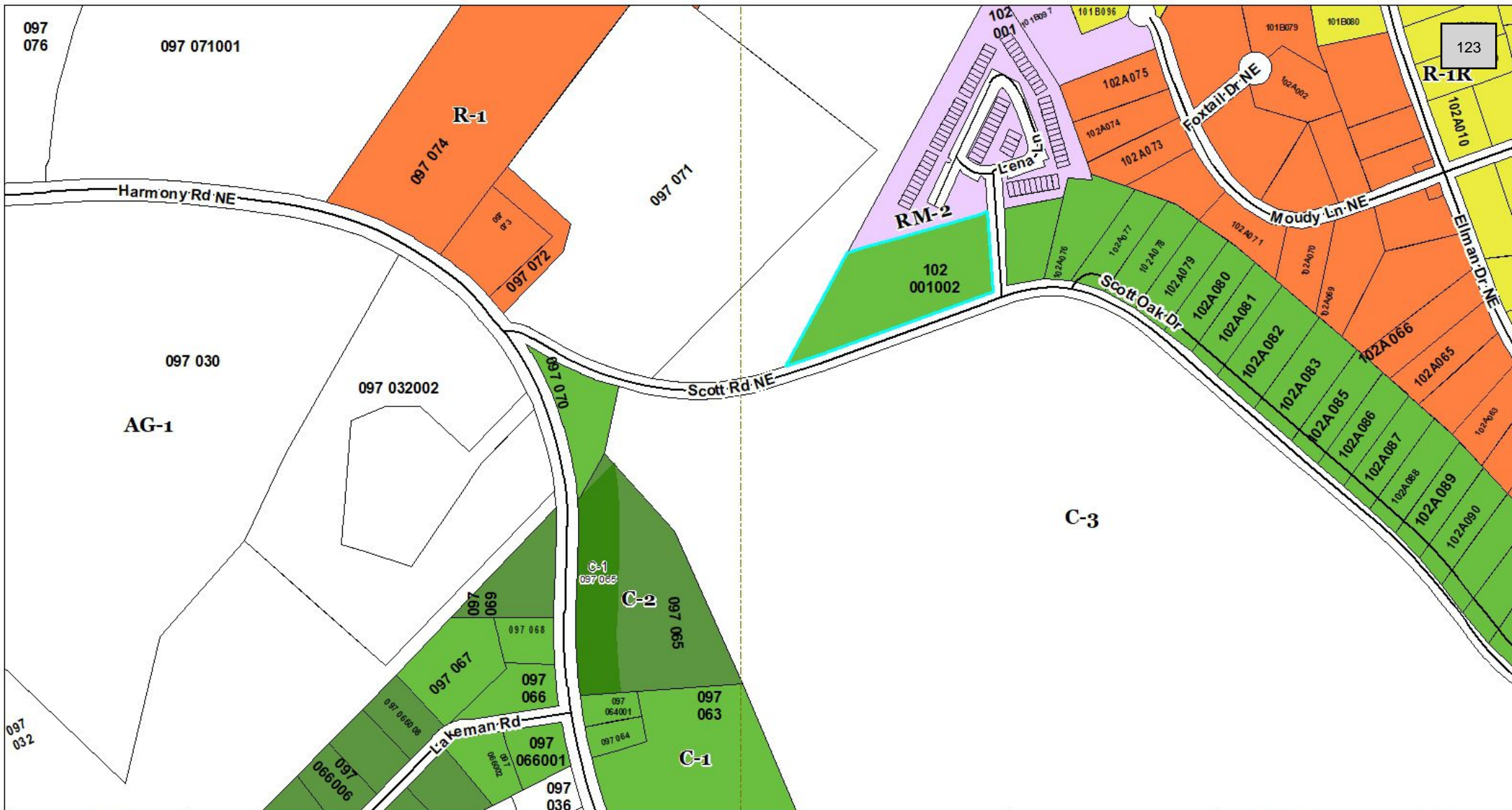
[User Privacy Policy](#)
[GDPR Privacy Notice](#)

Last Data Upload: 4/28/2022, 1:07:15 PM



Version 2.3.191

RECEIVED APR 28 2022



GEOGRAPHIC FEATURE LEGEND					
Eatonton Limits	Overlay District	AG-2	C-2 CITY	IND-2 CITY	R - 1 CITY
County Boundary	No Code	C-1	I-M	MHP	R - 2 CITY
Roads	AG-1	C-1 CITY	IND-1 CITY	R - 3 CITY	R-1R
Parcels	AG-1 CITY	C-2	PUBLIC	R - 4 CITY	RM-2
Parcel_Hooks		C-1	PUBLIC CITY	R - 4 CITY	RM-3
		C-2	PUBLIC CITY	R - 4 CITY	RM-1

MGRM
 Middle Georgia Regional Commission
 175 Emery Hwy
 Suite C
 Macon, Georgia 31217
 (478) 751-6160
 Web:
www.middlegeorgia.org

PUTNAM COUNTY, GEORGIA
 ZONING MAPS

MAP 102

MAP SCALE: 1" = 333.33' SCALE RATIO: 1:4,000 DATE: MAY 2022

File Attachments for Item:

9. Consent Agenda

- a. Approval of Minutes - June 3, 2022 Regular Meeting (staff-CC)
- b. Approval of Minutes - June 3, 2022 Executive Session (staff-CC)
- c. Authorization for Chairman to sign ACCG-GHBP Health Promotion & Wellbeing Grant Application (staff-HR)

PUTNAM COUNTY BOARD OF COMMISSIONERS



117 Putnam Drive, Suite A ♦ Eatonton, GA 31024

Minutes

Friday, June 3, 2022 ♦ 9:00 AM

Putnam County Administration Building – Room 203

The Putnam County Board of Commissioners met on Friday, June 3, 2022 at approximately 9:00 AM in the Putnam County Administration Building, 117 Putnam Drive, Room 203, Eatonton, Georgia.

PRESENT

- Chairman Billy Webster
- Commissioner Gary McElhenney
- Commissioner Daniel Brown
- Commissioner Bill Sharp
- Commissioner Jeff Wooten

STAFF PRESENT

- County Attorney Adam Nelson
- County Manager Paul Van Haute
- County Clerk Lynn Butterworth

Opening

1. Welcome - Call to Order

Chairman Webster called the meeting to order at approximately 9:01 a.m.
(Copy of agenda made a part of the minutes on minute book page _____.)

2. Approval of Agenda

Motion to approve the Agenda.

Motion made by Commissioner Sharp, Seconded by Commissioner Wooten.

Voting Yea: Commissioner McElhenney, Commissioner Brown, Commissioner Sharp, Commissioner Wooten

3. Invocation - Rev. Dr. Ford G'Segner

Rev. Dr. Ford G'Segner gave the invocation.

4. Pledge of Allegiance (DB)

Commissioner Brown led the Pledge of Allegiance.

Draft Minutes	Page 1 of 5	
June 3, 2022		

Regular Business Meeting

5. Public Comments

Mr. Steve Hersey commented on time limits for preliminary plats.

6. Consent Agenda

- a. Approval of Minutes - May 17, 2022 Regular Meeting (staff-CC)
- b. Approval of Minutes - May 25, 2022 Called Meeting (staff-CC)
- c. Approval of 2022 Alcohol License(s) (staff-CC)

Motion to approve the Consent Agenda.

Motion made by Commissioner McElhenney, Seconded by Commissioner Sharp.

Voting Yea: Commissioner McElhenney, Commissioner Brown, Commissioner Sharp, Commissioner Wooten

(Copy of alcohol license made a part of the minutes on minute book page _____.)

7. Authorization for Chairman to sign the Georgia Indigent Defense Services Agreement (staff-Fin)

Motion to authorize the Chairman to sign the Georgia Indigent Defense Services Agreement.

Motion made by Commissioner Wooten, Seconded by Commissioner McElhenney.

Voting Yea: Commissioner McElhenney, Commissioner Brown, Commissioner Sharp, Commissioner Wooten

(Copy of agreement made a part of the minutes on minute book pages _____ to _____.)

8. Approval of Right-of-Way Permit Application from AT&T (staff-CM)

Motion to approve the Right-of-Way Permit Application from AT&T.

Motion made by Commissioner Sharp, Seconded by Commissioner Wooten.

Voting Yea: Commissioner McElhenney, Commissioner Brown, Commissioner Sharp, Commissioner Wooten

(Copy of permit made a part of the minutes on minute book pages _____ to _____.)

9. Approval of Surplus of Fixed Assets (staff-Fin)

Motion to approve the Surplus of Fixed Assets.

Motion made by Commissioner McElhenney, Seconded by Commissioner Sharp.

Voting Yea: Commissioner McElhenney, Commissioner Brown, Commissioner Sharp, Commissioner Wooten

(Copy of surplus list made a part of the minutes on minute book page _____.)

Draft Minutes	Page 2 of 5	
June 3, 2022		

10. Appointment to the Putnam Development Authority (staff-CC)

Commissioner Brown, seconded by Commissioner McElhenney, nominated Brice Doolittle for appointment to the Putnam Development Authority.

Commissioner Wooten, seconded by Commissioner Brown, nominated Kerry Kenneth Glass for appointment to the Putnam Development Authority.

Chairman Webster called for the vote. Commissioner McElhenney voted for Brice Doolittle. Commissioner Brown voted for Brice Doolittle. Commissioner Sharp voted for Brice Doolittle. Commissioner Wooten voted for Brice Doolittle.

11. Awarding of Solicitation 22-04-21 Bethel Church Road Waterline Relocation (staff-CM)

Mr. Charlie Bridges from ESG reviewed the bids and gave his recommendation for awarding the bid to Fortis Engineering at \$349,986.61. He also explained about an alternate bid to include a jack and bore under Highway 441 for future development at an additional \$106,466.33. Mr. Bridges also advised that several years ago the county received approximately \$140,000 in utility aid from GDOT that can be used toward this project. He plans to request additional grant money from GDOT since prices have risen significantly.

Motion to award Solicitation 22-04-21 Bethel Church Road Waterline Relocation to Fortis Engineering at \$349,986.61 with the additional alternate for the Highway 441 jack & bore at \$106,466.33.

Motion made by Commissioner McElhenney, Seconded by Commissioner Wooten.

Voting Yea: Commissioner McElhenney, Commissioner Brown, Commissioner Sharp, Commissioner Wooten

12. Authorization for staff to schedule a Public Hearing for proposed adoption of changes to the Putnam County Code of Ordinances - Chapter 28 (Development Regulations) (staff-CA)

Motion to authorize staff to schedule a Public Hearing for proposed adoption of changes to the Putnam County Code of Ordinances - Chapter 28 (Development Regulations).

Motion made by Commissioner Sharp, Seconded by Commissioner McElhenney.

Voting Yea: Commissioner McElhenney, Commissioner Brown, Commissioner Sharp, Commissioner Wooten

(Copy of proposed changes made a part of the minutes on minute book pages _____ to _____.)

Reports/Announcements

13. County Manager Report

County Manager Van Haute reported the following:

- Introduced Ms. Carola Woods from the Public Works Department who recently purchased a 150KW backup generator, with only 1700 hours on it, from the Department of Administrative Services surplus website. The generator listed at \$41,211.32 and was located in Kentucky; Ms. Woods purchased it at \$3500 plus an additional \$3500 for shipping costs. Thanks Carola!
- EMS Director Brad Murphey came up to share the logistical nightmare of trying to order ambulances. He needs to get one to replace a wrecked ambulance and one new one. The good news is that the ambulance purchased last December is on its way to prebuild and we should have it in 90 to 120 days. He thanked the commissioners for their support.
- Looking at hosting a groundbreaking for the new Fire/EMS/Coroner station on perhaps July 5th. Asked the board to check their calendars and see if this a good date.
- Met recently with Piedmont Water and the staff will be asking to modify the Code of Ordinances-Chapters 28 & 32 for development regulations regarding fire protection.
- Announced that the T-shirts are in for Dairy Festival tomorrow for any that ordered one.

14. County Attorney Report

No report.

15. Commissioner Announcements

Commissioner McElhenney: thanked employees and staff for doing a magnificent job and keeping the budget in mind.

Commissioner Brown: commented that he is looking forward to the Dairy Festival tomorrow.

Commissioner Sharp: commented that he is also looking forward to the Dairy Festival tomorrow and expressed his appreciation to the farmers.

Commissioner Wooten: commented that it is good to ride around the county and see the good work of our employees. The convenience centers are looking especially good, and he appreciates the buried dumpsters. Everything looked perfect for the Memorial Day ceremony; expressed thanks to the county employees for taking care of that event.

Chairman Webster: none

Executive Session

16. Enter Executive Session as allowed by O.C.G.A. 50-14-4 for Personnel, Litigation, or Real Estate

Motion to enter Executive Session as allowed by O.C.G.A. 50-14-4 for Litigation.

Motion made by Commissioner Sharp, Seconded by Commissioner McElhenney.

Voting Yea: Commissioner McElhenney, Commissioner Brown, Commissioner Sharp, Commissioner Wooten

Draft Minutes	Page 4 of 5	
June 3, 2022		

Meeting closed at approximately 9:52 a.m.

17. Reopen meeting and execute Affidavit concerning the subject matter of the closed portion of the meeting

Motion to reopen the meeting and execute the Affidavit concerning the subject matter of the closed portion of the meeting.

Motion made by Commissioner McElhenney, Seconded by Commissioner Sharp.

Voting Yea: Commissioner McElhenney, Commissioner Brown, Commissioner Sharp, Commissioner Wooten

(Copy of affidavit made a part of the minutes on minute book page _____.)

Meeting reconvened at approximately 10:45 a.m.

18. Action, if any, resulting from the Executive Session

No action was taken.

Closing

19. Adjournment

Motion to adjourn the meeting.

Motion made by Commissioner McElhenney, Seconded by Commissioner Wooten.

Voting Yea: Commissioner McElhenney, Commissioner Brown, Commissioner Sharp, Commissioner Wooten

Meeting adjourned at approximately 10:46 a.m.

ATTEST:

Lynn Butterworth
County Clerk

Billy Webster
Chairman

Draft Minutes	Page 5 of 5	
June 3, 2022		

PUTNAM COUNTY BOARD OF COMMISSIONERS



Office of the County Clerk

117 Putnam Drive, Suite A ♦ Eatonton, GA 31024

706-485-5826 (main office) ♦ 706-485-1877 (direct line) ♦ 706-923-2345 (fax)

lbutterworth@putnamcountyga.us ♦ www.putnamcountyga.us

The draft minutes of the June 3, 2022 Executive Session are available for Commissioner review in the Clerk's office.



2022



ACCG – Group Health Benefits Program
Health Promotion & Wellbeing Grant

Grant Application

The Chairman or Director of Putnam County/Authority
(NAME OF COUNTY OR AUTHORITY)
hereby acknowledges and verifies that they have read, support, and agree to fully comply with all of the requirements and activities of the ACCG GHBP Health Promotion & Wellbeing Grant.

The designated Health Promotion Champion is: Cynthia Miller
(CHAMPION OVERSEES COUNTY/AUTHORITY HEALTH PROMOTION & WELLBEING)

Health Promotion Champion's Title & Email Address: Human Resources Director--cmiller@putnamcountyga.us

The appointed ACCG GHBP Insurance Contact is: Cynthia Miller
(INSURANCE CONTACT RECEIVES ACCG GHBP & ANTHEM INFORMATION)

GHBP Insurance Contact's Title & Email Address: Human Resources Director-- cmiller@putnamcountyga.us

CHAIRMAN OR DIRECTOR (SIGNATURE)

DATE

All of the ACCG & LGRMS requirements must be met if chosen as a grant recipient. Collectively, selected members may receive up to \$20.00 per covered employee for implementation of approved health employee promotion and wellness activities and access to free Health Risk Appraisals.

For further assistance, Sherea Robinson of LGRMS Health Promotion Services can be contacted at 678-686-6281 / 800-650-3120 or email srobinson@lgrms.com.

The Health Promotion Grant Application and Questionnaire must be completed and submitted to ACCG on or before **July 8, 2022** to be eligible. *Originals are not necessary.*

Email accginsurance@accg.org

File Attachments for Item:

10. Authorization for Chairman to sign Resolution for revision to the Putnam County Financial Policy effective July 1, 2022 (staff-Fin)

**PUTNAM COUNTY
RESOLUTION 06212022**

TRAVEL-MILEAGE REIMBURSEMENT

WHEREAS, the Putnam County Financial Policy was adopted November 16, 2010 and amended December 17, 2013; March 7, 2014; May 20, 2014; August 28, 2020; October 19, 2021; and March 4, 2022; and

WHEREAS, from time to time this policy requires updating.

NOW THEREFORE, be it resolved by the Board of Commissioners of Putnam County, in the State of Georgia, that the following change be adopted in the Financial Policy:

SECTION 1: **AMENDMENT** “5.90 Travel” of the Putnam County Policies & Procedures is hereby *amended* as follows:

AMENDMENT

5.90 Travel

Official Travel Defined: Official travel is when an employee is on official County business which requires attendance at events and functions requiring travel outside the county. Travel shall be approved annually as part of the budget process. Travel not included in the budget must be authorized by a majority vote of the Board of Commissioners, prior to the incurring of any costs associated with such travel.

The County will not honor reimbursement request for meals, expenses, mileage or other costs deemed unofficial or for travel within the county, except as provided in Act 702 (HB No. 1818) of the Georgia General Assembly as approved April 1, 1996. Costs associated with the use of personal vehicles for travel within Putnam County are not reimbursable unless authorized by contract.

When an employee uses their personal vehicle for official travel, the rate of reimbursement is the rate set by the Internal Revenue Service (IRS) ~~United States General Services Administration per resolution of the Board of Commissioners 1/15/02.~~ All requests for reimbursement of cost associated with the use of personal vehicles while on Official County business outside of the county must be documented on an itemized Expense Report in PCPP 5.70.010.

Board of Commissioners: Reimbursement for official travel by the Chairman or any other member of the Board of Commissioners is strictly limited to the following:

- Educational and training opportunities offered by ACCG and other training

opportunities necessary for the orderly conduct of the business of Putnam County reimbursement and

- Appointments to boards, authorities, committees as made by the Chairman of the Board of Commissioners, by the Board of commissioners, by legislative statue, or directly associated with the conduct of the business of Putnam County and
- Approved budgetary amounts for Per Diem, Travel, and Education, unless a Commissioner has not yet received enough credits to become a certified county commissioner. In those instances, a case-by-case approval for additional amounts beyond the budgeted amounts may be approved by the full Commission if presented prior to the expense of such overage.

Board of Commissioners will be paid as provided in Act 702 of the Georgia General Assembly as approved April 1, 1996.

The County shall approve and/or reimburse travel expenses incurred during the performance of official duties **outside** the county subject to the following limitations and provisions.

Expenses incurred by family members or other persons accompanying the official traveler are not reimbursable. Official travelers must make their own arrangements for individuals accompanying them and pay for all expenses incurred personally.

Lodging: Lodging is tax-exempt in most cases if sales tax and motel/hotel tax-exempt form is presented at the time of check-in. The County will not reimburse for taxes paid due to the failure to present exemption forms. Receipts for lodging shall accompany a properly executed Expense Report in PCPP 5.70.010 and be submitted to the Finance Department within seven (7) business days of completion of trip.

Tips: tips are limited to 20% of any bill. This includes taxi services.

Meals: The Daily Meal Rate is set at a maximum of \$50 per day for days with an overnight stay. If one or two meals are purchased for day travel, the rates on the chart below shall apply. These meal rates include tips to wait staff for meal service or room service charges. Tipping over 20% limit even if you stay below the maximum daily allowance will not be allowed. For overnight stay, the daily meal rate may be averaged within the same trip. Here are two examples:

Two Day Trip (overnight stay)- Spent \$35 day one & \$60 day two - Approved (did not exceed \$100) / Four Day Trip (three nights) - the maximum may not exceed \$200 (\$50x4)

The standard meal allowance rates are as follows:

Eligible Meals	Daily Allowance
Breakfast	\$10.00
Lunch	\$15.00
Dinner	\$25.00

Alcoholic beverages are not reimbursable.

Itemized receipts are required for all expenses and shall accompany a properly executed Expense Report.

Constitutional Officers and their employees are not required to present receipts; they may claim the maximum daily meal rate. In all instances, an Expense Report must be completed within seven (7) business days from completion of the trip.

Travel Advances: County employees that are not issued a County credit card may receive an advance for anticipated expenses while on official travel. In all cases where a Travel Advance is issued, the traveler will settle their account with the Finance Department within seven (7) business days of the completion of travel by providing receipts and/or proper documentation for incurred expenses. The traveler shall return the balance of advanced funds minus expenses detailed on an approved Expense Report and supported by receipts. Any exceptions to this must be reviewed and approved by the County Manager.

Review and Approval of Travel Expenses: Travel expenses require review and proper approval of the Expense Report before submission to the Finance Department.

Travel expenses and P Card charges by employees (below Department Head level) will be audited and approved by the Department Head. Charges by Department Heads will be audited and approved by the County Manager. Charges by the County Manager and all District Commissioners will be audited by the Chairman after submission to the Finance Department. Charges by the Chairman will be provided to the Vice-Chairman for audit after submission to the Finance Department. Any dispute will be settled by a review and vote by the Board of Commissioners.

SECTION 2: **EFFECTIVE DATE** This Resolution shall be in full force and effect from July 1, 2022.

PASSED AND ADOPTED BY THE PUTNAM COUNTY BOARD OF COMMISSIONERS _____.

	AYE	NAY	ABSENT	ABSTAIN
Chairman Billy Webster	_____	_____	_____	_____
District One Commissioner Gary McElhenney	_____	_____	_____	_____
District Two Commissioner Daniel Brown	_____	_____	_____	_____
District Three Commissioner Bill Sharp	_____	_____	_____	_____
District Four Commissioner Jeff Wooten	_____	_____	_____	_____

Presiding Officer

Attest

Billy Webster, Chairman, Putnam
County

Lynn Butterworth, County Clerk
Putnam County

File Attachments for Item:

11. Authorization for staff to schedule a Public Hearing for proposed changes to the Putnam County Code of Ordinances - Chapter 28 (Development Regulations and Chapter 32 (Fire Protection and Prevention) (staff-CM & Fire)

EXPLANATION OF DOCUMENTS:**Red language equals added text.****Struck through language equals deleted text.****Chapter 28 – DEVELOPMENT REGULATIONS****Sec. 28-66. Required improvements.**

The requirements of this section shall apply to every major subdivision and site development and shall be planned for and provided by the developer by installation and/or payment prior to the approval of the final plat. Where indicated by an asterisk (*), the requirement is not necessarily applicable to a site development as shall be determined by the director in consultation with the developer.

- (a) * *Street names.* All streets shall be named and marked with MUTCD signs. Street names shall have the approval of the director and shall not duplicate, nor closely approximate phonetically or visually, the name of any other street in the county. A street that is in alignment with an existing street shall continue the name of the existing street.
- (b) *Streets.* All streets, whether public, private or curb cuts, shall be designed, constructed and paved in accordance with the standards set forth in this chapter.
 - (1) No street or drainage structure shall be accepted by the county until it shall have been in public use for two years (two-year warranty period) and all repairs required by the county have been completed to the satisfaction of the county.
 - (2) To initiate the two-year warranty period the county must conduct an inspection of all drainage structures, the road, grading, grassing, and the use of best management practices for soil and erosion control. The developer/owner must post a surety or cash bond per section 28-82 of this chapter.
 - (3) It is the responsibility of the developer to maintain all streets until they are accepted by the county, and issue a surety bond to the county, to provide for such maintenance and repair, should the developer not be able to conduct the required repairs, as provided by this chapter.
 - (4) The developer shall install all necessary traffic control signs, signals, and street name signs as required by the county or GDOT at its sole cost. In addition, the subdivider shall provide suitable ground cover, such as grass, on all unpaved areas of street right-of-way or other public areas. All grassing shall be done to DOT specifications.
 - (5) If at the end of the two-year warranty period the road or drainage structures are not in good maintenance, the county will require the developer/owner to make such repairs to bring the road or drainage structures into good maintenance. If after 60 days notice from the county the developer/owner has not made the required repairs, the county may seek to call the bond or other surety.
- (c) *Utilities.*
 - (1) Generally. All water, sewer, natural gas lines and hydrants shall be along street rights-of-way. The water, sewer and natural gas lines shall be underground and located on back slopes of rights-of-way across drainage ditches away from pavements in order to prevent damage to the pavement during utility construction or maintenance. Only gravity-fed sewer lines may be placed under the pavement. Where required, because of topography, location of existing utilities or other factors, the director may allow the installation of utilities in other areas; however, the alternate location must be shown on the construction drawings and the as-built survey. Water and sewer lines must be on opposite sides of the street. Underground power lines must be located above and four feet to the side of either a water or sewer line.

- (2) Water. If a public or private water system is proposed to service the area of the subdivision within two years of the approval of the subdivision, water mains shall be installed by the subdivider within the subdivision with connections to each lot in each phase extended to the lot lines. If a public water system is available within 1,000 feet of either a residential or commercial development, a hookup to such is required. If a public or private water system is not available, the subdivider shall provide a water supply through a community water system or individual wells in conformity with the regulations of the county health department and this chapter.
 - (3) Sewer. If a public sanitary sewer system is proposed to service the area of the subdivision within two years of the approval of the subdivision, sewer mains shall be installed by the subdivider within the subdivision with connections to each lot in each phase extended to the lot line. If a public sewer system is not available, the subdivider shall provide a community sewage collection and treatment system or individual septic tank systems in conformity with the regulations of the county health department and the state department of natural resources.
 - (4) Fire hydrants (see chapter 32-19 of the Putnam County Code of Ordinances).
- (d) *Storm drainage.*
- (1) Design. Lots shall be laid out so as to provide positive drainage away from all buildings, and lot drainage patterns for the area. Drainage shall be designed so as to avoid concentration of storm drainage water from each lot to adjacent lots and any drainage feature must be capable of handling a 25-year storm event. Sensitive or high-risk areas will require handling larger storm events, which will be the responsibility of the designing engineer. Multifamily, commercial and industrial developments must take particular care in the design of the parking facilities and buildings with respect to the amount and direction of the runoff.
 - (2) Design certification. A professional engineer must certify that the proposed storm drainage improvements and other proposed construction is adequate, complies with the requirements of this chapter, and complies with accepted engineering practice.
 - (3) Connection to existing systems. If a storm system is located reasonably near the proposed development or subdivision, then the development or subdivision must contain an underground storm drainage system, which will be connected to the existing system. Should a storm drainage system not exist then adequate surface drainage facilities shall be installed. The professional engineer must ensure that the existing system is capable of accepting the additional stormwater without surcharging or damaging the existing system.
 - (4) Stormwater management. Stormwater detention facilities or other forms of suitable storage features will be required where more than a five-percent increase in runoff occurs between the calculated pre-developed flows and the calculated post-developed flows. In addition, detention/retention facilities shall be required if the downstream facilities are not adequate to allow increased runoff. If the facility is deemed to be inadequate, the developer can request permission to modify (at his expense) the downstream facilities to allow a reduction in detention facilities as long as no downstream facilities or lands of others are harmed by the change. The maximum predevelopment rational method runoff coefficient ("C" factor) to be utilized while calculating flows shall be 0.25 for flat and rolling terrain and 0.30 for hilly (seven percent plus) terrain. Post development "C" factors to be utilized shall be related to the density of the development and amount of impervious area included in the development. All "C" factors shall be in accordance with accepted Rational Method Runoff Tables published. Calculations utilizing the Soil Conservation Service (SCS) method of determining the runoff shall utilize the SCS soil group tables and covering to determine the SCS CN number to be used in the calculations. Calculations shall be shown for the two-, five-, ten-, and 25-year storm events. Emergency spillways shall be sized to handle a 100-year storm event. For pre-developed flows, the time of concentration (TOC) shall not be less than five minutes.
 - (5) Roadside ditches. Front and back slopes for roadside ditches shall be 3:1 or flatter. Ditches shall be designed to handle at least a 25-year storm event and velocities within the ditch are

- recommended to be held below two feet per second. Velocities above two feet per second will require additional stabilization practices. Erosion matting meeting DOT specifications is recommended and may be required within any ditch. Check dams or other suitable structures shall be placed in accordance with the Manual for Erosion and Sediment Control in Georgia, latest edition.
- (6) Drainage structures. Where drainage pipes, curb inlets, junction boxes, headwalls, and other structures are utilized, these shall conform to the Georgia DOT Standard Detail Manual, latest edition.
- (7) Curb and gutter. Curb and gutter meeting Georgia DOT Standard Detail Manual specifications is recommended for any new development. In residential areas, curb and gutter may either be 18 to 24-inch standup ("L" backing) or rollback type. In commercial and industrial areas, 30-inch standup is required. Associated junction boxes, piping, transitions, and other appurtenances shall meet Georgia DOT specifications.
- (e) *Development along arterial or collector streets.* Where a subdivision abuts or contains an arterial or collector street or railroad right-of-way the following are required:
- (1) In a village, commercial or industrial-manufacturing zoning district of ten acres or more, the following shall apply: a two-lane access road parallel to the arterial or collector, separated from the arterial or collector by a ten-foot wide landscaped strip through which access shall be provided at intervals of no less than 500 feet or whenever coincident with a median break should one exist in the arterial or collector street shall be required.
 - (2) In residential zoning districts (including multifamily), a 20-foot wide nonaccess buffer along the entire length of the back of the lots abutting an arterial or collector street is required.
 - (3) Setbacks from arterial roads: 50 feet.
- (f) *Lot sizes.* All lots shall conform to the Putnam County Zoning Ordinance. The arrangement of the subdivision lots and design of the development and the required improvements, however, are controlled by this chapter.
- (g) ** Lot lines.* All subdivision side lot lines shall be perpendicular or radial to street lines, unless otherwise approved by the director in furtherance of creative design models.
- (h) ** Double and reverse frontage lots.* Double frontage and reverse frontage lots shall be required to provide separation of development from an arterial street or to overcome specific disadvantages of topography and orientation.
- (i) *Easements.* The director of the planning and development department may require easements having an adequate width and located along rear and/or side lot lines for utility lines, drainage and underground cables, with provision for access from a public way. The director may also require access easements to existing parcels not otherwise fronting on a public road.
- (j) *Reserve strips.* Reserve strips that control access to street and public grounds shall be permitted only when the reserve strip is deeded to the county.
- (k) *Deceleration lanes and center turn lanes.*
- (1) Deceleration lanes or a center turn lane are required if sight distances required by this chapter cannot be achieved or the number of dwelling units in a development exceeds 50, at each entrance to a multifamily or nonresidential development project intersecting a county collector or a county arterial road, or if the director deems either a deceleration or turn lane or both are necessary to protect the safety of the public.
 - (2) Deceleration and turn lane construction standards.
 - a. Deceleration lanes shall be designed and installed in accordance with the Georgia Department of Transportation Regulations for Driveway and Encroachment Control. The lane shall be 12 feet in width exclusive of the curb and gutter width. Additional right-of-way to accommodate the deceleration lane and a ten-foot shoulder shall be dedicated by the developer to the county.

- b. Left turn lanes may be required if the average daily traffic (ADT) exceeds 2,000 vehicles per day or if the director has knowledge of other information that would warrant a detailed traffic impact study as established by the Georgia Department of Transportation to determine if a left turn is needed. The study shall be prepared in accordance with the Georgia Department of Transportation Regulations for Driveway and Encroachment Control.
 - c. Other project access improvements as deemed necessary by the director of the planning and development department in addition to a required deceleration lane in order to ensure adequate site access, pedestrian access, convenience, and safety to the motoring public may be required.
- (I) Minimum water main sizes. To allow for fire protection, all plans for development must meet all applicable fire protection codes. All water mains servicing any development shall be no less than 8" in diameter.**

(Res. of 7-17-2007(2); Ord. of 3-15-2016(1))

Chapter 32 – FIRE PROTECTION AND PREVENTION

Sec. 32-19. Fire hydrants.

- (a) *Ownership.* All fire hydrants installed within the unincorporated area of Putnam County shall be owned by and under the direct supervision of the respective owners. Owners shall be required to provide the Putnam County Fire Chief with a complete listing of the number and location of all fire hydrants under their supervision.
- (b) *Fire hydrants required.* All public well or water supply systems, as defined in this Code, shall provide fire hydrants as a primary means of fire suppression. This requirement shall apply to newly constructed systems and any expansion of existing systems where such expansion would add service for 15 or more connections or add service for 25 or more persons on a daily basis whether such expansion is completed at one time or in several phases. Owners or operators of existing public well or water supply systems are hereby prohibited from removing fire hydrants currently installed in said systems except as provided below. Existing public well or water supply systems which do not include fire hydrants shall not be required to install fire hydrants unless the system is expanded as provided above.
- (c) *Fire hydrant standards.* All fire hydrants incorporated into a public well or water supply system shall be installed and maintained by the respective owners in accordance with the most recent version of the International Fire Code including any appendices as adopted by Putnam County. Said standards include, but are not limited to, minimal distance between fire hydrants, location with respect to public right-of-way, design and construction specifications, and pressure/flow capacity. **Such fire hydrants shall be serviced by water mains no less than 8" in diameter.**
- (d) *Fire chief granted authority.* The Putnam County Fire Chief, or his/her designee, is hereby granted the authority to inspect, test and approve all fire hydrants situated within the unincorporated area of Putnam County. The Putnam County Fire Chief shall keep all records of the location and test results of all fire hydrants under this authority. The fire chief, or his/her designee, shall indicate the result of testing by color-coding the fire hydrant according to the International Fire Code standards. Newly installed fire hydrants shall be tested within 180 days of installation. Existing fire hydrants shall be tested at intervals of no less than two years. No owner of a fire hydrant included under this authority shall interfere with or restrict the ability of the Putnam County Fire Chief to exercise this authority.
- (e) *Fire hydrant out-of-service.* The owner of any fire hydrant under their supervision which is known to be inoperative or out of service for any reason shall promptly report the same to the Putnam County Fire Chief. Any fire hydrant found, on testing, to fail to meet the standards set forth above shall be designated as out-of-service. The Putnam County Fire Chief shall notify the owner, in writing, of any fire hydrant designated as

being out-of-service within ten days of such designation. The notification may be by personal service or U.S. Postal Service, registered letter.

- (f) *Owner duty to repair.* Upon notification of a fire hydrant being out-of-service, it shall be the duty of the owner to repair or replace the defective fire hydrant so as to place it back in service within 90 days of receiving notification. Alternatively, at the option of the owner, the defective fire hydrant may be physically removed from the system, providing however that the distance between the remaining, approved fire hydrants be no less than 1,000 feet.
- (g) *Violations.* Notwithstanding any other provisions of this Code, any violation of this code section shall be punishable by a minimum fine of \$50.00. Each day the violation continues shall constitute a separate offense. (Ord. of 12-18-2007; Ord. of 3-18-2008; Ord. of 1-19-2016)

File Attachments for Item:

12. Request to begin the Road Abandonment process for Dennis Station Lane and a portion of McDade Road and Battlesmith Road (JW & staff-PW)

RECEIVED

By Lynn Butterworth at 10:59 am, Jun 07, 2022

145



Putnam County Board of Commissioners
Agenda Item Request Form

DATE OF MEETING REQUESTED: June 21, 2022

REQUEST BY: Comm. JW

AGENDA ITEM: Discussion and possible action regarding abandoning the following roads:
Dennis Station Lane and MacDade Rd (partial)

AGENDA ITEM TYPE:

Presentation

Discussion

Action*

Other (Please Specify) _____

*ACTION REQUESTED: Begin the road abandonment process

SUPPORTING DOCUMENTATION PROVIDED: Yes

No

BUDGET/FUNDING INFORMATION: _____

FACTS AND/OR ISSUES: _____

ROAD ABANDONMENT CHECKLIST

Name of Road _____

When there is a request to abandon a county road the following steps must be followed:

- 1. The Board of Commissioners must approve beginning the process at a regular board meeting.

Completed Date _____

- 2. A "Notice of Intent to Abandon A County Road" must be published in the legal organ of the county for two weeks.

Completed Dates _____

- 3. Post signs at each end of the road proposed to be abandoned.

Completed Date _____

- 4. Public hearing is held.

Completed Date _____

- 5. Board of Commissioners approves Certification of Road Abandonment at a regular board meeting.

Completed Date _____

- a. A copy of the certification and plat is mailed to the property owner(s).

Completed Date _____

- b. A copy of the certification and plat is published in the county's legal organ for two weeks.

Completed Dates _____

- 6. Board of Commissioners declares road abandoned and authorizes Chairman to sign affidavit of abandonment (and, if needed, resolution conveying land to property owner and quit-claim deed) at a regular board meeting.

Completed Date _____

- a. County attorney prepares an affidavit of abandonment (and, if needed, resolution and quit-claim deed), to be executed by the Chairman, and files the affidavit and quit-claim deed with the Putnam County Superior Court.

Completed Date _____

File Attachments for Item:

13. Authorization for Chairman to sign Resolution to Return Jimmy Davis Park to the City of Eatonton (staff-CM)



RESOLUTION TO TRANSFER INTEREST IN JIMMY DAVIS PARK

WHEREAS, on March 7, 2007, the City of Eatonton, Georgia, acting by and through its Mayor and City Council, deeded any interest the City held in the recreation facility located in Eatonton, Georgia and identified as JIMMY DAVIS PARK to the Putnam County Board of Commissioners (“Board”); and

WHEREAS, the purchase and development of JIMMY DAVIS PARK utilized funds granted the City from the Land and Water Conservation Fund (LWCF), a grant program funded by the U.S. Department of the Interior and administered by the Georgia Department of Natural Resources; and

WHEREAS, the City is obligated, under the terms of the grant, to ensure land acquired or developed with LWCF assistance must be dedicated to public outdoor recreation in perpetuity; and

WHEREAS, in the event of transfer of ownership, the federal and state governments require certain notification of such transfer and for the owner to submit a change of sponsorship form; and

WHEREAS, the City failed to complete the procedure necessary to transfer such sponsorship;

NOW, THEREFORE, BE IT RESOLVED, as follows:

1. The Board hereby transfers any interest the County may hold in the real property identified as JIMMY DAVIS PARK to the City of Eatonton, Georgia and specifically authorizes the Chairman of the Board to execute a quit-claim deed returning said interest.

IN WITNESS WHEREOF, this resolution has been duly adopted by the governing authority of Putnam County on the 21st day of June, 2022.

Chairman Billy Webster

Attest:

Clerk

(SEAL)

Please Record & Return to:
F. Adam Nelson
Fleming & Nelson, LLP
P.O. Box 2208
Evans, GA 30809

STATE OF GEORGIA)
)
COUNTY OF PUTNAM) **QUITCLAIM DEED**

THIS INDENTURE, made this ____ day of _____, 2022, by and between **PUTNAM COUNTY, GEORGIA, acting by and through its Board of Commissioners**, as Grantor, and **CITY OF EATONTON, acting by and through its Mayor and Council**, as Grantee, (the words “Grantors” and “Grantee” to include their respective heirs, successors and assigns where the context requires or permits);

W I T N E S S E T H :

That the Grantor, in consideration of the sum of ONE AND 00/100 DOLLARS (\$1.00) and other good and valuable consideration, cash in hand, paid by the Grantee, the receipt of which is hereby acknowledged, does hereby grant, bargain, sell, release, convey and confirm unto the Grantee, their successors and assigns, the following described property, to-wit:

All that tract or parcel lying and being in the 368th G.M.D., Putnam County, Georgia, containing 6.52 acres, more or less, according to that certain plat of survey by Edwin Thompson, Registered Land Surveyor 1759, dated February 13, 2007, and recorded in Plat Book 31, Page 35, Slide 9, Clerk’s Office, Putnam Superior Court, said plat is made a part of this description by reference thereto.

TOGETHER WITH all the rights, members, hereditaments, improvements, easements and appurtenances thereunto belonging in or any wise appertaining, unto the Grantee, their successors and assigns, forever, in **FEE SIMPLE**.

TO HAVE AND TO HOLD the said property unto said Grantee so that neither the Grantor nor its successors or assigns nor any other person or persons claiming under Grantor shall at any time claim or demand any right, title, or interest to the said Property or its appurtenances.

File Attachments for Item:

14. Authorization for Chairman to sign Certificate of Distribution for Local Option Sales Tax (BW)



CERTIFICATE OF DISTRIBUTION

TO: State Revenue Commissioner

Pursuant to an Act of the Georgia General Assembly, effective January 1, 1980, relating to Local Sales & Use Taxes, the governing authorities for the qualifying municipalities and the county located within the special district coterminous with the boundaries of Putnam County hereby certify that the proceeds of the combination city/county local sales and use tax generated in such district shall be distributed by the State Revenue Commissioner as follows:

City of <u>Eatonton</u>	shall receive	<u>25</u>	%
County of <u>Putnam</u>	shall receive	<u>75</u>	%

This certificate shall continue in effect until such time as a new certificate shall be executed as provided in said Act.

By executing this schedule, the county and cities, acting through their respective officers, represent that all municipalities lying wholly or partly in the tax jurisdiction have been given an opportunity to show that they are 'qualified municipalities,' as that term is used in the Act, and that all municipalities listed herein as recipients are 'qualified' and so may receive distribution from the proceeds of the tax.

Executed on behalf of the governing authorities of the qualifying municipalities representing not less than a majority of the aggregate population of all qualifying municipalities located within the special district and the governing authority of the county, this _____ day of _____ 20__.

MAYOR OF THE CITY OF EATONTON

CHAIRMAN BOARD OF COMMISSIONERS OF

PUTNAM COUNTY



CERTIFICATE OF DISTRIBUTION

TO: State Revenue Commissioner

Pursuant to an Act of the Georgia General Assembly, effective January 1, 1980, relating to Local Sales & Use Taxes, the governing authorities for the qualifying municipalities and the county located within the special district coterminous with the boundaries of Putnam County hereby certify that the proceeds of the combination city/county local sales and use tax generated in such district shall be distributed by the State Revenue Commissioner as follows:

As follows for the distributions occurring after January 1, 2023 and ending December 31, 2023:

City of	<u> Eatonton </u>	shall receive	<u> 29 </u>	%
County of	<u> Putnam </u>	shall receive	<u> 71 </u>	%

As follows for the distributions occurring after January 1, 2024 and ending December 31, 2024:

City of	<u> Eatonton </u>	shall receive	<u> 29 </u>	%
County of	<u> Putnam </u>	shall receive	<u> 71 </u>	%

As follows for the distributions occurring after January 1, 2025 and ending December 31, 2025:

City of	<u> Eatonton </u>	shall receive	<u> 29 </u>	%
County of	<u> Putnam </u>	shall receive	<u> 71 </u>	%

As follows for the distributions occurring after January 1, 2026 and ending December 31, 2026:

City of	<u> Eatonton </u>	shall receive	<u> 25 </u>	%
County of	<u> Putnam </u>	shall receive	<u> 75 </u>	%

As follows for the distributions occurring after January 1, 2027 and ending December 31, 2027:

City of	<u> Eatonton </u>	shall receive	<u> 25 </u>	%
County of	<u> Putnam </u>	shall receive	<u> 75 </u>	%

As follows for the distributions occurring after January 1, 2028 and ending December 31, 2028:

City of	<u> Eatonton </u>	shall receive	<u> 25 </u>	%
County of	<u> Putnam </u>	shall receive	<u> 75 </u>	%

As follows for the distributions occurring after January 1, 2029 and ending December 31, 2029:

City of Eatonton shall receive 25 %

County of Putnam shall receive 75 %

As follows for the distributions occurring after January 1, 2030 and ending December 31, 2030:

City of Eatonton shall receive 25 %

County of Putnam shall receive 75 %

As follows for the distributions occurring after January 1, 2031 and ending December 31, 2031:

City of Eatonton shall receive 25 %

County of Putnam shall receive 75 %

As follows for the distributions occurring after January 1, 2032 and ending December 31, 2032:

City of Eatonton shall receive 25 %

County of Putnam shall receive 75 %

This certificate shall continue in effect until such time as a new certificate shall be executed as provided in said Act.

By executing this schedule, the county and cities, acting through their respective officers, represent that all municipalities lying wholly or partly in the tax jurisdiction have been given an opportunity to show that they are 'qualified municipalities,' as that term is used in the Act, and that all municipalities listed herein as recipients are 'qualified' and so may receive distribution from the proceeds of the tax.

Executed on behalf of the governing authorities of the qualifying municipalities representing not less than a majority of the aggregate population of all qualifying municipalities located within the special district and the governing authority of the county, this _____ day of _____, 2022.



MAYOR, CITY OF EATONTON

CHAIRMAN, BOARD OF COMMISSIONERS OF
PUTNAM COUNTY

File Attachments for Item:

15. Authorization for Chairman to sign Board of Education Tax Levy Resolution (BW)

LAW OFFICE

HARBEN, HARTLEY & HAWKINS, LLP

340 JESSE JEWELL PARKWAY
SUITE 750
GAINESVILLE, GEORGIA 30501
(770) 534-7341
FAX: (770) 532-0399

June 13, 2022

VIA E-MAIL/FIRST CLASS MAIL

Mr. Billy Webster - Chairman
Putnam County Board of Commissioners
117 Putnam Drive, Suite A
Eatonton, GA 31024
Email – bwebster@putnamcountyga.us
putnamboc@putnamcountyga.us

Mr. Paul Van Haute– Putnam County Manager
117 Putnam Drive, Suite A
Eatonton, GA 31024
Email – pvanhaute@putnamcountyga.us

Mr. Barry Fleming
County Attorney, Putnam County
Fleming & Nelson, LLP.
631 Ronald Reagan Drive
P.O. Box 2208
Evans, GA 30809
Email – bfleming@flemingnelson.com

Re: Request for Placement on Agenda for Adoption of Tax Levy Resolution
On Behalf of the Putnam County Board of Education and the Issuance of
General Obligation Bonds

Gentlemen:

As you know, on November 3, 2020, the school district was successful in passing a Special Purpose Local Option Sales Tax Referendum and, in connection with that referendum, the voters authorized the issuance of \$21,000,000.00 of general obligation bonds. The school district would like to now issue those bonds. The bonds will be paid from the proceeds of the sales tax, but since they are general obligation bonds, the Board of Education is required to pass a resolution irrevocably committing itself to levy the necessary millage rate required to make the principal and interest payments on the bonds in the unlikely event that the sales and use tax revenues are insufficient. If this millage rate is levied, it will be charged against the school system’s millage rate ceiling. As you know, the board of education has the authority to levy millage which the Board of Commissioners is then required to include as part of the total tax millage levied against property in the county.

Prior to this resolution being presented to the Board of Commissioners, the Board of Education will be adopting a bond resolution that includes a specific request to the Board of Commissioners to adopt this resolution. If you desire, I will be glad to provide a copy of that resolution for your review or for presentation to the County Commission.

It is my understanding that the Commission has a regular meeting on June 21, 2022. We would ask to be included on that meeting agenda.

I am enclosing a copy of the tax levy resolution to be passed by the Board of Commissioners as prepared by bond counsel in advance of the meeting to determine whether you or the County Commission will have any questions regarding the need for this resolution. I understand that any issue dealing with the millage rate can potentially receive a lot of attention from local residents and the media. I would like to answer any and all questions you or the Board of Commissioners have before that meeting. I am willing to attend the County Commission meeting if you feel that it is necessary or to have the superintendent or some other representative of the Board of Education present if you feel that will be helpful. On the other hand, if we can answer any questions prior to the meeting and if you are sure that the passage of the resolution will be routine, then I would see no reason for anyone to attend that meeting and we can obtain signed copies from you on the following day.

If you should have any concerns, do not hesitate to give me a call.

Very truly yours,



Cory O. Kirby

COK: gmb
Enclosure

cc: Mr. Eric Arena, Superintendent

TAX LEVY RESOLUTION

WHEREAS, pursuant to a bond resolution adopted on February 22, 2021 and a supplemental bond resolution adopted on June 13, 2022 (collectively, the “Bond Resolution”), the Board of Education of Putnam County (the “Board of Education”), as managing and controlling body of the Putnam County School District (the “District”), a political subdivision of the State of Georgia, authorized the issuance of Putnam County School District (Georgia) General Obligation School Bonds in the aggregate principal amount of \$20,000,000 (the “Bonds”), for the purpose of providing funds to the District to pay or to be applied toward the cost of (i) acquiring miscellaneous new equipment, uniforms, fixtures and furnishings for the school system, including but not limited to technology equipment and safety and security equipment, (ii) adding to, renovating, repairing, improving, and equipping existing school buildings and school system facilities, (iii) acquiring school buses and transportation and maintenance equipment, (iv) acquiring, constructing and equipping new school system facilities, including land acquisition, fine arts facilities and athletic facilities, (v) acquiring books, textbooks, e-books, and e-book readers for the school system, and (vi) paying expenses incident to accomplishing the foregoing; and

WHEREAS, the issuance of such general obligation bonds of the District was approved by a majority of qualified voters of the District at the election duly called and held on November 3, 2020, after notice of the time thereof had been given in the manner required by law by the Board; and

WHEREAS, the Board of Education, being charged with the duty of managing the affairs of the District, has determined that in order to pay the principal of and the interest on the Bonds as the same become due and payable, whether by maturity, redemption or otherwise, to the extent such interest is not paid from the construction fund to be created with the proceeds of the Bonds, and it is necessary that there be levied an annual tax upon all the taxable property in said District sufficient to raise the amounts set forth below in each of the calendar years set forth below; and

WHEREAS, proper certificates and recommendations have been made that a direct annual tax for such purposes be made in the amounts and for the years hereinafter stated; and

WHEREAS, it is necessary that a tax be levied for the purpose of paying the principal of and interest on the Bonds due in each year, whether by maturity, redemption or otherwise, to the extent such principal and interest is not satisfied from other legally available funds of the District; and

NOW, THEREFORE, BE IT RESOLVED by the Board of Commissioners of Putnam County, and it is hereby resolved by authority of same, that there shall be and is hereby levied upon all the taxable property in the District subject to taxation for school bond purposes, a direct annual tax sufficient to raise in each of the years set forth below the sums set forth below in order to pay the principal of and interest on the Bonds as follows:

Date	Principal	Interest ⁽¹⁾	Total P&I
10/1/2022	\$ --	\$252,777.78	\$252,777.78
4/1/2023	--	500,000.00	500,000.00
10/1/2023	2,565,000	500,000.00	3,065,000.00
4/1/2024	--	435,875.00	435,875.00
10/1/2024	2,610,000	435,875.00	3,045,875.00
4/1/2025	--	370,625.00	370,625.00
10/1/2025	2,660,000	370,625.00	3,030,625.00
4/1/2026	--	304,125.00	304,125.00
10/1/2026	2,715,000	304,125.00	3,019,125.00
4/1/2027	--	236,250.00	236,250.00
10/1/2027	2,770,000	236,250.00	3,006,250.00
4/1/2028	--	167,000.00	167,000.00
10/1/2028	1,275,000	167,000.00	1,442,000.00
4/1/2029	--	135,125.00	135,125.00
10/1/2029	1,305,000	135,125.00	1,440,125.00
4/1/2030	--	102,500.00	102,500.00
10/1/2030	1,335,000	102,500.00	1,437,500.00
4/1/2031	--	69,125.00	69,125.00
10/1/2031	1,365,000	69,125.00	1,434,125.00
4/1/2032	--	35,000.00	35,000.00
10/1/2032	<u>1,400,000</u>	<u>35,000.00</u>	<u>1,435,000.00</u>
 Total:	 \$20,000,000	 \$4,964,027.78	 \$24,964,027.78

Said several sums are hereby irrevocably pledged and appropriated to the payment of the principal and interest on the Bonds as the same become due and payable, whether by maturity, redemption or otherwise, all to the extent such principal and interest is not satisfied from other legally available funds of the District.

The said several sums shall be collected by the Putnam County Tax Commissioner in each of said years, and shall be annually paid into a fund to be maintained for and applied to the payment of principal and interest on the Bonds when due and provisions to meet the requirements of this paragraph shall be made annually thereafter, upon receipt of an annual certificate from the Board of Education certifying the rate of tax levy (if any) necessary to pay such debt service on the Bonds.

BE IT FURTHER RESOLVED by the authority aforesaid that all orders and resolutions in conflict with this resolution are hereby repealed.

Adopted by the Board of Commissioners of Putnam County, this 21st day of June, 2022.

**PUTNAM COUNTY BOARD OF
COMMISSIONERS**

By: _____
Chairman, Board of Commissioners
of Putnam County

Attest: _____
Clerk of the Board of Commissioners
of Putnam County

(SEAL)

CLERK’S CERTIFICATE

GEORGIA, PUTNAM COUNTY

I, Lynn Butterworth, Clerk of the Board of Commissioners of Putnam County (the “Board”), do hereby certify that the foregoing is a true and correct copy of a resolution adopted by the Board in a public meeting duly assembled on June 21, 2022, and that the said resolution is of full force and effect and has been duly entered of record in the minutes of said Board, which are in my custody.

WITNESS my official signature and the seal of Putnam County, Georgia, this 21st day of June, 2022.

Clerk for the Board of Commissioners of
Putnam County, Georgia

(SEAL)