



# PUTNAM COUNTY PLANNING & DEVELOPMENT

117 Putnam Drive, Suite B ♦ Eatonton, GA 31024

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

## Agenda

Thursday, October 05, 2023 ♦ 6:30 PM

*Putnam County Administration Building – Room 203*

The Putnam County Planning & Zoning Commission will conduct a public hearing meeting on October 05, 2023 at 6:30 p.m. in the Putnam County Administration Building, 117 Putnam Drive, Room 203, Eatonton, GA. The following agenda will be considered:

### Opening

1. Call to order
2. Attendance
3. Rules of Procedures

### Minutes

4. Approval of Minutes- 8/14/2023 & 9/7/2023

### Requests

5. Request by **John D. Knab** for a side yard setback variance from the lake at 130 Emma Drive. Presently zoned R-1 [**Map 086C, Parcel 149, District 4**].
6. Request by **Rick McAllister, agent for Harmony 40 LLC** to rezone 20.85 acres at 842 Harmony Road from AG to RM-3. [**Map 097, Part of Parcel 060, District 1**].\*
7. Request by **Rick McAllister, agent for Shaifer Griffin, LLC** to rezone 15.30 acres at 1024 Lake Oconee Parkway from C-1/AG to C-1. [**Map 103, Part of Parcel 015, District 3**].\*

### New Business

### Adjournment

The Planning & Zoning Commission meeting will be conducted pursuant and in accordance with O.C.G.A. Chapter 36-66.

**Notice:** All opponents to any rezoning request on the Planning & Zoning Commission and the Board of Commissioners agendas must file a disclosure of campaign contributions with the Planning & Development Department within five calendar days prior to public hearings if you have contributed \$250.00 or more to an elected official in Putnam County within the last five years.

\*The Putnam County Board of Commissioners will hear these agenda items on October 17, 2023 at 6:00 P.M., in the Putnam County Administration Building, 117 Putnam Drive, Room 203, Eatonton, GA 31024.

The full meeting package can be reviewed in the Planning & Development office upon request.

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 Board of Commissioners' hearing will be conducted pursuant to O.C.G.A. 50-14-1 and Section 66-152 of the Putnam County Code of Ordinances and meets the requirements of the Zoning Procedures Laws established in O.C.G.A 36-66.

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:**

4. Approval of Minutes- 9/7/2023



# PUTNAM COUNTY PLANNING & DEVELOPMENT

117 Putnam Drive, Suite B ♦ Eatonton, GA 31024

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

## Minutes

Thursday, September 07, 2023, ♦ 6:30 pm

### Opening

1. Call to Order

Chairman John Mitchell called the meeting to order at 6:35 pm.

2. Attendance

Mrs. Courtney Andrews called the Attendance.

Present: Chairman Mitchell, Vice Chairman Maurice Hill, Member Charles Hurt, Member Harold Jones, Member Shad Atkinson

Staff: Attorney Adam Nelson, Director Lisa Jackson, Assistant Director Courtney Andrews

3. Rules of Procedures

Chairman John Mitchell read the Rules of Procedures.

### Minutes

4. Approval of Minutes- 5/4/2023, 7/6/2023 and 8/3/2023

Motion: **Vice Chairman Hill** made the motion to approve the 5/4/2023, 7/6/2023 and 8/3/2023 P&Z minutes

Second: **Member Hurt**

Voting Yea: **Vice Chairman Hill, Member Hurt, Member Jones, Member Atkinson, Chairman Mitchell**

**The minutes were approved by a vote of 5.**

### Requests

5. Request by **Shirley Ivester for a left and right-side yard setback variance at 178 Phillips Road. Presently zoned R-2. [Map 055A, Parcel 037, District 4]. Mr. Brian Ivester** represented this request.

**Mr. Ivester** stated that they took down a dilapidated manufactured home that they tried to modify, rebuild, and add on to. They purchased a new manufactured that they wanted to place in the same location. The old home was 52 feet wide and the new home is slightly larger, measuring 56 feet wide.

**Chairman Mitchell** asked if the proposed structure was a modular or manufactured home.

**Mr. Ivester** confirmed that it was a manufactured home.

**Chairman Mitchell** asked for the total square footage of the manufactured home.

**Mr. Ivester** stated that it was 1,474 square feet.

**No one spoke in opposition of this request.**

**Member Atkinson** stated that the dimensions of the manufactured home was 28X56, and totaled 1,568 square feet which needed a point of clarification.

**Mr. Ivester** stated that the house plans showed that the structure would be 1,474 square feet.

**Member Atkinson** stated that he is a professional land surveyor and had some issues with the measurements. The measurement of the lot is less than 75 feet wide and measured 73 feet wide instead. The mobile home is 56 feet wide and would leave 8.7 feet on each side. He added that he spoke with the applicant's surveyor to confirm his calculations.

Attorney Adam Nelson explained to the board that when a request for a variance is made they are not limited to the request on the application. The board would just need to make the change in the form of a motion.

**Staff Recommendation was for approval of a 10.4-foot side yard setback variance, being 9.6 feet from the left and right-side property lines at 178 Phillips Road [Map 055A, Parcel 037, District 4].**

Motion: **Member Atkinson** made the motion to approve a 11.3-foot side yard setback variance being 8.7 feet from the left and right-side property lines at 178 Phillips Road [Map 055A, Parcel 037, District 4].

Second: **Vice Chairman Hill**

Voting Yea: **Vice Chairman Hill, Member Hurt, Member Jones, Member Atkinson, Chairman Mitchell**

**The motion was approved by a vote of 5.**

6. Request by **Rick McAllister, Agent for Nell J. McDonald** to rezone 5.31 acres at 331 New Phoenix Road from AG to C-1. [Map 105, Parcel 016, District 1].\* **Mr. Rick McAllister** represented this request.

**Mr. McAllister** stated that the rezoning application was presented on 3-21-23 and a letter was submitted to withdraw without prejudice and was approved by the board of commissioners. The plans changed from the original submittal. During his submittal period he discovered an error on the traffic study that reflected the original plan and resubmitted the updated traffic study to staff, after the submittal deadline period. He requested to table the request until the October 5, 2023 agenda.

**Director Lisa Jackson** read the staff recommendation.

**The applicant submitted additional information to the application on Tuesday, September 5, which was two days prior to the regular scheduled public hearing. Sec. 66-161-(b)(3) of the Putnam County Code of Ordinance states: No application will be considered to have been made until such form(s) as described in subsection 66-161(c) herein have been completed and submitted to the planning and development department with the application fees as established by the board of commissioners and supporting materials as required under this article. Materials, documents, or evidence**

**presented in favor of an application for zoning change must be submitted no later than the immediate Friday preceding the planning and zoning commission's consideration of the request and therefore this item cannot be considered on the September 7, 2023, agenda. Therefore, staff recommendation is to defer this item until the October 5, 2023 regular scheduled public hearing, at 6:30 pm. in this same room, unless otherwise noted.**

### **No questions from the Board**

Motion: **Vice Chairman Hill** made the motion to approve the request to table the meeting until the October 5, 2023 regular scheduled public hearing.

**Kristine Tarrer** asked if those who signed up to speak in opposition could speak.

Attorney Nelson explained that the request is to table the item without having any documents or evidence heard. There is no public comments section on the agenda. The board could take the comments, but any information provided would not be a part of the record and be used in the future. The goal was to insure that staff had time to review all materials of the zoning request. Receiving comments would be premature. He suggested that if they did take comments, it would be done after their vote.

**Kristine Tarrer** stated that her comments were specific to the motion to table and asked that the request be deferred to November instead of October due to conflict.

Second: **Member Jones**

**Member Jones** asked staff what their thoughts were on moving the request to the November agenda and questioned why the request was needed.

**Kristine Tarrer** explained that she was the legal representative for the opponents, and she is unable to appear to the October meeting. Considering that it had been continued three times, they were asking for an additional month.

**Director Jackson** stated that she had no objection, and it was up to the board to make the decision.

**Chairman Mitchell** asked if changing the date would create a conflict for him.

**Mr. McAllister** stated that he would keep his request for the October 5, 2023 meeting.

**Chairman Mitchell** asked for clarity on how to proceed.

**Attorney Nelson** stated that if the meeting was set for November, it would be readvertised. He added that the purpose of the situation was to confirm that the record exists as it has been presented. In the past, items were relied upon for consideration without staff having an opportunity to review. This was something they did not do because the intention is to have a clear record. With respect to the vote, they could talk amongst themselves.

**Vice Chairman Hill** stated that the opponents should have the right to counsel and recommended to switch the item to the November meeting.

Motion: **Vice Chairman Hill** made an amended motion to table the request until the November 2, 2023 regular scheduled public hearing.

Second: **Member Jones**

Voting Yea: **Vice Chairman Hill, Member Hurt, Member Jones, Member Atkinson, Chairman Mitchell**

**The motion was approved by a vote of 5.**

New Business

None

Adjournment

Meeting adjourned at approximately 7:01 pm

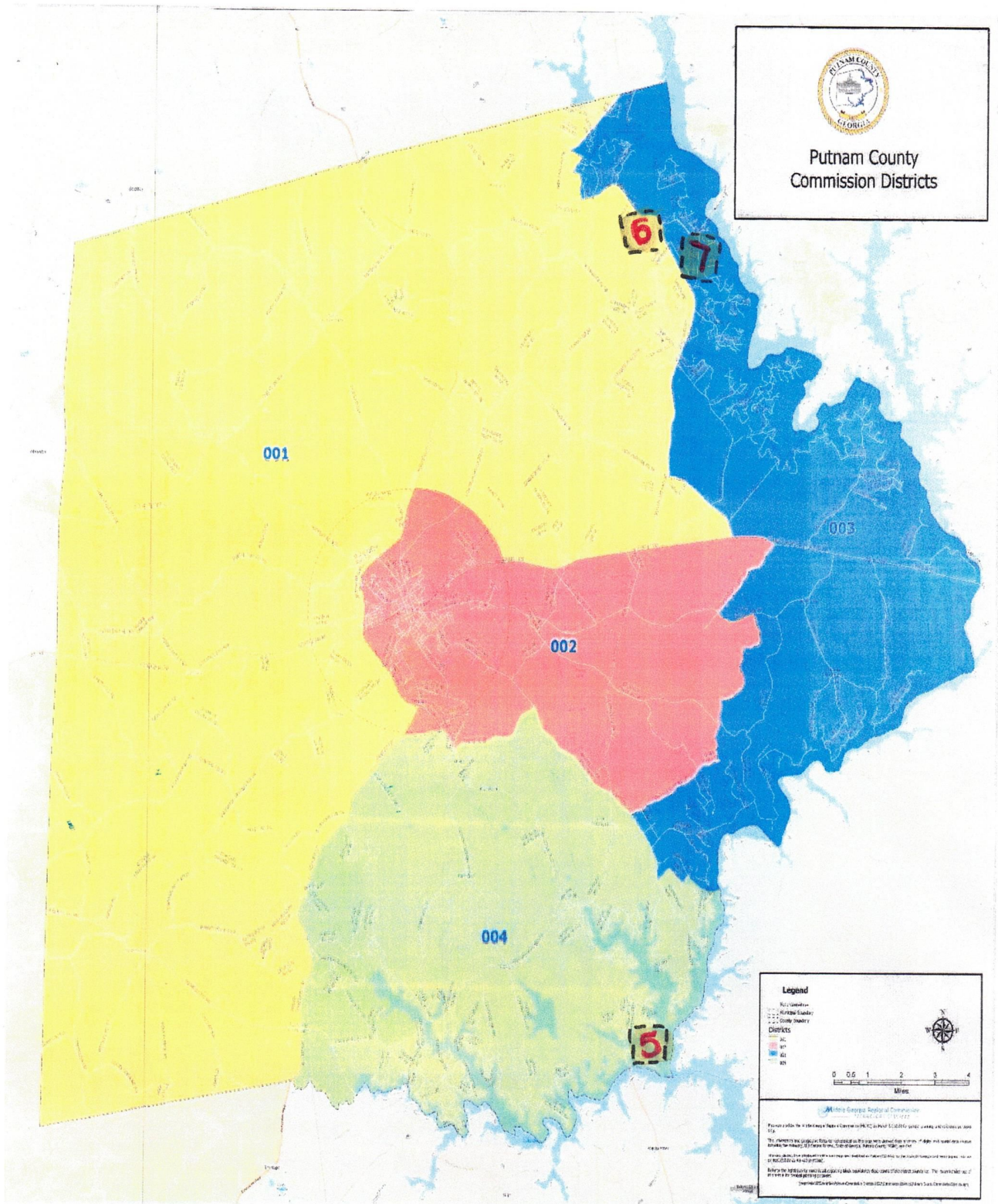
Attest:

\_\_\_\_\_  
Lisa Jackson  
Director

\_\_\_\_\_  
John Mitchell  
Chairman

**File Attachments for Item:**

5. Request by **John D. Knab** for a side yard setback variance from the lake at 130 Emma Road. Presently zoned R-1 [**Map 086C, Parcel 149, District 4**].



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# PUTNAM COUNTY BOARD OF COMMISSIONERS

117 Putnam Drive, Suite A ♦ Eatonton, GA 31024

Tel: 706-485-5826 ♦ www.putnamcountyga.us

## APPLICATION FOR VARIANCE USE

Permit # 2023-VAR-26

### Application Information

(same as owner Yes  No )

Name: John D. Knab

Address: 130 EMMA DR SE  
Milledgeville Ga 31061

Phone: 813-777-8772

Email: 1jdkna@gmail.com

Fax: \_\_\_\_\_

Arterial/State Road. Yes: \_\_\_\_\_ No:

USE: \_\_\_\_\_

### Property Information

Address: 130 EMMA DR SE

Map: 0860C Parcel: 149

Presently Zoned: R-1 Com. District: 4

Total Acreage: .09

In Conservation Use: Yes  No

State Waters on Property: Yes  No

TOTAL SQ. FT. (existing structure) 5860 TOTAL FOOTPRINT (proposed structure) 720 sqft

LOT LENGTH (the total length of the lot) 517.3'

LOT WIDTH AT BUILDING SETBACK (how wide the lot is where you are proposing to build) 194.91'

REASON FOR REQUEST: Current Structure is 1 Car I would like to expand to 3 Car Garage

### \*SUPPORTING INFORMATION ATTACHED TO APPLICATION\*:

RECORDED PLAT: \_\_\_\_\_ LETTER OF AGENCY \_\_\_\_\_ LETTER OF INTENT \_\_\_\_\_

SITE APPROVAL/LAYOUT OF SEPTIC SYSTEM FROM HEALTH DEPARTMENT N/A

### \*PROPOSED LOCATION MUST BE STAKED OFF\*

\*SIGNATURE OF APPLICANT: [Signature] DATE: 8-30-23

\*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>8/31/23</u>  | FEE: \$220        | CK. NO. <u>1460</u> | CASH _____       | C. CARD _____ | INITIALS <u>JK</u> |
| RECEIPT #                            | _____           |                   |                     |                  |               |                    |
| DATE OF NEWSPAPER AD:                | <u>12-14-23</u> | DATE SIGN POSTED: | <u>12-13-23</u>     | RCVD 2023 AUG 31 |               |                    |
| COMMISSIONERS'/CITY COUNCIL HEARING: | <u>NA</u>       | RESULT:           | _____               |                  |               |                    |

Variance Request

John and Susan Knab  
130 Emma Dr SE  
Milledgeville, Ga 31061

Putnam County Board of Commissioners  
117 Putnam Dr, Suite A  
Eatonton, Ga 31024

Dear Putnam County Board of Commissioners:

We own the property at 130 Emma Dr SE Milledgeville and would like to expand the current 1 car building to a 3-car building and bring the original building up to code. We are requesting the variance as the current building on the SE corner is currently 40' from the seawall and the SW corner is 38' from the seawall. By adding on to the current 12.8' x 24.4' building the updated garage would be 30'x36' and the SE corner would maintain it's 40' distance from the seawall and the new SW corner would be 38.4' from the seawall.

The current building has electrical service from Ga. Power so there is no new requirement for power for this building, no septic or any other form of interruption to ground tables.

We would simply like to have a 3-car garage and do it as to match our home.

Thank you for your consideration  
John and Susan Knab



Included:  
Application for Variance  
Campaign Contribution Disclosure  
Plat drawing for added garage space.

RCUB 2023 0031



eFiled & eRecorded  
 DATE: 9/21/2021  
 TIME: 12:52 PM  
 PLAT BOOK: 00037  
 PAGE: 00173  
 RECORDING FEES: \$10.00  
 PARTICIPANT ID: 0353510676  
 CLERK: Trevor J. Addison  
 Putnam County, GA

PROPERTY COURSE TABLE FOR: LOT 2-A-R

| LINE | BEARING      | DISTANCE |
|------|--------------|----------|
| 1    | N 44°59'24"E | 64.27    |
| 2    | N 44°53'35"E | 68.89    |
| 3    | N 45°25'43"E | 71.57    |
| 4    | S 45°23'21"E | 182.89   |
| 5    | S 47°55'50"W | 50.90    |
| 6    | N 65°30'00"W | 100.00   |
| 7    | N 69°21'56"E | 76.58    |

PROPERTY COURSE CHAIN TABLE FOR: 40 FT. WIDE STRIP - JOINT OWNERSHIP - LOTS 2-A-R AND 3-R

| CHORD BEARING | CHORD LENGTH |
|---------------|--------------|
| N 47°20'29"E  | 591.37       |
| N 47°20'29"E  | 64.37        |

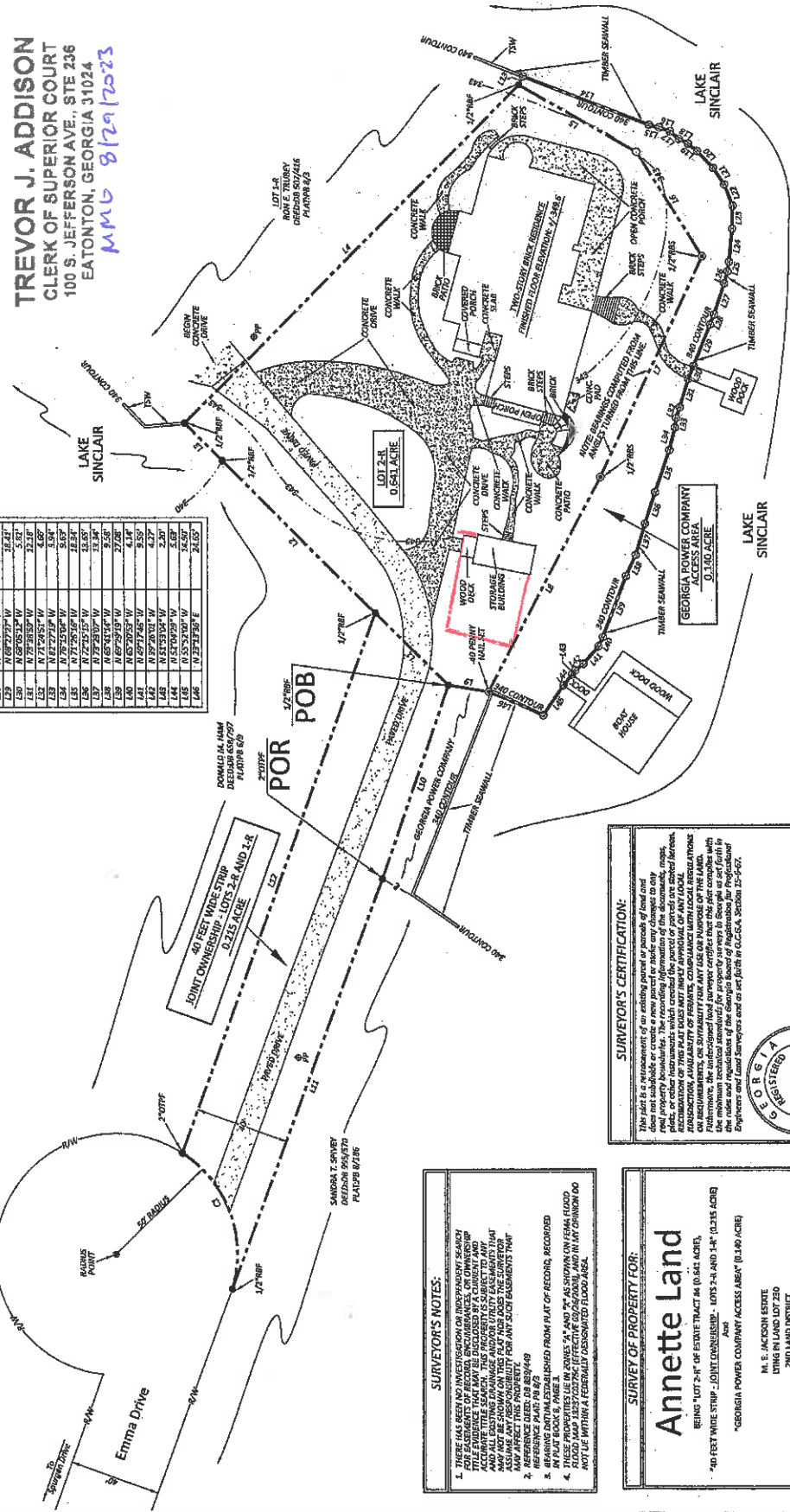
PROPERTY COURSE TABLE FOR: "GEORGIA POWER COMPANY ACCESS AREA"

| LINE | BEARING      | DISTANCE |
|------|--------------|----------|
| 1    | S 82°30'00"E | 100.00   |
| 2    | S 65°30'00"E | 100.00   |
| 3    | N 30°00'00"E | 100.00   |
| 4    | N 45°00'00"E | 100.00   |
| 5    | N 60°00'00"E | 100.00   |
| 6    | N 75°00'00"E | 100.00   |
| 7    | N 90°00'00"E | 100.00   |
| 8    | S 75°00'00"W | 100.00   |
| 9    | S 60°00'00"W | 100.00   |
| 10   | S 45°00'00"W | 100.00   |
| 11   | S 30°00'00"W | 100.00   |
| 12   | S 15°00'00"W | 100.00   |
| 13   | N 15°00'00"W | 100.00   |
| 14   | N 30°00'00"W | 100.00   |
| 15   | N 45°00'00"W | 100.00   |
| 16   | N 60°00'00"W | 100.00   |
| 17   | N 75°00'00"W | 100.00   |
| 18   | N 90°00'00"W | 100.00   |
| 19   | S 75°00'00"W | 100.00   |
| 20   | S 60°00'00"W | 100.00   |
| 21   | S 45°00'00"W | 100.00   |
| 22   | S 30°00'00"W | 100.00   |
| 23   | S 15°00'00"W | 100.00   |
| 24   | N 15°00'00"W | 100.00   |
| 25   | N 30°00'00"W | 100.00   |
| 26   | N 45°00'00"W | 100.00   |
| 27   | N 60°00'00"W | 100.00   |
| 28   | N 75°00'00"W | 100.00   |
| 29   | N 90°00'00"W | 100.00   |
| 30   | S 75°00'00"W | 100.00   |
| 31   | S 60°00'00"W | 100.00   |
| 32   | S 45°00'00"W | 100.00   |
| 33   | S 30°00'00"W | 100.00   |
| 34   | S 15°00'00"W | 100.00   |
| 35   | N 15°00'00"W | 100.00   |
| 36   | N 30°00'00"W | 100.00   |
| 37   | N 45°00'00"W | 100.00   |
| 38   | N 60°00'00"W | 100.00   |
| 39   | N 75°00'00"W | 100.00   |
| 40   | N 90°00'00"W | 100.00   |
| 41   | S 75°00'00"W | 100.00   |
| 42   | S 60°00'00"W | 100.00   |
| 43   | S 45°00'00"W | 100.00   |
| 44   | S 30°00'00"W | 100.00   |
| 45   | S 15°00'00"W | 100.00   |
| 46   | N 15°00'00"W | 100.00   |
| 47   | N 30°00'00"W | 100.00   |
| 48   | N 45°00'00"W | 100.00   |
| 49   | N 60°00'00"W | 100.00   |
| 50   | N 75°00'00"W | 100.00   |
| 51   | N 90°00'00"W | 100.00   |
| 52   | S 75°00'00"W | 100.00   |
| 53   | S 60°00'00"W | 100.00   |
| 54   | S 45°00'00"W | 100.00   |
| 55   | S 30°00'00"W | 100.00   |
| 56   | S 15°00'00"W | 100.00   |
| 57   | N 15°00'00"W | 100.00   |
| 58   | N 30°00'00"W | 100.00   |
| 59   | N 45°00'00"W | 100.00   |
| 60   | N 60°00'00"W | 100.00   |
| 61   | N 75°00'00"W | 100.00   |
| 62   | N 90°00'00"W | 100.00   |
| 63   | S 75°00'00"W | 100.00   |
| 64   | S 60°00'00"W | 100.00   |
| 65   | S 45°00'00"W | 100.00   |
| 66   | S 30°00'00"W | 100.00   |
| 67   | S 15°00'00"W | 100.00   |
| 68   | N 15°00'00"W | 100.00   |
| 69   | N 30°00'00"W | 100.00   |
| 70   | N 45°00'00"W | 100.00   |
| 71   | N 60°00'00"W | 100.00   |
| 72   | N 75°00'00"W | 100.00   |
| 73   | N 90°00'00"W | 100.00   |
| 74   | S 75°00'00"W | 100.00   |
| 75   | S 60°00'00"W | 100.00   |
| 76   | S 45°00'00"W | 100.00   |
| 77   | S 30°00'00"W | 100.00   |
| 78   | S 15°00'00"W | 100.00   |
| 79   | N 15°00'00"W | 100.00   |
| 80   | N 30°00'00"W | 100.00   |
| 81   | N 45°00'00"W | 100.00   |
| 82   | N 60°00'00"W | 100.00   |
| 83   | N 75°00'00"W | 100.00   |
| 84   | N 90°00'00"W | 100.00   |
| 85   | S 75°00'00"W | 100.00   |
| 86   | S 60°00'00"W | 100.00   |
| 87   | S 45°00'00"W | 100.00   |
| 88   | S 30°00'00"W | 100.00   |
| 89   | S 15°00'00"W | 100.00   |
| 90   | N 15°00'00"W | 100.00   |
| 91   | N 30°00'00"W | 100.00   |
| 92   | N 45°00'00"W | 100.00   |
| 93   | N 60°00'00"W | 100.00   |
| 94   | N 75°00'00"W | 100.00   |
| 95   | N 90°00'00"W | 100.00   |
| 96   | S 75°00'00"W | 100.00   |
| 97   | S 60°00'00"W | 100.00   |
| 98   | S 45°00'00"W | 100.00   |
| 99   | S 30°00'00"W | 100.00   |
| 100  | S 15°00'00"W | 100.00   |

**LEGEND**

- R/W RESERVE WAY
- CERTIFICATE
- PROPERTY LINE
- REFERENCE LINE
- OPEN END PILE SET
- OPEN END PILE SET
- GEORGIA MULTITRANCT
- GEORGIA MULTITRANCT
- GEORGIA MULTITRANCT
- GEORGIA MULTITRANCT
- COMPUTED POINT
- POWER POLE
- POWER POLE
- THAMER SAWWALL
- THAMER SAWWALL
- POINT OF BEGINNING
- POINT OF REFERENCE

**TREVOR J. ADDISON**  
 CLERK OF SUPERIOR COURT  
 100 S. JEFFERSON AVE., STE 236  
 EATONTON, GEORGIA 31024  
*MMB 8/29/2023*



**CLOSURE INFORMATION:**  
 The plat data upon which this map was based is based on a survey conducted in accordance with the Georgia Code and an expansion error of 0.000004 feet per mile. This map and its data were adjusted using the compass rule. This map or plat has been calculated for closure and is found to be accurate within one foot in 238,329 feet.

**SURVEYOR'S NOTES:**

- THIS IS A SURVEY OF THE PROPERTY DESCRIBED IN THE PLAT AND DOES NOT CONSTITUTE A WARRANTY OR GUARANTEE OF ANY KIND. THE SURVEYOR HAS CONDUCTED A VISUAL INSPECTION OF THE PROPERTY AND HAS FOUND NO EVIDENCE OF ANY ENCUMBRANCES, UNRECORDED EASEMENTS, OR UNLAWFUL USES. THE SURVEYOR HAS ALSO CONDUCTED A VISUAL INSPECTION OF THE ADJACENT PROPERTY AND HAS FOUND NO EVIDENCE OF ANY ENCUMBRANCES, UNRECORDED EASEMENTS, OR UNLAWFUL USES.
- THE SURVEYOR HAS CONDUCTED A VISUAL INSPECTION OF THE PROPERTY AND HAS FOUND NO EVIDENCE OF ANY ENCUMBRANCES, UNRECORDED EASEMENTS, OR UNLAWFUL USES.
- THE SURVEYOR HAS CONDUCTED A VISUAL INSPECTION OF THE PROPERTY AND HAS FOUND NO EVIDENCE OF ANY ENCUMBRANCES, UNRECORDED EASEMENTS, OR UNLAWFUL USES.
- THE SURVEYOR HAS CONDUCTED A VISUAL INSPECTION OF THE PROPERTY AND HAS FOUND NO EVIDENCE OF ANY ENCUMBRANCES, UNRECORDED EASEMENTS, OR UNLAWFUL USES.

**SURVEYOR'S CERTIFICATION:**

This plat is a true and correct copy of the original plat as filed in the office of the Clerk of Superior Court, Putnam County, Georgia, and is subject to the rules and regulations of the Georgia Board of Registration for Professional Engineers and Land Surveyors and as set forth in O.C.G.A. Section 47-5-67.

*Ethel Thompson*  
 No. 1759  
 No. 1759  
 DATE: 09/18/2021

**SURVEY OF PROPERTY FOR:**

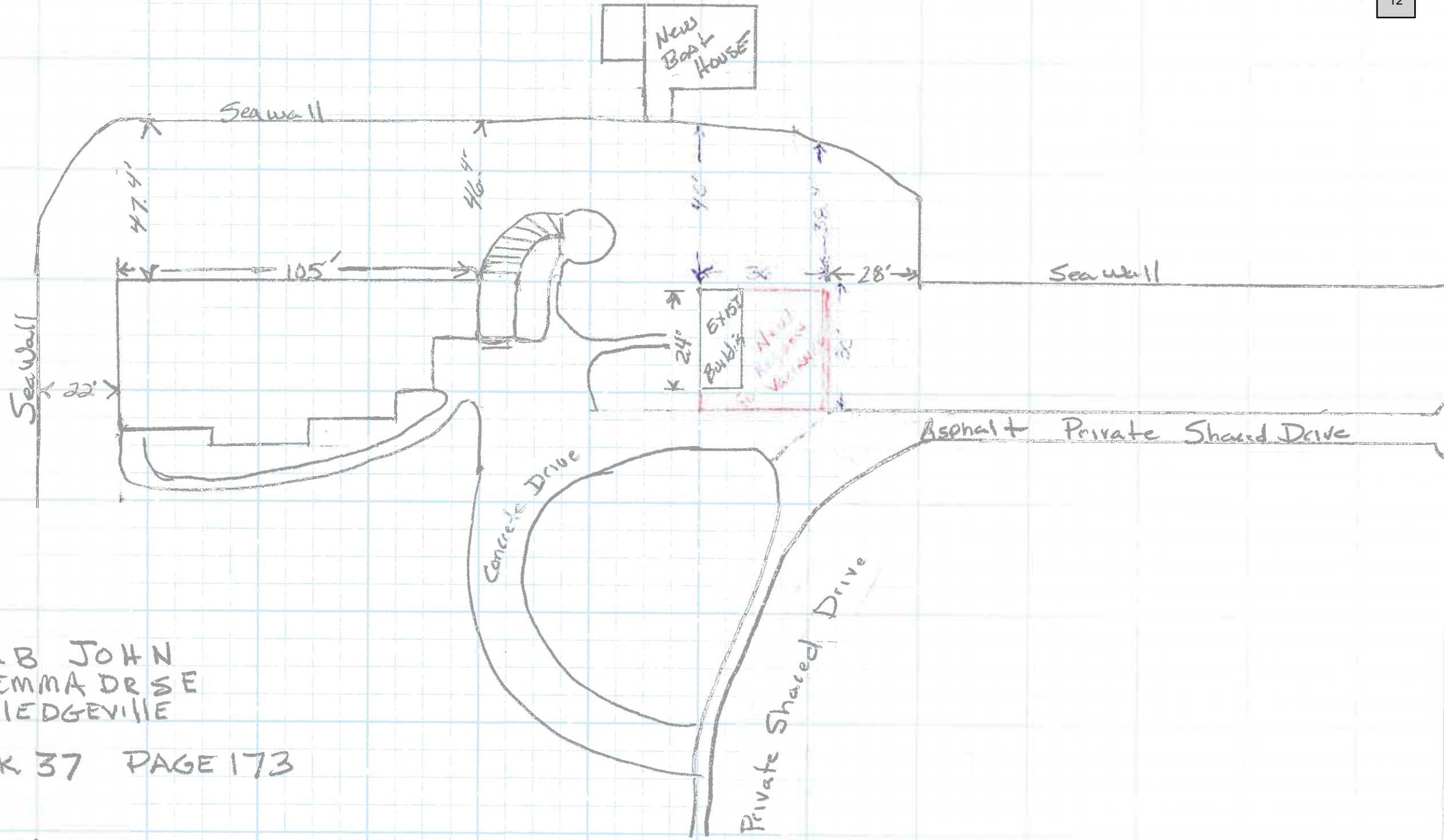
**Annette Land**

BEING "LOT 2-A-R" OF ESTATE TRACT # 10,641 ACRES, AND "LOT 3-R" OF ESTATE TRACT # 10,641 ACRES, AND "40 FEET WIDE STRIP - JOINT OWNERSHIP - LOTS 2-A-R AND 3-R" (0.215 ACRES)

AND  
 "GEORGIA POWER COMPANY ACCESS AREA" (0.140 ACRES)

M. E. JACKSON ENGINEERING AND LAND SURVEYING  
 200 N. W. 12TH ST.  
 PUTNAM COUNTY, GEORGIA 31024

SURVEYED: 07/26/2021  
 SCALE: 1" = 30'  
 EQUIPMENT USED: TOPCON GPS-ROD  
 ELECTRONIC DISTANCE METER  
 PLAT NO. 00037



KNAB JOHN  
 130 EMMA DR SE  
 MILLEDGEVILLE  
 BOOK 37 PAGE 173

1/4" = 8'

12/21/2023 (12:31)

*Handwritten signature*



Georgia Department of Public Health On-Site Sewage Management System  
Performance Evaluation Report Form

|  |   |   |
|--|---|---|
| APPLICANT NAME:<br><b>John D Knab</b>                | PROPERTY/SYSTEM ADDRESS:<br><b>130 EMMA DR SE<br/>Milledgeville, GA 31061</b> | EVALUATION ID:                                  |
| APPLICANT PHONE:<br><b>813-777-8772</b>              |   | COUNTY:<br><b>Putnam</b>                        |
| APPLICANT EMAIL ADDRESS:<br><b>1Jdknab@gmail.com</b> | SUBDIVISION/LOT:  | REASON FOR EVALUATION:<br><b>Garage 30'x36'</b> |

**Inspection Records**

- No 1. Inspection records exist for this septic system.
- No  
N/A 2. Inspection records indicate that all components of the septic system were properly constructed and approved at the time of original inspection. A copy of the original inspection report is attached.

**Maintenance Records (applicable copies are attached)**

- Yes No 3. Maintenance or installation records indicate that the tank has been pumped out or installed within the past 5 years. Note: it is recommended that septic tanks be pumped at least once every 5 years.
- Yes No  
N/A 4. Systems with aerobic treatment unit(s) (ATU): Records indicate the ATU has been serviced in accordance with the manufacturer's recommended maintenance schedule OR an authorized representative of the manufacturer has provided documentation that the ATU is operating sufficiently.
- Yes No  
N/A 5. Systems with a grease trap(s): Maintenance records indicate the grease trap(s) has been pumped out within the last 6 months OR documentation has been provided by a qualified individual confirming that the grease trap contains less than 75% of the designed grease holding capacity and is operating sufficiently.

**System Assessment and Existing Site Conditions (applicable copies are attached)**

- Yes No  
N/A 6. The septic tank was uncovered at the time of this County Board of Health Evaluation OR maintenance records exist and the tank appears to meet the required design, construction, and installation criteria. The appropriateness of the sizing and installation criteria of the system cannot be verified since no initial inspection records exist.
- Yes No  
N/A 7. A Georgia certified septic tank installer has provided written documentation of the system design, location, and components.
- Yes No 8. This site evaluation by the County Board of Health revealed no evidence of system failure.
- Yes No 9. This site evaluation by the County Board of Health revealed no evidence of adverse conditions which would affect the functioning of the system.

**Addition to Property**

- Yes No  
N/A 10. This site evaluation as well as the provided information indicate that the proposed construction to the home or property should not adversely affect the functioning of the existing system.

**Relocation of Home or Change of Use**

- Yes No  
N/A 11. This site evaluation as well as the provided information indicate that the system appears to meet the required design, construction, and installation criteria to accommodate the proposed relocation of the home or change of use for the facility should not adversely affect the functioning of the existing system.

See 2nd page for evaluation notes, disclaimer, and signature.

Performance Evaluation Report Form (continued)

RCSD 2023 FRI 33

PROPERTY/SYSTEM ADDRESS:  
*130 Emma Dr.*

EVALUATION ID:  
SUBDIVISION/LOT:

**Existing Onsite Sewage Management System Evaluation Report Instructions  
Internal Document for Training Purposes**

**Adverse Conditions** (i.e. malfunctioning or damaged system or clear evidence of a condition, or conditions, that would likely contribute to system malfunction or unacceptable risk to public health):

**Additional Notes/Comments:**

RCUD 2023 AUG 31  
*RL*

Inspector: *Cole AF*

Signature: *Cole AF*

Date: *08-31-23*

*I verify the above information to be correct at the date and time of this evaluation only. Disclaimer: This verification shall not be construed as a guarantee of the proper functioning of this system for any given period of time. No liability is assumed for future damages that may be caused by system malfunction.*



# PUTNAM COUNTY BOARD OF COMMISSIONERS

117 Putnam Drive, Suite A ♦ Eatonton, GA 31024  
Tel: 706-485-5826 ♦ www.putnamcountyga.us

## CAMPAIGN CONTRIBUTION DISCLOSURE

Has applicant made \$250 or more campaign contributions to a local government official within two years immediately preceding the filing of this application? Yes  No  If yes, please complete contribution affidavit.

If the business of the applicant or owner, or the applicant or owner individually, have made contributions or gifts having a total value of over \$250 or more to any elected official in Putnam County within two (2) years preceding the date of this application, the following must be completed:

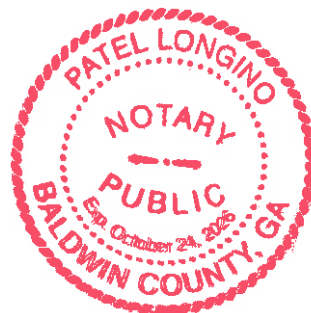
| Name of Recipient | Date | Contribution Amount | Description of Gift | Value of Gift |
|-------------------|------|---------------------|---------------------|---------------|
| N/A               |      |                     |                     |               |
|                   |      |                     |                     |               |
|                   |      |                     |                     |               |
|                   |      |                     |                     |               |
|                   |      |                     |                     |               |

Name of Business: N/A  
Business Ownership Interest: N/A Property Ownership Interest: N/A

I hereby depose and say that all statements herein are true, correct, and complete to the best of my knowledge and belief.

[Signature]  
Owner or Applicant Signature

[Signature]  
Notary Public  
Sworn and subscribed before me this  
31 day of August, 2023.



[Handwritten mark]



# PUTNAM COUNTY BOARD OF COMMISSIONERS

117 Putnam Drive, Suite A ♦ Eatonton, GA 31024

Tel: 706-485-5826 ♦ www.putnamcountyga.us

## OWNER AUTHORIZATION

Submission of inaccurate information may be cause for denial of the requestor, if discrepancies are realized after the approval for the petition or issuance of the relevant local permits, cause for the revocation of the approval and any related permits by the Board of Commissioners. The following documents must be submitted with this application before the application deadline.

**Incomplete applications will not be accepted or processed.**

1. Payment of appropriate fee (please make checks payable to Putnam County Planning & Development)
2. Plat or site plan, drawn to scale, showing the locations of structures or uses for which the variance is sought, as well as the relationship to existing structures. Dimensions must be included.
3. A written description of your request in a letter format addressed to Putnam County Planning & Development. All required criteria (attached) must be addressed in the written description. Specific sections of the ordinance that would cause hardship must be identified, along with a description of the particular hardship.

The documents listed above are the minimum requirements. Staff may require additional documentation depending on the nature of the Variance Request. All submitted documents are public records and subject to Opens Records Law.

*I have reviewed the application procedures and all applicable criteria and regulations in the Putnam County Zoning Ordinance for the above-requested Variance Request. I hereby claim that this application fulfills said procedures and meets the criteria for approval.*

Applicant Signature:  Date: 8-31-23

I swear that I am the owner of the property listed above. I authorize \_\_\_\_\_ (applicant's name) to apply for a zoning action (zoning map amendment, conditional use, variance) at the above listed address, as identified on the attached application.

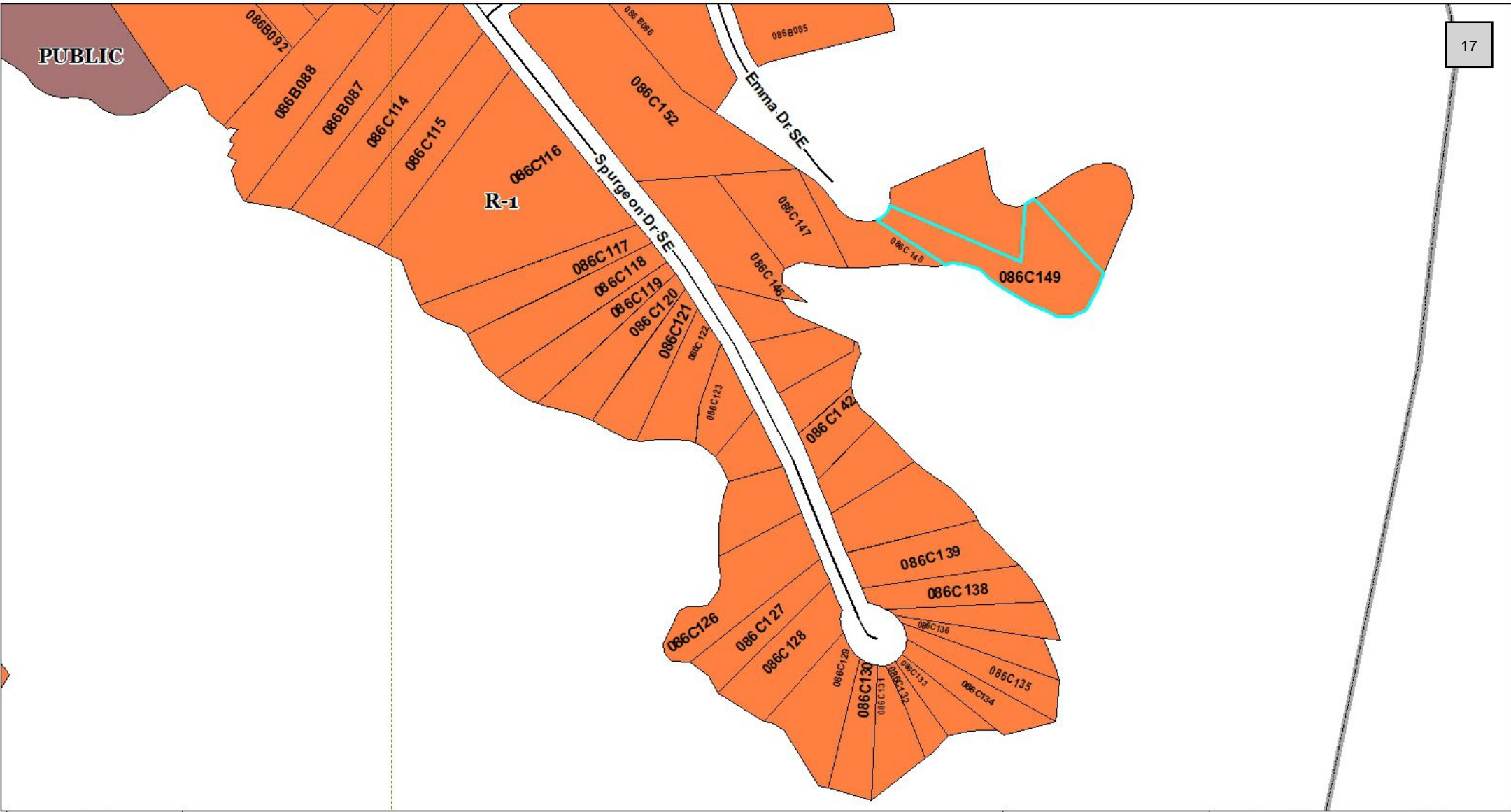
Owner signature

Notary Public  
Sworn and subscribed before me this  
31 day of Aug 2023



RCVD 2023 AUG 31





**GEOGRAPHIC FEATURE LEGEND**

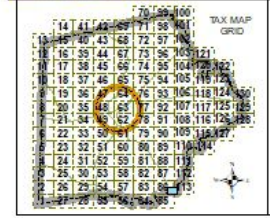
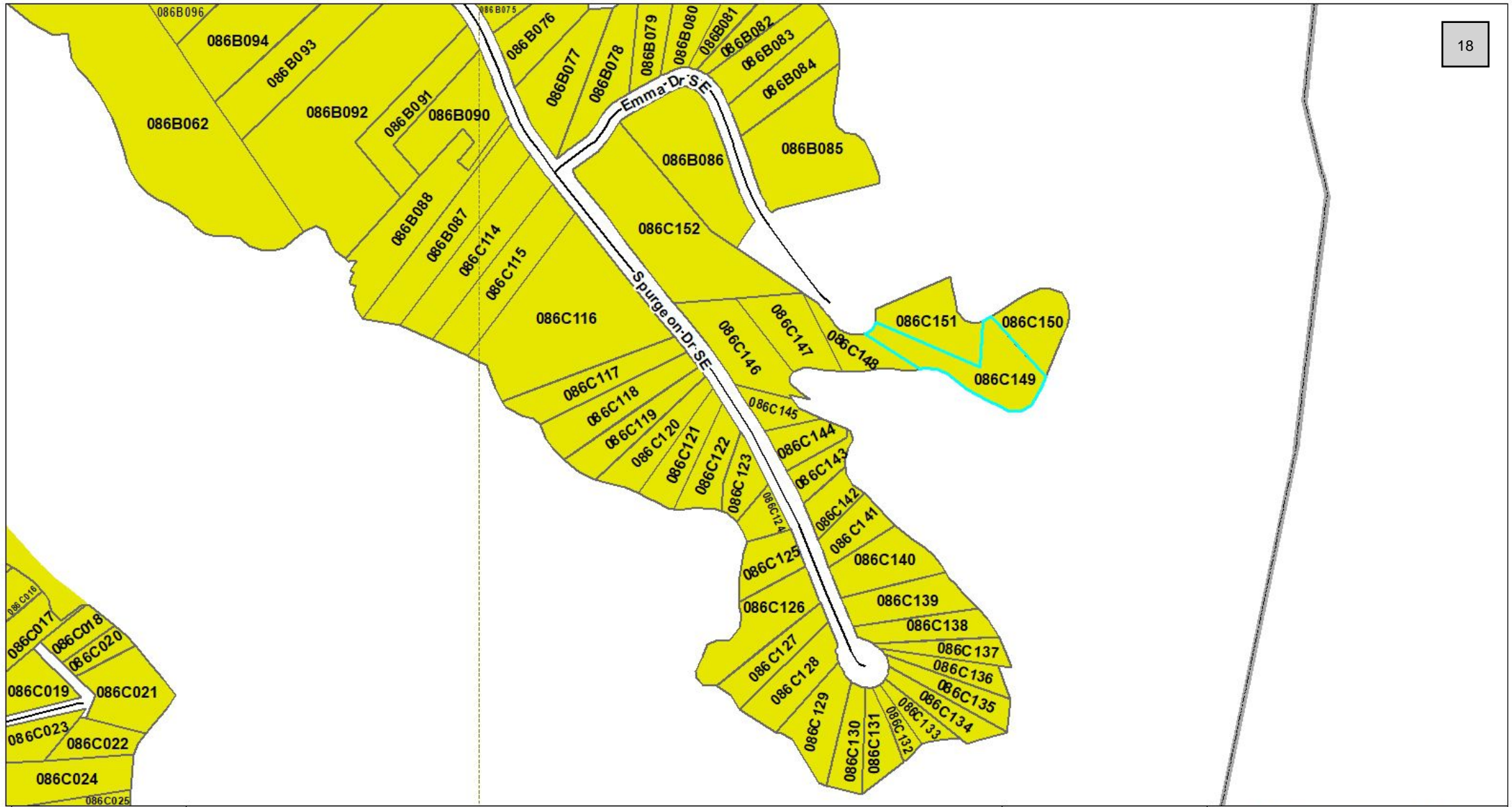
|                 |                  |          |            |             |            |         |
|-----------------|------------------|----------|------------|-------------|------------|---------|
| Eatonton Limits | Overlay District | AG-2     | C-2 CITY   | IND-2 CITY  | R - 1 CITY | RM-2    |
| 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 | RM-3    |
| Parcels         | AG-1 CITY        | C-2      | IND-2      | PUBLIC CITY | R - 4 CITY | VILLAGE |
| Parcel_Hooks    |                  |          |            |             | R - 4 CITY | RM-1    |

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

PUTNAM COUNTY, GEORGIA  
ZONING MAPS

**MAP 086C**

MAP SCALE: 1" = 200'    SCALE RATIO: 1:2,400    DATE: SEPTEMBER 2023



**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    |                      |                              |  |

**MGRCC**  
 Middle Georgia Regional Commission  
 175 Emery Hwy  
 Suite C  
 Macon, Georgia 31217  
 (478) 751-6160  
 Web:  
[www.middlegeorgia.org](http://www.middlegeorgia.org)

**PUTNAM COUNTY, GEORGIA**  
**FUTURE LAND USE MAPS**

**MAP 086C**

MAP SCALE: 1" = 250'    SCALE RATIO: 1:3,000    DATE: SEPTEMBER 2023



# 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, October 5, 2023, ♦ 6:30 PM

Putnam County Administration Building – Room 203

TO: Planning & Zoning Commission

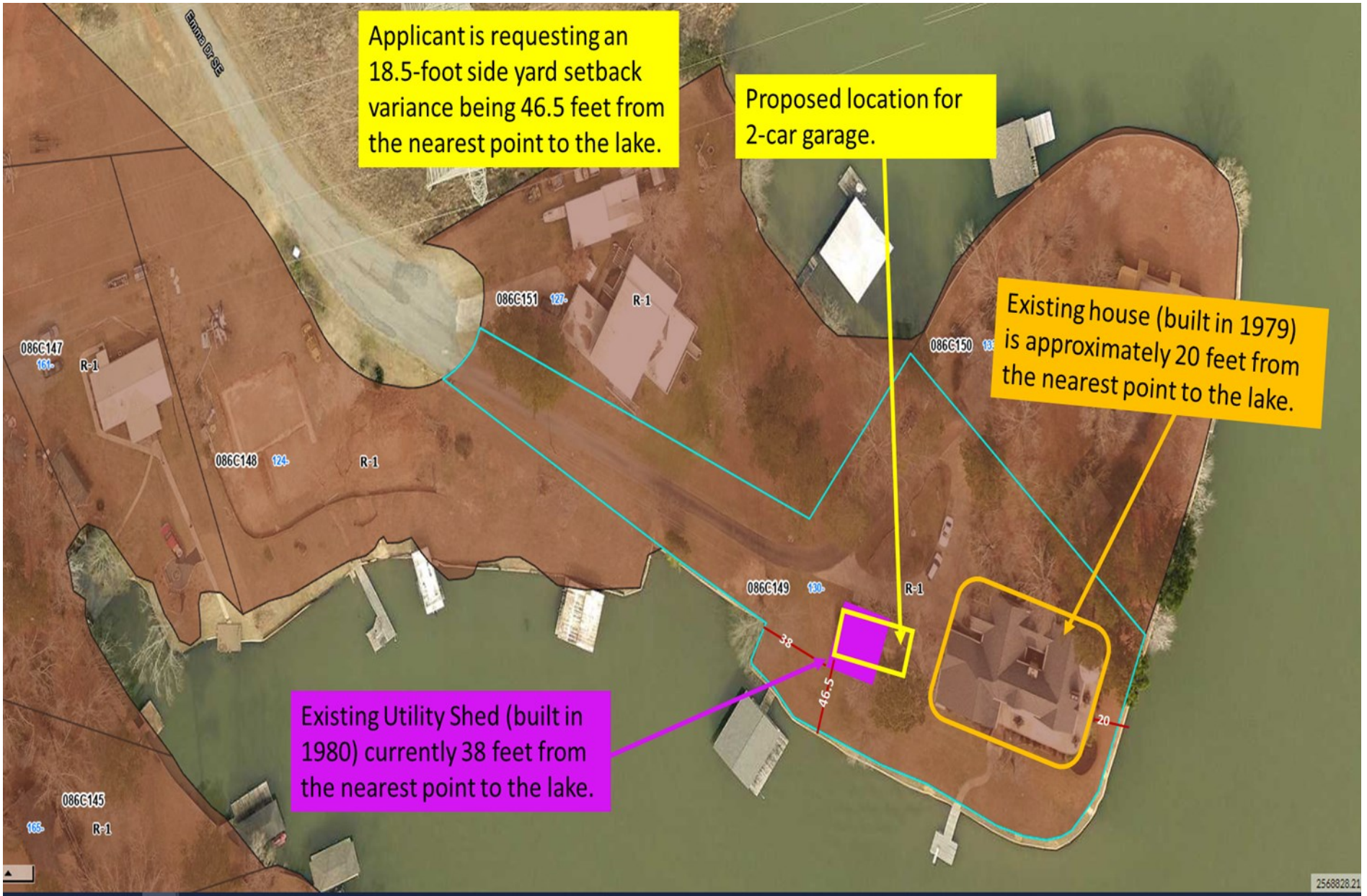
FROM: Lisa Jackson

RE: Staff Recommendation for Public Hearing Agenda on 10/5/2023

### Requests

- 5. Request by **John D. Knab** for a side yard setback variance at 130 Emma Drive. Presently zoned R-1. **[Map 086C, Parcel 149, District 4]**. The applicant is requesting a right-side yard setback variance. If approved, the applicant is proposing to replace the existing utility shed with the two-car garage. The existing building is 38 ft from the nearest point to the lake. However, the new building will be 46.5 ft from the nearest point to the lake.

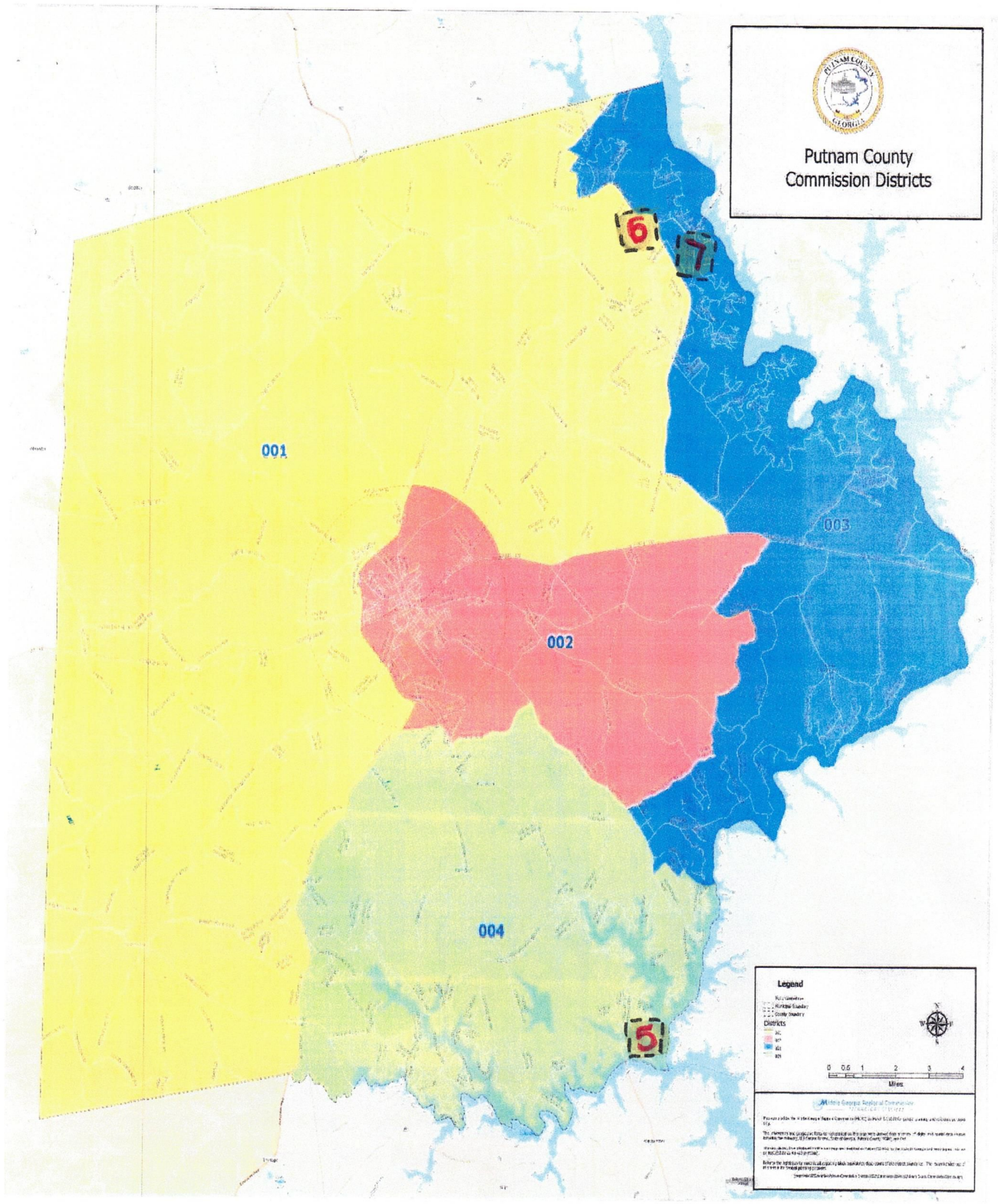
This parcel is on a peninsula and is surrounded by Lake Sinclair on two sides. It is approximately 517.3 ft. long and has a lot width at building setback of approximately 194.1 ft. The existing house was built in 1979 and is approximately 20 ft from the nearest point to the lake. The current utility shed was built in 1980 and is 38 ft from the nearest point to the lake. If approved, the new garage will sit further back from the lakeside. The septic system is located on the front left corner of the house when facing the lake and therefore no improvements can be made in this area. Although this parcel is considered conforming in size, the contour of the lake on the two sides makes it difficult to meet all required setbacks for any additional improvements. In addition, due to the location of the existing septic system, the proposed setting is the best alternative for the garage. Therefore, this request meets all the factual findings as stated in Sec. 66-157(c)(1)a-f.



**Staff recommendation is for approval of an 18.5-foot side yard setback variance, being 46.5 feet from nearest point to the lake at 130 Emma Drive [Map 086C, Parcel 149, District 4].**

**File Attachments for Item:**

6. Request by **Rick McAllister, agent for Harmony 40 LLC** to rezone 20.85 acres at 842 Harmony Road from AG to RM-3. **[Map 097, Part of Parcel 060, District 1].\***



- 5. Request by **John D. Knab** for a side yard setback variance from the lake at 130 Emma Road. Presently zoned R-1 [Map 086C, Parcel 149, District 4].
- 6. Request by **Rick McAllister, agent for Harmony 40 LLC** to rezone 20.85 acres at 842 Harmony Road from AG to RM-3. [Map 097, Part of Parcel 060, District 1].\*
- 7. Request by **Rick McAllister, agent for Shaifer Griffin, LLC** to rezone 15.30 acres at 1024 Lake Oconee Parkway from C-1/AG to C-1. [Map 103, Part of Parcel 015, 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

## APPLICATION FOR REZONING

REZONING

APPLICATION NO. 2023-REZONE-33 DATE: 8-10-23

MAP 097 PARCEL 060 ZONING DISTRICT AG

1. Owner Name: Harmony 40 LLC

2. Applicant Name (If different from above): Rick McAllister

3. Mailing Address: 1341 Beverly Drive Athens GA 30606

4. Email Address: rncallister.msc@gmail.com

5. Phone: (home) \_\_\_\_\_ (office) \_\_\_\_\_ (cell) 706-206-5030

6. The location of the subject property, including street number, if any: 842 Harmony Road

7. The area of land proposed to be rezoned (stated in square feet if less than one acre): 20.85 +/- acres

8. The proposed zoning district desired: RM-3

9. The purpose of this rezoning is (Attach Letter of Intent) Create the ability to provided residential development

10. Present use of property: AG Desired use of property: RM-3

11. Existing zoning district classification of the property and adjacent properties:  
Existing: AG  
North: AG South: C-2 / AG East: C-1 West: R-1R

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: Undeveloped Pasture

16. Source of domestic water supply: well \_\_\_\_\_, community water \_\_\_\_\_, or private provider X

RECEIVED AUG 31 2023



# PUTNAM COUNTY PLANNING & DEVELOPMENT

117 Putnam Drive, Suite B ♦ Eatonton, GA 31024

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

If source is not an existing system, please provide a letter from provider.

17. 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.

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.

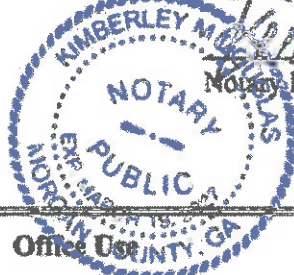
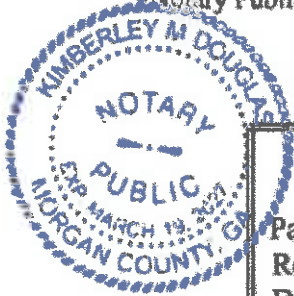
THE ABOVE STATEMENTS AND ACCOMPANYING MATERIALS ARE COMPLETE AND ACCURATE. APPLICANT HEREBY GRANTS PERMISSION FOR PLANNING AND DEVELOPMENT PERSONNEL OR ANY LEGAL REPRESENTATIVE OF PUTNAM COUNTY TO ENTER UPON AND INSPECT THE PROPERTY FOR ALL PURPOSES ALLOWED AND REQUIRED BY THE PUTNAM COUNTY CODE OF ORDINANCES.

[Signature] 8/10/23  
Signature (Property Owner) (Date)

[Signature] 8/10/23  
Signature (Applicant) (Date)

[Signature]  
Notary Public

[Signature]  
Notary Public



|   |                                      |  |
|---|--------------------------------------|--|
| Office Use  |                                      |  |
| Paid: \$ <u>27500</u> (cash) _____ (check) _____ (credit card) <u>✓</u> | Receipt No. _____ Date Paid: _____   |  |
| Date Application Received: <u>8/31/2023</u>                             |                                      |  |
| Reviewed for completeness by: _____                                     |                                      |  |
| Date of BOC hearing: _____  | Date submitted to newspaper: _____   |  |
| Date sign posted on property: _____                                     | Picture attached: yes _____ no _____ |  |



**LETTER OF INTENT – HARMONY 40, LLC**  
**RM-3 ZONING REQUEST**

The site is located along 870+/- LF frontage of Harmony Road with an area of approximately 40 acres. Surrounding land uses include Undeveloped AG, R1R Single Family Lots and C1 / C2 Commercial Use.

The intended land use for this property is Single Family Residential for approximately 20.85 of the 40-acre parcel. The conceptual site plan illustrates 43 units and approximately 10 acres of open space. Proposed lots will range from 0.16 ac (6900 sf) to 0.44 ac (19,067 sf). Setbacks proposed: 30' Front, 20' rear and 10' side. Proposed lots will connect to Harmony Road via proposed interior road. 50' required buffer is included per county ordinance. The proposed plan includes a residential density of 2.15+/- units per acre.

We appreciate the consideration to promote quality development within Putnam County.

eFiled & eRecorded  
DATE: 6/28/2022  
TIME: 10:05 AM  
DEED BOOK: 01089  
PAGE: 00786  
RECORDING FEES: \$25.00  
TRANSFER TAX: \$750.00  
PARTICIPANT ID: 8274269752,7067927936  
CLERK: Trevor J. Addison  
Putnam County, GA  
PT61: 117-2022-001134

Return to:  
O'Kelley & Sorohan, Attorneys at Law, LLC  
2170 Satellite Blvd, Suite 375  
Duluth, GA 30097  
File No.: 17-17C385-BSG-HUD

STATE OF \_\_\_\_\_  
COUNTY OF \_\_\_\_\_

**LIMITED WARRANTY DEED**

THIS INDENTURE, made on 15th day of June, 2022, between

Jacqueline B. Trinkie, individually and Jacqueline B. Trinkie, in her capacity as Trustee of the Credit Shelter Trust created under Item Six of the Last Will and Testament of Richard Owen Trinkie dated March 13, 1996

(hereinafter referred to as "Grantor") and

Harmony 40, LLC

(hereinafter referred to as "Grantee"), the words "Grantor" and "Grantee" to include the heirs, executors, legal representatives, successors and assigns of said parties where the context requires or permits; WITNESSETH:

THAT Grantor, for and in consideration of the sum of TEN DOLLARS (\$10.00) AND OTHER GOOD AND VALUABLE CONSIDERATIONS, in hand paid, at and before the sealing and delivery of these presents, the receipt of which is hereby acknowledged by Grantor, has granted, bargained, sold and conveyed, and by these presents does grant, bargain, sell and convey unto Grantee,

All that tract or parcel of land, with all improvement located thereon, lying and being in Land Lot 351 of the 3rd Land District of Putnam County, Georgia, containing 41.46 acres, more or less, and having such shape, courses, metes and distances as will more fully appear on that survey prepared by "Billy J. Sharp" by Piedmont Surveying Company, certified by Sherald G. Sharp, RLS No. 2044, dated March 15, 1999, filed and recorded April 9, 2002 at Plat Cabinet D, Plat Book 27, Slide 29, Page 175, in the Office of the Clerk of the Superior Court of Putnam County, Georgia, said plat and the record thereof are incorporated herein and made a part hereof by reference.

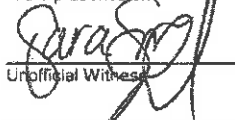
TOGETHER WITH all and singular the rights, members and appurtenances thereto (hereinafter collectively referred to as the "Premises"), the same being, belonging, or in anywise appertaining to the only proper use, benefit and behoof of Grantee.

Subject to all easements, rights of way, and restrictive covenants of record (hereinafter referred to as the "Exceptions").

TO HAVE AND TO HOLD the Premises, subject to the Exceptions, to the only proper use, benefit and behoof of Grantee, forever, in FEE SIMPLE, and Grantor will, subject to the Exceptions, warrant and forever defend the right and title to the Premises unto Grantee against the claims of all person-claiming by, through or under Grantor, but not otherwise.


IN WITNESS WHEREOF, Grantor has executed this instrument under seal, as of the date first above written.


Signed, sealed and delivered in the presence of:

  
\_\_\_\_\_  
Unofficial Witness

Notary Public  
Commission expires: 2/16/24



By:   
Jacqueline B. Trinkie

By:   
Jacqueline B. Trinkie, as Trustee of the Credit Shelter Trust created under Item Six of the Last Will and Testament of Richard Owen Trinkie dated March 13, 1996



# PUTNAM COUNTY PLANNING & DEVELOPMENT

117 Putnam Drive, Suite B ◊ Eatonton, GA 31024

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

LETTER OF AGENCY- Re- Zone

WE, THE UNDERSIGNED OWNERS OF REAL PROPERTY LOCATED IN THE CITY OF EATONTON/PUTNAM COUNTY, GEORGIA, HEREBY APPOINT Rick McAllister TO BE MY AGENT FOR THE PURPOSE OF APPLYING FOR Re- Zone OF PROPERTY DESCRIBED AS MAP 097 PARCEL 060, CONSISTING OF 20.0 ACRES, WHICH HAS THE FOLLOWING ADDRESS: 842 Harmony Road EATONTON, GEORGIA 31024. ATTACHED HERETO IS A COPY OF A DEED AND OR PLAT OF SURVEY DESCRIBING THE PROPERTY OWNED BY THE PROPERTY OWNER(S) TO WHICH THIS LETTER OF AGENCY APPLIES.

THE ABOVE NAMED AGENT HEREBY IS AUTHORIZED TO COMPLETE AND SIGN THE CITY OF EATONTON/PUTNAM COUNTY APPLICATION FOR Re-Zone ON OUR BEHALF. WE UNDERSTAND THAT THIS LETTER OF AGENCY WILL BE ATTACHED TO AND MADE PART OF SAID FORM AND WILL BE RELIED UPON BY THE CITY OF EATONTON/PUTNAM COUNTY. FOR AND IN CONSIDERATION OF THE CITY OF EATONTON/PUTNAM COUNTY ACCEPTING THIS LETTER OF AGENCY, WE HEREBY INDEMNIFY AND HOLD HARMLESS THE CITY OF EATONTON/PUTNAM COUNTY AND ITS AGENTS AND/OR EMPLOYEES IN THE EVENT THAT THE ABOVE NAMED AGENT SHOULD MISUSE THIS LETTER OF AGENCY AND WE SUFFER DAMAGES AS A RESULT.

THIS 10<sup>th</sup> DAY OF AUGUST, 2023.

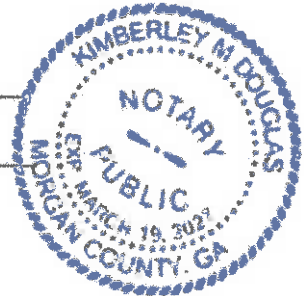
PROPERTY OWNER(S): ~~BEZ~~ WALTER PABERN/HARMONY 40, LLC  
NAME (PRINTED)

[Signature]  
SIGNATURE

ADDRESS: 224 W WASHINGTON ST MADISON, GA 30650  
PHONE: \_\_\_\_\_

ALL SIGNATURES WERE HEREBY SWORN TO AND SUBSCRIBED BEFORE ME THIS 10<sup>th</sup> DAY OF August, 2023

Kimberley M. Douglas  
NOTARY  
MY COMMISSION EXPIRES: 3/19/2027



| COURSE | BEARING      | DISTANCE |
|--------|--------------|----------|
| L-1    | S 28°16'43"E | 78.23'   |
| L-2    | N 63°39'19"E | 334.84'  |
| L-3    | N 87°11'09"W | 268.18'  |

*Handwritten signature*  
 4-9-92

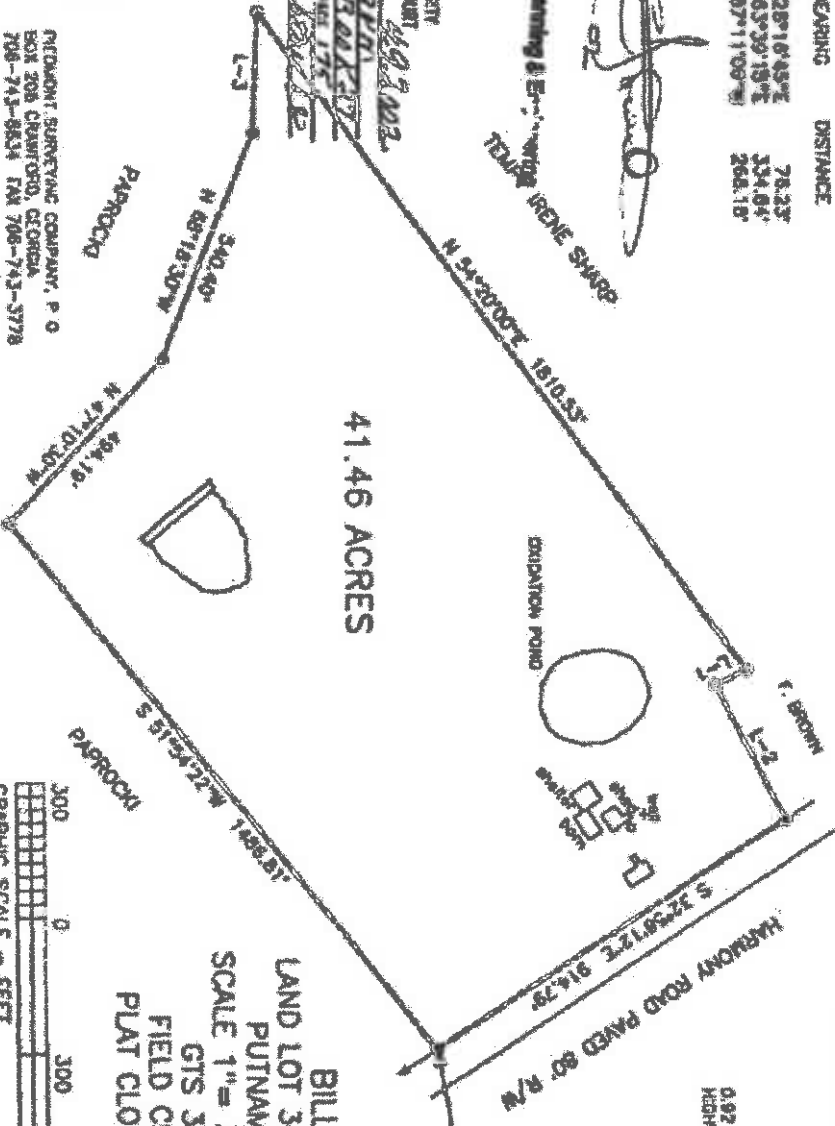
Putnam County Planning & Zoning Commission  
 TEMPER IRENE SHARP

GEORGIA, PUTNAM COUNTY  
 CLERK OF SUPERIOR COURT  
 FILED & RECORDED 4/9/92

FILE NO. 1999-0002  
 CASE NO. 1999-0002  
 SUBJECT: P. PARROCK VS. BILLY J. SHARP  
 OPINION CLERK



PUTNAM SURVEYING COMPANY, P. O.  
 BOX 208 CHARLESTON, GEORGIA  
 706-743-9834 FAX 706-743-3778



SURVEY FOR  
 BILLY J. SHARP  
 LAND LOT 351, 3RD LAND DISTRICT  
 PUTNAM COUNTY, GEORGIA  
 SCALE 1"= 300', MARCH 15, 1999  
 GTS JB, S S, L L  
 FIELD CLOSURE 1"/35,591'  
 PLAT CLOSURE 1"/100,000'+

5-IRON PIN ROUND 0-IRON PIN SET



# 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.”

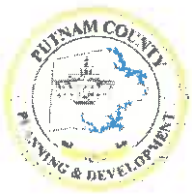
1. Name: Rick McAllister

2. Address: 1341 Beverly Drive Athens GA 30606

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: 8 / 12 / 23



## PUTNAM COUNTY PLANNING & DEVELOPMENT

117 Putnam Drive, Suite B ♦ Eatonton, GA 31024

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

### Agenda

Thursday, May 05, 2022 ♦ 6:30 PM

*Putnam County Administration Building – Room 203*

The Putnam County Planning & Zoning Commission will conduct a public hearing meeting on May 05, 2022 at 6:30 p.m. in the Putnam County Administration Building, 117 Putnam Drive, Room 203, Eatonton, GA. The following agenda will be considered:

#### Opening

1. Call to Order
2. Attendance
3. Rules of Procedures

#### Minutes

4. Approval of Minutes- February 3, 2022 & April 7, 2022

#### Requests

5. Request by **Rick McAllister, agent for Jacqueline Trinkle** to rezone 19.45 acres at 842 Harmony Road from AG to C-2. **[Map 097, Part of Parcel 060, District 3].\***
6. Request by **Rick McAllister, agent for Jacqueline Trinkle** to rezone 20.80 acres at 842 Harmony Road from AG to RM-3. **[Map 097, Part of Parcel 060, District 3].\***
7. Request by **Adam Schulze** to rezone 11.604 acres on Emory Drive SE from R-1 to AG. **[Map 111, Parcel 001045 001, District 3].\***
8. Request by **Adam Schulze** to rezone 11.030 acres on Emory Drive SE from R-1 to AG. **[Map 111, Parcel 001045 002, District 3].\***
9. Request by **Adam Schulze** to rezone 15.696 acres on Emory Drive SE from R-1 to AG. **[Map 111, Parcel 001045 003, District 3].\***

#### New Business

#### Adjournment

The Planning & Zoning Commission meeting will be conducted pursuant and in accordance with O.C.G.A. Chapter 36-66.

**Notice:** All opponents to any rezoning request on the Planning & Zoning Commission and the Board of Commissioners agendas must file a disclosure of campaign contributions with the Planning & Development Department within five calendar days prior to public hearings if you have contributed \$250.00 or more to an elected official in Putnam County within the last five years.

\*The Putnam County Board of Commissioners will hear these agenda items on May 17, 2022 at 6:30 P.M., in the Putnam County Administration Building, 117 Putnam Drive, Room 203, Eatonton, GA 31024.

The full meeting package can be reviewed in the Planning & Development office upon request.

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 Board of Commissioners' hearing will be conducted pursuant to O.C.G.A. 50-14-1 and Section 66-152 of the Putnam County Code of Ordinances and meets the requirements of the Zoning Procedures Laws established in O.C.G.A 36-66.

5. Special Presentation - Boys Basketball All Star Team

The 7 to 8 Boys Basketball team led by Head Coach Darius Little and Assistant Coach Harold Smith was presented with a Proclamation at the May 17, 2022 BOC meeting. The team recently defeated Morgan County to win the Georgia Parks and Recreation Association (GPRA) District 6 Championship in Madison, Georgia. The Board of Commissioners and citizens are proud of the team’s outstanding achievement.

**Zoning Public Hearing**

6. Request by Rick McAllister, agent for Jacqueline Trinkle, to rezone the following: (staff-P&D)

a. 19.45 acres at 842 Harmony Road from AG to C-2 [Map 097, Part of Parcel 060, District 1]

b. 20.80 acres at 842 Harmony Road from AG to RM-3 [Map 097, Part of Parcel 060, District 1]

Speakers for 6a and 6b:

Mr. Rick McAllister, agent for Jacqueline Trinkle, spoke in support of this request.

Mrs. Barbara Vargo & Mr. William Vargo also spoke in support of this request.

Ms. Kathy Wardlaw signed in to speak against this item but declined the opportunity to speak.

6a. 19.45 acres at 842 Harmony Road from AG to C-2 [Map 097, Part of Parcel 060, District 1]

Planning and Development Staff recommendation was for approval to rezone 19.45 acres at 842 Harmony Road from AG to C-2 [Map 097, Part of Parcel 060, District 1] with the following conditions:

1. The developer shall construct a deceleration lane and turn lane in accordance with the Georgia Department of Transportation Regulations for Driveway & Encroachment Control to service the two entrances on Harmony Road. Additional right-of-way to accommodate the deceleration lane and a ten-foot shoulder shall be dedicated by the developer to the county. It shall be completed by the developer prior to the completion of phase one.
2. A 50-foot undisturbed vegetated buffer along the property lines that abut Map 097, Parcel 061.
3. A 20-foot undisturbed vegetated buffer along the property lines that abut Map 097, Parcel 033.
4. A 50-foot undisturbed vegetated buffer along the property lines that abut the proposed 20.80-acre RM-3 parcel.
5. 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 was for denial to rezone 19.45 acres at 842 Harmony Road from AG to C-2. [Map 097, Part of Parcel 060, District 1].

|              |             |              |
|--------------|-------------|--------------|
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Mr. McAllister advised that he is in agreement with all conditions with the exception of #5 and requested 120 days to resurvey and record the plat.

**Motion to approve the request by Rick McAllister, agent for Jacqueline Trinkle, to rezone 19.45 acres at 842 Harmony Road from AG to C-2 identified as Map 097, Part of Parcel 060 with with the following conditions:**

1. The developer shall construct a deceleration lane and turn lane in accordance with the Georgia Department of Transportation Regulations for Driveway & Encroachment Control to service the two entrances on Harmony Road. Additional right-of-way to accommodate the deceleration lane and a ten-foot shoulder shall be dedicated by the developer to the county. It shall be completed by the developer prior to the completion of phase one.
2. A 50-foot undisturbed vegetated buffer along the property lines that abut Map 097, Parcel 061.
3. A 20-foot undisturbed vegetated buffer along the property lines that abut Map 097, Parcel 033.
4. A 50-foot undisturbed vegetated buffer along the property lines that abut the proposed 20.80-acre RM-3 parcel.
5. This rezoning approval shall be conditioned upon the resurveying and recordation in the Superior Court of Putnam County of an accurate plat within 120 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.

**Motion made by Commissioner McElhenney, Seconded by Commissioner Wooten.  
Voting Yea: Commissioner McElhenney, Commissioner Brown, Commissioner Sharp, Commissioner Wooten**

6b. 20.80 acres at 842 Harmony Road from AG to RM-3 [Map 097, Part of Parcel 060, District 1]

Planning and Development Staff recommendation was for approval to rezone 20.80 acres at 842 Harmony Road from AG to RM-3 [Map 097, Part of Parcel 060, District 1] with the following conditions:

1. The developer shall construct a deceleration lane and turn lane in accordance with the Georgia Department of Transportation Regulations for Driveway & Encroachment Control to service the two entrances on Harmony Road. Additional right-of-way to accommodate the deceleration lane and a ten-foot shoulder shall be dedicated by the developer to the county. It shall be completed by the developer prior to the completion of phase one.
2. A 20-foot undisturbed vegetated buffer along the property lines that abut Map 097, Parcel 033 and Map 097, Parcel 033001.
3. A 50-foot undisturbed vegetated buffer along the property lines that abut the R-1R Single Family lots identified as Map 097 Parcels 056006, 056007, 056008, and 056009.
4. 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

|              |             |              |
|--------------|-------------|--------------|
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| May 17, 2022 |             | June 3, 2022 |



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.

**Motion to approve the request by Rick McAllister, agent for Jacqueline Trinkle, to rezone 20.80 acres at 842 Harmony Road from AG to RM-3 identified as Map 097, Part of Parcel 060 with the following conditions:**

- 1. The developer shall construct a deceleration lane and turn lane in accordance with the Georgia Department of Transportation Regulations for Driveway & Encroachment Control to service the two entrances on Harmony Road. Additional right-of-way to accommodate the deceleration lane and a ten-foot shoulder shall be dedicated by the developer to the county. It shall be completed by the developer prior to the completion of phase one.**
- 2. A 20-foot undisturbed vegetated buffer along the property lines that abut Map 097, Parcel 033 and Map 097, Parcel 033001.**
- 3. A 50-foot undisturbed vegetated buffer along the property lines that abut the R-1R Single Family lots identified as Map 097 Parcels 056006, 056007, 056008, and 056009.**
- 4. This rezoning approval shall be conditioned upon the resurveying and recordation in the Superior Court of Putnam County of an accurate plat within 120 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.**

**Motion made by Commissioner McElhenney, Seconded by Commissioner Wooten.**

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

7. Request by Adam Schulze to rezone the following: (staff-P&D)
  - a. 11.604 acres on Emory Drive SE from R-1 to AG [Map 111, Parcel 001045 001, District 4]
  - b. 11.030 acres on Emory Drive SE from R-1 to AG [Map 111, Parcel 001045 002, District 4]
  - c. 15.696 acres on Emory Drive SE from R-1 to AG [Map 111, Parcel 001045 003, District 4]

Speakers for 7a, 7b, and 7c:

Mr. Matt Roessing, attorney for Adam Schulze spoke in support of the request. Also speaking in support of the request were: Mr. Larry Atkinson, Mr. Adam Schulze, Mrs. Cason Schulze, Mrs. Connie Barnes, Mr. George Barnes, Mr. Johnny Pressley.

Speaking against this item were: Mr. Duane Gentes, Ms. Pamela Tibbitts, Ms. Marianne Bruhn Popik, Mr. Hank Bowden.

7a. 11.604 acres on Emory Drive SE from R-1 to AG [Map 111, Parcel 001045 001, District 4]

Planning and Development Staff recommendation was for denial to rezone 11.604 acres from R-1 to AG on Emory Drive [Map 111, Parcel 001045 001, District 3].

|              |             |              |
|--------------|-------------|--------------|
| Minutes      | Page 4 of 8 | Approved     |
| May 17, 2022 |             | June 3, 2022 |

INTERNET TAX RECEIPT

10MI HARMONY RD

097 060

2022 023917

TRINKLE JACQUELINE B AS

| DESCRIPTION       | TAX AMOUNT | EXEMPTION | MILLAGE |
|-------------------|------------|-----------|---------|
| FAIR MARKET VALUE | \$308,298  |           |         |
| COUNTY            | \$835.98   | \$0.00    | 6.779   |
| SCHOOL            | \$1,590.82 | \$0.00    | 12.9    |
| SPEC SERV         | \$49.33    | \$0.00    | 0.4     |

|                         |            |
|-------------------------|------------|
| <b>ORIGINAL TAX DUE</b> | \$2,476.13 |
| <b>INTEREST</b>         |            |
| <b>COLLECTION COST</b>  |            |
| <b>FIFA CHARGE</b>      |            |
| <b>PENALTY</b>          |            |
| <b>TOTAL PAID</b>       | \$2,476.13 |
| <b>TOTAL DUE</b>        | \$0.00     |

TO TRINKLE JACQUELINE B AS  
 234 W. WASHINGTON STREET  
 MADISON, GA 30650

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

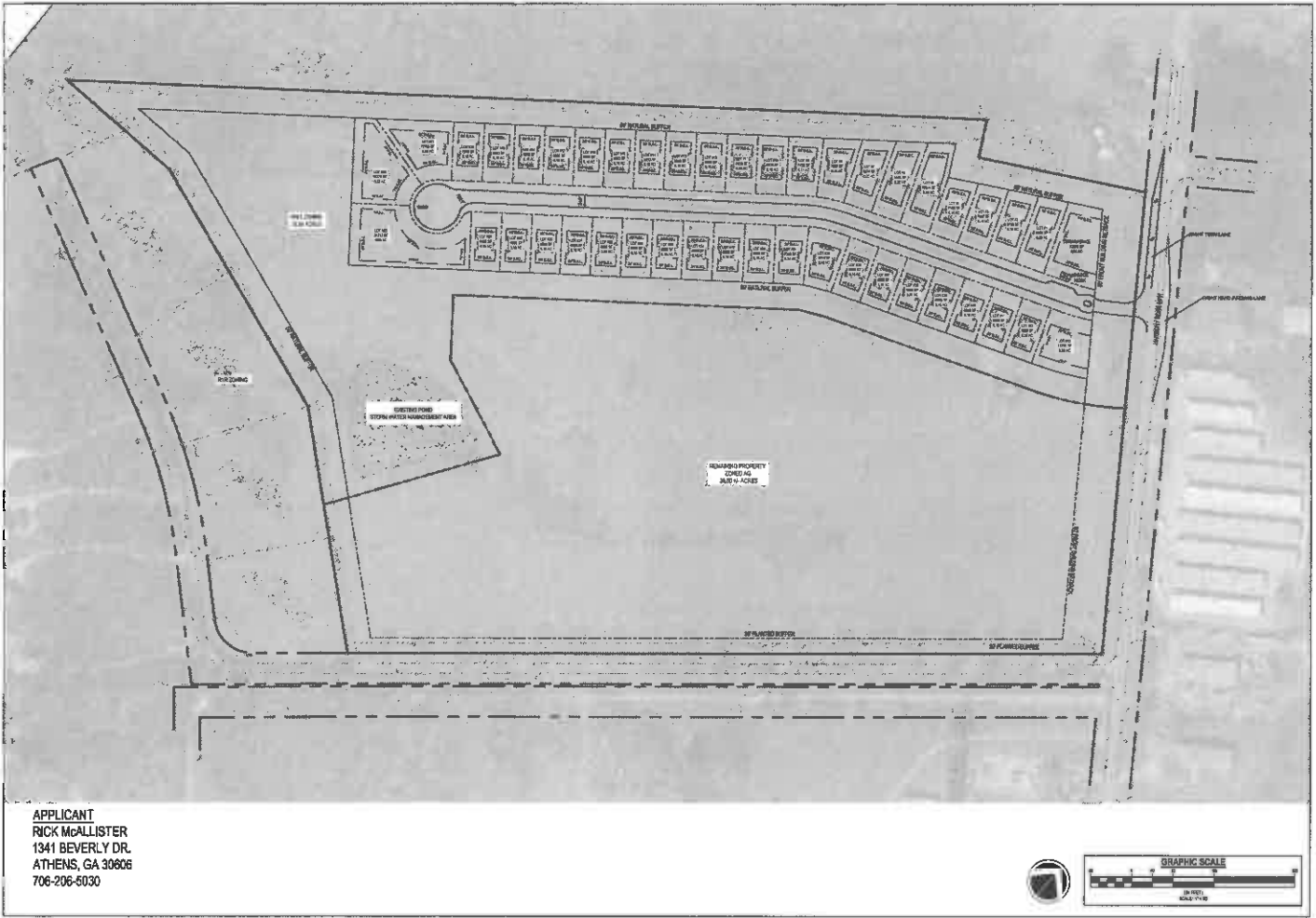


Date Paid: 11/10/2022



Scan this code  
 with your mobile  
 phone to view this  
 bill

INTERNET TAX RECEIPT



APPLICANT  
 RICK McALLISTER  
 1341 BEVERLY DR.  
 ATHENS, GA 30606  
 706-206-6030



Sheet  
 1 1

CONCEPTUAL SITE PLAN - RM-3 RESIDENTIAL  
**HARMONY 40, LLC**  
 PUTNAM COUNTY - EATONTON, GA 31024





CONCEPT SKETCH - 842 HARMONY RD  
1" = 100'



**IMPACT ANALYSIS  
PARCEL 097-060  
842 HARMONY ROAD  
PROPOSED RM-3 DEVELOPMENT  
REZONING REQUEST.**



**MCALLISTER SITE CONSULTING, LLC  
RICK MCALLISTER  
1341 BEVERLY DRIVE  
ATHENS, GEORGIA 30606  
706-206-5030**

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Plat of Property ..... Attachment

Existing Conditions ..... Attachment

Existing Zoning .....Attachment

Conceptual Site Plan ..... Attachment

**LETTER OF INTENT – HARMONY 40, LLC**  
**RM-3 ZONING REQUEST**

The site is located along 870+/- LF frontage of Harmony Road with an area of approximately 40 acres. Surrounding land uses include Undeveloped AG, R1R Single Family Lots and C1 / C2 Commercial Use.

The intended land use for this property is Single Family Residential for approximately 20.85 of the 40-acre parcel. The conceptual site plan illustrates 43 units and approximately 10 acres of open space. Proposed lots will range from 0.16 ac (6900 sf) to 0.44 ac (19,067 sf). Setbacks proposed: 30' Front, 20' rear and 10' side. Proposed lots will connect to Harmony Road via proposed interior road. 50' required buffer is included per county ordinance. The proposed plan includes a residential density of 2.15+/- units per acre.

We appreciate the consideration to promote quality development within Putnam County.

**IMPACT ANALYSIS INFORMATION**

**ITEM #1**

***Is the proposed use consistent with the stated purpose of the zoning district that is being requested?***

The proposed land use of the site is consistent and allowed within RM-3 Zoning.

***Is the proposed use suitable in view of the zoning and development of adjacent or nearby property?***

Per the Future Land Use Plan and existing development activity along the Harmony Road Corridor, the proposed use is following the development trend and Future Land Use of the area.

***Will the proposed use adversely affect the existing use, value or usability of adjacent or nearby property?***

The proposed use will access Harmony Road and include interior roads to access interior parcels. All buffers and setbacks will adhere to county standards.

***Is the proposed use compatible with the proposed intent of the Comprehensive Plan?***

The Putnam County / City of Eatonton 2022 Land use plan illustrates residential for this area. The proposed development meets the intended land use of Residential Use.

***Are there substantial reasons why the property cannot or should not be used as currently zoned?***

The property is currently zoned AG and proposed use is not allowed in AG. Rezone request to RM-3 is consistent with Future Land Use Plan.

***Will the proposed use cause an excessive or burdensome use of public facilities or services or exceed the present or funded capabilities, including but not limited to streets, water or sewer utilities and police or fire protection?***

The proposed development will incur the cost of constructing streets interior to the project. The proposed demand for water and sewer has been reviewed by the local private utility provider and the application includes available capacity letter from provider. Final plans will meet emergency vehicle equipment circulation requirements. Proposed development anticipates the need for vehicular access from Harmony Road and illustrated on conceptual plan.



*Is the proposed use supported by new or changing conditions not anticipated by the Comprehensive Plan or reflected in the existing zoning on the property or surrounding properties?*

The proposed use is supported by the Comprehensive Plan and the anticipated existing and future use of Residential.

*Does the proposed use reflect a reasonable balance between the promotion of the public health, safety, and reasonable private use of the subject property?*

The proposed use responds to the need for housing in the Harmony Road corridor. As illustrated in the Future Land Use Plan, a residential development was planned for this area.

**ITEM #2 TRAFFIC ANALYSIS – (SEE ATTACHMENT)**

**ITEM# 3**

**The conceptual plan is based upon development standards for RM-3 Zoning are as follows:**

The conceptual plan illustrates commercial use with RM-3 development Standards (see attached conceptual Plan and LOI)

**ITEM #4**

**Effect on environment surrounding the area:**

Natural:

Property is currently mixed open pasture and partially wooded with topography sloped into 1 drainage corridor. The entire parcel comprises of own watershed directed to existing drainage corridors which eventually flow into Lake Oconee. A 25’ State Waters buffer will be placed on all qualified pond or stream components. Some wetland areas may exist on site and will be delineated by an Environmental Consultant. Wetlands will be mapped, surveyed and protected per environmental guidelines upon development of project areas(s). Source: Putnam County / City of Eatonton 2007-2030 Comprehensive Plan – Wetlands Map 6 Prepared by Middle Georgia RDC

Erosion:

The property is currently in open pasture and partially wooded state. Development plans will adhere to State and Local Regulations of Erosion Control and Storm water standards. Source: On site Observation

Historic:

The proposed site has no known or listed Cultural or Historical Resources located on site.  
Source: Putnam County / City of Eatonton 2007-2030 Comprehensive Plan Cultural and Historical Resources Map 13 prepared by Middle Georgia RDC

**ITEM #5**

**Impact on fire protection**

Proposed interior roads will allow emergency vehicle access to all property. Fire protection will be provided as Private Utility water main connections allow.

**ITEM #6 – PHYSICAL CHARACTERISTICS OF SITE (SEE ATTACHMENT)**

**ITEM #7 – ADJACENT AND NEARBY ZONING**



# HARMONY 40, LLC DEVELOPMENT

Traffic Impact Study



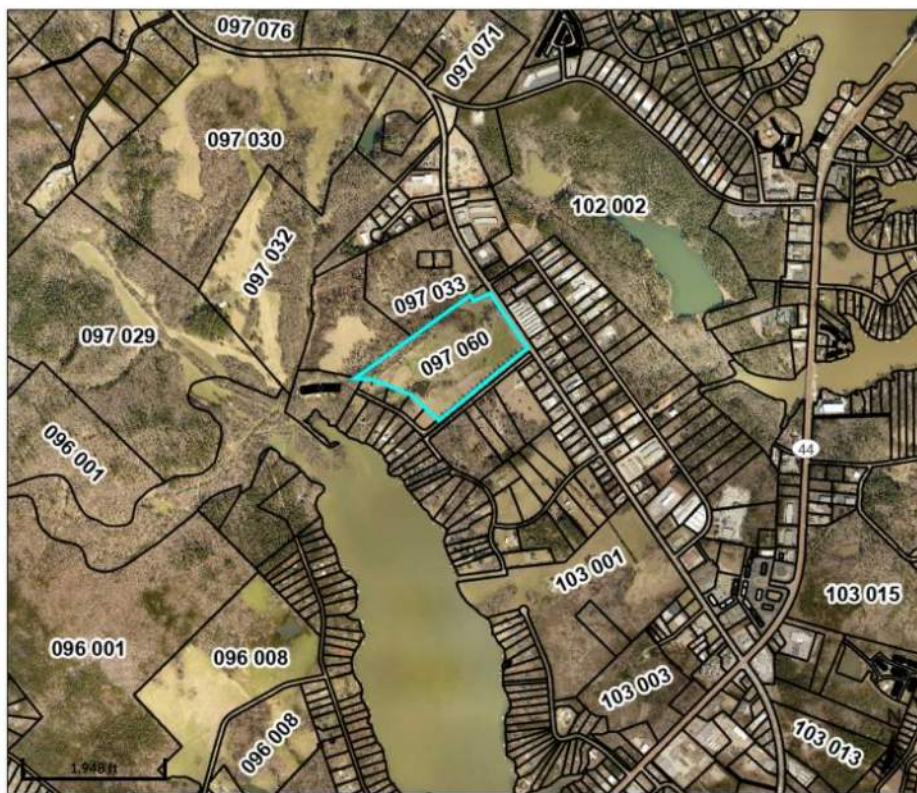
Paul Simonton  
paul@simontoneng.com

Hinesville, Georgia Phone: (912) 977-1502  
Greensboro, Georgia Phone: (706) 454-0870 Fax (706) 454-0871

# Harmony 40 LLC Project Traffic Impact Study

## General

Harmony 40, LLC Development is a planned Residential Development that includes 43 residential lots. All traffic for this development will be off site with a very small passer-by traffic consideration. The project is located on Harmony Road approximately one mile west of its intersection with Hwy 44.



This report will utilize the traffic counts supplied by Putnam County taken in 2019, and the proposed development to predict future average daily traffic for Harmony Road. Trip Generation Software by Microtrans will be used to generate average daily traffic for existing as well as future conditions. All average daily traffic included in the report is two-way traffic and have not been adjusted.

The existing roadway (Harmony Rd) is currently two lanes with multiple driveways along the route between the project and Hwy 44. The 2022 AADT from the GDOT Traffic Data website on Harmony Road West of the site was 4,590 two way traffic AADT. A typical two lane

roadway is generally capable of accommodating 1,900 passenger car equivalents per hour per lane. Because of the multiple access points (driveways) the peak capacity of the roadway is actually somewhat less, but it appears to still have some growth capacity. The total projected traffic for the Harmony 40, LLC development is 412 average trips per weekday with the following peaks.

| AM Peak Hour |      | PM Peak Hour |      |
|--------------|------|--------------|------|
| Enter        | Exit | Enter        | Exit |
| 8            | 24   | 26           | 16   |
|              |      |              |      |

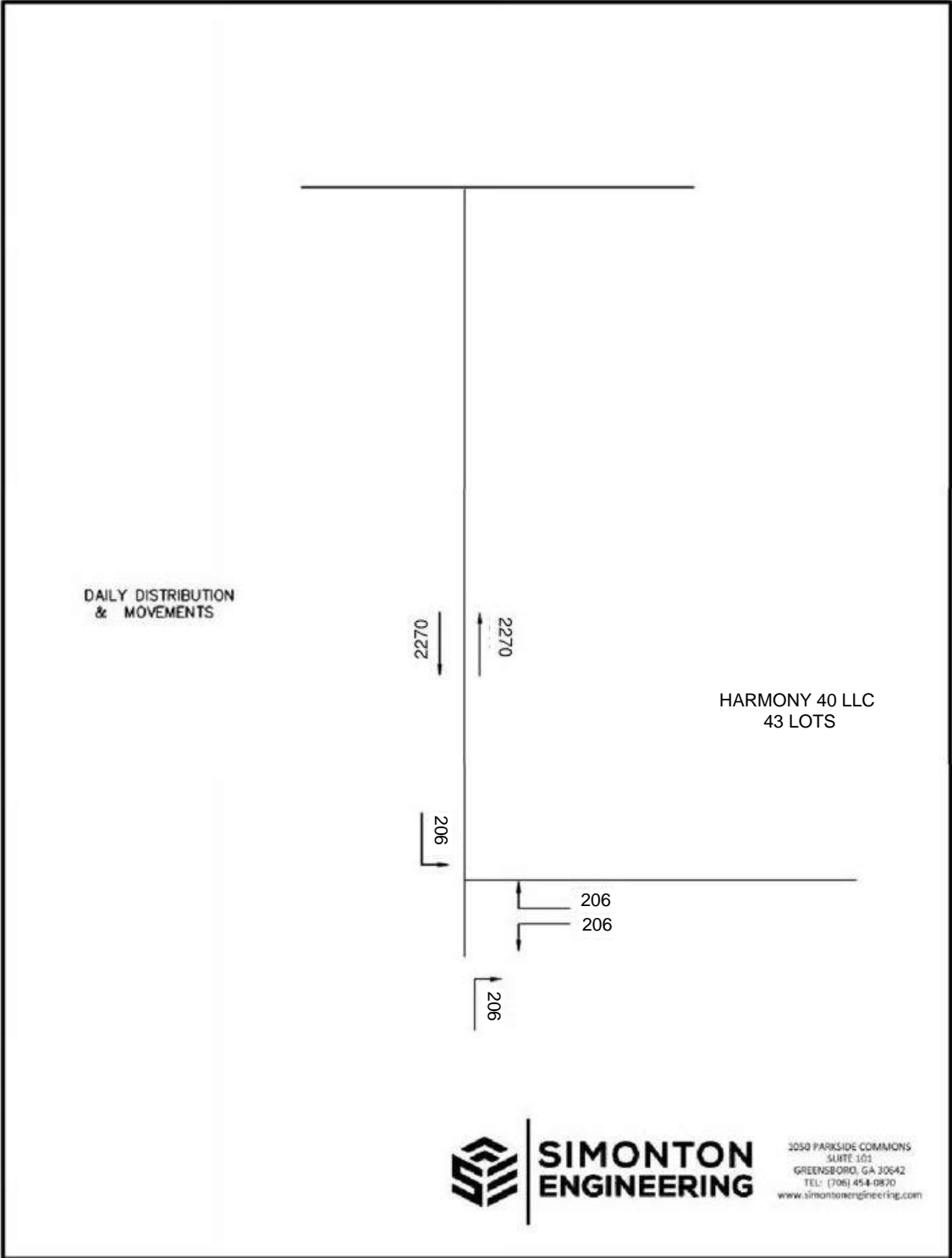
Predicted Traffic

Trip Generation software by Microtrans will be used to generate average daily traffic plus peak hour enter and exit projections for each use. The projected future traffic will be combined with existing counts provided by the GDOT Traffic data website to predict total roadway traffic.

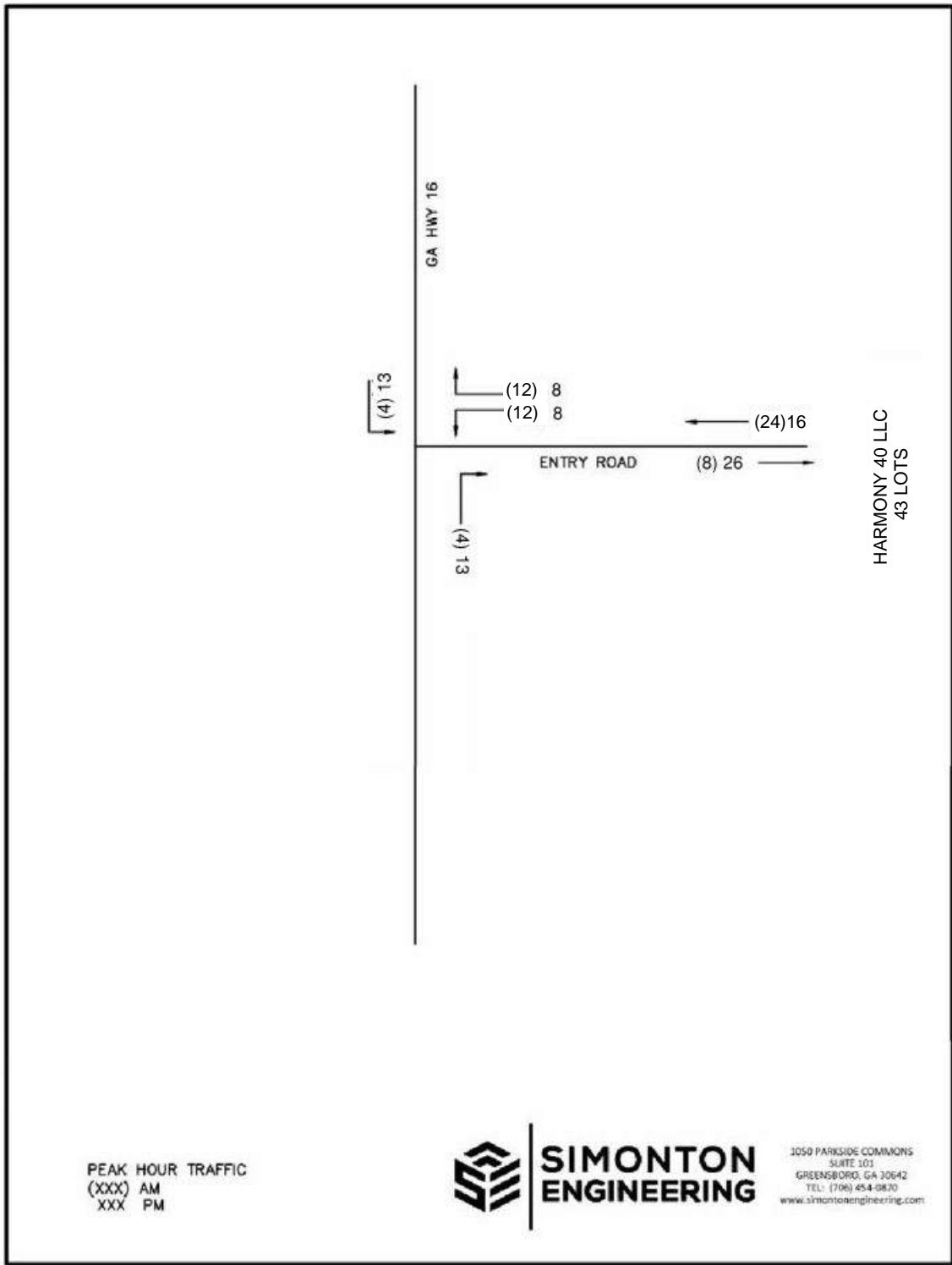
Passer-by traffic, is generally defined as traffic that is already on the roadway and contained in existing counts but will also be included in projected counts. A residential development that includes only residents has a very low passer-by rate and will be considered negligible for this project, so no reduction in traffic projections will be included.

It is assumed that the existing daily trips and the projected trips will be split 50/50 between East approach/departure and West approach/departure. Since a residential development is usually treated as a destination the passer by rates is considered to be very low, therefore no adjustments will be made to the predicted traffic.

See below Figure for traffic distribution and Peak Hour project movements



Harmony 40 LLC Distribution Figure 1



PEAK HOUR TRAFFIC  
(XXX) AM  
XXX PM



1050 PARKSIDE COMMONS  
SUITE 101  
GREENSBORO, GA 30642  
TEL: (706) 454-6870  
www.simntonengineering.com

Harmony 40, LLC Peak Hour Movements for Project Figure 2

### Existing Conditions and Growth

The traffic at GDOT Station ID 237-0181, in 2021 was AADT of 4540 then in 2022 estimated AADT was 4,590, an increase of just over 1% over the one-year period. Harmony Road is classified as a Major Collector (Rural) on the GDOT website.

When considering the capacity of the roadway the ADT is well within the normal capacity for a typical two-lane roadway. The limiting factor on the capacity of a road of this nature is the turning movements that block through traffic. The impact of the development and the turning movements generated will be evaluated on the proposed intersection later in this report.

### Intersection Evaluation

In order to fully evaluate the impacts on the State Route Regulations require that the entrance to any development that connects to a state road will meet all state and local requirements for intersection design. As required by this provision the GDOT right turn and left turn standards were used to complete the evaluation of the two intersections onto Harmony Road for this project.

For the right turn evaluation the GDOT *Regulations for Driveway and Encroachment Control (Driveway manual)* revision 5.0, dated July 3, 2019, Section 4.9.1.1 of the manual was consulted. The Table 4-6 below outlines the requirements for a right turn lane.



**4.9.1.1 Minimum Requirements for Right Turn Deceleration Lanes**

Right turn deceleration lanes must be constructed at no cost to the Department if the daily site generated Right Turn Volumes (RTV) based on ITE Trip Generation (assuming a reasonable distribution of entry volumes) meet or exceed the values shown in Table 4-6. Passing lane sections fall under the criteria for two or more lanes.

| Posted Speed   | 2 Lane Routes |               | More than 2 Lanes on Main Road |               |
|----------------|---------------|---------------|--------------------------------|---------------|
|                | AADT          |               | AADT                           |               |
|                | < 6,000       | >=6,000       | <10,000                        | >=10,000      |
| 35 MPH or Less | 200 RTV a day | 100 RTV a day | 200 RTV a day                  | 100 RTV a day |
| 40 to 50 MPH   | 150 RTV a day | 75 RTV a day  | 150 RTV a day                  | 75 RTV a day  |
| 55 to 60 MPH   | 100 RTV a day | 50 RTV a day  | 100 RTV a day                  | 50 RTV a day  |
| >= 65 MPH      | Always        | Always        | Always                         | Always        |

**Table 4-6 Minimum Volumes Requiring Right Turn Lanes**

Speed limit on Harmony Road is 45 MPH and daily traffic is well below the 6,000 AADT for a two-lane road. As can be seen in Figure 1 the projected right turns into the site is 206 turns per day. This exceeds the 150 RTV a day as noted in the above chart, therefore a right turn lane will be required as part of the project.

For the left turn evaluation the GDOT *Regulations for Driveway and Encroachment Control (Driveway manual)* revision 5.0, dated July 3, 2019, Section 4.9.1.2 of the manual was consulted.

**4.9.1.2 Minimum Requirements for Left Turn Lanes**

Left turn lanes must be constructed at no cost to the Department if the daily site generated Left Turn Volumes (LTV) based on ITE Trip Generation (assuming a reasonable distribution of entry volumes) meet or exceed the values shown in Table 4-7a **Condition 1**. If the LTVs are below the requirements for **Condition 1**, the applicant may be required to construct a Right Hand Passing Lane (see **Figure 4-7** if they meet the criteria in Table 4-7b **Condition 2**). The District Traffic Engineer will use engineering judgment to determine if the field conditions would allow construction of the Right Hand Passing Lane. Passing lane sections fall under the criteria for two or more lanes.

**Condition 1**

| LEFT TURN REQUIREMENTS-FULL CONSTRUCTION |               |               |                                |               |
|--|---------------|---------------|--------------------------------|---------------|
| Posted Speed                             | 2 Lane Routes |               | More than 2 Lanes on Main Road |               |
|  | ADT           |               | ADT                            |               |
|  | <6,000        | >=6,000       | <10,000                        | >=10,000      |
| 35 MPH or Less                           | 300 LTV a day | 200 LTV a day | 400 LTV a day                  | 300 LTV a day |
| 40 to 50 MPH                             | 250 LTV a day | 175 LTV a day | 325 LTV a day                  | 250 LTV a day |
| >= 55 MPH                                | 200 LTV a day | 150 LTV a day | 250 LTV a day                  | 200 LTV a day |

**Table 4-7a Minimum Volumes Requiring Left Turn Lanes**

**Condition 2**

| LEFT TURN REQUIREMENTS w/Right Hand Passing Lane Option |                    |               |
|---|--------------------|---------------|
| Posted Speed  | 2 Lane Routes only |               |
|   | ADT                |               |
|   | <4,000             | >=4,000       |
| 35 MPH or Less  | 200 LTV a day      | 125 LTV a day |
| 40 to 45 MPH  | 100 LTV a day      | 75 LTV a day  |
| 50 to 55 MPH  | 75 LTV a day       | 50 LTV a day  |

**Table 4-7b Minimum Volumes Requiring Right Hand Passing Lanes**

As noted above Harmony Road has significantly less than the 6,000 ADT and has a posted speed limit of 45 MPH, which would require a center left turn lane if projected left turns exceeded 250 LTV per day as shown in Table 4-7a. Projected distribution of 206 LTV per day does not meet the threshold for the center left turn requirement.

The second requirement tested for is the need for a right-hand passing lane at the intersection as shown in Table 4-7b above. Given the existing traffic, 4,590 AADT on Harmony Road obtained from the GDOT Traffic website, this traffic must be evaluated based on a speed limit of 45 MPH on a roadway that experiences more than 4,000 AADT. In this case the right-hand passing requirement is triggered when traffic exceeds 75 LTV per day. Our left turn projection for the development as shown above is 206 LTV per day so a right-hand passing lane is required.

#### Conclusions & Recommendations

This study meets the requirements of the Putnam County Zoning Traffic Impact Study in that it assess and projects the impact of the development on the existing infrastructure based on the projected site plan included. As noted above, a right turn lane is required and a right-hand passing lane for the left turning traffic is warranted based on GDOT guidelines.

| COURSE | BEARING      | DISTANCE |
|--------|--------------|----------|
| L-1    | S 26°16'45"E | 78.23'   |
| L-2    | N 63°39'19"E | 334.84'  |
| L-3    | N 87°11'00"W | 268.18'  |

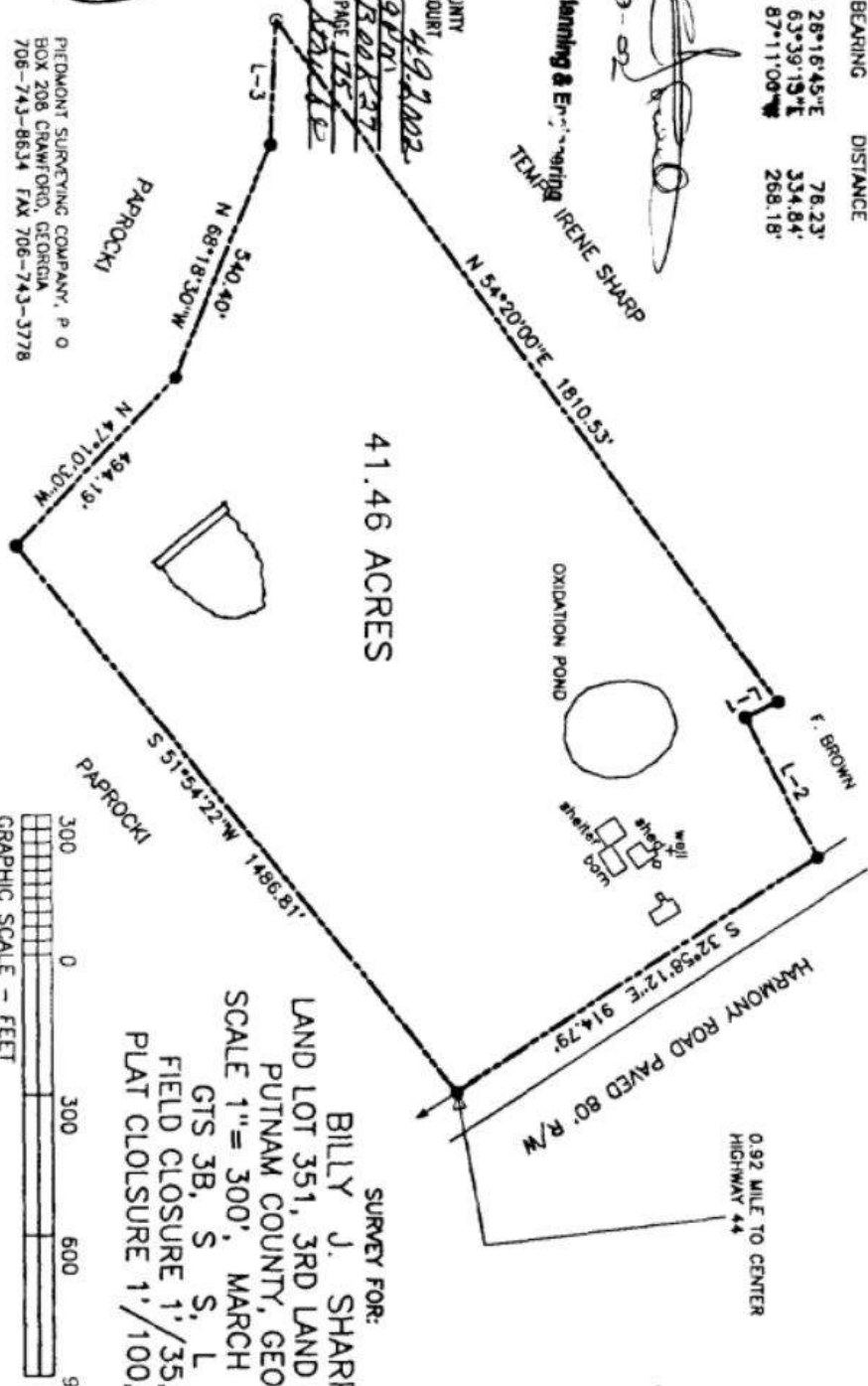
*Irene Sharp*  
4-9-92

Putnam County Planning & Engineering  
IRENE SHARP

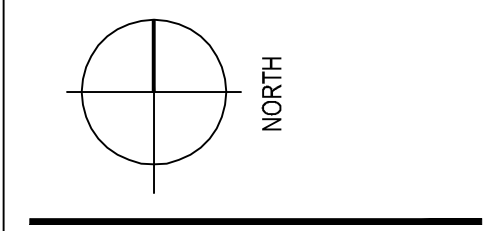
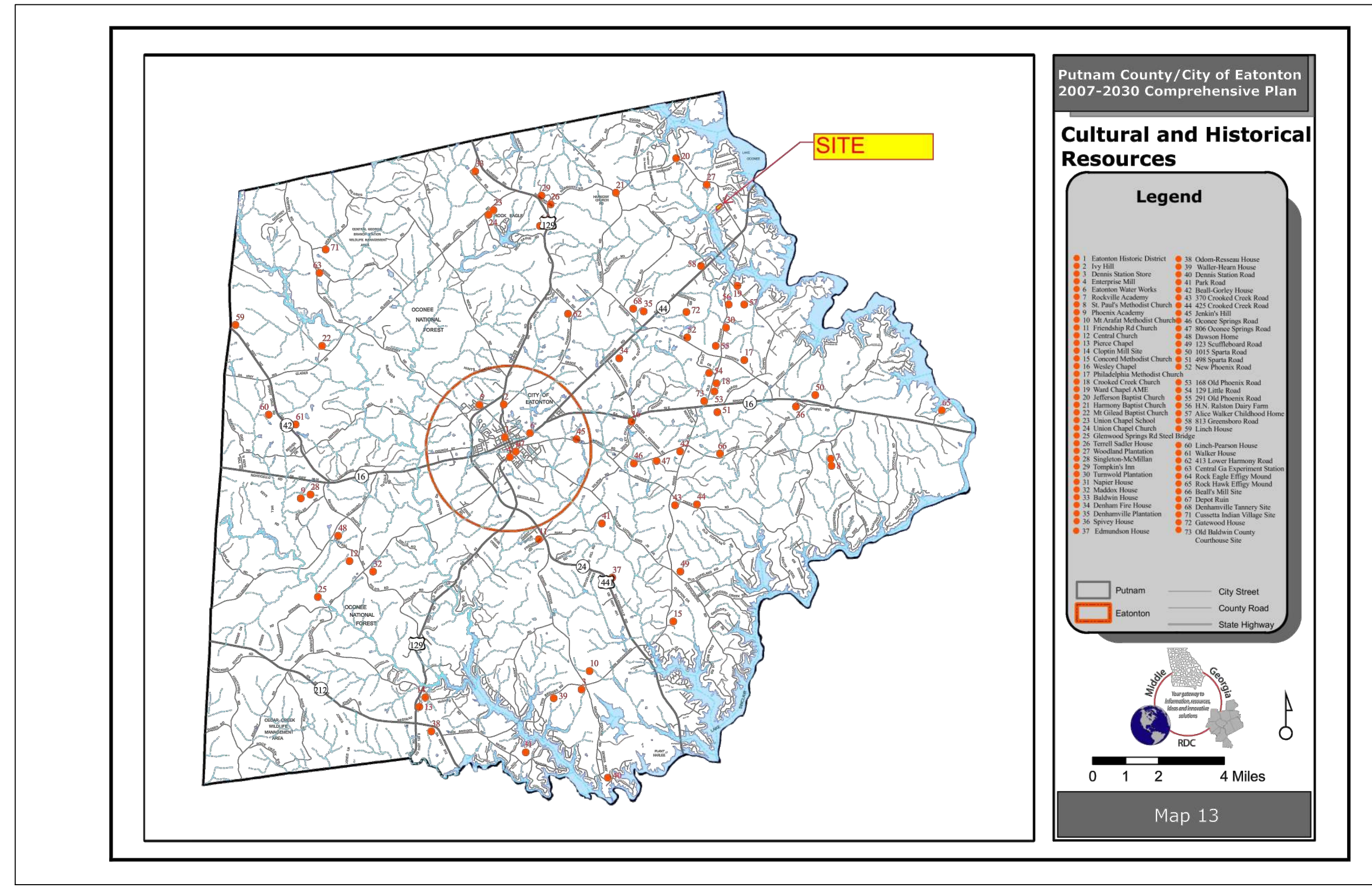
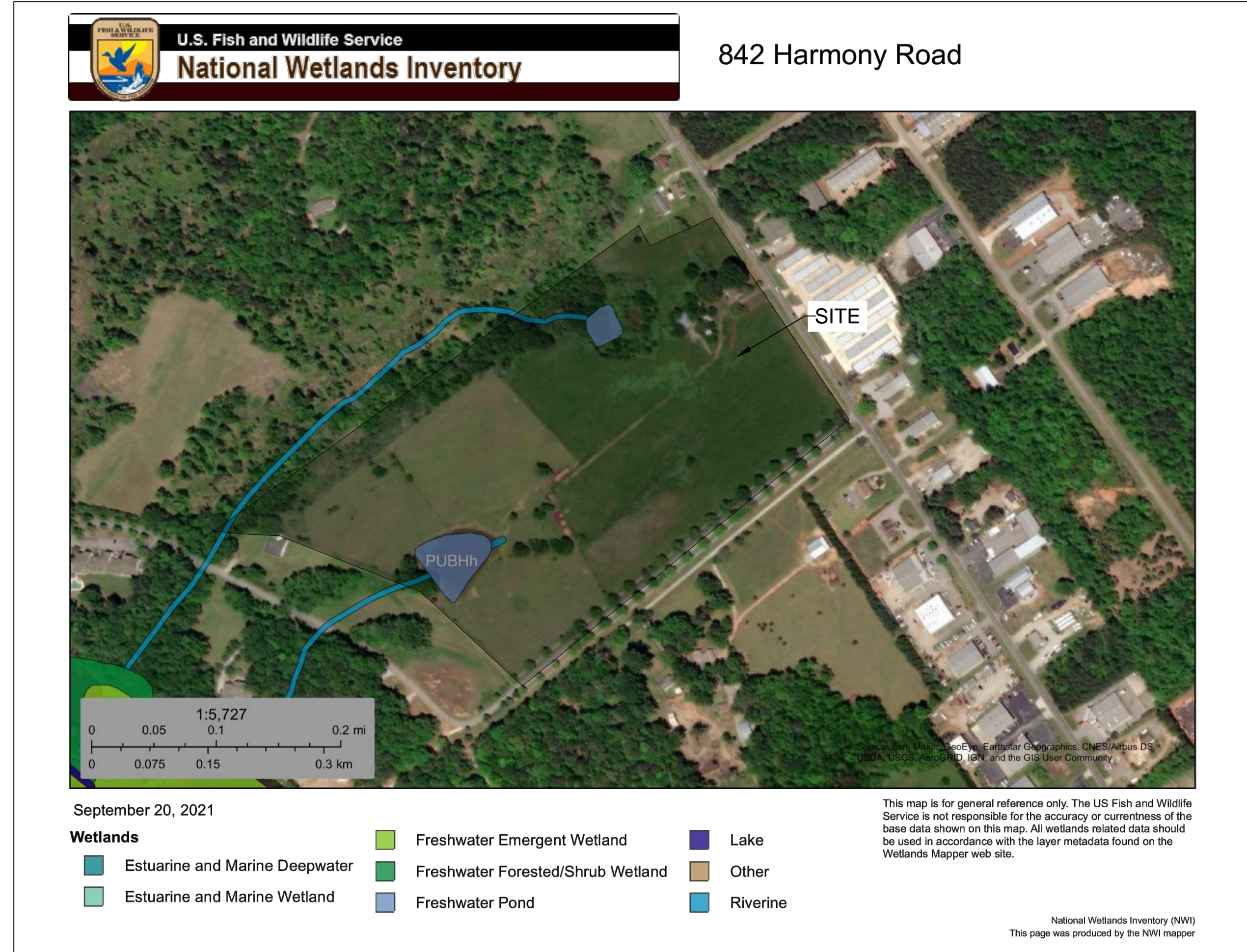
GEORGIA, PUTNAM COUNTY  
CLERK OF SUPERIOR COURT  
FILED & RECORDED  
DATE: 4-9-2002  
TIME: 3:39 PM  
CABINET: B 300K237  
SUITE: 303 PAGE 175  
MISTINA V. SHARPE  
DEPUTY CLERK



PIEDMONT SURVEYING COMPANY, P. O.  
BOX 208 CRAWFORD, GEORGIA  
706-743-8634 FAX 706-743-3778

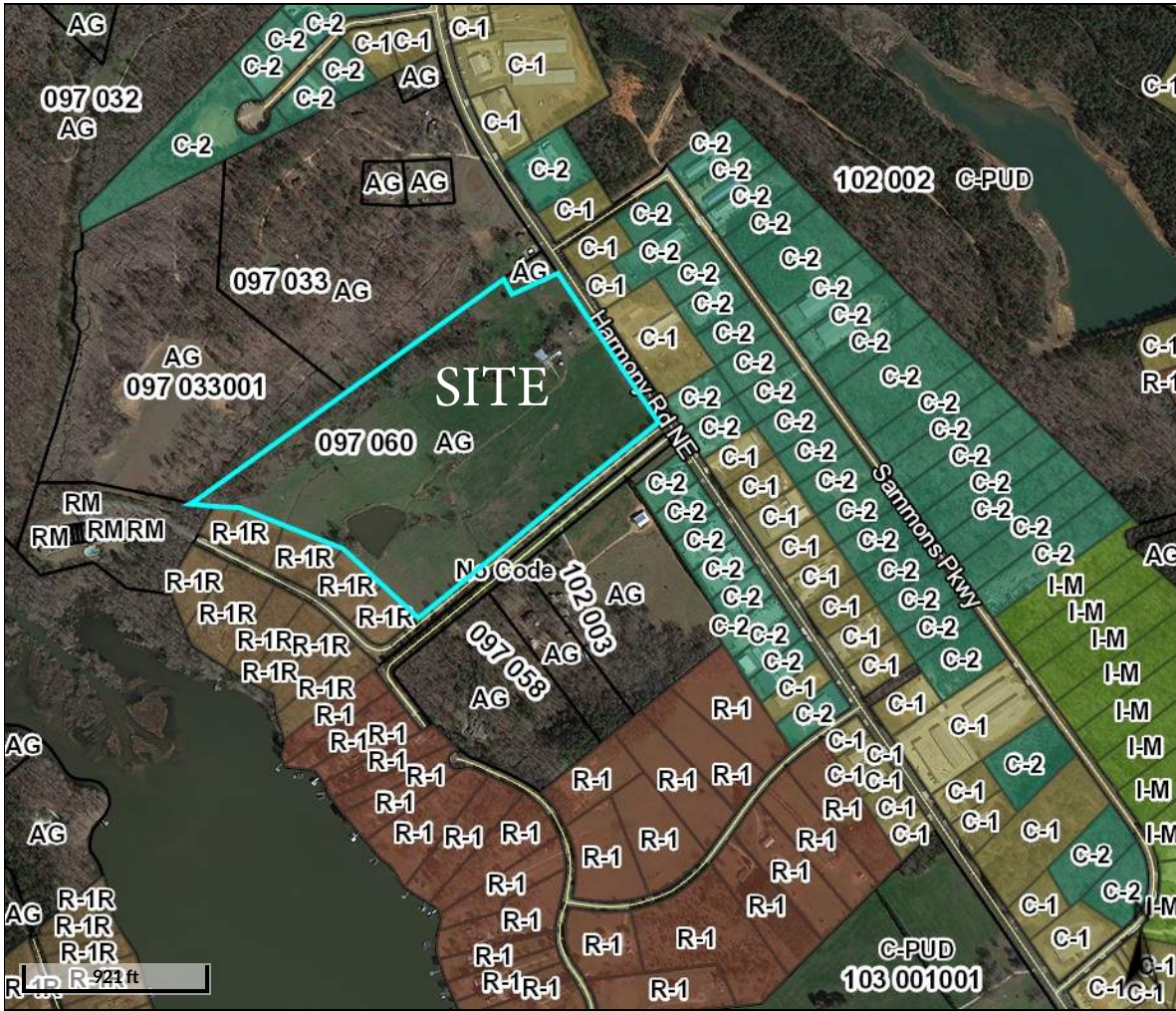





SURVEY FOR:  
 BILLY J. SHARP  
 LAND LOT 351, 3RD LAND DISTRICT  
 PUTNAM COUNTY, GEORGIA  
 SCALE 1" = 300', MARCH 15, 1999  
 GTS 3B, S S, L L  
 FIELD CLOSURE 1' / 35,591'  
 PLAT CLOSURE 1' / 100,000'+



EXISTING CONDITIONS MAP  
**HARMONY 40, LLC**  
 PUTMAN COUNTY - EATONTON, GA 31024



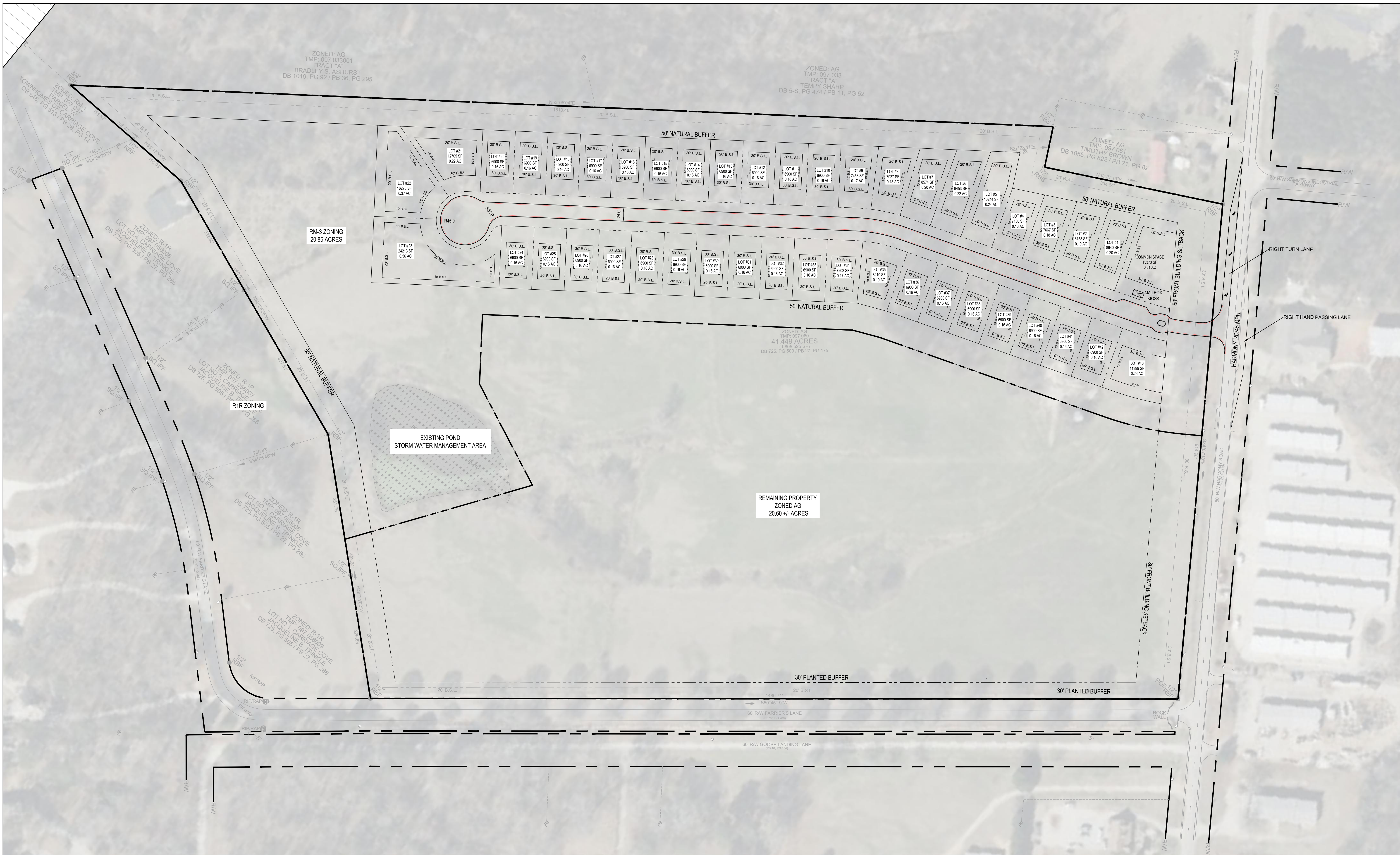


- Legend**
-  City Limit
  -  Parcels
  -  Parcel Numbers
- Zoning**
-  A-1 CITY
  -  A-1 and AG-1
  -  AG-1
  -  AG-2
  -  C-1
  -  C-1 CITY
  -  C-2
  -  C-2 CITY
  -  C-2 PUD
  -  I-1 CITY
  -  I-2 CITY
  -  I-M
  -  MHP
  -  PUBLIC
  -  PUBLIC CITY
  -  R - 1 CITY
  -  R - 2 CITY
  -  R - 3 CITY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

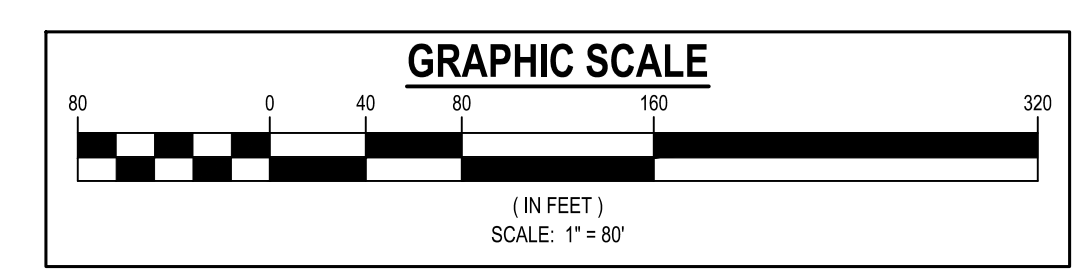
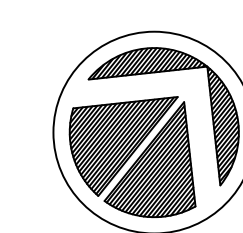
Parcel ID 097 060  
 Real Key / Acct 1116  
 Class Code Agricultural  
 Taxing District PUTNAM  
 Acres 41.46

Owner TRINKLE JACQUELINE BAS TRUSTEE  
 OF THE CREDIT SHELTER TRUST  
 139 FARRIERS LANE  
 EATONTON, GA 31024  
 Physical Address 842 HARMONY RD  
 Land Value \$173297

| Last 2 Sales |          |        |      |
|--------------|----------|--------|------|
| Date         | Price    | Reason | Qual |
| 6/29/2011    | 0        | DA     | U    |
| 7/2/2002     | \$750000 | FM     | Q    |

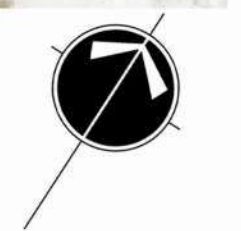
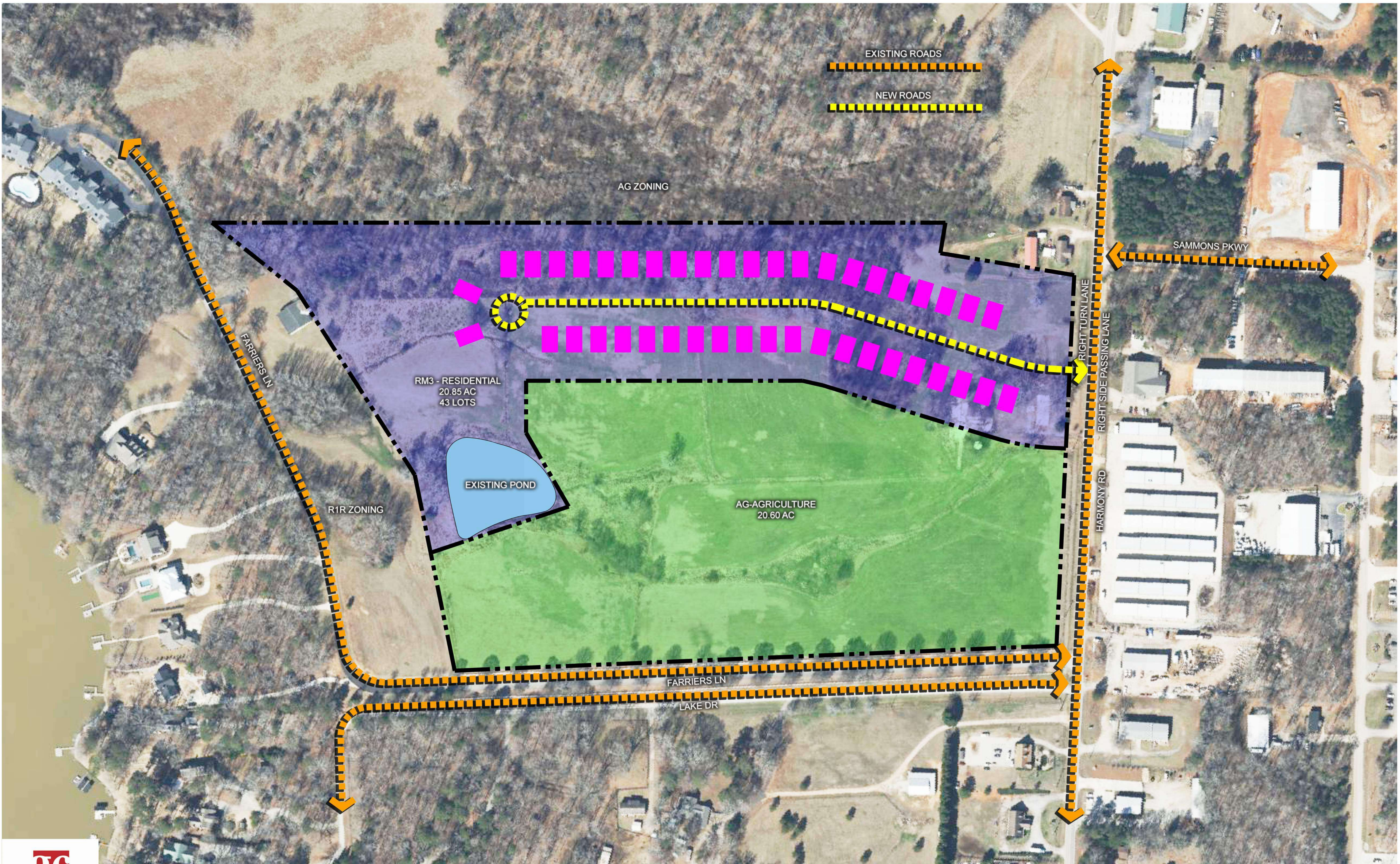


APPLICANT  
 RICK McALLISTER  
 1341 BEVERLY DR.  
 ATHENS, GA 30606  
 706-206-5030

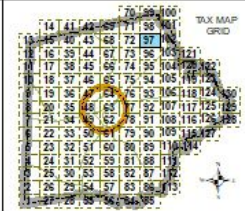


CONCEPTUAL SITE PLAN - RM-3 RESIDENTIAL  
**HARMONY 40, LLC**  
 PUTNAM COUNTY - EATONTON, GA 31024









**GEOGRAPHIC FEATURE LEGEND**

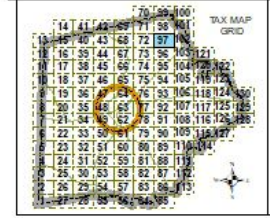
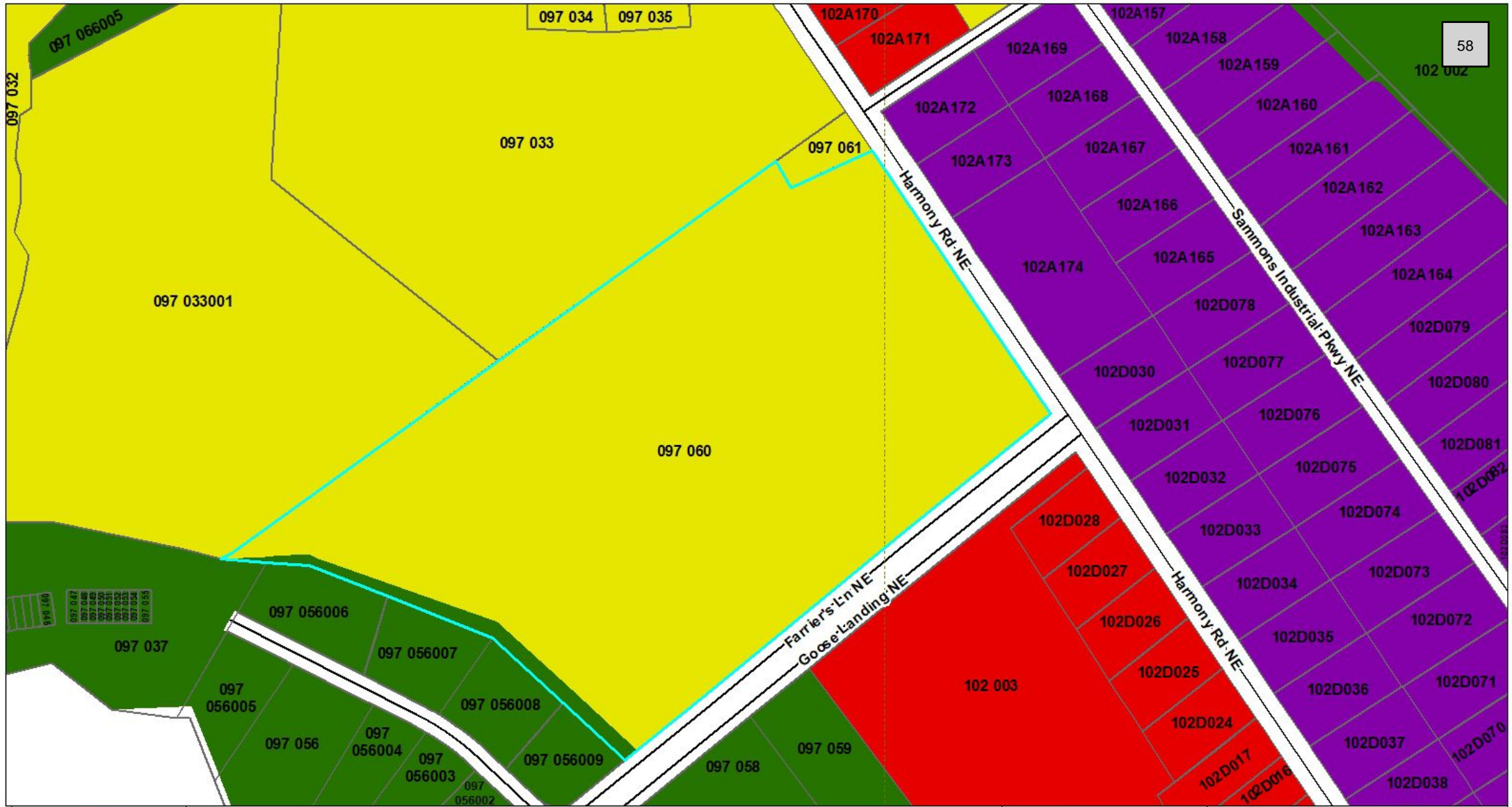
|                 |                  |          |            |             |            |         |
|-----------------|------------------|----------|------------|-------------|------------|---------|
| Eatonton Limits | Overlay District | AG-2     | C-2 CITY   | IND-2 CITY  | R - 1 CITY | RM-2    |
| 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 | RM-3    |
| Parcels         | AG-1 CITY        | C-2      | IND-2      | PUBLIC CITY | R - 4 CITY | VILLAGE |
| Parcel Hooks    |                  |          |            |             |            |         |

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

PUTNAM COUNTY, GEORGIA  
ZONING MAPS

**MAP 097**

MAP SCALE: 1" = 250'  
SCALE RATIO: 1:3,000  
DATE: OCTOBER 2021



**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    |                      |                              |  |

**LMGRC**  
 Middle Georgia Regional Commission  
 175 Emery Hwy  
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 Macon, Georgia 31217  
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[www.middlegeorgiaarc.org](http://www.middlegeorgiaarc.org)

PUTNAM COUNTY, GEORGIA  
 FUTURE LAND USE MAPS

**MAP 097**

MAP SCALE: 1" = 250'    SCALE RATIO: 1:3,000    DATE: OCTOBER 2021



## PUTNAM COUNTY PLANNING & DEVELOPMENT

117 Putnam Drive, Suite B ♦ Eatonton, GA 31024

Tel: 706-485-2776 ♦ 706-485-0552 fax ♦ [www.putnamcountyga.us](http://www.putnamcountyga.us)

### Staff Recommendations

Thursday, October 5, 2023, ♦ 6:30 PM

Putnam County Administration Building – Room 203

TO: Planning & Zoning Commission

FROM: Lisa Jackson

RE: Staff Recommendation for Public Hearing Agenda on 10/5/2023

#### Requests

6. Request by **Rick McAllister, agent for Harmony 40 LLC** to rezone 20.85 acres at 842 Harmony Road from AG to RM-3. [**Map 097, Part of Parcel 060, District 1**].\* Mr. McAllister is requesting to rezone 20.85 acres of the 41.46-acre AG tract from AG to RM-3 on behalf of Harmony 40 LLC. If approved, the intended land use for this property is to establish a single-family residential development with 43 units and approximately 10 acres of open space. The proposed lots will range from 0.16 acres (6,900 sq. ft.) to 0.44 acres (19,067 sq. ft.). The setbacks proposed will be 30 from the front property line, 20 from rear property line and 10 from left and right-side property lines. This development will connect to Harmony Road via an interior road. Also, the plan includes a residential density of 2.15+/- units per acre and a 50' ft. buffer. The remaining 20.61 acres will stay zoned AG.

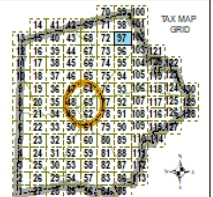
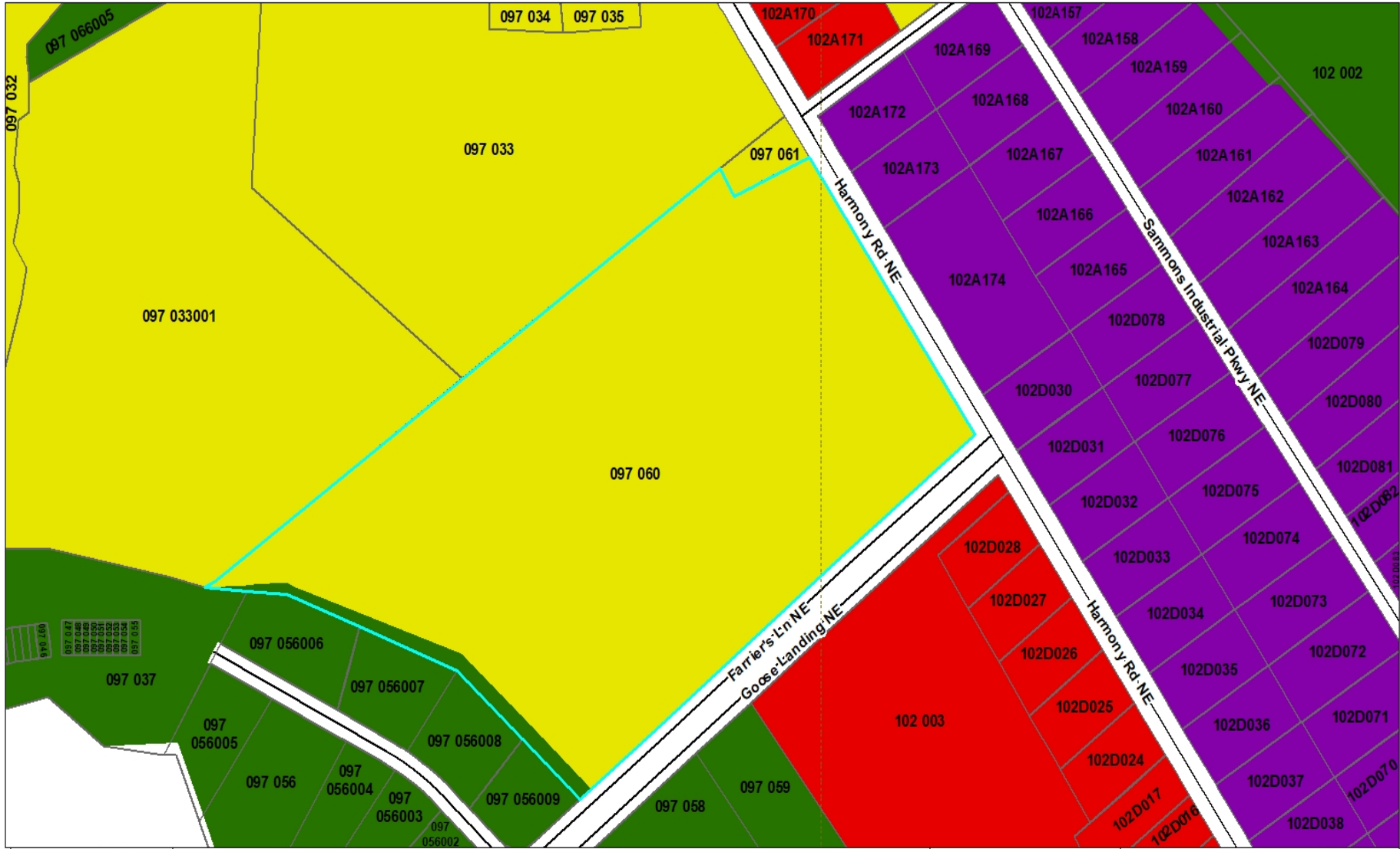
The subject property is located on Harmony road and is located near multiple residential zoned properties on Farriers Lane. There are 10 R-1R zoned lots and an RM-1 townhome development located in close proximity to the subject parcel. The intended use is consistent with the stated purpose of the RM-3 zoning district. The use is suitable in view of the zoning and development of adjacent or nearby properties. The Putnam County Future Land Use Comprehensive plans projects the future use of this parcel and a few adjacent parcels as residential use. Therefore, this proposed zoning should not adversely affect the existing use, value, or usability of adjacent or nearby properties.

As stated in the traffic study, Harmony Road is a two-lane road with multiple driveways between the proposed development and GA Hwy 44. The 2022 AADT (Annual Average Daily Traffic) from the GDOT Traffic Data website on Harmony Road West of the site was 4,590 of two-way traffic. Per the study, a typical two-lane roadway is capable of accommodating 1,900 passenger car equivalents per hour per lane. Due to the multiple access points (driveways) the peak capacity of the roadway is actually somewhat less but appears to still have some growth capacity. The total projected traffic for the proposed development is 412 average trips per weekday with the following peaks. The total projected traffic for the Harmony 40, LLC development is 412 average trips per day, with 8 entering and 24 exiting during AM

peak hour, 26 entering and 16 exiting during the PM hours. Harmony Road is classified as a Major Collector with a speed limit of 45 MPH. It has daily traffic that is well below the 6,000 AADT for a two-lane road.

Of the study, Figure 1 projected 206 right turns per day that exceeds the 150 RTV (Right Turn Volumes) a day. Therefore, a right turn lane would be required as part of the development. Figure 4-7a projected 206 LTV (Left Turn Volumes) per day which does not meet the 250-count threshold and does not warrant a center left turn lane. According to Figure 4-7b, the right-hand passing requirement is triggered when traffic exceeds 75 LTV per day. The projection for the proposed development was above 206 LTV per day which warrants a right turn lane and a right-hand passing lane for the left turning traffic, per GDOT guidelines.

As stated in Sec. 66-96 (a) of the Putnam County Code of Ordinances, the RM-3 zoning allows Single family attached and detached dwellings. The surrounding and nearby parcels include undeveloped AG parcels, R-1R Single Family Lots, an RM-1 townhome development, and multiple C-1 and C-2 Commercial lots. Therefore, the proposed development is consistent with the existing residential developments located off Harmony Road. This property is directly adjacent to two AG-Residential use parcels and several residential zoned parcels. If approved, staff recommends that 1. The developer shall develop and maintain a 50-foot undisturbed buffer or berm along the property lines that abut remaining AG zoned acres of Map 097 Parcel 060, Map 097 Parcel 061, Map 097 Parcel 033, Map 097 Parcel 033001, Map 097 Parcel 037, Map 097 Parcel 056006, Map 097 Parcel 056007, and Map 097 Parcel 056008 as stated in Section 66-104(g) of the Putnam County Code of Ordinances. The developer should also install a right-hand turning lane and a right-hand passing lane at the entrance of the development based on GDOT guidelines. By implementing the recommended conditions, the proposed project should have minimal impact on the adjacent properties, roads, and nearby intersections.



**GEOGRAPHIC FEATURE LEGEND**

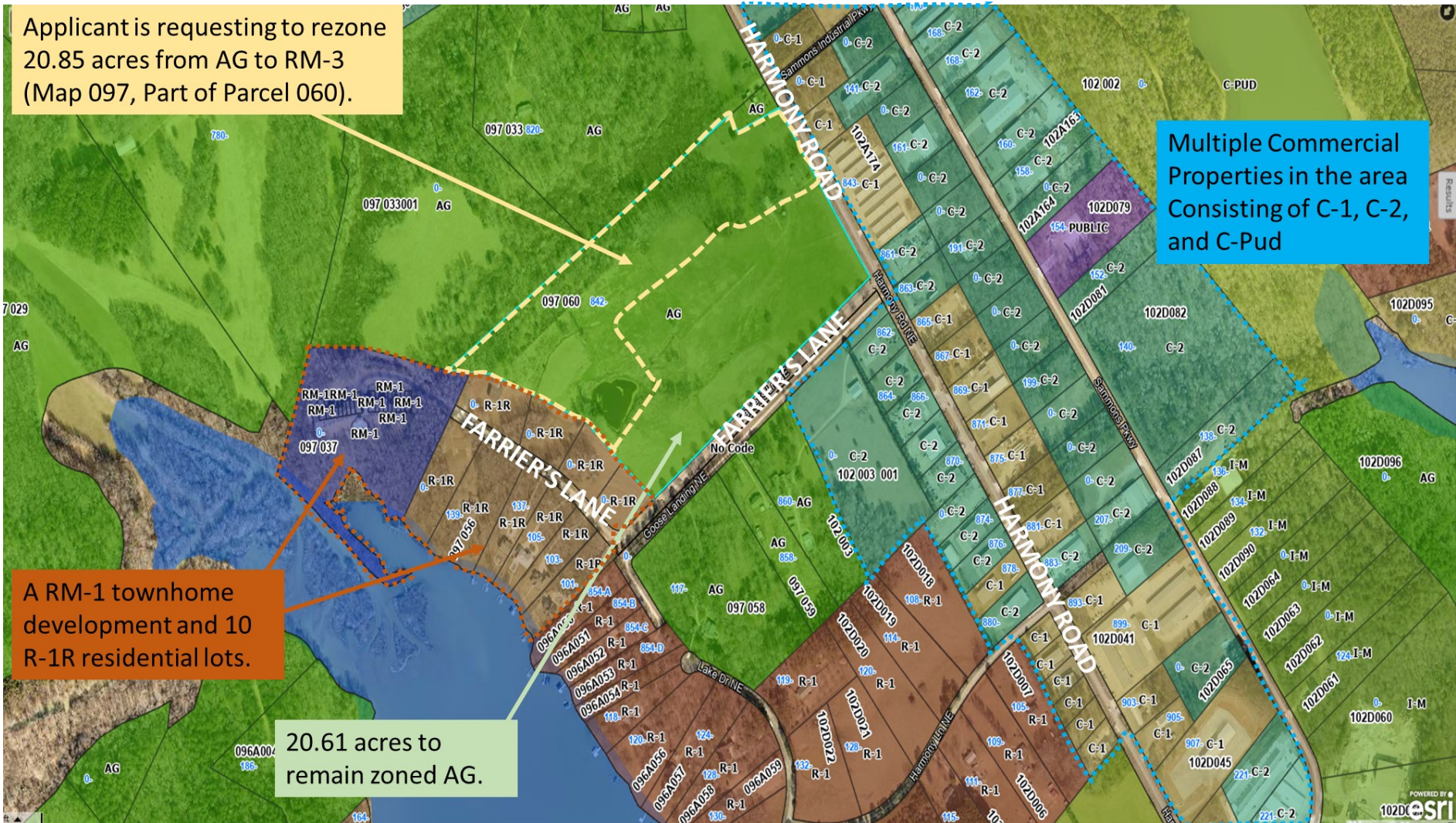
|                 |                      |                              |  |
|-----------------|----------------------|------------------------------|--|
| Estonton Limits | Agriculture/Forestry | Mixed Use                    | Residential                            |
| County Boundary | Commercial 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

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PUTNAM COUNTY, GEORGIA  
FUTURE LAND USE MAPS

MAP 097

MAP SCALE: 1" = 250'    SCALE RATIO: 1:3,000    DATE: OCTOBER 2021



Staff recommendation is for approval to rezone 20.85 acres from AG to RM-3 at 842 Harmony Road [Map 097, Part of Parcel 060, District 1] with the following conditions:

1. The developer shall develop and maintain a 50-foot undisturbed buffer or berm along the property lines that abut remaining AG zoned acres of Map 097 Parcel 060, Map 097 Parcel 061, Map 097 Parcel 033, Map 097 Parcel 033001, Map 097 Parcel 037, Map 097 Parcel 056006, Map 097 Parcel 056007, and Map 097 Parcel 056008 as stated in Section 66-104(g) of the Putnam County Code of Ordinances.

2. **The developer should also install a right-hand turning lane and a right-hand passing lane at the entrance of the development based on GDOT guidelines.**
3. **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 meeting will be conducted pursuant and in accordance with O.C.G.A. Chapter 36-66.

**Notice:** All opponents to any rezoning request on the Planning & Zoning Commission and the Board of Commissioners agendas must file a disclosure of campaign contributions with the Planning & Development Department within five calendar days prior to public hearings if you have contributed \$250.00 or more to an elected official in Putnam County within the last five years.

\*The Putnam County Board of Commissioners will hear these agenda items on October 17, 2023, at 6:00 P.M., in the Putnam County Administration Building, 117 Putnam Drive, Room 203, Eatonton, GA 31024.

The full meeting package can be reviewed in the Planning & Development office upon request.

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.

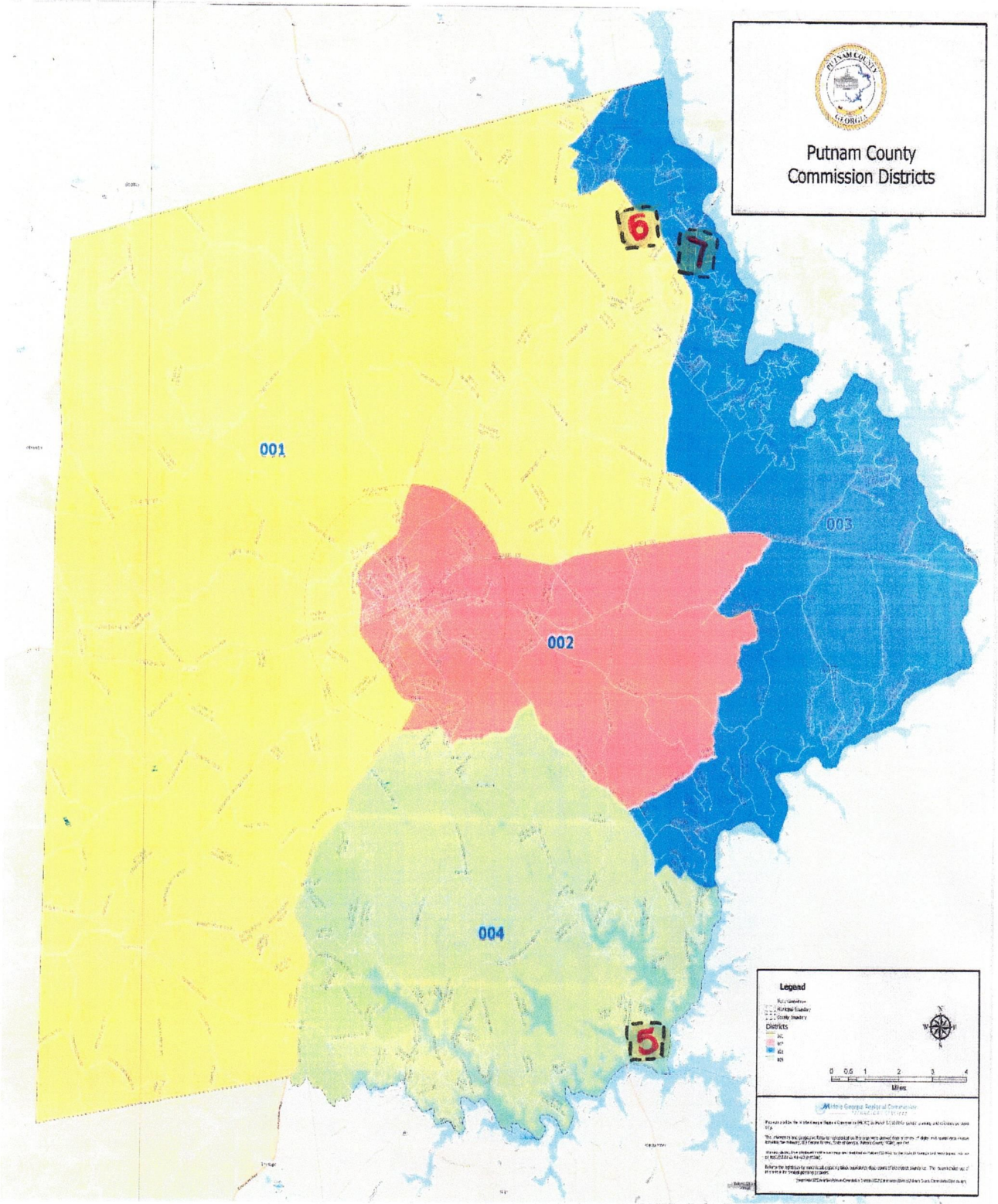
The Board of Commissioners' hearing will be conducted pursuant to O.C.G.A. 50-14-1 and Section 66-152 of the Putnam County Code of Ordinances and meets the requirements of the Zoning Procedures Laws established in O.C.G.A 36-66.

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:**

7. Request by **Rick McAllister, agent for Shaifer Griffin, LLC** to rezone 15.30 acres at 1024 Lake Oconee Parkway from C-1/AG to C-1. **[Map 103, Part of Parcel 015, District 3].\***





- 5. Request by **John D. Knab** for a side yard setback variance from the lake at 130 Emma Road. Presently zoned R-1 [Map 086C, Parcel 149, District 4].
- 6. Request by **Rick McAllister, agent for Harmony 40 LLC** to rezone 20.85 acres at 842 Harmony Road from AG to RM-3. [Map 097, Part of Parcel 060, District 1].\*
- 7. Request by **Rick McAllister, agent for Shaifer Griffin, LLC** to rezone 15.30 acres at 1024 Lake Oconee Parkway from C-1/AG to C-1. [Map 103, Part of Parcel 015, 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

## APPLICATION FOR REZONING

REZONING

APPLICATION NO. 2023-REZONE-32 DATE: 8-31-2023

MAP 103 PARCEL 015 ZONING DISTRICT Dual Zoning C-1 / AG

1. Owner Name: Shaifer Griffin, LLC
2. Applicant Name (If different from above): Rick McAllister
3. Mailing Address: 1341 Beverly Drive Athens GA 30606
4. Email Address: rncallister.msc@gmail.com
5. Phone: (home) \_\_\_\_\_ (office) \_\_\_\_\_ (cell) 706-206-5030
6. The location of the subject property, including street number, if any: 1024 Lake Oconee Parkway
7. The area of land proposed to be rezoned (stated in square feet if less than one acre): 15.30 +/- AC of the 87.85 ac tract
8. The proposed zoning district desired: C-1
9. The purpose of this rezoning is (Attach Letter of Intent)  
Expand existing C-1 portion of tract to develop commercial use
10. Present use of property: Undeveloped woodland Desired use of property: Commercaill
11. Existing zoning district classification of the property and adjacent properties:  
Existing: C-1 / AG  
North: C1-R1 South: C-1, RM-1, RM-3 East: RM3 West: C-1
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: Undeveloped woodlands
16. Source of domestic water supply: well \_\_\_\_\_, community water \_\_\_\_\_, or private provider X.

RECEIVED AUG 31 2023



# PUTNAM COUNTY PLANNING & DEVELOPMENT

117 Putnam Drive, Suite B ♦ Eatonton, GA 31024

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

If source is not an existing system, please provide a letter from provider.

17. 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.

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] 8.7.23  
 Signature of Property Owner (Date)  
[Signature] 8/7/23  
 Notary Public  
 MARTH A. H. PEEBLES  
 BALDWIN COUNTY

[Signature]  
 Signature of Applicant (Date)  
[Signature]  
 Notary Public  
 MARTH A. H. PEEBLES  
 BALDWIN COUNTY

| Office Use  |                                      |
|---|--------------------------------------|
| Paid: \$ <u>275<sup>00</sup></u> (cash) _____ (check) _____ (credit card) <input checked="" type="checkbox"/> |                                      |
| Receipt No. _____   | Date Paid: <u>9-1-23</u>             |
| Date Application Received: <u>8-31-2023</u>   |                                      |
| Reviewed for completeness by: <u>[Signature]</u>  |                                      |
| Date of BOC hearing: _____  | Date submitted to newspaper: _____   |
| Date sign posted on property: _____   | Picture attached: yes _____ no _____ |



August 17, 2023

Lisa Jackson  
Director  
Putnam County Planning & Development  
117 Putnam Drive, Suite B  
Eatonton, Georgia 31024

Subject: Putnam Development Center

Dear Ms. Jackson:

This letter is to confirm that Piedmont Water Company (PWC) currently has adequate water and sewer capacity to serve the proposed Putnam Development Center. This confirmation is based on the conceptual plan prepared by McAllister Site Consulting, LLC, dated July 17, 2023.

Please feel free to contact me at 770-255-7984 should have any question on this, or any other matter.

Sincerely,

A handwritten signature in black ink, appearing to read "W. J. Matthews". The signature is stylized with a long horizontal stroke extending to the right.

W. J. Matthews  
Vice President of Operations

032554

050

Notary Public, Georgia  
Jesse Copelan, Jr.  
12-26-96  
Walter S. Kitchens  
Dip. Clerk of Superior Court

JESSE COPELAN, JR.  
Attorney at law  
Eatonton, Georgia

Charles W. Carball, Clerk  
Putnam County Superior Court  
Filed 12-26-96  
Time 9:35 AM  
Revised 12-26-96  
Page 2 of 2, Page 50  
Walter S. Kitchens  
Deputy Clerk

WARRANTY DEED

STATE OF GEORGIA  
COUNTY OF PUTNAM

THIS INDENTURE, Made this 23<sup>rd</sup> day of December, 1996, between CORRIINE H. HALLMAN, as party of the first part, hereinafter called Grantor, and J. D. R. INVESTMENTS, LLC, as party of the second part, hereinafter called Grantee (the words "Grantor" and "Grantee" to include their respective heirs, successors and assigns where the context requires or permits).

WITNESSETH that: Grantor, for and in consideration of the sum of ONE AND NO/100 (\$1.00) DOLLAR and other good and valuable consideration in hand paid 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 grant, bargain, sell, alien, convey and confirm unto the said Grantee:

All that tract or parcel of land, lying and being in the 308th and 309th G. M. District, Putnam County, Georgia, and containing 88.09 acres, more or less, said tract is bound on the west by S. R. #44; bound on the north by property of J. Ira and Connie W. George; on the northeast by property of Rudy F. Riesz and Allyn A. Riesz, property now or formerly of Norris Peregó, and property formerly of T. H. Resseau, Jr., now Gabriel Bencivenga and Gene Dale; and on the south by property of Martin, Park and Whitman, property of Georgia Kraft Company, property of C. D. Collis, and property, now or formerly of Floyd C. Culver.

Reference is made to a plat of the above described property, prepared by American Testing Laboratories, Inc., dated December 28, 1973.

The Grantor herein hereby reserves the right to cut the timber located on said property.

TO HAVE AND TO HOLD the said tract or parcel of land, with all and singular the rights, members and appurtenances thereof, to the same being, belonging, or in anywise appertaining, to the only proper use, benefit and behoof of the said Grantee forever in FREE SIMPLE.

AND THE SAID Grantor will warrant and forever defend the right and title to the above described property unto the said Grantee against the claims of all persons whomsoever.

IN WITNESS WHEREOF, the Grantor has signed and sealed this deed, the day and year above written.

Signed, sealed & delivered in the presence of:

Jesse Copelan  
Witness  
Walter S. Kitchens  
Notary Public

Corrine H. Hallman I.S.  
Corrine H. Hallman



177 Commission Expires July 11, 2000

DOC# 002585  
FILED IN OFFICE  
7/25/2016 01:57 PM  
BK:864 PG:777-779  
SHEILA H. FERRY  
CLERK OF COURT  
PUTNAM COUNTY

*Sheila H. Ferry* SLM

REAL ESTATE TRANSFER TAX  
PAID: \$0.00

PT61-117-2016-000847

QUITCLAIM DEED

**AFTER RECORDING, RETURN TO:**  
Blasingame, Burch, Garrard & Ashley, P.C.  
1040 Founders Row, Suite B  
Greensboro, GA 30642  
c/m #21652-0001

E:\DATA\979\DOC621652000\Closing\Quitclaim\_Deed\_SG\_Harmony\_LLC\_Shaffer\_Griffen\_LLC\_160715.doc

**QUITCLAIM DEED**

THIS QUITCLAIM DEED is made as of the 15 day July, 2016, by and between SG HARMONY, LLC, a Georgia limited liability company ("Grantor(s)") and SHAIFFER/GRIFFIN, LLC, a Georgia limited liability company ("Grantee") (the words "Grantor" and "Grantee" to include their respective heirs, successors and assigns where the context hereof requires or permits);

**WITNESSETH:**

Grantor, for and in consideration of TEN AND NO/100 DOLLARS (\$10.00) in hand paid by Grantee to Grantor at and before the sealing and delivery of these presents, and other good and valuable consideration, the receipt and sufficiency of which is hereby acknowledged, does hereby remise, convey and forever quitclaim unto Grantee all that tract or parcel of land lying and being in the State of Georgia, County of Putnam, GMD 308 and GMD 389, 3rd District, and being more particularly described on Exhibit "A" attached hereto and by this reference made a part hereof (hereinafter referred to as the "Property").

TO HAVE AND TO HOLD the Property unto Grantee, so that neither Grantor nor any person or persons claiming under Grantor shall at any time, by any means or ways, claim or demand any right or title to the Property.

IN WITNESS WHEREOF, Grantor has caused these presents to be executed under seal by its duly authorized officer as of the date set forth above.

SG HARMONY, LLC,  
a Georgia limited liability company

By: [Signature]  
Jerry A. Shaifer, Manager

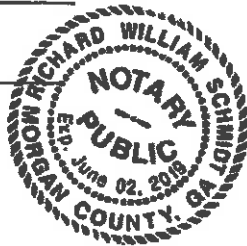
Signed, sealed, and delivered  
in the presence of:

[Signature: Kimberly D. Whitaker]  
WITNESS

NOTARY PUBLIC

My Commission Expires: \_\_\_\_\_

[AFFIX NOTARY SEAL]



E:\DATA\WYDOCS\2655200811\Closing\Quitclaim\_Deed\_SG\_Harmony\_LLC\_Shaifer\_Griffin\_LLC\_160715.doc

**EXHIBIT "A"****LEGAL DESCRIPTION**

All that tract or parcel of land, lying and being in the 308<sup>th</sup> and 389<sup>th</sup> G.M. District, Putnam County, Georgia, and containing 88.09 acres, more or less; said tract is bound on the west by S.R. #44; bound on the north by property of Ira and Connie W. George; on the northeast by property of Rudy F. Riesz and Allyn A. Riesz, property now or formerly of Norris Perego, and property formerly of T.H. Resseau, Jr., now Gabriel Bencivenga and Gene Dale; and on the south by property of Martin, Park, and Whitann, property of Georgia Kraft Company, property of C.D. Collis, and property now or formerly of Floyd C. Culver. Reference is made to a plat of the above described property, prepared by American Testing Laboratories, Inc., dated December 28, 1973.

This is the same property conveyed by deed recorded in Deed Book 232, Page 50, said Clerk's Office.

E:\DATA\WPDOS\2165210001\Cloning\Quadrant\_Deed\_SG\_Hermonoy\_LLC\_Rudolf\_Griffis\_LLC\_160715.doc





# PUTNAM COUNTY PLANNING & DEVELOPMENT

117 Putnam Drive, Suite B ♦ Eatonton, GA 31024

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

LETTER OF AGENCY- Re- Zone

WE, THE UNDERSIGNED OWNERS OF REAL PROPERTY LOCATED IN THE CITY OF EATONTON/PUTNAM COUNTY, GEORGIA, HEREBY APPOINT Rick McAllister TO BE MY AGENT FOR THE PURPOSE OF APPLYING FOR Re- Zone OF PROPERTY DESCRIBED AS MAP 103 PARCEL 015, CONSISTING OF 15.30 ACRES, WHICH HAS THE FOLLOWING ADDRESS: 1024 Lake Oconee Parkway EATONTON, GEORGIA 31024. ATTACHED HERETO IS A COPY OF A DEED AND OR PLAT OF SURVEY DESCRIBING THE PROPERTY OWNED BY THE PROPERTY OWNER(S) TO WHICH THIS LETTER OF AGENCY APPLIES.

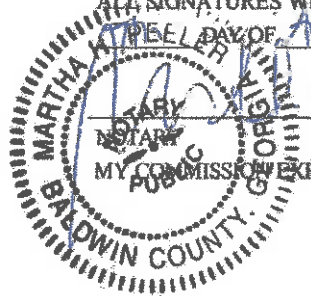
THE ABOVE NAMED AGENT HEREBY IS AUTHORIZED TO COMPLETE AND SIGN THE CITY OF EATONTON/PUTNAM COUNTY APPLICATION FOR Re-Zone ON OUR BEHALF. WE UNDERSTAND THAT THIS LETTER OF AGENCY WILL BE ATTACHED TO AND MADE PART OF SAID FORM AND WILL BE RELIED UPON BY THE CITY OF EATONTON/PUTNAM COUNTY. FOR AND IN CONSIDERATION OF THE CITY OF EATONTON/PUTNAM COUNTY ACCEPTING THIS LETTER OF AGENCY, WE HEREBY INDEMNIFY AND HOLD HARMLESS THE CITY OF EATONTON/PUTNAM COUNTY AND ITS AGENTS AND/OR EMPLOYEES IN THE EVENT THAT THE ABOVE NAMED AGENT SHOULD MISUSE THIS LETTER OF AGENCY AND WE SUFFER DAMAGES AS A RESULT.

THIS 7<sup>th</sup> DAY OF July August, 2023.

PROPERTY OWNER(S): Sharon Griffin, LLC, Jerry Sharon  
Jerry Sharon NAME (PRINTED)  
Jerry Sharon SIGNATURE

ADDRESS: \_\_\_\_\_  
PHONE: 404.316.6142

ALL SIGNATURES WERE HEREBY SWORN TO AND SUBSCRIBED BEFORE ME THIS \_\_\_\_\_ DAY OF \_\_\_\_\_, 2023



Martha K. Pless  
MY COMMISSION EXPIRES: 03/30/2024

REFERENCES:  
DEED RECORD: D.B. 232, p. 50

TAX RECORD: TAX MAP 103, PARCELS 15 and 15-001, PUTNAM CO. RECORDS

THE FIELD DATA UPON WHICH THIS PLAT IS BASED HAS A CLOSURE PRECISION OF ONE FOOT IN 37,680 FEET, AND AN ANGULAR ERROR OF 01" PER ANGLE POINT, AND WAS ADJUSTED USING THE LEAST SQUARES METHOD.

THIS PLAT HAS BEEN CALCULATED FOR CLOSURE AND IS FOUND TO BE ACCURATE WITHIN ONE FOOT IN 66,035 FEET.

FIELD DATA WAS COLLECTED USING A TOPCON GPT2003W ELECTRONIC TOTAL STATION AND A CHAMPION TRD DUAL-FREQUENCY RTK GLOBAL POSITIONING SYSTEM RECEIVER REFERRING TO THE GPS STATION NETWORK AND HAVING A RELATIVE POSITIONAL ACCURACY OF LESS THAN 0.04 FEET.

FIELD SURVEY COMPLETED IN MAY 2015.

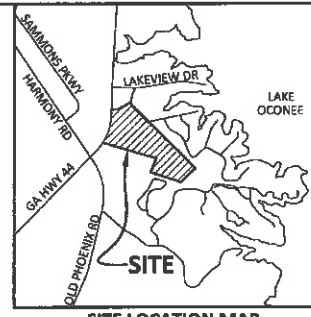
THE PROPERTY SHOWN HEREON IS NOT LOCATED WITHIN A FLOODPLAIN AS DETERMINED FROM THE FEDERAL EMERGENCY MANAGEMENT AGENCY MAP PANEL 13327C 0755C FOR PUTNAM COUNTY, GEORGIA DATED 9-26-2008.

EASEMENTS OR RIGHTS-OF-WAY MAY EXIST WHICH ARE NOT SHOWN HEREON AND MAY BE RECORDED OR UNRECORDED.

COORDINATES DEPICTED HEREON REFERENCE THE GEORGIA STATE PLANE SYSTEM, WEST ZONE, NAD83, IN US FEET. VERTICAL INFORMATION PROVIDED HEREON REFERENCE NAVD83.

A 25-FOOT UNDISTURBED BUFFER IS ESTABLISHED BY THE STATE OF GEORGIA FROM THE TOP OF CREEK BANKS ON BOTH SIDES OF CREEKS FOR EROSION CONTROL PURPOSES.

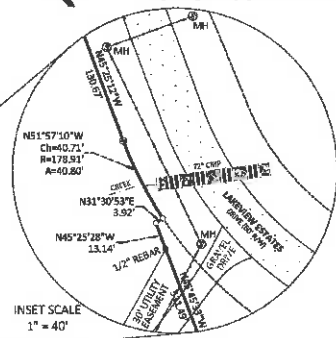
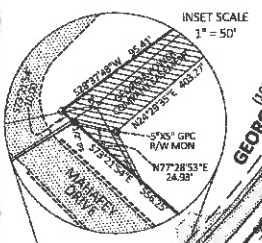
eFiled & eRecorded  
DATE: 5/30/2013  
TIME: 9:42 AM  
PLAT BOOK: 00038  
PAGE: 00111  
RECORDING FEES: \$10.00  
PARTICIPANT ID: 3412495247  
CLERK: Trevor J. Addison  
Putnam County, GA



SITE LOCATION MAP



Corporate License No. LSP 000758  
**JORDAN ENGINEERING**  
144 N. WARREN ST. MONTICELLO, GA 31061  
(706) 465-2999 www.jordan-eng.com  
Engineering & Surveying & Soil Classification



**87.85 ACRES**

- LEGEND**
- GREEN-TOP PIPS FOUND
  - SOLID ROD (REBAR) FOUND
  - 1/2 SOLID ROD (REBAR) SET
  - △ BEARING CHANGE (NO PIN SET)
  - SURVEYOR'S NAIL SET
  - ADJOINING PROPERTY LINE
  - OVERHEAD POWER
  - POWER POLE
  - P.O.B. POINT OF BEGINNING
  - P.O.R. POINT OF REFERENCE
  - NOF NOW OR FORMERLY
  - D.B. DEED BOOK
  - P.B. PLAT BOOK
  - LL LAND LOT
  - OTF OPEN-TOP PIPE
- DENOTES PAINTED TREES OR FENCE NEAR PROPERTY LINE. LETTER IS CODE BELOW, NUMBER IS FEET FROM LINE, AND ARROW IS DIRECTION FROM LINE THAT EVIDENCE WAS FOUND.
- TP: STEEL TIE POST  
B: BLUE PAINT  
Y: YELLOW PAINT  
R: RED PAINT  
W: WHITE PAINT  
BW: BARBED WIRE  
HW: HOG WIRE

BOUNDARY SURVEY FOR  
**J.D.R. INVESTMENTS, LLC**  
LAND LOTS 352 AND 353, DISTRICT 3  
GEORGIA MILITIA DISTRICTS 308 AND 389  
PUTNAM COUNTY, GEORGIA



**SURVEYOR'S CERTIFICATION**  
This plat is a representation of an existing parcel or parcels of land and does not establish or create a new parcel or parcels of land. The recording of this plat does not imply any warranty of accuracy or liability of the surveyor. The surveyor warrants that the information contained herein is true and correct to the best of his or her knowledge and belief. The surveyor is not responsible for any errors or omissions in this plat. The surveyor is not responsible for any errors or omissions in this plat. The surveyor is not responsible for any errors or omissions in this plat.



# 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: Rick McAllister

2. Address: 1341 Beverly Drive Athens, GA 30606

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: 

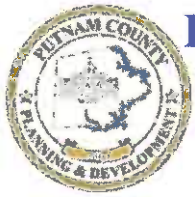
Date: 08 / 06 / 23

**Item #19 – Supplemental Information**

Application for Rezoning – Parcel 103-015

Prior application designation: Application for Rezoning dated 5-24-23 from AG to CPUD

Letter of withdraw without prejudice via email : 7-3-23 – Board of Commissioners voted in favor of Withdraw. Item #13 form 7/18/23 meeting minutes.



# PUTNAM COUNTY PLANNING & DEVELOPMENT

117 Putnam Drive, Suite B ♦ Eatonton, GA 31024

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

## Agenda

Thursday, July 06, 2023 ♦ 6:30 PM

*Putnam County Administration Building – Room 203*

The Putnam County Planning & Zoning Commission will conduct a public hearing meeting on July 6, 2023 at 6:30 PM in the Putnam County Administration Building, 117 Putnam Drive, Room 203, Eatonton, GA. The following agenda will be considered:

### Opening

1. Call to order
2. Attendance
3. Rules of Procedure

### Minutes

4. Approval of Minutes- 5/4/2023

### Requests

5. Request by **Shirley Ivester** for a left and right side yard setback variance at 178 Phillips Road. Presently zoned R-2. [Map 055A, Parcel 037, District 4]. **Applicant is requesting to withdraw without prejudice.**
6. Request by **Rick McAllister, agent for Shaifer Partners, LLC** to rezone .48 acres at 1020 Lake Oconee Parkway from C-1 to CPUD. [Map 103, Parcel 006, District 3].\* **Applicant is requesting to withdraw without prejudice.**
7. Request by **Rick McAllister, agent for Shaifer Partners, LLC** to rezone .46 acres at 1020 Lake Oconee Parkway from C-1 to CPUD. [Map 103, Parcel 007, District 3].\* **Applicant is requesting to withdraw without prejudice.**
8. Request by **Rick McAllister, agent for Shaifer Partners, LLC** to rezone 3.81 acres at 1022 Lake Oconee Parkway from C-2 to CPUD. [Map 103, Parcel 008, District 3].\* **Applicant is requesting to withdraw without prejudice.**
9. Request by **Rick McAllister, agent for Shaifer Partners, LLC** to rezone 5.34 acres on Mahaffey Drive from C-2 to CPUD. [Map 103, Parcel 008001, District 3].\* **Applicant is requesting to withdraw without prejudice.**
10. Request by **Rick McAllister, agent for Shaifer Partners, LLC** to rezone 4.95 acres on Mahaffey Drive from C-1 to CPUD. [Map 103, Parcel 009, District 3].\* **Applicant is requesting to withdraw without prejudice.**
11. Request by **Rick McAllister, agent for Piedmont Park Development Company, LLC** to rezone 11.55 acres at 678 Old Phoenix Road from C-1 to CPUD. [Map 103, Parcel 012, District 3].\* **Applicant is requesting to withdraw without prejudice.**
12. Request by **Rick McAllister, agent for Piedmont Park Development Company, LLC** to rezone 23.66 acres on Old Phoenix Road from C-1 to CPUD. [Map 103, Parcel 013, District 3].\* **Applicant is requesting to withdraw without prejudice.**
13. Request by **Rick McAllister, agent for Piedmont Park Development Company, LLC** to rezone 2.19 acres on Old Phoenix Road from C-1 to CPUD. [Map 103, Parcel 013001, District 3].\* **Applicant is requesting to withdraw without prejudice.**
14. Request by **Rick McAllister, agent for Shaifer/Griffin, LLC** to rezone 87.85 acres at 1024 Lake Oconee Parkway from AG to CPUD. [Map 103, Parcel 015, District 3].\* **Applicant is requesting to withdraw without prejudice.**

New Business

Adjournment

INTERNET TAX RECEIPT  
GODBEE TRACT  
103 015

2022 021178  
SHAIFER/GRIFFIN LLC

| DESCRIPTION       | TAX AMOUNT  | EXEMPTION | BILLAGE |
|-------------------|-------------|-----------|---------|
| FAIR MARKET VALUE | \$1,324,339 |           |         |
| COUNTY            | \$3,591.08  | \$0.00    | 8.779   |
| SCHOOL            | \$6,833.59  | \$0.00    | 12.9    |
| SPEC SERV         | \$211.89    | \$0.00    | 0.4     |

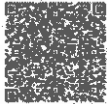
|                         |
|-------------------------|
| <b>ORIGINAL TAX DUE</b> |
| \$10,636.56             |
| <b>INTEREST</b>         |
|                         |
| <b>COLLECTION COST</b>  |
|                         |
| <b>FIFA CHARGE</b>      |
|                         |
| <b>PENALTY</b>          |
|                         |
| <b>TOTAL PAID</b>       |
| \$10,636.56             |
| <b>TOTAL DUE</b>        |
| \$0.00                  |

TO SHAIFER/GRIFFIN LLC  
5256 PEACHTREE RD  
STE 100  
ATLANTA, GA 30341

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



Date Paid: 11/22/2022



Scan this code with  
your mobile phone  
to view this bill

INTERNET TAX RECEIPT



# PUTNAM COUNTY PLANNING & DEVELOPMENT

117 Putnam Drive, Suite B ♦ Eatonton, GA 31024  
Tel: 706-485-2776 ♦ 706-485-0552 fax ♦ [www.putnamcountyga.com](http://www.putnamcountyga.com)

April 26, 2017

Rick McAllister, Agent  
106 Mahaffey Drive  
Eatonton, Georgia

Reference: Map 103, Parcel 015

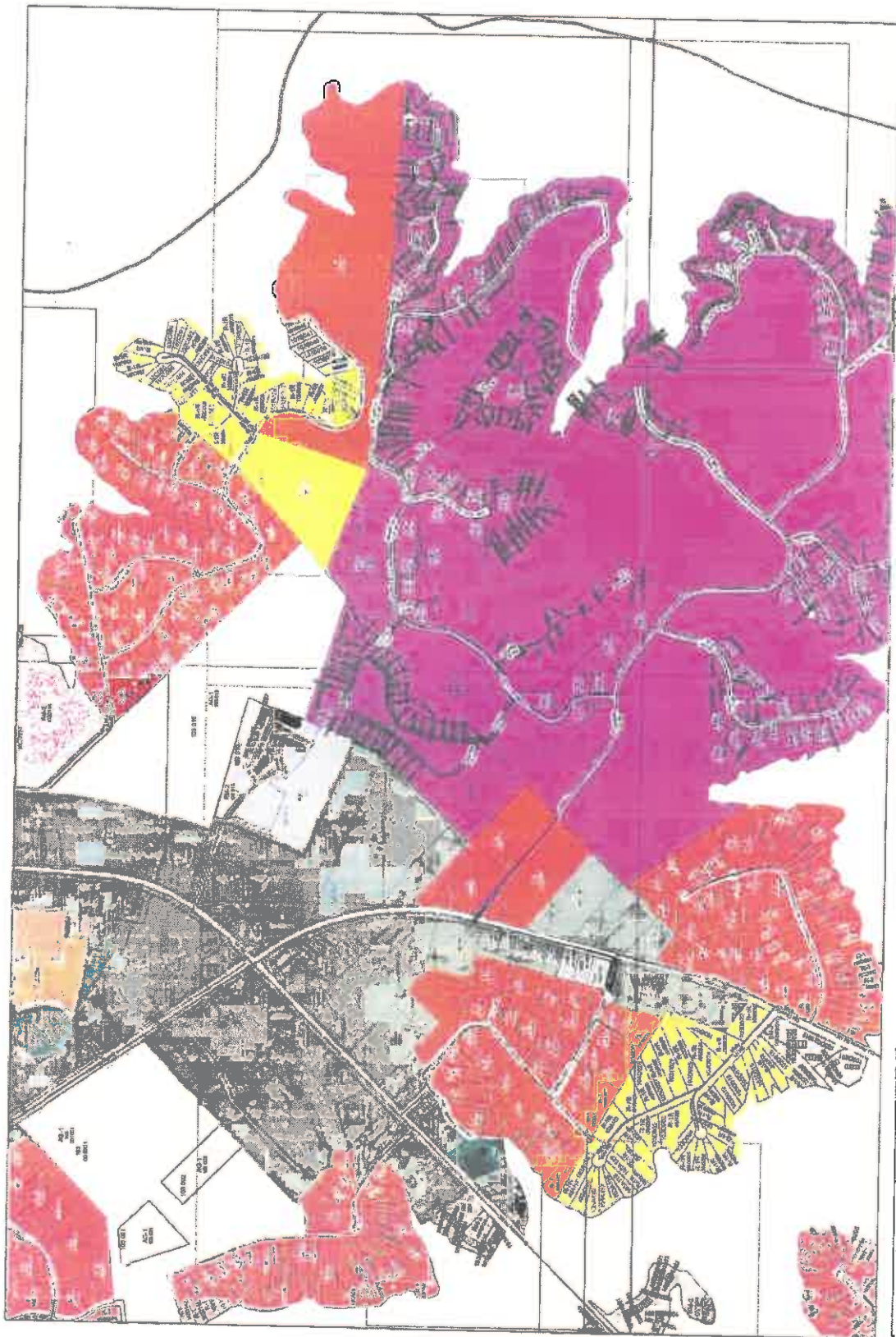
Dear Mr. McAllister:

In accordance to the Putnam County Official Zoning Maps, the above referenced map and parcel has a dual zoning classification. Starting from the road frontage of said property that abuts Hwy 44/Lake Oconee Pkwy up 500 feet in depth, the property is currently zoned C-1. The remaining acreage is currently zoned AG-1. The allowed uses and development standards are available online at [www.municode.com](http://www.municode.com), Putnam County Code of Ordinances, Chapter 66 – Zoning .

If I can be of further assistance, please call 706-485-2776.

Sincerely,

Lisa Jackson  
Director



**MGRC**  
 Planning & Zoning Commission  
 1115 Peachtree Street, N.E.  
 Atlanta, Georgia 30309  
 Phone: 404.525.4300  
 Fax: 404.525.4301  
 www.mgrc.com

**PUTNAM COUNTY, GEORGIA**  
**ZONING MAPS**

**MAP 103**

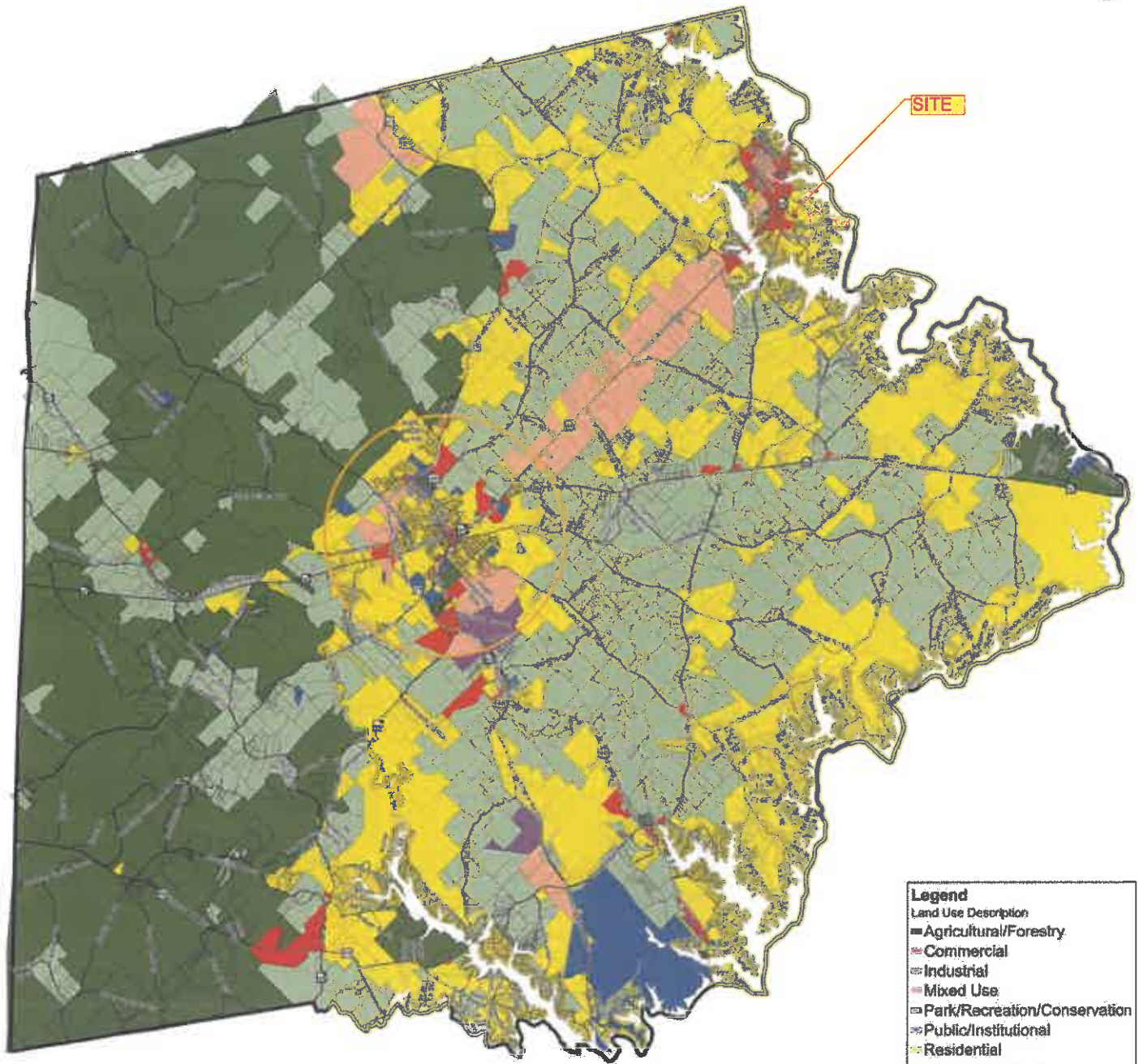
MAP SCALE: 1" = 60'  
 DATE: DECEMBER 2019

**GEOGRAPHIC FEATURE LEGEND**

|                 |           |          |             |          |         |
|-----------------|-----------|----------|-------------|----------|---------|
| Extension Lines | AG-2      | C-2 CITY | IND-2 CITY  | R-1 CITY | RM-2    |
| County Boundary | No Code   | HI       | IRP         | R-2 CITY | RM-3    |
| Roads           | AG-1      | C-1 CITY | IND-1 CITY  | R-3 CITY | VILLAGE |
| Parcels         | AG-1 CITY | C-2      | IND-2       | R-4 CITY | RM-1    |
| Parcel Hooks    |           |          | PUBLIC      |          |         |
|                 |           |          | PUBLIC CITY |          |         |



# Putnam County 2022 Future Land Use



| Legend               |                              |
|----------------------|------------------------------|
| Land Use Description |                              |
|                      | Agricultural/Forestry        |
|                      | Commercial                   |
|                      | Industrial                   |
|                      | Mixed Use                    |
|                      | Park/Recreation/Conservation |
|                      | Public/Institutional         |
|                      | Residential                  |
|                      | County Boundary              |
|                      | Municipal Boundaries         |
|                      | Road Centerlines             |



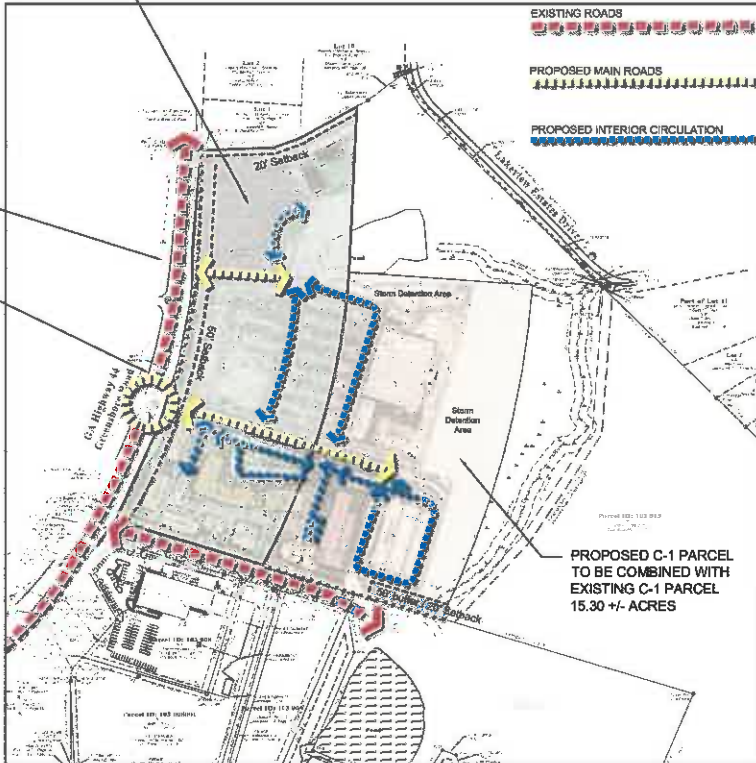
© 2022 Putnam County, Georgia  
All rights reserved. This map is a conceptual representation of future land use and is not intended to be used for any other purpose.  
The information on this map is for informational purposes only and does not constitute a contract or any other legal instrument.  
The information on this map is subject to change without notice.  
www.putnamcountyga.gov



EXISTING C-1 PARCEL TO BE COMBINED WITH PROPOSED C-1 PARCEL 15.70 +/- ACRES

Proposed DOT Intersection

Proposed DOT Intersection



PROPOSED C-1 PARCEL TO BE COMBINED WITH EXISTING C-1 PARCEL 15.30 +/- ACRES

NET DEVELOPMENT SUMMARY

| COMMERCIAL LAND USE                    | GROSS AREA IN ACRES (APPROXIMATE) | USE IN SF     | SUMMARY OF LAND USE                 |
|--|-----------------------------------|---------------|-------------------------------------|
| <b>Existing C1 Parcel Proposed Use</b> |                                   |               |                                     |
| Highway 44 Out Parcel 1                | 15.30                             | 7000          | Retail / Office / Dining            |
| Highway 44 Out Parcel 2                |                                   | 7000          | Retail / Office / Dining            |
| Highway 44 Out Parcel 3                |                                   | 7000          | Retail / Office / Dining            |
| Interior Commercial Parcel             |                                   | 8500          | Storage                             |
| Corner Highway Out Parcel              |                                   | 15,000        | Office                              |
|  |                                   | 20,000        | Retail                              |
|  |                                   | 5,000         | Dining                              |
| <b>Sub Total</b>                       | <b>15.30</b>                      | <b>69500</b>  |                                     |
| <b>COMMERCIAL LAND USE</b>             |                                   |               |                                     |
| <b>Proposed C1 Parcel Proposed Use</b> |                                   |               |                                     |
| Interior Commercial Parcel 1           | 14.60                             | 48000         | Grocery / Retail                    |
| Interior Commercial Parcel 2           |                                   | 15000         | Office                              |
|  |                                   | 17000         | Retail                              |
|  |                                   | 5000          | Dining                              |
|  |                                   | 20,000        | Hotel (165 Rooms) Conference Center |
| <b>Sub Total</b>                       | <b>14.60</b>                      | <b>105000</b> |                                     |
| <b>TOTALS</b>                          | <b>29.90</b>                      | <b>174500</b> |                                     |

Proposed Use: Variety of commercial uses permitted in C-1 zoning - See development summary

Developer / Owner:  
Shaifer Partners, LLC  
5170 Peachtree Road bld 100 suite 120  
Chamblee, GA 30341

Concept Plan: Illustrates conceptual site layout of proposed commercial uses

Applicant / Agent:  
Rick McAllister  
1341 Beverly Drive, Athens GA 30606

Intent: Rezone 14.60 +/- Acres from AG to C-1. Create a mixed-use commercial development by combining with existing C-1 Highway 44 Parcel.

PUTNAM DEVELOPMENT CENTER  
CONCEPTUAL SITE PLAN

JULY 17, 2023

This plan is conceptual in nature and is an approximate representation of potential land uses, sizes, locations and circulation patterns. The plan is intended to be developed over a period of time and should maintain flexibility to accommodate specific soil conditions, environmental concerns, physical constraints, market conditions and design parameters.



**IMPACT ANALYSIS  
PROPOSED C-1 ZONING AMENDMENT  
PARCEL 103-015**

**REZONING REQUEST  
FOR  
SHAIFER PARTNERS, LLC**

**August 6, 2023**

**PREPARED BY:  
MCALLISTER SITE CONSULTING, LLC  
1341 BEVERLY DRIVE  
ATHENS, GEORGIA 30606  
706-206-5030**



**PREPARED FOR:  
SHAIFER PARTNERS, LLC  
5256 PEACHTREE ROAD, SUITE 120  
ATLANTA, GEORGIA 30341  
800-248-7689**

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Impact Study Information ..... Page 4

Traffic Study ..... Attachment

Plat of Property .....See Parcel Application

Base Map /Existing Conditions ..... Attachment

Existing Zoning ..... Attachment

Conceptual Site Plan ..... Attachment

Boundary Survey for proposed zoning area..... Attachment

**LETTER OF INTENT**

The proposed C-1 zoning request site will extend a portion of the existing dual Zoned parcel for an approximate total of 15.30 acres. The site is located on the North corner of the intersecting roads of Ga HWY 44 and Mahaffey Drive.

With approximately 1200 linear feet of GA HWY 44 frontage currently zoned C-1, the proposed C-1 area will be combined with existing commercial site and developed for commercial use. Surrounding uses include existing Harmony Crossing commercial development and various business / retail areas.

Conceptual layout of highway frontage parcels are designed for flexibility of planning with an overall intent to be consistent in architecture.

We appreciate the consideration to promote quality development within Putnam County.

Shaifer Partners, LLC

**IMPACT ANALYSIS INFORMATION**

**ITEM #1**

***Is the proposed use consistent with the stated purpose of the zoning district that is being requested?***

The proposed use is commercial and approved use within C-1 development uses.

***Is the proposed use suitable in view of the zoning and development of adjacent or nearby property?***

The proposed development is located within the center of the lake area community. A commercial use development represents a reflection of the growing lake area with the ability to develop as a commercial tract.

***Will the proposed use adversely affect the existing use, value or usability of adjacent or nearby property?***

The proposed use will extend the existing business district of this area and enhance potential for more revenue to remain within Putnam County.

***Is the proposed use compatible with the proposed intent of the Comprehensive Plan?***

The Putnam County / City of Eatonton 2022 Comprehensive plan prepared by Middle Georgia RDC indicates the future land use as Commercial. The proposed development meets the intended land use of Commercial.

***Are there substantial reasons why the property cannot or should not be used as currently zoned?***

The existing property is currently dual zoned including C-1. The proposed expansion for the C-1 portion is directly related to the increased need for commercial use within the county.

***Will the proposed use cause an excessive or burdensome use of public facilities or services or exceed the present or funded capabilities, including but not limited to streets, water or sewer utilities and police or fire protection?***

The proposed development will incur the cost of constructing internal streets. In addition, water and sewer infrastructure will be incurred by developer. Increased commercial structures a public gathering spaces may increase the need for police and fire protection, however increased revenue to county from sales and property taxes should supplement these needs.

***Is the proposed use supported by new or changing conditions not anticipated by the Comprehensive Plan or reflected in the existing zoning on the property or surrounding properties?***

The proposed use is supported by the Comprehensive Plan and the anticipated existing and future use of commercial.

***Does the proposed use reflect a reasonable balance between the promotion of public health, safety, and reasonable private use of the subject property?***

The proposed project will place emphasis on “cohesive” development and will encourage public use of natural amenities. The project will meet all county construction standards and enhance opportunities for business. Therefore, there is a reasonable balance between the promotion of public health, safety and private use.

**ITEM #2 TRAFFIC ANALYSIS – (SEE ATTACHMENT)**

**ITEM# 3**

**The estimated square footage of non-residential uses are as follows:**

Non- Residential use – Estimated 174,000 SF

**ITEM #4**

**Effect on environment surrounding the area:**

**Natural:**

Property is located adjacent to significant wetland and stream buffer areas. Construction plans will adhere to all local, State and Federal requirements for erosion control and storm water management. Source: Putnam County / City of Eatonton 2007-2030 Comprehensive Plan – Wetlands Map 6 Prepared by Middle Georgia RDC. On site wetland field survey as noted on attached exhibit.

**Erosion:**

The property is currently undeveloped. Construction plans will be developed per state and local requirements.

**Historic:**

The proposed site has no known or listed Cultural or Historical Resources located on site. Source: Putnam County / City of Eatonton 2007-2030 Comprehensive Plan Cultural and Historical Resources Map 13 prepared by Middle Georgia RDC



**ITEM #5**

**Impact on fire protection**

Initial meeting held with Putnam County Fire Chief to review project. Input on Fire Hydrant Spacing, Minimum sizes of water mains, and fire protection were reviewed.

**ITEM #6 – PHYSICAL CHARACTERISTICS OF SITE (SEE ATTACHMENT)**

**ITEM #7 – ADJACENT AND NEARBY ZONING (SEE ATTACHMENT)**

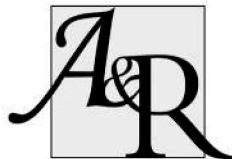
**TRAFFIC IMPACT STUDY  
FOR  
LAKE OCONEE TOWN CENTER  
MIXED-USE DEVELOPMENT  
PUTNAM COUNTY, GEORGIA**



***Prepared for:***

***Smith Planning Group  
1022 Twelve Oaks Place, Suite 201  
Watkinsville, GA 30677***

***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

July 28, 2023  
A & R Project # 23-047

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# 1.0 INTRODUCTION

The purpose of this study is to determine the traffic impact from the proposed Lake Oconee Town Center mixed-use development that will be located to the east of SR 44 (Greensboro Road) and across from Harmony Crossing Main Driveway in Putnam County, Georgia. The traffic analysis evaluates the current operations compared to the future conditions with the traffic generated by the development. The proposed development will consist of:

- Mini-Warehouse: 8,500 sf
- Hotel: 165 rooms
- General Office Building: 37,000 sf
- Retail & Grocery Store: 92,000 sf
- Fine Dining Restaurant: 10,000 sf
- Fast-Food Restaurant with Drive-Through Window: 7,000 sf



The development proposes access at the following locations:

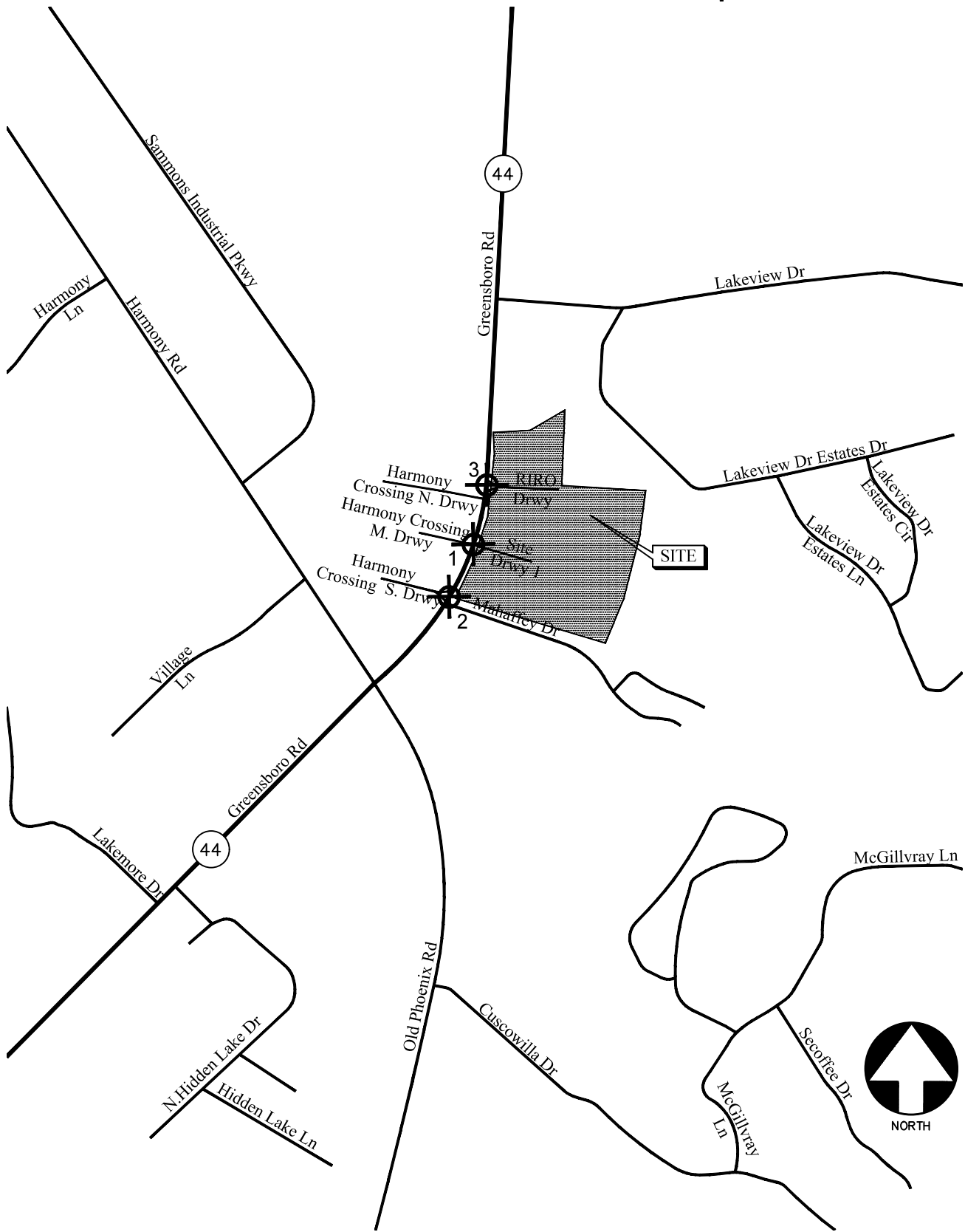
- Site Driveway 1: Full-access driveway on SR 44 (Greensboro Road) aligned with Harmony Crossing Main Driveway
- Site Driveway 2: Right-in/Right-out driveway on SR 44 (Greensboro Road)

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

- 1. SR 44 (Greensboro Road) at Mahaffey Drive
- 2. SR 44 (Greensboro Road) at Harmony Crossing Main Driveway/Site Driveway 1
- 3. SR 44 (Greensboro Road) at Site Driveway 2 (Northern)

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 two ways left turn lane near the proposed site driveway and posted speed limit of 45 mph in the vicinity of the site. GDOT traffic counts (Station ID 237-0146) indicate that the daily traffic volume on SR 44 (Greensboro Road) in 2021 was 16,700 vehicles per day north of Lakeview Estates Drive. GDOT classifies SR 44 (Greensboro Road) as a Minor Arterial rural roadway.

#### 2.1.2 *Mahaffey Drive*

Mahaffey Drive 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, 6<sup>th</sup> 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 delays 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 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, 6<sup>th</sup> 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 are used to characterize LOS for a lane group. A volume-to-capacity ratio of greater than 1.0 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, 6<sup>th</sup> 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 2021 TRAFFIC ANALYSIS

### 4.1 Existing Traffic Volumes

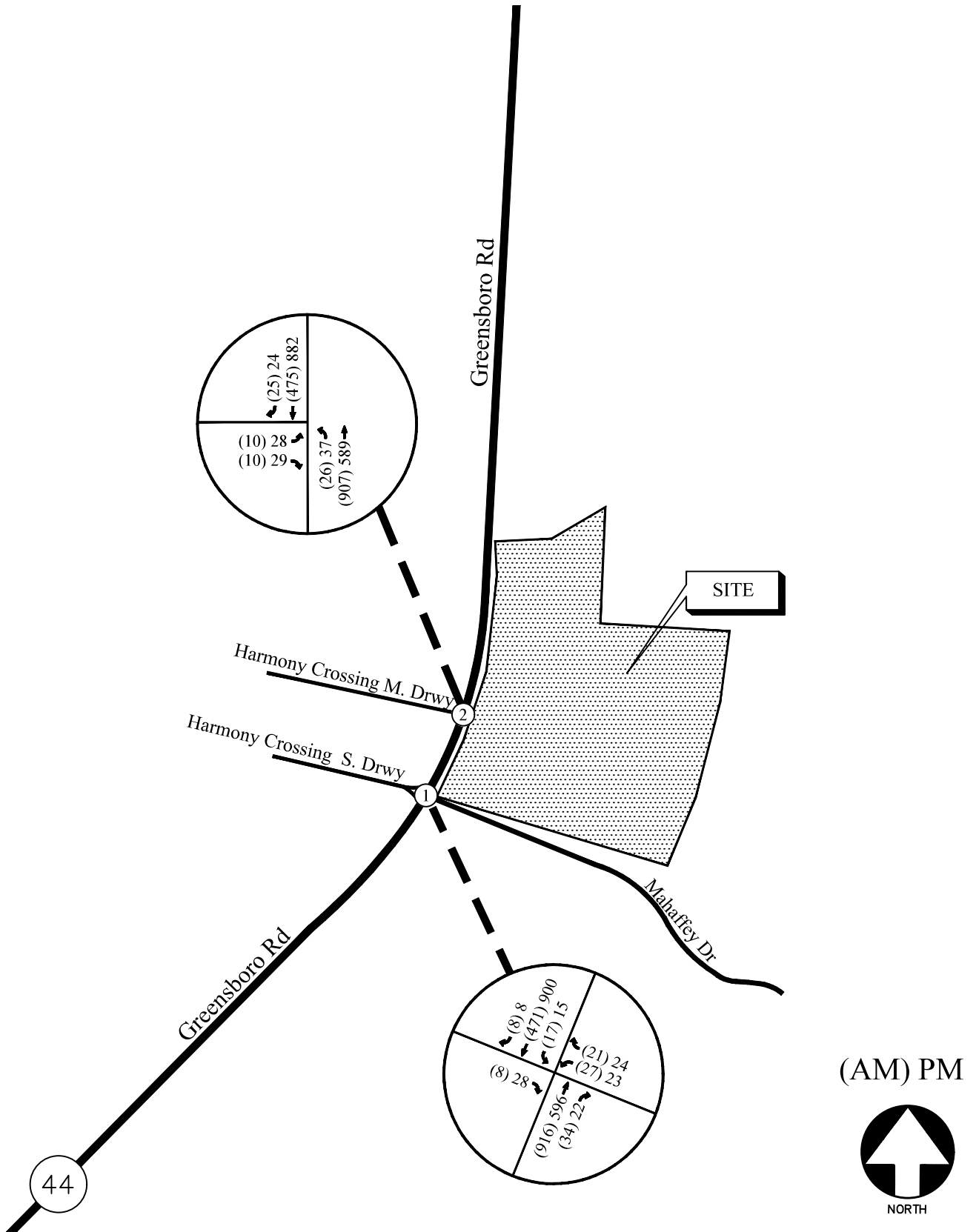
Existing traffic counts were obtained at the following study intersections:

1. SR 44 (Greensboro Road) at Mahaffey Drive
2. SR 44 (Greensboro Road) at Harmony Crossing Main Driveway

Turning movement counts were collected on Wednesday, April 26, 2023. 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 produced 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 3.

The through volumes on SR 44 at the proposed site's northern right-in/right-out driveway were calculated based on the turning movement counts collected at Harmony Crossing's northern driveway on August 4, 2021, after increasing them at 2% annual growth rate for two years. The traffic volumes used for the existing conditions analysis are shown in Figure 2.

The existing traffic control and lane geometry for the intersections are shown in Figure 4.






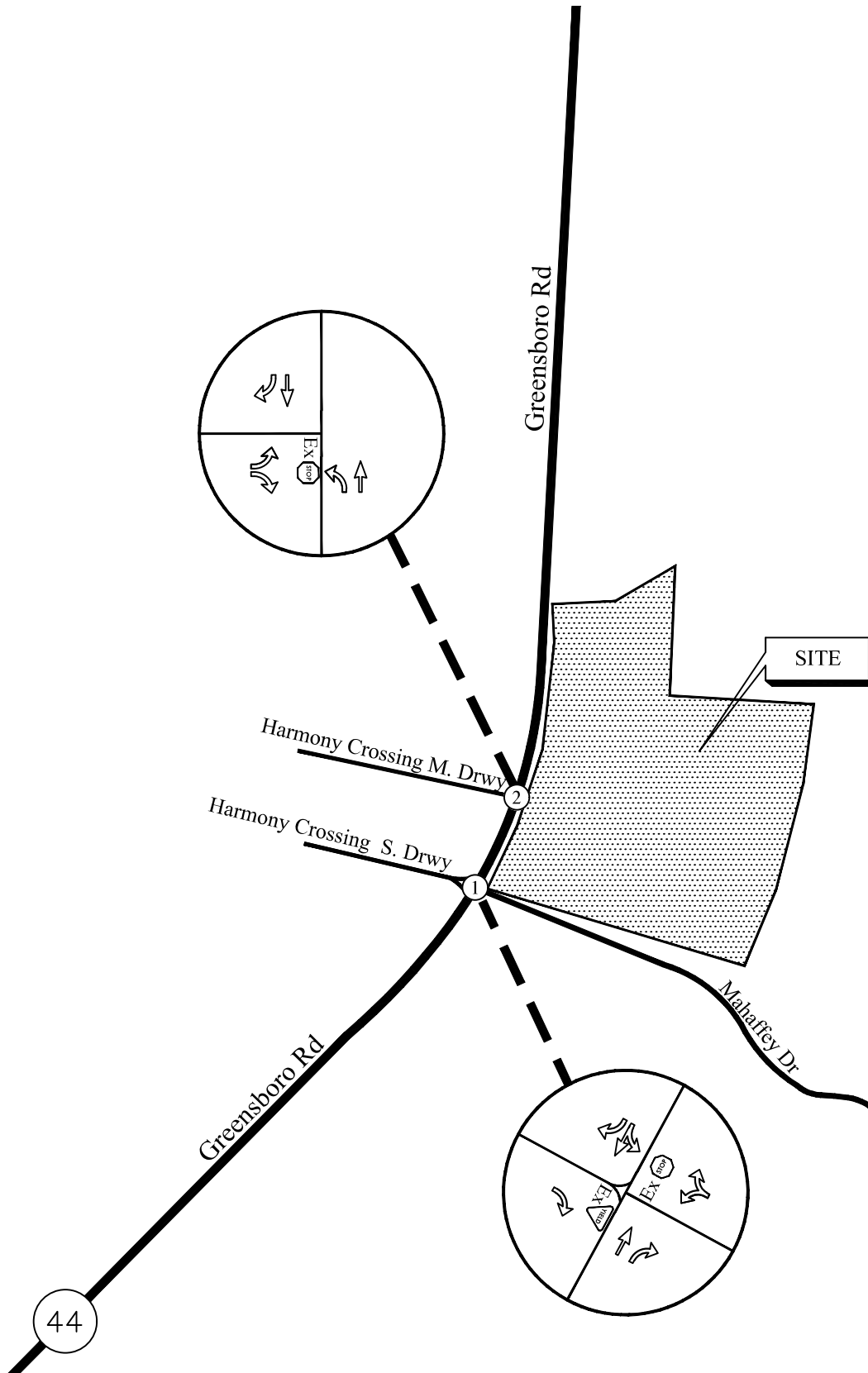
EXISTING WEEKDAY PEAK-HOUR VOLUMES

FIGURE 2

A&R Engineering Inc.

**LEGEND**

- Ex  Existing Signed Approach
-  Existing Lane Control
- Ex  Existing Traffic Signal



EXISTING TRAFFIC CONTROL AND LANE GEOMETRY

FIGURE 3

A&R Engineering Inc.

## 4.2 Existing Traffic Operations

Existing 2023 traffic operations were analyzed at the study intersections in accordance with the HCM methodology. The results of the analyses are shown in Table 3.

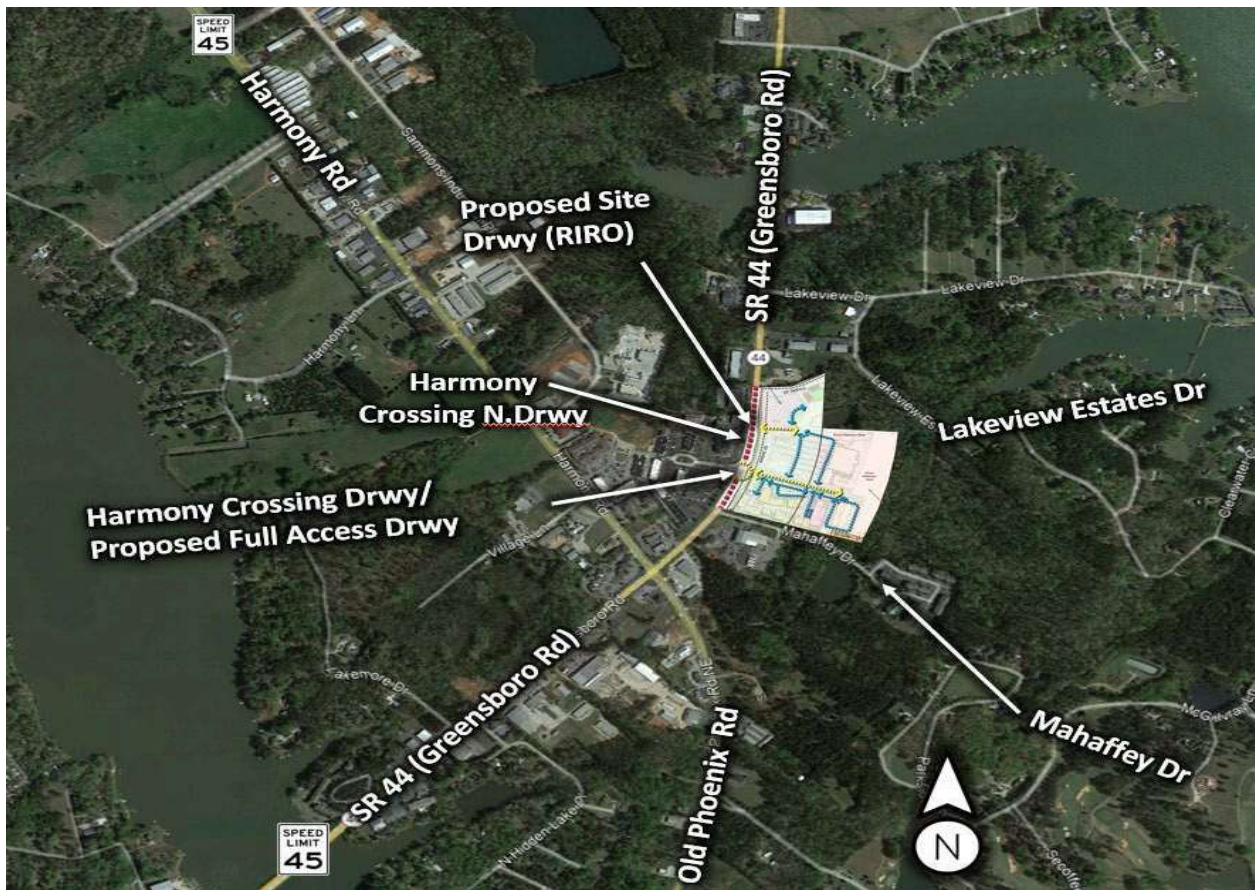
| TABLE 3 – EXISTING INTERSECTION OPERATIONS |   |   |              |              |
|--|---|---|--------------|--------------|
| Intersection                               |   | Traffic Control                         | LOS (Delay)  |              |
|  |   |   | AM Peak Hour | PM Peak Hour |
| 1  | <b><u>SR 44 @ Harmony Crossing S. Drwy/ Mahaffey Dr</u></b> | Stop Controlled on EB and WB Approaches |              |              |
|  | -Eastbound Approach   |   | B (11.2)     | C (18.2)     |
|  | - Westbound Approach  |   | E (40.6)     | F (54.9)     |
|  | -Southbound Left  |   | B (10.2)     | A (9.0)      |
| 2  | <b><u>SR 44 @ Harmony Crossing Main Drwy</u></b>            | Stop Controlled on EB and WB Approaches |              |              |
|  | -Eastbound Approach   |   | C (15.6)     | C (21.0)     |
|  | -Northbound Left  |   | A (8.5)      | B (10.4)     |

The results of existing traffic operations analysis indicate that the stop-controlled westbound approach of Mahaffey Drive is operating at level-of-service “E” in the AM peak and “F” in the PM peak hour. All other approaches at the two study intersections are operating satisfactorily.

## 5.0 PROPOSED DEVELOPMENT

The proposed development will consist of:

- Mini-Warehouse: 8,500 sf
- Hotel: 165 rooms
- General Office Building: 37,000 sf
- Retail & Grocery Store: 92,000 sf
- Fine Dining Restaurant: 10,000 sf
- Fast-Food Restaurant with Drive-Through Window: 7,000 sf



The development proposes access at the following locations:

- Site Driveway 1: Full-access driveway on SR 44 (Greensboro Road) aligned with Harmony Crossing Main Driveway
- Site Driveway 2: Right-in/Right-out driveway on SR 44 (Greensboro Road)

A site plan is shown in Figure 5.

| NET DEVELOPMENT SUMMARY  | COMMERCIAL LAND USE  | GROSS AREA IN ACRES (APPROXIMATE) | USE IN SF  | SUMMARY OF LAND USE   |  |
|--|--|-----------------------------------|--|---|--|
| <b>Existing C1 Parcel Proposed Use</b><br>Highway 44 Out Parcel 1<br>Highway 44 Out Parcel 2<br>Highway 44 Out Parcel 3<br>Interior Commercial Parcel<br>Corner Highway Out Parcel |  | 15.30                             | 7000<br>7000<br>7000<br>8500<br>15,000<br><del>15,000</del><br><del>10,000</del> | Retail / Office / Dining<br>Retail / Office / Dining<br>Retail / Office / Dining<br>Storage<br>Office<br>Retail<br>Dining |  |
|  | <b>Sub Total</b>   | <b>15.30</b>                      | <b>69500</b>   |   |  |
|  | <b>COMMERCIAL LAND USE</b>   |                                   |  |   |  |
|  | <b>Proposed C1 Parcel Proposed Use</b><br>Interior Commercial Parcel 1<br>Interior Commercial Parcel 2 |                                   | 14.60  | 48000<br>15000<br><del>10000</del><br><del>12000</del><br>20,000  | Grocery / Retail<br>Office<br>Retail<br>Dining<br>Hotel (165 Rooms)<br>Conference Center |
|  |  | <b>Sub Total</b>                  | <b>14.60</b>   | <b>105000</b>   |  |
| <b>TOTALS</b>  |  |                                   |  |   |  |
| <b>Sub Total</b>   |  | <b>29.90</b>                      | <b>174500</b>  |   |  |

**Proposed Use:** Variety of commercial uses permitted in C-1 zoning - See development summary

**Developer / Owner:**  
Shaifer Partners, LLC  
5170 Peachtree Road bid 100 suite 120  
Chamblee, GA 30341

**Applicant / Agent:**  
Rick McAllister  
1341 Beverly Drive, Athens GA 30606

**Concept Plan:** Illustrates conceptual site layout of proposed commercial uses

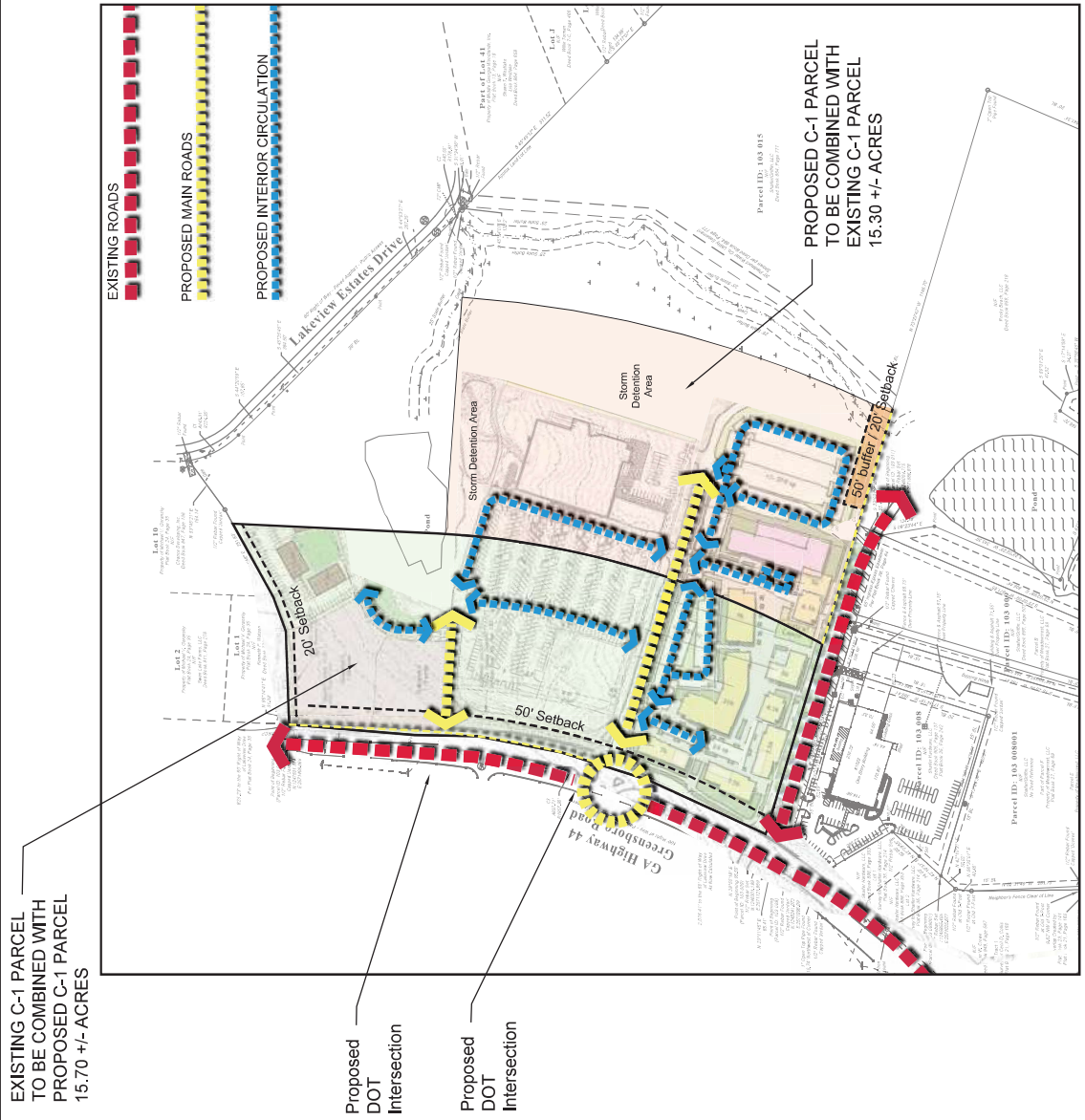
**Intent:** Rezone 14.60 +/- Acres from AG to C-1. Create a mixed-use commercial development by combining with existing C-1 Highway 44 Parcel.

# PUTNAM DEVELOPMENT CENTER CONCEPTUAL SITE PLAN

JULY 17, 2023



This plan is conceptual in nature and is an approximate representation of potential land uses, sizes, locations and circulation patterns. The plan is intended to be developed over a period of time and should maintain flexibility to accommodate specific soil conditions, environmental concerns, physical constraints, market conditions and design parameters.





## 5.1 Trip Generation

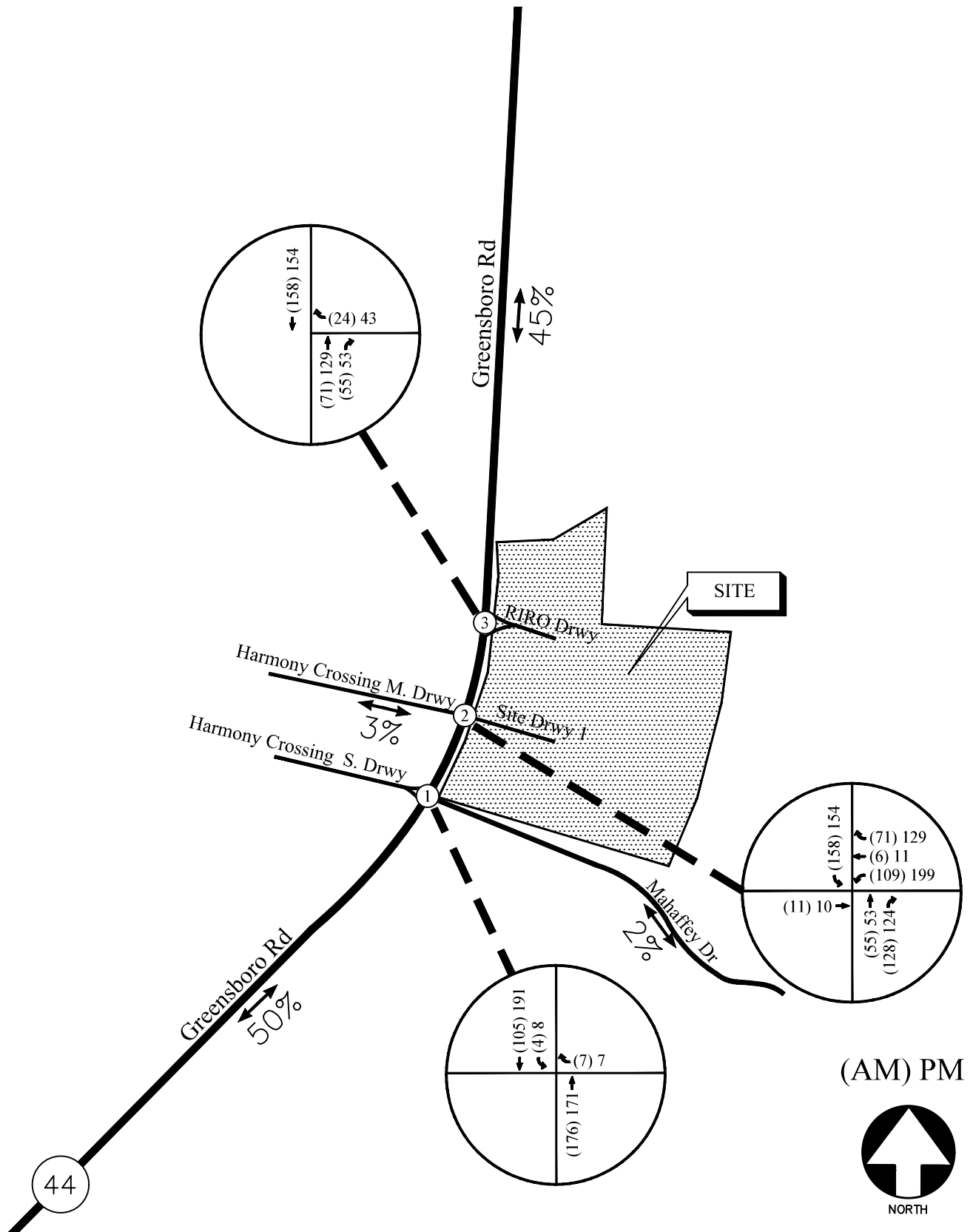
Trip generation estimates for the project were based on the rates and equations published in the 10<sup>th</sup> edition of the Institute of Transportation Engineers (ITE) Trip Generation report. This reference contains traffic volume count data collected at similar facilities nationwide. The trip generation was based on the following ITE Land Uses: 151 – *Mini-Warehouse*, 310 – *Hotel*, 710 – *General Office Building*, 821 – *Shopping Plaza (40-150k) - Supermarket – Yes*, 931 – *Fine Dining Restaurant*, 934 – *Fast-food restaurants with drive-through window*. 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 |            |              | 24 Hour       |
|   |                         | Enter        | Exit       | Total      | Enter        | Exit       | Total        | Total         |
| ITE 151 – Mini-Warehouse                                  | 8,500 sf                | 0            | 1          | 1          | 1            | 0          | 1            | 12            |
|   | Mixed-use reduction     | 0            | 0          | 0          | 0            | 0          | 0            | 0             |
| ITE 310 - Hotel   | 165 rooms               | 42           | 33         | 75         | 48           | 46         | 94           | 1,365         |
|   | Mixed-use reduction     | -13          | -17        | -30        | -16          | -24        | -40          | -489          |
| ITE 710 – General Office Building                         | 37,000 sf               | 63           | 8          | 71         | 12           | 61         | 73           | 489           |
|   | Mixed-use reduction     | -8           | -2         | -10        | -4           | -12        | -16          | -96           |
| ITE 821 – Shopping Plaza (40-150k) – Supermarket - Yes    | 92,000 sf               | 201          | 124        | 325        | 396          | 429        | 825          | 8,493         |
|   | Mixed-use reduction     | -13          | -14        | -27        | -24          | -13        | -37          | -387          |
|   | Pass-by Trips (0%) 40%  | 0            | 0          | 0          | -149         | -166       | -315         | -3,150        |
| ITE 931 – Fine Dining restaurant                          | 10,000 sf               | 4            | 3          | 7          | 52           | 26         | 78           | 838           |
|   | Mixed-use reduction     | -1           | -1         | -2         | -2           | -1         | -3           | -36           |
|   | Pass-by Trips (0%) 43%  | 0            | 0          | 0          | -22          | -11        | -33          | -330          |
| ITE 934 – Fast-food restaurants with drive-through window | 7,500 sf                | 159          | 153        | 312        | 120          | 111        | 231          | 3,272         |
|   | Mixed-use reduction     | -5           | -6         | -11        | -9           | -5         | -14          | -140          |
|   | Pass-by Trips (50%) 55% | -77          | -74        | -151       | -61          | -58        | -119         | -1,190        |
| <b>Total Trips without Reductions</b>                     |                         | <b>469</b>   | <b>323</b> | <b>792</b> | <b>629</b>   | <b>672</b> | <b>1,301</b> | <b>14,469</b> |
| <b>Total Trips with Reductions</b>                        |                         | <b>352</b>   | <b>209</b> | <b>561</b> | <b>342</b>   | <b>382</b> | <b>724</b>   | <b>8,639</b>  |

Daily pass-by volume reduction estimated to be ten times the PM pass-by volume

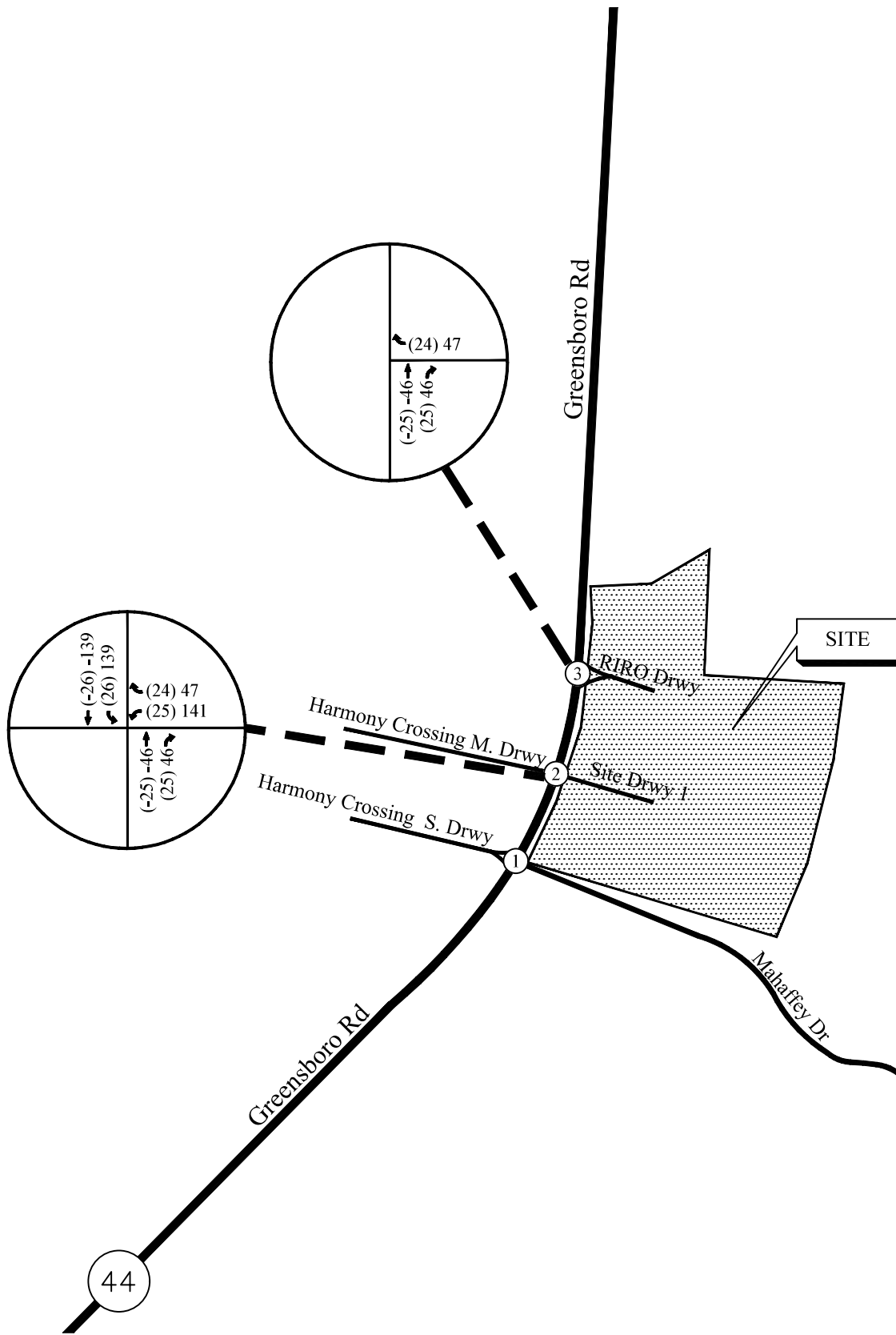
## 5.2 Trip Distribution

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 6. Pass-by volumes have also been distributed based on existing travel patterns and are shown in Figure 7.



TRIP DISTRIBUTION AND NEW SITE-GENERATED WEEKDAY PEAK HOUR VOLUMES

FIGURE 5  
A&R Engineering Inc.



(AM) PM



SITE PEAK HOUR PASS-BY VOLUMES

FIGURE 6

A&R Engineering Inc.

## 6.0 FUTURE 2025 TRAFFIC ANALYSIS

The future 2025 traffic operations are analyzed for the “Build” and “No-Build” conditions.

### 6.1 Future “No-Build” Conditions

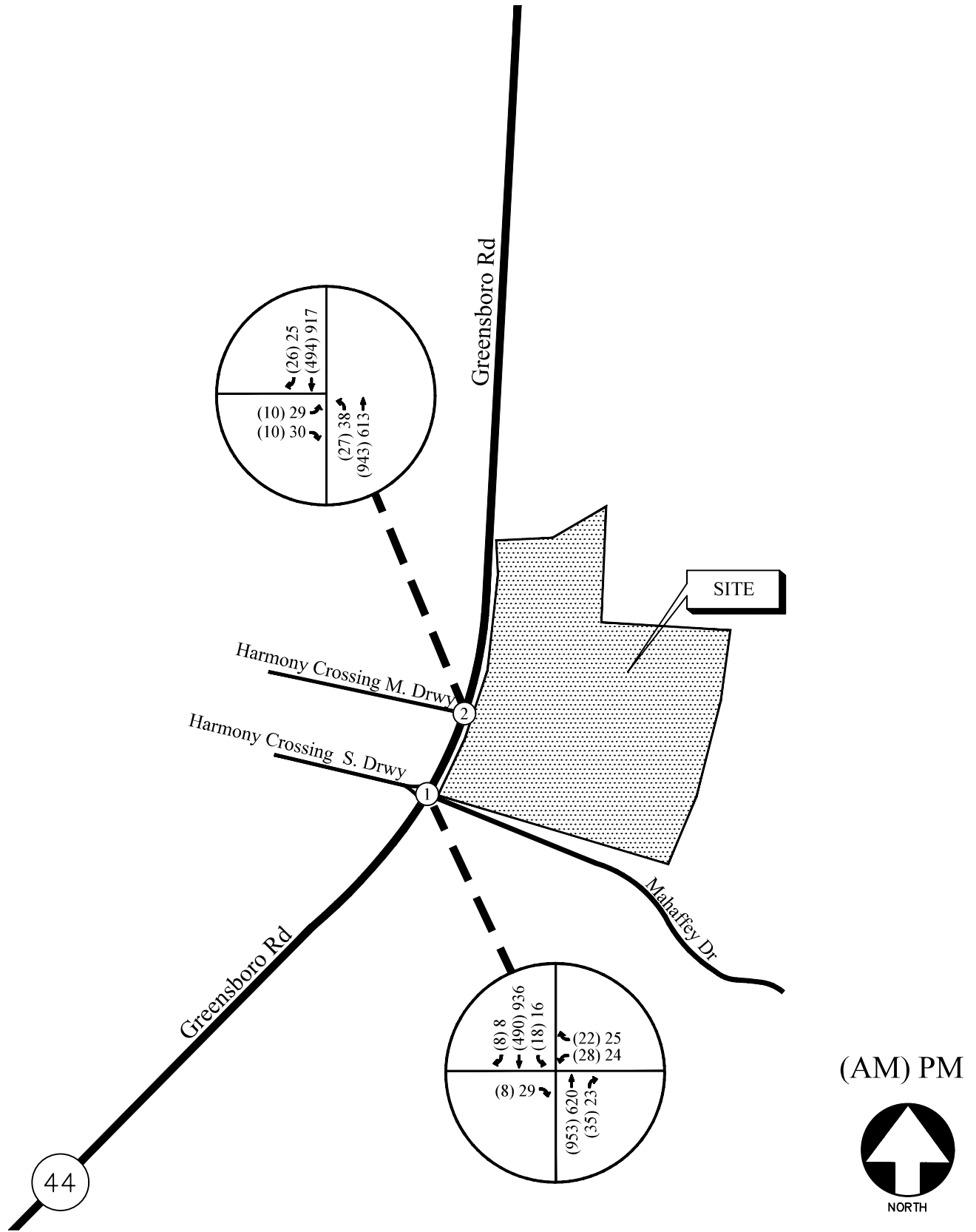
The “No-Build” (or background) conditions provide an assessment of how traffic will operate in the study horizon year without the study site being developed as proposed, with projected increases in through traffic volumes due to normal annual growth. The Future “No-Build” volumes consist of the existing traffic volumes (Figure 3) plus increases for annual growth of through traffic. The resulting Future “No-Build” volumes on the roadway are shown in Figure 8.

#### 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 2% in the area. This growth factor was applied to the existing traffic volumes between collector and arterial roadways to estimate the future year traffic volumes prior to the addition of site-generated traffic.

### 6.2 Future “Build” Conditions

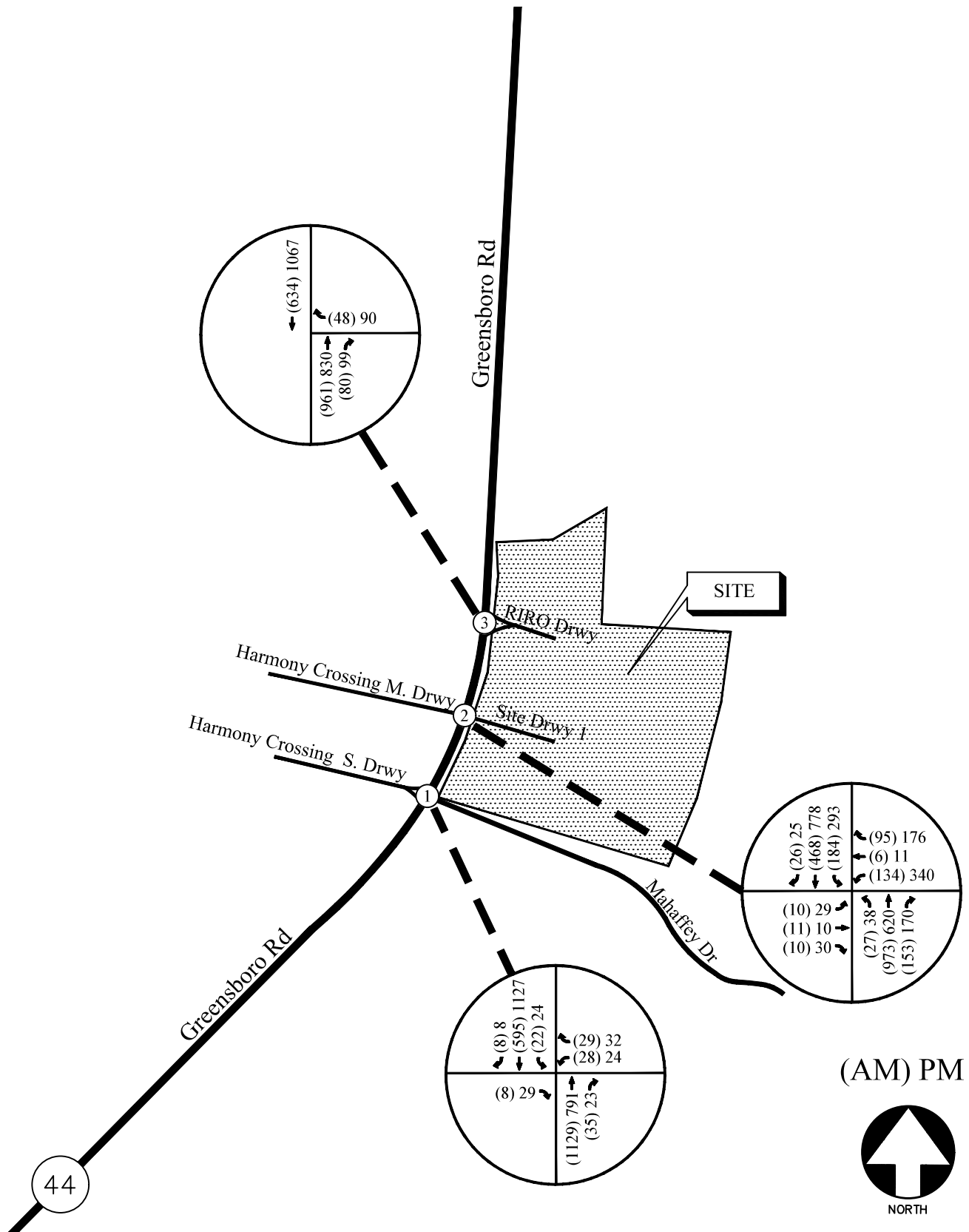
The “Build” or development conditions include the estimated background traffic from the “No-Build” conditions plus the added traffic from the proposed development. In order to evaluate future traffic operations in this area, the additional traffic volumes from the site (Figure 6) and pass-by volumes (Figure 7) were added to base traffic volumes (Figure 8) to calculate the future traffic volumes after the construction of the development. These total future “Build” traffic volumes are shown in Figure 9.



FUTURE (NO-BUILD) WEEKDAY PEAK HOUR VOLUMES

FIGURE 7

A&R Engineering Inc.



FUTURE (BUILD) WEEKDAY PEAK HOUR VOLUMES

FIGURE 8

A&R Engineering Inc.

**6.2.1 Auxiliary Lane Analysis**

Included below are analyses for left-turn lanes and deceleration lanes for all site driveways per GDOT standards. The analyses below are based off the trip distribution included in Section 5.2. According to the trip distribution, the 24-hour two-way volume entering and exiting the entire site is 13,309.

**6.2.1.1 Left Turn Lane Analysis**

As the existing two-way left-turn lane on SR 44 (Greensboro Road) can be used as a southbound left-turn lane for entering traffic, a left-turn lane analysis was not prepared.

**6.2.1.2 Right Turn Lane Analysis**

For two lane roadways with AADT's greater than or equal to 6,000 vehicles and a posted speed limit of 45 mph, the daily site generated traffic right-turn movements threshold to warrant a right-turn lane is 75 right turning vehicles per day. The projected right-turn volumes per day for the driveway is included in Table 5.

| TABLE 5 – GDOT REQUIREMENTS FOR DECELERATION LANES |                                       |   |                                 |                               |               |
|--|---------------------------------------|---|---------------------------------|-------------------------------|---------------|
| Intersection                                       | Right-turn traffic (% total entering) | Right-turn Volume (vehicles/day)  | Roadway Speed/ # lanes / ADT    | GDOT Threshold (vehicles/day) | Warrants met? |
| SR 44 @ Site Drwy 1                                | 36.4% (Northbound)                    | <b>2422</b><br>(Total Trips) ÷ 2 × 0.364 =<br>(13309) ÷ 2 × 0.364 =<br>2422 | 45 mph /<br>2-Lane /<br>≥ 6,000 | 75                            | Yes           |
| SR 44 @ Site Drwy 2 (RIRO)                         | 15.6% (Northbound)                    | <b>1038</b><br>(Total Trips) ÷ 2 × 0.156 =<br>(13309) ÷ 2 × 0.156 =<br>1038 | 45 mph /<br>2-Lane /<br>≥ 6,000 | 75                            | Yes           |

A right-turn lane is warranted at both site driveways 1 and 2 on SR 44 (Greensboro Road) as per GDOT standards.

### 6.2.2 Future Traffic Operations

The future “No-Build” and “Build” traffic operations were analyzed using the volumes in Figure 8 and Figure 9, respectively. Recommendations for future traffic control and lane geometry is shown in Figure 10. The results of the future traffic operations analysis are shown below in Table 6.

| TABLE 6 – FUTURE INTERSECTION OPERATIONS |   |                               |          |          |           |
|--|---|-------------------------------|----------|----------|-----------|
| Intersection                             |   | Future Condition: LOS (Delay) |          |          |           |
|  |   | NO BUILD                      |          | BUILD    |           |
|  |   | AM Peak                       | PM Peak  | AM Peak  | PM Peak   |
| 1  | <b><u>SR 44 @ Harmony Crossing S. Drwy/ Mahaffey Dr</u></b> |                               |          |          |           |
|  | -Eastbound Approach   | B (11.4)                      | C (19.0) | B (12.4) | C (24.3)  |
|  | - Westbound Approach  | E (46.6)                      | F (67.1) | F (90.0) | F (241.6) |
|  | -Southbound Left  | B (10.4)                      | A (9.1)  | B (11.4) | A (9.9)   |
| 2  | <b><u>SR 44 @ Harmony Crossing Drwy/Site Driveway 1</u></b> |                               |          |          |           |
|  | -Eastbound Approach   | C (16.0)                      | C (22.0) | F (*)    | F (*)     |
|  | -Westbound Approach   | -                             | -        | F (*)    | F (*)     |
|  | -Northbound Left  | A (8.5)                       | B (10.6) | A (8.5)  | A (9.9)   |
|  | -Southbound Left  | -                             | -        | B (14.1) | B (13.1)  |
| 3  | <b><u>SR 44 @ Site Drwy 2 (Right-in/ Right-out)</u></b>     |                               |          |          |           |
|  | -Westbound Approach   | -                             | -        | C (20.9) | C (20.1)  |

\* Delay exceeds 300 seconds

The results of future “No-Build” traffic operations analysis indicate that the stop-controlled westbound approach of Mahaffey Drive at SR 44 will continue to operate at levels-of-service “E” and “F” in AM and PM peak hours. All other approaches will continue to operate satisfactorily.

Results of the future “Build” traffic operations analysis indicate the following:

SR 44 (Greensboro) Road @ Mahaffey Drive

The stop-controlled westbound approach of Mahaffey Drive at SR 44 will operate at level-of-service “F” in both peak hours with increased delays. It is not uncommon for stop-controlled side streets to experience long delays turning left on major highways. Once the Mahaffey Drive approach is converted into a right-in/right-out with GDOT’s widening project, the right-turn will operate at LOS “D” or better.






SR 44 (Greensboro Road) @ Harmony Crossing Driveway/Site Driveway 1

Both the eastbound and westbound approaches of Harmony Crossing’ driveway and proposed site driveway at SR 44 will operate at levels-of-service “F” in both the peak hours with considerable delays exceeding 300 seconds. Due to the large left-turn volumes, we recommend installation of a traffic signal at this intersection. Table 7 below shows that the intersection will operate at satisfactory level-of-service “D” or better after a traffic signal is installed.

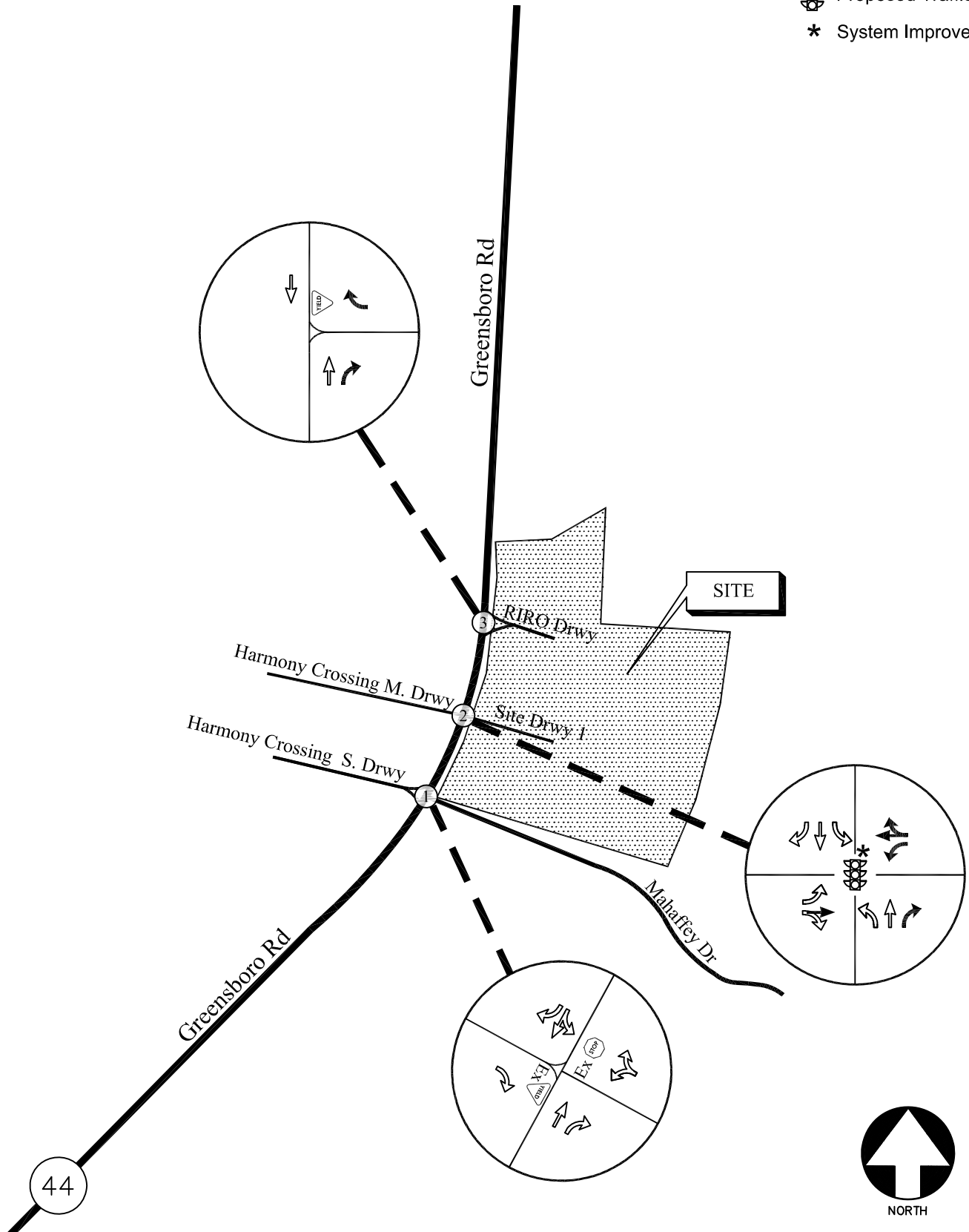
| TABLE 7 – FUTURE INTERSECTION OPERATIONS - IMPROVED |   |                              |                        |
|---|---|------------------------------|------------------------|
| Intersection  |   | Build Condition: LOS (Delay) |                        |
|   |   | AM Peak                      | PM Peak                |
| 2   | <b><u>SR 44 @ Harmony Crossing Drwy/Site Driveway 1</u></b> | <b><u>D (42.9)</u></b>       | <b><u>C (31.4)</u></b> |
|   | -Eastbound Approach   | D (51.5)                     | D (45.5)               |
|   | -Westbound Approach   | D (42.0)                     | D (44.9)               |
|   | -Northbound Left  | D (53.8)                     | C (31.4)               |
|   | -Southbound Left  | C (23.8)                     | C (24.2)               |



**LEGEND**

- Ex  Existing Signed Approach
-  Existing Lane Geometry
-  Proposed Signed Approach
-  Proposed Lane Geometry
-  Proposed Traffic Signal
- \* System Improvement

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FUTURE TRAFFIC CONTROL AND LANE GEOMETRY

FIGURE 9

A&R Engineering Inc.

## 7.0 CONCLUSIONS AND RECOMMENDATIONS

Traffic impacts were evaluated from the proposed Lake Oconee Town Center mixed-use development that will be located to the east of SR 44 (Greensboro Road) and across from Harmony Crossing Main Driveway in Putnam County, Georgia. The development will consist of:

- Mini-Warehouse: 8,500 sf
- Hotel: 165 rooms
- General Office Building: 37,000 sf
- Retail & Grocery Store: 92,000 sf
- Fine Dining Restaurant: 10,000 sf
- Fast-Food Restaurant with Drive-Through Window: 7,000 sf

The development proposes access at the following locations:

- Site Driveway 1: Full-access driveway on SR 44 (Greensboro Road) aligned with Harmony Crossing Main Driveway
- Site Driveway 2: Right-in/Right-out 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:

1. SR 44 (Greensboro Road) at Mahaffey Drive
2. SR 44 (Greensboro Road) at Harmony Crossing Main Driveway/ Site Driveway 1
3. SR 44 (Greensboro Road) at Site Driveway 2 (RIRO)

The analysis included the evaluation of Future operations for “No-Build” and “Build” conditions.

The results of future “No-Build” traffic operations analysis indicate that the stop-controlled westbound approach of Mahaffey Drive at SR 44 will continue to operate at levels-of-service “E” and “F” in AM and PM peak hours. All other approaches will continue to operate satisfactorily.

Results of the future “Build” traffic operations analysis indicate the following:

### SR 44 (Greensboro) Road @ Mahaffey Drive

The stop-controlled westbound approach of Mahaffey Drive at SR 44 will operate at level-of-service “F” in both peak hours with increased delays. It is not uncommon for stop-controlled side streets to experience long delays turning left on major highways. Once the Mahaffey Drive approach is converted into a right-in/right-out with GDOT’s widening project, the right-turn will operate at LOS “D” or better.

### SR 44 (Greensboro Road) @ Harmony Crossing Driveway/Site Driveway 1

Both the eastbound and westbound approaches of Harmony Crossing’ driveway and proposed site driveway at SR 44 will operate at levels-of-service “F” in both the peak hours with considerable delays exceeding 300 seconds. Due to the large left-turn volumes, we recommend installation of a traffic signal at this intersection. The intersection will operate at satisfactory level-of-service “D” or better after a traffic signal is installed.

## 7.1 Recommendation for Site Access Configuration

The following improvements are recommended at the site driveway intersections.

- Site Driveway - 1: Full-access driveway on SR 44 (Greensboro Road), aligned with Harmony Crossing Main Driveway
  - One entering and two exiting lanes.
  - Install a traffic signal, if approved by GDOT.
  - Provide a “protected+permissive” phase for southbound left-turn and westbound left-turn movements. Left-turn volumes meet GDOT’s threshold.
  - Provide a right-turn lane for entering traffic.
  - Convert the lane geometry of Harmony Crossing Driveway to a left-turn lane and a shared through/right-turn lane.
  - Provide adequate sight distance per AASHTO standards.
  
- Site Driveway- 2: Right-In/ Right-Out driveway on SR 44 (Greensboro Road)
  - One entering and one exiting lane.
  - Stop-sign controlled on the driveway approach with SR 44 (Greensboro Road) remaining free flow.
  - Provide a right-turn lane for entering traffic.
  - Provide 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**













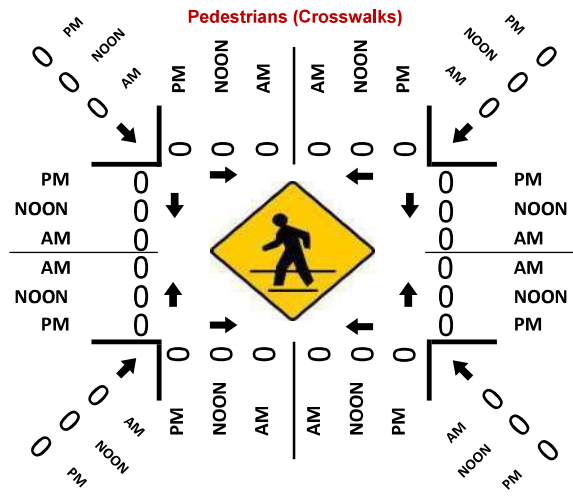
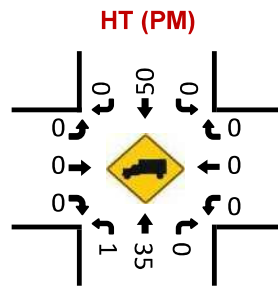
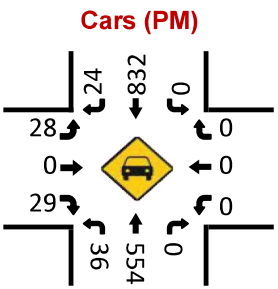
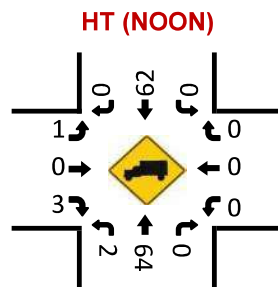
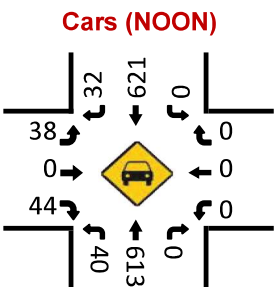
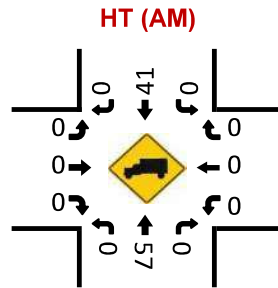
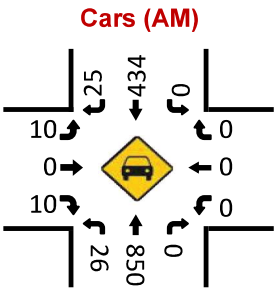
# SR 44/Greensboro Rd & Harmony Crossing Main Entrance

## Peak Hour Turning Movement Count

ID: 23-180056-002  
City: Eatonton

Day: Wednesday  
Date: 4/26/2023

| PEAK HOURS                     |                     | SR 44/Greensboro Rd |      |     |                |                       |     |      |      | COUNT PERIODS       |    |                                |  |
|--------------------------------|---------------------|---------------------|------|-----|----------------|-----------------------|-----|------|------|---------------------|----|--------------------------------|--|
|                                |                     | <b>SOUTHBOUND</b>   |      |     |                |                       |     |      |      |                     |    |                                |  |
| PEAK HOURS                     | 07:30 AM - 08:30 AM | AM                  | 25   | 475 | 0              | 0                     | 917 |      | AM   | 7:00 AM - 10:00 AM  |    |                                |  |
|                                | 12:45 PM - 01:45 PM | NOON                | 32   | 683 | 0              | 0                     | 716 |      | NOON | 10:00 AM - 02:00 PM |    |                                |  |
|                                | 04:45 PM - 05:45 PM | PM                  | 24   | 882 | 0              | 0                     | 617 |      | PM   | 2:00 PM - 07:00 PM  |    |                                |  |
| Harmony Crossing Main Entrance | <b>EASTBOUND</b>    | AM                  | NOON | PM  |                |                       |     |      | PM   | NOON                | AM | Harmony Crossing Main Entrance |  |
|                                |                     | 51                  | 74   | 61  | 1              | 1                     | 0   | 0    | 0    | 0                   | 0  |                                |  |
|                                |                     | 0                   | 0    | 0   | 0              | 0                     | 0   | 0    | 0    | 0                   | 0  |                                |  |
|                                |                     | 10                  | 39   | 28  | 0              | 0                     | 0   | 0    | 0    | 0                   | 0  |                                |  |
|                                |                     | 0                   | 0    | 0   | 1              | 1                     | 0   | 0    | 0    | 0                   | 0  |                                |  |
| 10                             | 47                  | 29                  | 1    | 1   | 0              | 0                     | 0   | 0    | 0    |                     |    |                                |  |
|                                |                     | AM                  | NOON | PM  | <b>CONTROL</b> |                       |     |      | PM   | NOON                | AM |                                |  |
|                                |                     |                     |      |     |                | <b>1-Way Stop(EB)</b> |     |      |      |                     |    |                                |  |
|                                |                     |                     |      |     |                | TEV                   |     |      |      |                     |    |                                |  |
|                                |                     |                     |      |     |                | 1453                  |     |      |      |                     |    |                                |  |
|                                |                     |                     |      |     |                | AM                    |     |      |      |                     |    |                                |  |
|                                |                     |                     |      |     |                | 1520                  |     |      |      |                     |    |                                |  |
|                                |                     |                     |      |     |                | NOON                  |     |      |      |                     |    |                                |  |
|                                |                     |                     |      |     |                | 1589                  |     |      |      |                     |    |                                |  |
|                                |                     |                     |      |     |                | PM                    |     |      |      |                     |    |                                |  |
|                                |                     |                     |      |     |                | PHF                   |     |      |      |                     |    |                                |  |
|                                |                     |                     |      |     |                | 0.95                  |     |      |      |                     |    |                                |  |
|                                |                     |                     |      |     |                | AM                    |     |      |      |                     |    |                                |  |
|                                |                     |                     |      |     |                | 0.95                  |     |      |      |                     |    |                                |  |
|                                |                     |                     |      |     |                | NOON                  |     |      |      |                     |    |                                |  |
|                                |                     |                     |      |     |                | 0.90                  |     |      |      |                     |    |                                |  |
|                                |                     |                     |      |     |                | PM                    |     |      |      |                     |    |                                |  |
|                                |                     | PM                  | 911  | 0   | 37             | 589                   | 0   | PM   |      |                     |    |                                |  |
|                                |                     | NOON                | 730  | 0   | 42             | 677                   | 0   | NOON |      |                     |    |                                |  |
|                                |                     | AM                  | 485  | 0   | 26             | 907                   | 0   | AM   |      |                     |    |                                |  |
|                                |                     | <b>NORTHBOUND</b>   |      |     |                |                       |     |      |      |                     |    |                                |  |
|                                |                     | SR 44/Greensboro Rd |      |     |                |                       |     |      |      |                     |    |                                |  |





Project ID: 23-180056-002  
 Location: SR 44/Greensboro Rd & Harmony Crossing Main En  
 City: Eatonton

**PEAK HOURS**

Day: Wednesday  
 Date: 4/26/2023

**AM**

| Start Time   | SR 44/Greensboro Rd Northbound |      |     |       |            | SR 44/Greensboro Rd Southbound |      |       |       |            | Harmony Crossing Main Entrance Eastbound |      |       |       |            | Harmony Crossing Main Entrance Westbound |      |     |       |            | Int. Total |
|--|--------------------------------|------|-----|-------|------------|--------------------------------|------|-------|-------|------------|--|------|-------|-------|------------|--|------|-----|-------|------------|------------|
|  | Left                           | Thru | Rgt | Uturn | App. Total | Left                           | Thru | Rgt   | Uturn | App. Total | Left                                     | Thru | Rgt   | Uturn | App. Total | Left                                     | Thru | Rgt | Uturn | App. Total |            |
| Peak Hour Analysis from 07:00 AM - 10:00 AM          |                                |      |     |       |            |                                |      |       |       |            |  |      |       |       |            |  |      |     |       |            |            |
| Peak Hour for Entire Intersection Begins at 07:30 AM |                                |      |     |       |            |                                |      |       |       |            |  |      |       |       |            |  |      |     |       |            |            |
| 7:30 AM  | 2                              | 211  | 0   | 0     | 213        | 0                              | 125  | 6     | 0     | 131        | 3  | 0    | 2     | 0     | 5          | 0  | 0    | 0   | 0     | 0          | 349        |
| 7:45 AM  | 4                              | 239  | 0   | 0     | 243        | 0                              | 117  | 5     | 0     | 122        | 3  | 0    | 2     | 0     | 5          | 0  | 0    | 0   | 0     | 0          | 370        |
| 8:00 AM  | 10                             | 221  | 0   | 0     | 231        | 0                              | 108  | 5     | 0     | 113        | 3  | 0    | 3     | 0     | 6          | 0  | 0    | 0   | 0     | 0          | 350        |
| 8:15 AM  | 10                             | 236  | 0   | 0     | 246        | 0                              | 125  | 9     | 0     | 134        | 1  | 0    | 3     | 0     | 4          | 0  | 0    | 0   | 0     | 0          | 384        |
| Total Volume   | 26                             | 907  | 0   | 0     | 933        | 0                              | 475  | 25    | 0     | 500        | 10                                       | 0    | 10    | 0     | 20         | 0  | 0    | 0   | 0     | 0          | 1453       |
| % App. Total   | 2.8                            | 97.2 | 0.0 | 0.0   | 100        | 0.0                            | 95.0 | 5.0   | 0.0   | 100        | 50.0                                     | 0.0  | 50.0  | 0.0   | 100        | 0.0                                      | 0.0  | 0.0 | 0.0   | 0          |            |
| PHF  | 0.948                          |      |     |       |            | 0.933                          |      |       |       |            | 0.833                                    |      |       |       |            | 0.946                                    |      |     |       |            |            |
| Cars, PU, Vans                                       | 26                             | 850  | 0   | 0     | 876        | 0                              | 434  | 25    | 0     | 459        | 10                                       | 0    | 10    | 0     | 20         | 0  | 0    | 0   | 0     | 0          | 1355       |
| % Cars, PU, Vans                                     | 100.0                          | 93.7 | 0.0 | 0.0   | 93.9       | 0.0                            | 91.4 | 100.0 | 0.0   | 91.8       | 100.0                                    | 0.0  | 100.0 | 0.0   | 100.0      | 0.0                                      | 0.0  | 0.0 | 0.0   | 0.0        | 93.3       |
| Heavy trucks   | 0                              | 57   | 0   | 0     | 57         | 0                              | 41   | 0     | 0     | 41         | 0  | 0    | 0     | 0     | 0          | 0  | 0    | 0   | 0     | 0          | 98         |
| % Heavy trucks                                       | 0.0                            | 6.3  | 0.0 | 0.0   | 6.1        | 0.0                            | 8.6  | 0.0   | 0.0   | 8.2        | 0.0                                      | 0.0  | 0.0   | 0.0   | 0.0        | 0.0                                      | 0.0  | 0.0 | 0.0   | 0.0        | 6.7        |

**NOON**

| Start Time   | SR 44/Greensboro Rd Northbound |      |     |       |            | SR 44/Greensboro Rd Southbound |      |       |       |            | Harmony Crossing Main Entrance Eastbound |      |      |       |            | Harmony Crossing Main Entrance Westbound |      |     |       |            | Int. Total |
|--|--------------------------------|------|-----|-------|------------|--------------------------------|------|-------|-------|------------|--|------|------|-------|------------|--|------|-----|-------|------------|------------|
|  | Left                           | Thru | Rgt | Uturn | App. Total | Left                           | Thru | Rgt   | Uturn | App. Total | Left                                     | Thru | Rgt  | Uturn | App. Total | Left                                     | Thru | Rgt | Uturn | App. Total |            |
| Peak Hour Analysis from 10:00 AM - 02:00 PM          |                                |      |     |       |            |                                |      |       |       |            |  |      |      |       |            |  |      |     |       |            |            |
| Peak Hour for Entire Intersection Begins at 12:45 PM |                                |      |     |       |            |                                |      |       |       |            |  |      |      |       |            |  |      |     |       |            |            |
| 12:45 PM   | 10                             | 171  | 0   | 0     | 181        | 0                              | 163  | 5     | 0     | 168        | 9  | 0    | 9    | 0     | 18         | 0  | 0    | 0   | 0     | 0          | 367        |
| 1:00 PM  | 12                             | 174  | 0   | 0     | 186        | 0                              | 178  | 10    | 0     | 188        | 11                                       | 0    | 15   | 0     | 26         | 0  | 0    | 0   | 0     | 0          | 400        |
| 1:15 PM  | 7                              | 168  | 0   | 0     | 175        | 0                              | 164  | 10    | 0     | 174        | 12                                       | 0    | 5    | 0     | 17         | 0  | 0    | 0   | 0     | 0          | 366        |
| 1:30 PM  | 13                             | 164  | 0   | 0     | 177        | 0                              | 178  | 7     | 0     | 185        | 7  | 0    | 18   | 0     | 25         | 0  | 0    | 0   | 0     | 0          | 387        |
| Total Volume   | 42                             | 677  | 0   | 0     | 719        | 0                              | 683  | 32    | 0     | 715        | 39                                       | 0    | 47   | 0     | 86         | 0  | 0    | 0   | 0     | 0          | 1520       |
| % App. Total   | 5.8                            | 94.2 | 0.0 | 0.0   | 100        | 0.0                            | 95.5 | 4.5   | 0.0   | 100        | 45.3                                     | 0.0  | 54.7 | 0.0   | 100        | 0.0                                      | 0.0  | 0.0 | 0.0   | 0          |            |
| PHF  | 0.966                          |      |     |       |            | 0.951                          |      |       |       |            | 0.827                                    |      |      |       |            | 0.950                                    |      |     |       |            |            |
| Cars, PU, Vans                                       | 40                             | 613  | 0   | 0     | 653        | 0                              | 621  | 32    | 0     | 653        | 38                                       | 0    | 44   | 0     | 82         | 0  | 0    | 0   | 0     | 0          | 1388       |
| % Cars, PU, Vans                                     | 95.2                           | 90.5 | 0.0 | 0.0   | 90.8       | 0.0                            | 90.9 | 100.0 | 0.0   | 91.3       | 97.4                                     | 0.0  | 93.6 | 0.0   | 95.3       | 0.0                                      | 0.0  | 0.0 | 0.0   | 0.0        | 91.3       |
| Heavy trucks   | 2                              | 64   | 0   | 0     | 66         | 0                              | 62   | 0     | 0     | 62         | 1  | 0    | 3    | 0     | 4          | 0  | 0    | 0   | 0     | 0          | 132        |
| % Heavy trucks                                       | 4.8                            | 9.5  | 0.0 | 0.0   | 9.2        | 0.0                            | 9.1  | 0.0   | 0.0   | 8.7        | 2.6                                      | 0.0  | 6.4  | 0.0   | 4.7        | 0.0                                      | 0.0  | 0.0 | 0.0   | 0.0        | 8.7        |

**PM**

| Start Time   | SR 44/Greensboro Rd Northbound |      |     |       |            | SR 44/Greensboro Rd Southbound |      |       |       |            | Harmony Crossing Main Entrance Eastbound |      |       |       |            | Harmony Crossing Main Entrance Westbound |      |     |       |            | Int. Total |
|--|--------------------------------|------|-----|-------|------------|--------------------------------|------|-------|-------|------------|--|------|-------|-------|------------|--|------|-----|-------|------------|------------|
|  | Left                           | Thru | Rgt | Uturn | App. Total | Left                           | Thru | Rgt   | Uturn | App. Total | Left                                     | Thru | Rgt   | Uturn | App. Total | Left                                     | Thru | Rgt | Uturn | App. Total |            |
| Peak Hour Analysis from 02:00 PM - 07:00 PM          |                                |      |     |       |            |                                |      |       |       |            |  |      |       |       |            |  |      |     |       |            |            |
| Peak Hour for Entire Intersection Begins at 04:45 PM |                                |      |     |       |            |                                |      |       |       |            |  |      |       |       |            |  |      |     |       |            |            |
| 4:45 PM  | 4                              | 149  | 0   | 0     | 153        | 0                              | 193  | 5     | 0     | 198        | 2  | 0    | 9     | 0     | 11         | 0  | 0    | 0   | 0     | 0          | 362        |
| 5:00 PM  | 9                              | 156  | 0   | 0     | 165        | 0                              | 226  | 9     | 0     | 235        | 10                                       | 0    | 7     | 0     | 17         | 0  | 0    | 0   | 0     | 0          | 417        |
| 5:15 PM  | 13                             | 165  | 0   | 0     | 178        | 0                              | 241  | 7     | 0     | 248        | 11                                       | 0    | 6     | 0     | 17         | 0  | 0    | 0   | 0     | 0          | 443        |
| 5:30 PM  | 11                             | 119  | 0   | 0     | 130        | 0                              | 222  | 3     | 0     | 225        | 5  | 0    | 7     | 0     | 12         | 0  | 0    | 0   | 0     | 0          | 367        |
| Total Volume   | 37                             | 589  | 0   | 0     | 626        | 0                              | 882  | 24    | 0     | 906        | 28                                       | 0    | 29    | 0     | 57         | 0  | 0    | 0   | 0     | 0          | 1589       |
| % App. Total   | 5.9                            | 94.1 | 0.0 | 0.0   | 100        | 0.0                            | 97.4 | 2.6   | 0.0   | 100        | 49.1                                     | 0.0  | 50.9  | 0.0   | 100        | 0.0                                      | 0.0  | 0.0 | 0.0   | 0          |            |
| PHF  | 0.879                          |      |     |       |            | 0.913                          |      |       |       |            | 0.838                                    |      |       |       |            | 0.897                                    |      |     |       |            |            |
| Cars, PU, Vans                                       | 36                             | 554  | 0   | 0     | 590        | 0                              | 832  | 24    | 0     | 856        | 28                                       | 0    | 29    | 0     | 57         | 0  | 0    | 0   | 0     | 0          | 1503       |
| % Cars, PU, Vans                                     | 97.3                           | 94.1 | 0.0 | 0.0   | 94.2       | 0.0                            | 94.3 | 100.0 | 0.0   | 94.5       | 100.0                                    | 0.0  | 100.0 | 0.0   | 100.0      | 0.0                                      | 0.0  | 0.0 | 0.0   | 0.0        | 94.6       |
| Heavy trucks   | 1                              | 35   | 0   | 0     | 36         | 0                              | 50   | 0     | 0     | 50         | 0  | 0    | 0     | 0     | 0          | 0  | 0    | 0   | 0     | 0          | 86         |
| % Heavy trucks                                       | 2.7                            | 5.9  | 0.0 | 0.0   | 5.8        | 0.0                            | 5.7  | 0.0   | 0.0   | 5.5        | 0.0                                      | 0.0  | 0.0   | 0.0   | 0.0        | 0.0                                      | 0.0  | 0.0 | 0.0   | 0.0        | 5.4        |











# National Data & Surveying Services Intersection Turning Movement Count

Location: SR 44/Greensboro Rd & Mahaffey Dr  
 City: Eatonton

Project ID: 23-180056-001  
 Date: 4/26/2023

## Data - Pedestrians (Crosswalks)

| NS/EW Streets:          | SR 44/Greensboro Rd        | SR 44/Greensboro Rd | Mahaffey Dr | Mahaffey Dr |          |    |          |    |       |
|-------------------------|----------------------------|---------------------|-------------|-------------|----------|----|----------|----|-------|
| <b>AM</b>               | NORTH LEG                  |                     | SOUTH LEG   |             | EAST LEG |    | WEST LEG |    | TOTAL |
|                         | EB                         | WB                  | EB          | WB          | NB       | SB | NB       | SB |       |
| 7:00 AM                 | 0                          | 0                   | 0           | 0           | 0        | 0  | 0        | 0  | 0     |
| 7:15 AM                 | 0                          | 0                   | 0           | 0           | 0        | 0  | 0        | 0  | 0     |
| 7:30 AM                 | 0                          | 0                   | 0           | 0           | 0        | 0  | 0        | 0  | 0     |
| 7:45 AM                 | 0                          | 0                   | 0           | 0           | 0        | 0  | 0        | 0  | 0     |
| 8:00 AM                 | 0                          | 0                   | 0           | 0           | 0        | 0  | 0        | 0  | 0     |
| 8:15 AM                 | 0                          | 0                   | 0           | 0           | 0        | 0  | 0        | 0  | 0     |
| 8:30 AM                 | 0                          | 0                   | 0           | 0           | 0        | 0  | 0        | 0  | 0     |
| 8:45 AM                 | 0                          | 0                   | 0           | 0           | 0        | 0  | 0        | 0  | 0     |
| 9:00 AM                 | 0                          | 0                   | 0           | 0           | 0        | 0  | 0        | 0  | 0     |
| 9:15 AM                 | 0                          | 0                   | 0           | 0           | 0        | 0  | 0        | 0  | 0     |
| 9:30 AM                 | 0                          | 1                   | 0           | 0           | 0        | 0  | 0        | 0  | 1     |
| 9:45 AM                 | 0                          | 0                   | 0           | 0           | 0        | 0  | 0        | 0  | 0     |
| <b>TOTAL VOLUMES :</b>  | EB                         | WB                  | EB          | WB          | NB       | SB | NB       | SB | TOTAL |
| <b>APPROACH %'s :</b>   | 0                          | 1                   | 0           | 0           | 0        | 0  | 0        | 0  | 1     |
| <b>APPROACH %'s :</b>   | 0.00%                      | 100.00%             |             |             |          |    |          |    |       |
| <b>PEAK HR :</b>        | <b>07:30 AM - 08:30 AM</b> |                     |             |             |          |    |          |    | TOTAL |
| <b>PEAK HR VOL :</b>    | 0                          | 0                   | 0           | 0           | 0        | 0  | 0        | 0  | 0     |
| <b>PEAK HR FACTOR :</b> |                            |                     |             |             |          |    |          |    |       |

|                         |                            |       |           |    |          |    |          |    |       |
|-------------------------|----------------------------|-------|-----------|----|----------|----|----------|----|-------|
| <b>NOON</b>             | NORTH LEG                  |       | SOUTH LEG |    | EAST LEG |    | WEST LEG |    | TOTAL |
|                         | EB                         | WB    | EB        | WB | NB       | SB | NB       | SB |       |
| 10:00 AM                | 0                          | 0     | 0         | 0  | 0        | 0  | 0        | 0  | 0     |
| 10:15 AM                | 0                          | 0     | 0         | 0  | 0        | 0  | 0        | 0  | 0     |
| 10:30 AM                | 0                          | 0     | 0         | 0  | 0        | 0  | 0        | 0  | 0     |
| 10:45 AM                | 0                          | 0     | 0         | 0  | 0        | 0  | 0        | 0  | 0     |
| 11:00 AM                | 0                          | 0     | 0         | 0  | 0        | 0  | 0        | 0  | 0     |
| 11:15 AM                | 0                          | 0     | 0         | 0  | 0        | 0  | 0        | 0  | 0     |
| 11:30 AM                | 0                          | 0     | 0         | 0  | 0        | 0  | 0        | 0  | 0     |
| 11:45 AM                | 0                          | 0     | 0         | 0  | 0        | 0  | 0        | 0  | 0     |
| 12:00 PM                | 0                          | 0     | 0         | 0  | 0        | 0  | 0        | 0  | 0     |
| 12:15 PM                | 0                          | 0     | 0         | 0  | 0        | 0  | 0        | 0  | 0     |
| 12:30 PM                | 0                          | 0     | 0         | 0  | 0        | 0  | 0        | 0  | 0     |
| 12:45 PM                | 0                          | 0     | 0         | 0  | 0        | 0  | 0        | 0  | 0     |
| 1:00 PM                 | 1                          | 0     | 0         | 0  | 0        | 0  | 0        | 0  | 1     |
| 1:15 PM                 | 1                          | 0     | 0         | 0  | 0        | 0  | 0        | 0  | 1     |
| 1:30 PM                 | 0                          | 0     | 0         | 0  | 0        | 0  | 0        | 0  | 0     |
| 1:45 PM                 | 0                          | 0     | 0         | 0  | 0        | 0  | 0        | 0  | 0     |
| <b>TOTAL VOLUMES :</b>  | EB                         | WB    | EB        | WB | NB       | SB | NB       | SB | TOTAL |
| <b>APPROACH %'s :</b>   | 2                          | 0     | 0         | 0  | 0        | 0  | 0        | 0  | 2     |
| <b>APPROACH %'s :</b>   | 100.00%                    | 0.00% |           |    |          |    |          |    |       |
| <b>PEAK HR :</b>        | <b>12:45 PM - 01:45 PM</b> |       |           |    |          |    |          |    | TOTAL |
| <b>PEAK HR VOL :</b>    | 2                          | 0     | 0         | 0  | 0        | 0  | 0        | 0  | 2     |
| <b>PEAK HR FACTOR :</b> | 0.500                      |       |           |    |          |    |          |    | 0.500 |

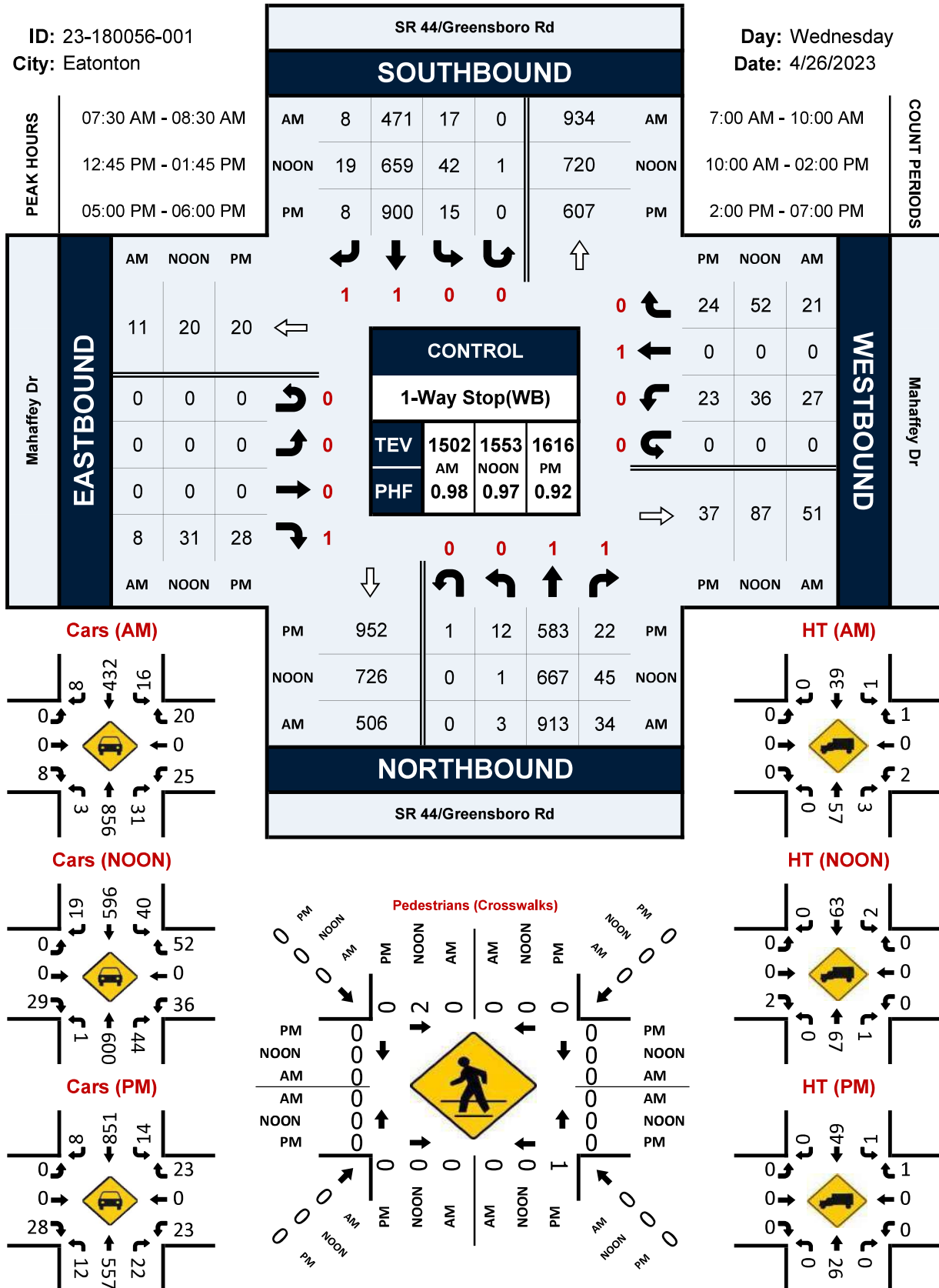
|                         |                            |         |           |        |          |    |          |    |       |
|-------------------------|----------------------------|---------|-----------|--------|----------|----|----------|----|-------|
| <b>PM</b>               | NORTH LEG                  |         | SOUTH LEG |        | EAST LEG |    | WEST LEG |    | TOTAL |
|                         | EB                         | WB      | EB        | WB     | NB       | SB | NB       | SB |       |
| 2:00 PM                 | 0                          | 0       | 0         | 0      | 0        | 0  | 0        | 0  | 0     |
| 2:15 PM                 | 0                          | 0       | 1         | 0      | 0        | 0  | 0        | 0  | 1     |
| 2:30 PM                 | 0                          | 0       | 0         | 0      | 0        | 0  | 0        | 0  | 0     |
| 2:45 PM                 | 0                          | 1       | 0         | 1      | 0        | 0  | 0        | 0  | 2     |
| 3:00 PM                 | 0                          | 0       | 0         | 0      | 0        | 0  | 0        | 0  | 0     |
| 3:15 PM                 | 0                          | 0       | 0         | 0      | 0        | 0  | 0        | 0  | 0     |
| 3:30 PM                 | 0                          | 0       | 0         | 0      | 0        | 0  | 0        | 0  | 0     |
| 3:45 PM                 | 0                          | 0       | 0         | 0      | 0        | 0  | 0        | 0  | 0     |
| 4:00 PM                 | 0                          | 0       | 0         | 0      | 0        | 0  | 0        | 0  | 0     |
| 4:15 PM                 | 0                          | 0       | 0         | 0      | 0        | 0  | 0        | 0  | 0     |
| 4:30 PM                 | 0                          | 0       | 0         | 0      | 0        | 0  | 0        | 0  | 0     |
| 4:45 PM                 | 0                          | 0       | 0         | 0      | 0        | 0  | 0        | 0  | 0     |
| 5:00 PM                 | 0                          | 0       | 0         | 0      | 0        | 0  | 0        | 0  | 0     |
| 5:15 PM                 | 0                          | 0       | 0         | 1      | 0        | 0  | 0        | 0  | 1     |
| 5:30 PM                 | 0                          | 0       | 0         | 0      | 0        | 0  | 0        | 0  | 0     |
| 5:45 PM                 | 0                          | 0       | 0         | 0      | 0        | 0  | 0        | 0  | 0     |
| 6:00 PM                 | 0                          | 0       | 0         | 0      | 0        | 0  | 0        | 0  | 0     |
| 6:15 PM                 | 0                          | 0       | 0         | 0      | 0        | 0  | 0        | 0  | 0     |
| 6:30 PM                 | 0                          | 0       | 0         | 0      | 0        | 0  | 0        | 0  | 0     |
| 6:45 PM                 | 0                          | 0       | 0         | 0      | 0        | 0  | 0        | 0  | 0     |
| <b>TOTAL VOLUMES :</b>  | EB                         | WB      | EB        | WB     | NB       | SB | NB       | SB | TOTAL |
| <b>APPROACH %'s :</b>   | 0                          | 1       | 1         | 2      | 0        | 0  | 0        | 0  | 4     |
| <b>APPROACH %'s :</b>   | 0.00%                      | 100.00% | 33.33%    | 66.67% |          |    |          |    |       |
| <b>PEAK HR :</b>        | <b>05:00 PM - 06:00 PM</b> |         |           |        |          |    |          |    | TOTAL |
| <b>PEAK HR VOL :</b>    | 0                          | 0       | 0         | 1      | 0        | 0  | 0        | 0  | 1     |
| <b>PEAK HR FACTOR :</b> |                            |         |           | 0.250  |          |    |          |    | 0.250 |

# SR 44/Greensboro Rd & Mahaffey Dr

## Peak Hour Turning Movement Count

ID: 23-180056-001  
City: Eatonton

Day: Wednesday  
Date: 4/26/2023







# A & R Engineering, Inc.

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

TMC DATA  
SR 44 Greensboro Rd @  
Harmony Crossing Northern Drwy  
7 am - 7 pm

File Name : 20210276  
Site Code : 20210276  
Start Date : 08-24-2021  
Page No : 1

**Groups Printed- Cars, Buses & Trucks**

| Start Time | SR 44 (Greensboro Rd) Northbound |      |       |            | SR 44 (Greensboro Rd) Southbound |      |       |            | Harmony Crossing 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   | 1                                | 88   | 0     | 89         | 0                                | 72   | 1     | 73         | 1  | 0    | 0     | 1          | 0         | 0    | 0     | 0          | 163        |
| 07:15 AM   | 1                                | 143  | 0     | 144        | 0                                | 90   | 0     | 90         | 0  | 0    | 0     | 0          | 0         | 0    | 0     | 0          | 234        |
| 07:30 AM   | 2                                | 184  | 0     | 186        | 0                                | 79   | 7     | 86         | 3  | 0    | 1     | 4          | 0         | 0    | 0     | 0          | 276        |
| 07:45 AM   | 9                                | 197  | 0     | 206        | 0                                | 108  | 6     | 114        | 1  | 0    | 1     | 2          | 0         | 0    | 0     | 0          | 322        |
| Total      | 13                               | 612  | 0     | 625        | 0                                | 349  | 14    | 363        | 5  | 0    | 2     | 7          | 0         | 0    | 0     | 0          | 995        |
| 08:00 AM   | 7                                | 246  | 0     | 253        | 0                                | 104  | 5     | 109        | 5  | 0    | 1     | 6          | 0         | 0    | 0     | 0          | 368        |
| 08:15 AM   | 4                                | 183  | 0     | 187        | 0                                | 109  | 7     | 116        | 4  | 0    | 2     | 6          | 0         | 0    | 0     | 0          | 309        |
| 08:30 AM   | 2                                | 205  | 0     | 207        | 0                                | 99   | 2     | 101        | 4  | 0    | 0     | 4          | 0         | 0    | 0     | 0          | 312        |
| 08:45 AM   | 6                                | 165  | 0     | 171        | 0                                | 107  | 7     | 114        | 3  | 0    | 5     | 8          | 0         | 0    | 0     | 0          | 293        |
| Total      | 19                               | 799  | 0     | 818        | 0                                | 419  | 21    | 440        | 16                                       | 0    | 8     | 24         | 0         | 0    | 0     | 0          | 1282       |
| 09:00 AM   | 0                                | 190  | 0     | 190        | 0                                | 121  | 3     | 124        | 3  | 0    | 2     | 5          | 0         | 0    | 0     | 0          | 319        |
| 09:15 AM   | 2                                | 167  | 0     | 169        | 0                                | 116  | 3     | 119        | 3  | 0    | 1     | 4          | 0         | 0    | 0     | 0          | 292        |
| 09:30 AM   | 2                                | 138  | 0     | 140        | 0                                | 148  | 3     | 151        | 1  | 0    | 1     | 2          | 0         | 0    | 0     | 0          | 293        |
| 09:45 AM   | 0                                | 187  | 0     | 187        | 0                                | 133  | 9     | 142        | 3  | 0    | 1     | 4          | 0         | 0    | 0     | 0          | 333        |
| Total      | 4                                | 682  | 0     | 686        | 0                                | 518  | 18    | 536        | 10                                       | 0    | 5     | 15         | 0         | 0    | 0     | 0          | 1237       |
| 10:00 AM   | 2                                | 167  | 0     | 169        | 0                                | 115  | 12    | 127        | 2  | 0    | 5     | 7          | 0         | 0    | 0     | 0          | 303        |
| 10:15 AM   | 1                                | 177  | 0     | 178        | 0                                | 135  | 1     | 136        | 4  | 0    | 1     | 5          | 0         | 0    | 0     | 0          | 319        |
| 10:30 AM   | 2                                | 128  | 0     | 130        | 0                                | 159  | 7     | 166        | 3  | 0    | 0     | 3          | 0         | 0    | 0     | 0          | 299        |
| 10:45 AM   | 2                                | 191  | 0     | 193        | 0                                | 157  | 5     | 162        | 4  | 0    | 0     | 4          | 0         | 0    | 0     | 0          | 359        |
| Total      | 7                                | 663  | 0     | 670        | 0                                | 566  | 25    | 591        | 13                                       | 0    | 6     | 19         | 0         | 0    | 0     | 0          | 1280       |
| 11:00 AM   | 3                                | 156  | 0     | 159        | 0                                | 161  | 5     | 166        | 4  | 0    | 4     | 8          | 0         | 0    | 0     | 0          | 333        |
| 11:15 AM   | 4                                | 181  | 0     | 185        | 0                                | 162  | 6     | 168        | 4  | 0    | 3     | 7          | 0         | 0    | 0     | 0          | 360        |
| 11:30 AM   | 4                                | 157  | 0     | 161        | 0                                | 131  | 4     | 135        | 4  | 0    | 4     | 8          | 0         | 0    | 0     | 0          | 304        |
| 11:45 AM   | 1                                | 170  | 0     | 171        | 0                                | 157  | 4     | 161        | 2  | 0    | 4     | 6          | 0         | 0    | 0     | 0          | 338        |
| Total      | 12                               | 664  | 0     | 676        | 0                                | 611  | 19    | 630        | 14                                       | 0    | 15    | 29         | 0         | 0    | 0     | 0          | 1335       |
| 12:00 PM   | 2                                | 180  | 0     | 182        | 0                                | 177  | 10    | 187        | 3  | 0    | 2     | 5          | 0         | 0    | 0     | 0          | 374        |
| 12:15 PM   | 3                                | 195  | 0     | 198        | 0                                | 143  | 6     | 149        | 1  | 0    | 3     | 4          | 0         | 0    | 0     | 0          | 351        |
| 12:30 PM   | 3                                | 193  | 0     | 196        | 0                                | 196  | 8     | 204        | 7  | 0    | 3     | 10         | 0         | 0    | 0     | 0          | 410        |
| 12:45 PM   | 3                                | 176  | 0     | 179        | 0                                | 190  | 7     | 197        | 5  | 0    | 2     | 7          | 0         | 0    | 0     | 0          | 383        |
| Total      | 11                               | 744  | 0     | 755        | 0                                | 706  | 31    | 737        | 16                                       | 0    | 10    | 26         | 0         | 0    | 0     | 0          | 1518       |
| 01:00 PM   | 2                                | 168  | 0     | 170        | 0                                | 155  | 9     | 164        | 1  | 0    | 5     | 6          | 0         | 0    | 0     | 0          | 340        |
| 01:15 PM   | 3                                | 175  | 0     | 178        | 0                                | 186  | 13    | 199        | 7  | 0    | 4     | 11         | 0         | 0    | 0     | 0          | 388        |
| 01:30 PM   | 2                                | 170  | 0     | 172        | 0                                | 183  | 8     | 191        | 4  | 0    | 0     | 4          | 0         | 0    | 0     | 0          | 367        |
| 01:45 PM   | 2                                | 169  | 0     | 171        | 0                                | 146  | 6     | 152        | 7  | 0    | 7     | 14         | 0         | 0    | 0     | 0          | 337        |
| Total      | 9                                | 682  | 0     | 691        | 0                                | 670  | 36    | 706        | 19                                       | 0    | 16    | 35         | 0         | 0    | 0     | 0          | 1432       |
| 02:00 PM   | 4                                | 175  | 0     | 179        | 0                                | 172  | 6     | 178        | 4  | 0    | 5     | 9          | 0         | 0    | 0     | 0          | 366        |
| 02:15 PM   | 2                                | 156  | 0     | 158        | 0                                | 180  | 4     | 184        | 3  | 0    | 9     | 12         | 0         | 0    | 0     | 0          | 354        |
| 02:30 PM   | 2                                | 187  | 0     | 189        | 0                                | 150  | 7     | 157        | 9  | 0    | 1     | 10         | 0         | 0    | 0     | 0          | 356        |
| 02:45 PM   | 1                                | 170  | 0     | 171        | 0                                | 176  | 6     | 182        | 6  | 0    | 2     | 8          | 0         | 0    | 0     | 0          | 361        |
| Total      | 9                                | 688  | 0     | 697        | 0                                | 678  | 23    | 701        | 22                                       | 0    | 17    | 39         | 0         | 0    | 0     | 0          | 1437       |
| 03:00 PM   | 1                                | 183  | 0     | 184        | 0                                | 198  | 7     | 205        | 3  | 0    | 0     | 3          | 0         | 0    | 0     | 0          | 392        |
| 03:15 PM   | 4                                | 163  | 0     | 167        | 0                                | 183  | 3     | 186        | 7  | 0    | 8     | 15         | 0         | 0    | 0     | 0          | 368        |
| 03:30 PM   | 1                                | 180  | 0     | 181        | 0                                | 196  | 12    | 208        | 8  | 0    | 4     | 12         | 0         | 0    | 0     | 0          | 401        |
| 03:45 PM   | 5                                | 189  | 0     | 194        | 0                                | 183  | 2     | 185        | 2  | 0    | 3     | 5          | 0         | 0    | 0     | 0          | 384        |
| Total      | 11                               | 715  | 0     | 726        | 0                                | 760  | 24    | 784        | 20                                       | 0    | 15    | 35         | 0         | 0    | 0     | 0          | 1545       |

# A & R Engineering, Inc.

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

TMC DATA  
SR 44 Greensboro Rd @  
Harmony Crossing Northern Drwy  
7 am - 7 pm

File Name : 20210276  
Site Code : 20210276  
Start Date : 08-24-2021  
Page No : 2

**Groups Printed- Cars, Buses & Trucks**

| Start Time  | SR 44 (Greensboro Rd) Northbound |      |       |            | SR 44 (Greensboro Rd) Southbound |      |       |            | Harmony Crossing 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 |            |
| 04:00 PM    | 1                                | 183  | 0     | 184        | 0                                | 187  | 9     | 196        | 6  | 0    | 2     | 8          | 0         | 0    | 0     | 0          | 388        |
| 04:15 PM    | 2                                | 167  | 0     | 169        | 0                                | 217  | 5     | 222        | 6  | 0    | 3     | 9          | 0         | 0    | 0     | 0          | 400        |
| 04:30 PM    | 0                                | 145  | 0     | 145        | 0                                | 194  | 8     | 202        | 9  | 0    | 4     | 13         | 0         | 0    | 0     | 0          | 360        |
| 04:45 PM    | 0                                | 162  | 0     | 162        | 0                                | 183  | 7     | 190        | 5  | 0    | 5     | 10         | 0         | 0    | 0     | 0          | 362        |
| Total       | 3                                | 657  | 0     | 660        | 0                                | 781  | 29    | 810        | 26                                       | 0    | 14    | 40         | 0         | 0    | 0     | 0          | 1510       |
| 05:00 PM    | 0                                | 159  | 0     | 159        | 0                                | 197  | 4     | 201        | 3  | 0    | 3     | 6          | 0         | 0    | 0     | 0          | 366        |
| 05:15 PM    | 2                                | 187  | 0     | 189        | 0                                | 243  | 5     | 248        | 2  | 0    | 3     | 5          | 0         | 0    | 0     | 0          | 442        |
| 05:30 PM    | 0                                | 169  | 0     | 169        | 0                                | 202  | 3     | 205        | 3  | 0    | 7     | 10         | 0         | 0    | 0     | 0          | 384        |
| 05:45 PM    | 1                                | 131  | 0     | 132        | 0                                | 205  | 0     | 205        | 2  | 0    | 3     | 5          | 0         | 0    | 0     | 0          | 342        |
| Total       | 3                                | 646  | 0     | 649        | 0                                | 847  | 12    | 859        | 10                                       | 0    | 16    | 26         | 0         | 0    | 0     | 0          | 1534       |
| 06:00 PM    | 0                                | 122  | 0     | 122        | 0                                | 190  | 2     | 192        | 4  | 0    | 1     | 5          | 0         | 0    | 0     | 0          | 319        |
| 06:15 PM    | 0                                | 129  | 0     | 129        | 0                                | 135  | 2     | 137        | 1  | 0    | 2     | 3          | 0         | 0    | 0     | 0          | 269        |
| 06:30 PM    | 2                                | 114  | 0     | 116        | 0                                | 128  | 8     | 136        | 2  | 0    | 0     | 2          | 0         | 0    | 0     | 0          | 254        |
| 06:45 PM    | 2                                | 100  | 0     | 102        | 0                                | 127  | 3     | 130        | 2  | 0    | 1     | 3          | 0         | 0    | 0     | 0          | 235        |
| Total       | 4                                | 465  | 0     | 469        | 0                                | 580  | 15    | 595        | 9  | 0    | 4     | 13         | 0         | 0    | 0     | 0          | 1077       |
| Grand Total | 105                              | 8017 | 0     | 8122       | 0                                | 7485 | 267   | 7752       | 180                                      | 0    | 128   | 308        | 0         | 0    | 0     | 0          | 16182      |
| Apprch %    | 1.3                              | 98.7 | 0     |            | 0                                | 96.6 | 3.4   |            | 58.4                                     | 0    | 41.6  |            | 0         | 0    | 0     |            |            |
| Total %     | 0.6                              | 49.5 | 0     | 50.2       | 0                                | 46.3 | 1.6   | 47.9       | 1.1                                      | 0    | 0.8   | 1.9        | 0         | 0    | 0     | 0          |            |

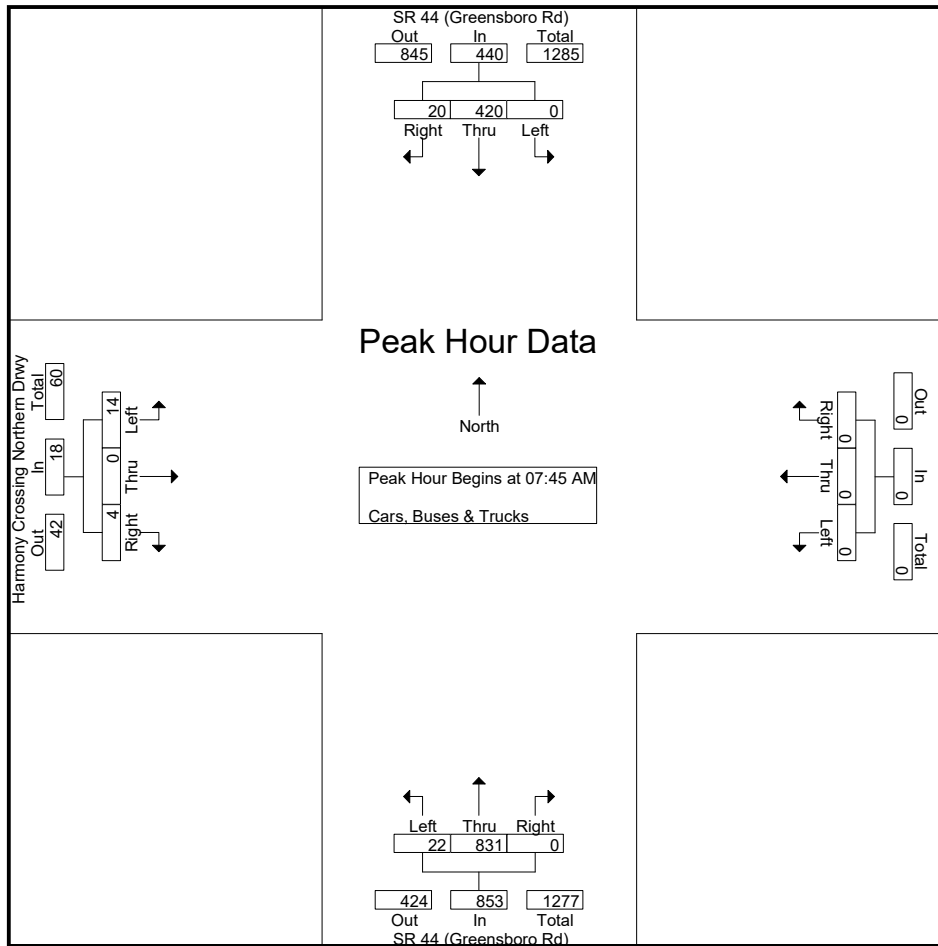
# A & R Engineering, Inc.

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

TMC DATA  
SR 44 Greensboro Rd @  
Harmony Crossing Northern Drwy  
7 am - 7 pm

File Name : 20210276  
Site Code : 20210276  
Start Date : 08-24-2021  
Page No : 3

| Start Time   | SR 44 (Greensboro Rd) Northbound |      |       |            | SR 44 (Greensboro Rd) Southbound |      |       |            | Harmony Crossing 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 07:00 AM to 08:45 AM - Peak 1 of 1 |                                  |      |       |            |                                  |      |       |            |  |      |       |            |           |      |       |            |            |
| Peak Hour for Entire Intersection Begins at 07:45 AM       |                                  |      |       |            |                                  |      |       |            |  |      |       |            |           |      |       |            |            |
| 07:45 AM   | 9                                | 197  | 0     | 206        | 0                                | 108  | 6     | 114        | 1  | 0    | 1     | 2          | 0         | 0    | 0     | 0          | 322        |
| 08:00 AM   | 7                                | 246  | 0     | 253        | 0                                | 104  | 5     | 109        | 5  | 0    | 1     | 6          | 0         | 0    | 0     | 0          | 368        |
| 08:15 AM   | 4                                | 183  | 0     | 187        | 0                                | 109  | 7     | 116        | 4  | 0    | 2     | 6          | 0         | 0    | 0     | 0          | 309        |
| 08:30 AM   | 2                                | 205  | 0     | 207        | 0                                | 99   | 2     | 101        | 4  | 0    | 0     | 4          | 0         | 0    | 0     | 0          | 312        |
| Total Volume   | 22                               | 831  | 0     | 853        | 0                                | 420  | 20    | 440        | 14                                       | 0    | 4     | 18         | 0         | 0    | 0     | 0          | 1311       |
| % App. Total   | 2.6                              | 97.4 | 0     |            | 0                                | 95.5 | 4.5   |            | 77.8                                     | 0    | 22.2  |            | 0         | 0    | 0     |            |            |
| PHF  | .611                             | .845 | .000  | .843       | .000                             | .963 | .714  | .948       | .700                                     | .000 | .500  | .750       | .000      | .000 | .000  | .000       | .891       |





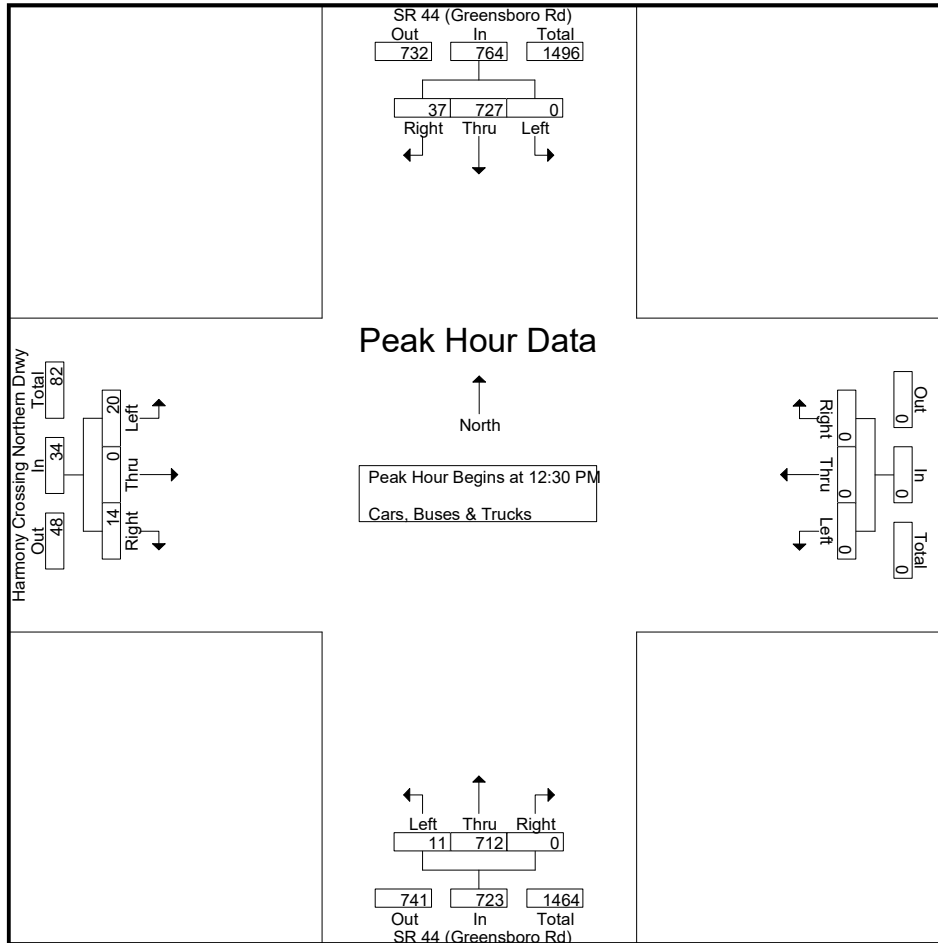
# A & R Engineering, Inc.

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

TMC DATA  
SR 44 Greensboro Rd @  
Harmony Crossing Northern Drwy  
7 am - 7 pm

File Name : 20210276  
Site Code : 20210276  
Start Date : 08-24-2021  
Page No : 4

| Start Time   | SR 44 (Greensboro Rd) Northbound |      |       |            | SR 44 (Greensboro Rd) Southbound |      |       |            | Harmony Crossing 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 12:00 PM to 01:45 PM - Peak 1 of 1 |                                  |      |       |            |                                  |      |       |            |  |      |       |            |           |      |       |            |            |
| Peak Hour for Entire Intersection Begins at 12:30 PM       |                                  |      |       |            |                                  |      |       |            |  |      |       |            |           |      |       |            |            |
| 12:30 PM   | 3                                | 193  | 0     | 196        | 0                                | 196  | 8     | 204        | 7  | 0    | 3     | 10         | 0         | 0    | 0     | 0          | 410        |
| 12:45 PM   | 3                                | 176  | 0     | 179        | 0                                | 190  | 7     | 197        | 5  | 0    | 2     | 7          | 0         | 0    | 0     | 0          | 383        |
| 01:00 PM   | 2                                | 168  | 0     | 170        | 0                                | 155  | 9     | 164        | 1  | 0    | 5     | 6          | 0         | 0    | 0     | 0          | 340        |
| 01:15 PM   | 3                                | 175  | 0     | 178        | 0                                | 186  | 13    | 199        | 7  | 0    | 4     | 11         | 0         | 0    | 0     | 0          | 388        |
| Total Volume   | 11                               | 712  | 0     | 723        | 0                                | 727  | 37    | 764        | 20                                       | 0    | 14    | 34         | 0         | 0    | 0     | 0          | 1521       |
| % App. Total   | 1.5                              | 98.5 | 0     |            | 0                                | 95.2 | 4.8   |            | 58.8                                     | 0    | 41.2  |            | 0         | 0    | 0     |            |            |
| PHF  | .917                             | .922 | .000  | .922       | .000                             | .927 | .712  | .936       | .714                                     | .000 | .700  | .773       | .000      | .000 | .000  | .000       | .927       |



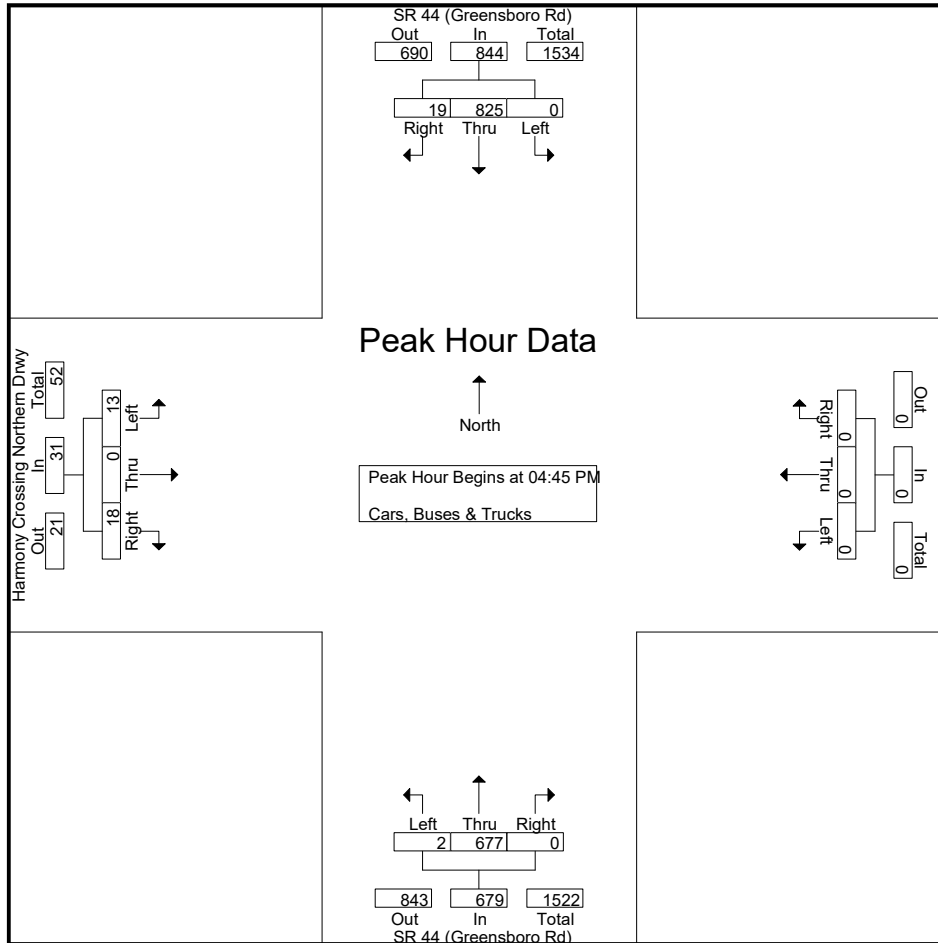
# A & R Engineering, Inc.

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

TMC DATA  
SR 44 Greensboro Rd @  
Harmony Crossing Northern Drwy  
7 am - 7 pm

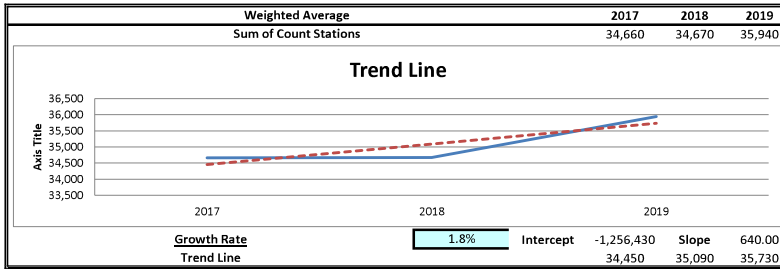
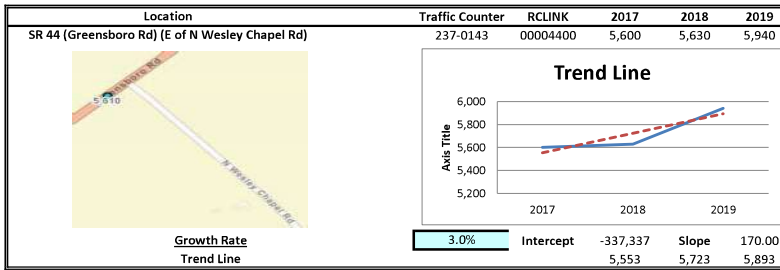
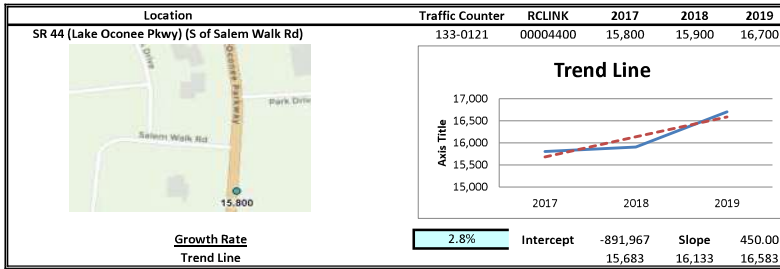
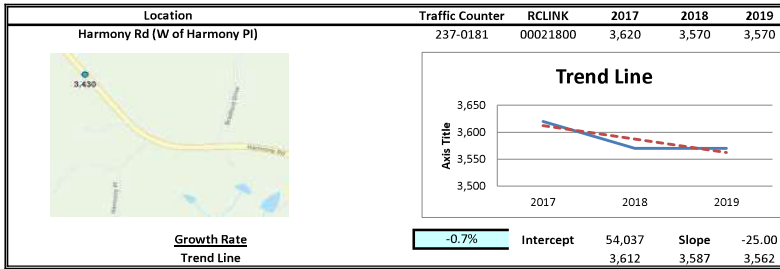
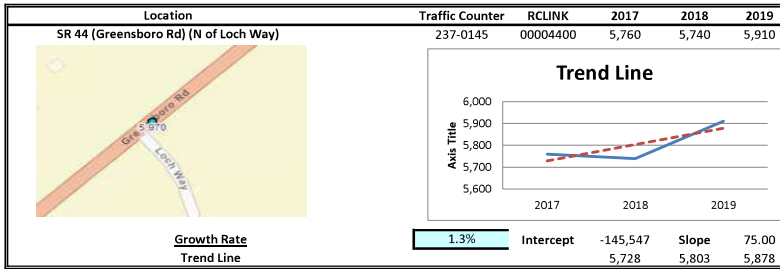
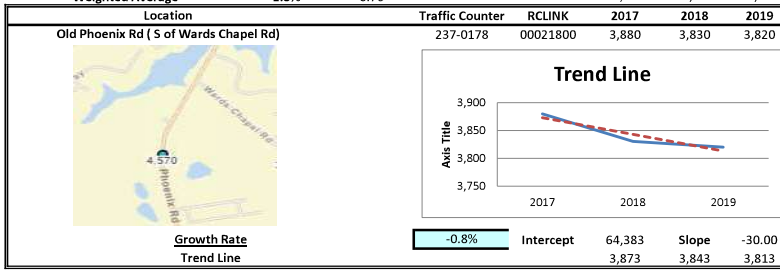
File Name : 20210276  
Site Code : 20210276  
Start Date : 08-24-2021  
Page No : 5

| Start Time   | SR 44 (Greensboro Rd) Northbound |      |       |            | SR 44 (Greensboro Rd) Southbound |      |       |            | Harmony Crossing 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 04:45 PM       |                                  |      |       |            |                                  |      |       |            |  |      |       |            |           |      |       |            |            |
| 04:45 PM   | 0                                | 162  | 0     | 162        | 0                                | 183  | 7     | 190        | 5  | 0    | 5     | 10         | 0         | 0    | 0     | 0          | 362        |
| 05:00 PM   | 0                                | 159  | 0     | 159        | 0                                | 197  | 4     | 201        | 3  | 0    | 3     | 6          | 0         | 0    | 0     | 0          | 366        |
| 05:15 PM   | 2                                | 187  | 0     | 189        | 0                                | 243  | 5     | 248        | 2  | 0    | 3     | 5          | 0         | 0    | 0     | 0          | 442        |
| 05:30 PM   | 0                                | 169  | 0     | 169        | 0                                | 202  | 3     | 205        | 3  | 0    | 7     | 10         | 0         | 0    | 0     | 0          | 384        |
| Total Volume   | 2                                | 677  | 0     | 679        | 0                                | 825  | 19    | 844        | 13                                       | 0    | 18    | 31         | 0         | 0    | 0     | 0          | 1554       |
| % App. Total   | 0.3                              | 99.7 | 0     |            | 0                                | 97.7 | 2.3   |            | 41.9                                     | 0    | 58.1  |            | 0         | 0    | 0     |            |            |
| PHF  | .250                             | .905 | .000  | .898       | .000                             | .849 | .679  | .851       | .650                                     | .000 | .643  | .775       | .000      | .000 | .000  | .000       | .879       |



# LINEAR REGRESSION OF DAILY TRAFFIC

| Location                                 | Growth Rate | R Squared   | Station ID                     | Route    | 2017          | 2018          | 2019          |
|--|-------------|-------------|--------------------------------|----------|---------------|---------------|---------------|
| Old Phoenix Rd ( S of Wards Chapel Rd)   | -0.8%       | 0.87        | 237-0178                       | 00021800 | 3,880         | 3,830         | 3,820         |
| SR 44 (Greensboro Rd) (N of Loch Way)    | 1.3%        | 0.65        | 237-0145                       | 00004400 | 5,760         | 5,740         | 5,910         |
| Harmony Rd (W of Harmony Pl)             | -0.7%       | 0.75        | 237-0181                       | 00021800 | 3,620         | 3,570         | 3,570         |
| SR 44 (Lake Oconee Pkwy) (S of Salem Wa  | 2.8%        | 0.83        | 133-0121                       | 00004400 | 15,800        | 15,900        | 16,700        |
| SR 44 (Greensboro Rd) (E of N Wesley Cha | 3.0%        | 0.82        | 237-0143                       | 00004400 | 5,600         | 5,630         | 5,940         |
| <b>Weighted Average</b>                  | <b>1.8%</b> | <b>0.76</b> | <b>Sum of Count Stations =</b> |          | <b>34,660</b> | <b>34,670</b> | <b>35,940</b> |



## **EXISTING INTERSECTION ANALYSIS**

**Intersection**

Int Delay, s/veh 1.5

| Movement                 | EBL  | EBT  | EBR   | WBL  | WBT  | WBR  | NBL  | NBT  | NBR  | SBL  | SBT  | SBR  |
|--------------------------|------|------|-------|------|------|------|------|------|------|------|------|------|
| Lane Configurations      |      |      | ↗     |      | ↕    |      |      | ↖    | ↗    |      | ↖    | ↗    |
| Traffic Vol, veh/h       | 0    | 0    | 8     | 27   | 0    | 21   | 0    | 916  | 34   | 17   | 471  | 8    |
| Future Vol, veh/h        | 0    | 0    | 8     | 27   | 0    | 21   | 0    | 916  | 34   | 17   | 471  | 8    |
| Conflicting Peds, #/hr   | 0    | 0    | 0     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Sign Control             | Stop | Stop | Stop  | Stop | Stop | Stop | Free | Free | Free | Free | Free | Free |
| RT Channelized           | -    | -    | Yield | -    | -    | None | -    | -    | None | -    | -    | Free |
| Storage Length           | -    | -    | 0     | -    | -    | -    | -    | -    | 170  | -    | -    | 0    |
| Veh in Median Storage, # | -    | 0    | -     | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    |
| Grade, %                 | -    | 0    | -     | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    |
| Peak Hour Factor         | 98   | 98   | 98    | 98   | 98   | 98   | 98   | 98   | 98   | 98   | 98   | 98   |
| Heavy Vehicles, %        | 2    | 2    | 2     | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    |
| Mvmt Flow                | 0    | 0    | 8     | 28   | 0    | 21   | 0    | 935  | 35   | 17   | 481  | 8    |

| Major/Minor          | Minor2 |   | Minor1 |       | Major1 |       | Major2 |   |   |       |   |   |
|----------------------|--------|---|--------|-------|--------|-------|--------|---|---|-------|---|---|
| Conflicting Flow All | -      | - | 481    | 1450  | 1450   | 935   | -      | 0 | 0 | 970   | 0 | 0 |
| Stage 1              | -      | - | -      | 935   | 935    | -     | -      | - | - | -     | - | - |
| Stage 2              | -      | - | -      | 515   | 515    | -     | -      | - | - | -     | - | - |
| Critical Hdwy        | -      | - | 6.22   | 7.12  | 6.52   | 6.22  | -      | - | - | 4.12  | - | - |
| Critical Hdwy Stg 1  | -      | - | -      | 6.12  | 5.52   | -     | -      | - | - | -     | - | - |
| Critical Hdwy Stg 2  | -      | - | -      | 6.12  | 5.52   | -     | -      | - | - | -     | - | - |
| Follow-up Hdwy       | -      | - | 3.318  | 3.518 | 4.018  | 3.318 | -      | - | - | 2.218 | - | - |
| Pot Cap-1 Maneuver   | 0      | 0 | 585    | 109   | 131    | 322   | 0      | - | - | 710   | - | 0 |
| Stage 1              | 0      | 0 | -      | 318   | 344    | -     | 0      | - | - | -     | - | 0 |
| Stage 2              | 0      | 0 | -      | 543   | 535    | -     | 0      | - | - | -     | - | 0 |
| Platoon blocked, %   |        |   |        |       |        |       |        |   |   |       |   |   |
| Mov Cap-1 Maneuver   | -      | - | 585    | 105   | 127    | 322   | -      | - | - | 710   | - | - |
| Mov Cap-2 Maneuver   | -      | - | -      | 105   | 127    | -     | -      | - | - | -     | - | - |
| Stage 1              | -      | - | -      | 318   | 344    | -     | -      | - | - | -     | - | - |
| Stage 2              | -      | - | -      | 518   | 517    | -     | -      | - | - | -     | - | - |

| Approach             | EB   |  | WB   |  | NB |  | SB  |  |
|----------------------|------|--|------|--|----|--|-----|--|
| HCM Control Delay, s | 11.2 |  | 40.6 |  | 0  |  | 0.4 |  |
| HCM LOS              | B    |  | E    |  |    |  |     |  |

| Minor Lane/Major Mvmt | NBT | NBR | EBLn1 | WBLn1 | SBL   | SBT |
|-----------------------|-----|-----|-------|-------|-------|-----|
| Capacity (veh/h)      | -   | -   | 585   | 149   | 710   | -   |
| HCM Lane V/C Ratio    | -   | -   | 0.014 | 0.329 | 0.024 | -   |
| HCM Control Delay (s) | -   | -   | 11.2  | 40.6  | 10.2  | 0   |
| HCM Lane LOS          | -   | -   | B     | E     | B     | A   |
| HCM 95th %tile Q(veh) | -   | -   | 0     | 1.3   | 0.1   | -   |

**Intersection**

Int Delay, s/veh 0.3

| Movement                 | EBL  | EBR   | NBL  | NBT  | SBT  | SBR   |
|--------------------------|------|-------|------|------|------|-------|
| Lane Configurations      |      |       |      |      |      |       |
| Traffic Vol, veh/h       | 10   | 10    | 26   | 907  | 475  | 25    |
| Future Vol, veh/h        | 10   | 10    | 26   | 907  | 475  | 25    |
| Conflicting Peds, #/hr   | 0    | 0     | 0    | 0    | 0    | 0     |
| Sign Control             | Stop | Stop  | Free | Free | Free | Free  |
| RT Channelized           | -    | Yield | -    | None | -    | Yield |
| Storage Length           | 0    | 75    | 230  | -    | -    | 0     |
| Veh in Median Storage, # | 0    | -     | -    | 0    | 0    | -     |
| Grade, %                 | 0    | -     | -    | 0    | 0    | -     |
| Peak Hour Factor         | 95   | 95    | 95   | 95   | 95   | 95    |
| Heavy Vehicles, %        | 2    | 2     | 2    | 13   | 13   | 2     |
| Mvmt Flow                | 11   | 11    | 27   | 955  | 500  | 26    |

| Major/Minor          | Minor2 | Major1 | Major2 |   |   |   |
|----------------------|--------|--------|--------|---|---|---|
| Conflicting Flow All | 1509   | 500    | 500    | 0 | - | 0 |
| Stage 1              | 500    | -      | -      | - | - | - |
| Stage 2              | 1009   | -      | -      | - | - | - |
| 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   | 133    | 571    | 1064   | - | - | - |
| Stage 1              | 609    | -      | -      | - | - | - |
| Stage 2              | 352    | -      | -      | - | - | - |
| Platoon blocked, %   |        |        |        | - | - | - |
| Mov Cap-1 Maneuver   | 130    | 571    | 1064   | - | - | - |
| Mov Cap-2 Maneuver   | 256    | -      | -      | - | - | - |
| Stage 1              | 594    | -      | -      | - | - | - |
| Stage 2              | 352    | -      | -      | - | - | - |

| Approach             | EB   | NB  | SB |
|----------------------|------|-----|----|
| HCM Control Delay, s | 15.6 | 0.2 | 0  |
| HCM LOS              | C    |     |    |

| Minor Lane/Major Mvmt | NBL   | NBT | EBLn1 | EBLn2 | SBT | SBR |
|-----------------------|-------|-----|-------|-------|-----|-----|
| Capacity (veh/h)      | 1064  | -   | 256   | 571   | -   | -   |
| HCM Lane V/C Ratio    | 0.026 | -   | 0.041 | 0.018 | -   | -   |
| HCM Control Delay (s) | 8.5   | -   | 19.7  | 11.4  | -   | -   |
| HCM Lane LOS          | A     | -   | C     | B     | -   | -   |
| HCM 95th %tile Q(veh) | 0.1   | -   | 0.1   | 0.1   | -   | -   |

1: SR 44 (Greensboro Rd) & Harmony Crossing S. Drwy/Mahaffey Drive

07/26/2023

Intersection

Int Delay, s/veh 2

| Movement                 | EBL  | EBT  | EBR   | WBL  | WBT  | WBR  | NBL  | NBT  | NBR  | SBL  | SBT  | SBR  |
|--------------------------|------|------|-------|------|------|------|------|------|------|------|------|------|
| Lane Configurations      |      |      | ↗     |      | ↕    |      |      | ↖    | ↗    |      | ↖    | ↗    |
| Traffic Vol, veh/h       | 0    | 0    | 28    | 23   | 0    | 24   | 0    | 596  | 22   | 15   | 900  | 8    |
| Future Vol, veh/h        | 0    | 0    | 28    | 23   | 0    | 24   | 0    | 596  | 22   | 15   | 900  | 8    |
| Conflicting Peds, #/hr   | 0    | 0    | 0     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Sign Control             | Stop | Stop | Stop  | Stop | Stop | Stop | Free | Free | Free | Free | Free | Free |
| RT Channelized           | -    | -    | Yield | -    | -    | None | -    | -    | None | -    | -    | Free |
| Storage Length           | -    | -    | 0     | -    | -    | -    | -    | -    | 170  | -    | -    | 0    |
| Veh in Median Storage, # | -    | 0    | -     | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    |
| Grade, %                 | -    | 0    | -     | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    |
| Peak Hour Factor         | 92   | 92   | 92    | 92   | 92   | 92   | 92   | 92   | 92   | 92   | 92   | 92   |
| Heavy Vehicles, %        | 2    | 2    | 2     | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    |
| Mvmt Flow                | 0    | 0    | 30    | 25   | 0    | 26   | 0    | 648  | 24   | 16   | 978  | 9    |

| Major/Minor          | Minor2 |   | Minor1 |       |       | Major1 |   |   | Major2 |       |   |   |
|----------------------|--------|---|--------|-------|-------|--------|---|---|--------|-------|---|---|
| Conflicting Flow All | -      | - | 978    | 1658  | 1658  | 648    | - | 0 | 0      | 672   | 0 | 0 |
| Stage 1              | -      | - | -      | 648   | 648   | -      | - | - | -      | -     | - | - |
| Stage 2              | -      | - | -      | 1010  | 1010  | -      | - | - | -      | -     | - | - |
| Critical Hdwy        | -      | - | 6.22   | 7.12  | 6.52  | 6.22   | - | - | -      | 4.12  | - | - |
| Critical Hdwy Stg 1  | -      | - | -      | 6.12  | 5.52  | -      | - | - | -      | -     | - | - |
| Critical Hdwy Stg 2  | -      | - | -      | 6.12  | 5.52  | -      | - | - | -      | -     | - | - |
| Follow-up Hdwy       | -      | - | 3.318  | 3.518 | 4.018 | 3.318  | - | - | -      | 2.218 | - | - |
| Pot Cap-1 Maneuver   | 0      | 0 | 304    | 78    | 98    | 470    | 0 | - | -      | 919   | - | 0 |
| Stage 1              | 0      | 0 | -      | 459   | 466   | -      | 0 | - | -      | -     | - | 0 |
| Stage 2              | 0      | 0 | -      | 289   | 317   | -      | 0 | - | -      | -     | - | 0 |
| Platoon blocked, %   |        |   |        |       |       |        |   | - | -      |       |   |   |
| Mov Cap-1 Maneuver   | -      | - | 304    | 68    | 94    | 470    | - | - | -      | 919   | - | - |
| Mov Cap-2 Maneuver   | -      | - | -      | 68    | 94    | -      | - | - | -      | -     | - | - |
| Stage 1              | -      | - | -      | 459   | 466   | -      | - | - | -      | -     | - | - |
| Stage 2              | -      | - | -      | 250   | 305   | -      | - | - | -      | -     | - | - |

| Approach             | EB   |  | WB   |  |  | NB |  |  | SB  |  |  |
|----------------------|------|--|------|--|--|----|--|--|-----|--|--|
| HCM Control Delay, s | 18.2 |  | 54.9 |  |  | 0  |  |  | 0.1 |  |  |
| HCM LOS              | C    |  | F    |  |  |    |  |  |     |  |  |

| Minor Lane/Major Mvmt | NBT | NBR | EBLn1 | WBLn1 | SBL   | SBT |
|-----------------------|-----|-----|-------|-------|-------|-----|
| Capacity (veh/h)      | -   | -   | 304   | 121   | 919   | -   |
| HCM Lane V/C Ratio    | -   | -   | 0.1   | 0.422 | 0.018 | -   |
| HCM Control Delay (s) | -   | -   | 18.2  | 54.9  | 9     | 0   |
| HCM Lane LOS          | -   | -   | C     | F     | A     | A   |
| HCM 95th %tile Q(veh) | -   | -   | 0.3   | 1.8   | 0.1   | -   |



HCM 6th TWSC  
 2: SR 44 (Greensboro Rd) & Harmony Crossing M Drwy

| Intersection             |      |       |      |      |      |       |
|--------------------------|------|-------|------|------|------|-------|
| Int Delay, s/veh         | 1    |       |      |      |      |       |
| Movement                 | EBL  | EBR   | NBL  | NBT  | SBT  | SBR   |
| Lane Configurations      |      |       |      |      |      |       |
| Traffic Vol, veh/h       | 28   | 29    | 37   | 589  | 882  | 24    |
| Future Vol, veh/h        | 28   | 29    | 37   | 589  | 882  | 24    |
| Conflicting Peds, #/hr   | 0    | 0     | 0    | 0    | 0    | 0     |
| Sign Control             | Stop | Stop  | Free | Free | Free | Free  |
| RT Channelized           | -    | Yield | -    | None | -    | Yield |
| Storage Length           | 0    | 75    | 230  | -    | -    | 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    | 13   | 13   | 2     |
| Mvmt Flow                | 31   | 32    | 41   | 654  | 980  | 27    |

| Major/Minor          | Minor2 | Major1 | Major2 |   |   |   |
|----------------------|--------|--------|--------|---|---|---|
| Conflicting Flow All | 1716   | 980    | 980    | 0 | - | 0 |
| Stage 1              | 980    | -      | -      | - | - | - |
| Stage 2              | 736    | -      | -      | - | - | - |
| 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   | 99     | 303    | 704    | - | - | - |
| Stage 1              | 364    | -      | -      | - | - | - |
| Stage 2              | 474    | -      | -      | - | - | - |
| Platoon blocked, %   |        |        |        | - | - | - |
| Mov Cap-1 Maneuver   | 93     | 303    | 704    | - | - | - |
| Mov Cap-2 Maneuver   | 223    | -      | -      | - | - | - |
| Stage 1              | 343    | -      | -      | - | - | - |
| Stage 2              | 474    | -      | -      | - | - | - |

| Approach             | EB | NB  | SB |
|----------------------|----|-----|----|
| HCM Control Delay, s | 21 | 0.6 | 0  |
| HCM LOS              | C  |     |    |

| Minor Lane/Major Mvmt | NBL   | NBT | EBLn1 | EBLn2 | SBT | SBR |
|-----------------------|-------|-----|-------|-------|-----|-----|
| Capacity (veh/h)      | 704   | -   | 223   | 303   | -   | -   |
| HCM Lane V/C Ratio    | 0.058 | -   | 0.14  | 0.106 | -   | -   |
| HCM Control Delay (s) | 10.4  | -   | 23.7  | 18.3  | -   | -   |
| HCM Lane LOS          | B     | -   | C     | C     | -   | -   |
| HCM 95th %tile Q(veh) | 0.2   | -   | 0.5   | 0.4   | -   | -   |

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

**Intersection**

Int Delay, s/veh 1.7

| Movement                 | EBL  | EBT  | EBR   | WBL  | WBT  | WBR  | NBL  | NBT  | NBR  | SBL  | SBT  | SBR  |
|--------------------------|------|------|-------|------|------|------|------|------|------|------|------|------|
| Lane Configurations      |      |      | ↗     |      | ↔    |      |      | ↖    | ↗    |      | ↖    | ↗    |
| Traffic Vol, veh/h       | 0    | 0    | 8     | 28   | 0    | 22   | 0    | 953  | 35   | 18   | 490  | 8    |
| Future Vol, veh/h        | 0    | 0    | 8     | 28   | 0    | 22   | 0    | 953  | 35   | 18   | 490  | 8    |
| Conflicting Peds, #/hr   | 0    | 0    | 0     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Sign Control             | Stop | Stop | Stop  | Stop | Stop | Stop | Free | Free | Free | Free | Free | Free |
| RT Channelized           | -    | -    | Yield | -    | -    | None | -    | -    | None | -    | -    | Free |
| Storage Length           | -    | -    | 0     | -    | -    | -    | -    | -    | 170  | -    | -    | 0    |
| Veh in Median Storage, # | -    | 0    | -     | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    |
| Grade, %                 | -    | 0    | -     | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    |
| Peak Hour Factor         | 98   | 98   | 98    | 98   | 98   | 98   | 98   | 98   | 98   | 98   | 98   | 98   |
| Heavy Vehicles, %        | 2    | 2    | 2     | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    |
| Mvmt Flow                | 0    | 0    | 8     | 29   | 0    | 22   | 0    | 972  | 36   | 18   | 500  | 8    |

| Major/Minor          | Minor2 |   | Minor1 |       | Major1 |       | Major2 |   |   |       |   |   |
|----------------------|--------|---|--------|-------|--------|-------|--------|---|---|-------|---|---|
| Conflicting Flow All | -      | - | 500    | 1508  | 1508   | 972   | -      | 0 | 0 | 1008  | 0 | 0 |
| Stage 1              | -      | - | -      | 972   | 972    | -     | -      | - | - | -     | - | - |
| Stage 2              | -      | - | -      | 536   | 536    | -     | -      | - | - | -     | - | - |
| Critical Hdwy        | -      | - | 6.22   | 7.12  | 6.52   | 6.22  | -      | - | - | 4.12  | - | - |
| Critical Hdwy Stg 1  | -      | - | -      | 6.12  | 5.52   | -     | -      | - | - | -     | - | - |
| Critical Hdwy Stg 2  | -      | - | -      | 6.12  | 5.52   | -     | -      | - | - | -     | - | - |
| Follow-up Hdwy       | -      | - | 3.318  | 3.518 | 4.018  | 3.318 | -      | - | - | 2.218 | - | - |
| Pot Cap-1 Maneuver   | 0      | 0 | 571    | 99    | 121    | 306   | 0      | - | - | 687   | - | 0 |
| Stage 1              | 0      | 0 | -      | 304   | 331    | -     | 0      | - | - | -     | - | 0 |
| Stage 2              | 0      | 0 | -      | 529   | 523    | -     | 0      | - | - | -     | - | 0 |
| Platoon blocked, %   |        |   |        |       |        |       |        | - | - |       |   |   |
| Mov Cap-1 Maneuver   | -      | - | 571    | 95    | 117    | 306   | -      | - | - | 687   | - | - |
| Mov Cap-2 Maneuver   | -      | - | -      | 95    | 117    | -     | -      | - | - | -     | - | - |
| Stage 1              | -      | - | -      | 304   | 331    | -     | -      | - | - | -     | - | - |
| Stage 2              | -      | - | -      | 503   | 504    | -     | -      | - | - | -     | - | - |

| Approach             | EB   |  | WB   |  | NB |  | SB  |  |
|----------------------|------|--|------|--|----|--|-----|--|
| HCM Control Delay, s | 11.4 |  | 46.6 |  | 0  |  | 0.4 |  |
| HCM LOS              | B    |  | E    |  |    |  |     |  |

| Minor Lane/Major Mvmt | NBT | NBR | EBLn1 | WBLn1 | SBL   | SBT |
|-----------------------|-----|-----|-------|-------|-------|-----|
| Capacity (veh/h)      | -   | -   | 571   | 136   | 687   | -   |
| HCM Lane V/C Ratio    | -   | -   | 0.014 | 0.375 | 0.027 | -   |
| HCM Control Delay (s) | -   | -   | 11.4  | 46.6  | 10.4  | 0   |
| HCM Lane LOS          | -   | -   | B     | E     | B     | A   |
| HCM 95th %tile Q(veh) | -   | -   | 0     | 1.6   | 0.1   | -   |

| Intersection             |      |       |      |      |      |       |
|--------------------------|------|-------|------|------|------|-------|
| Int Delay, s/veh         | 0.3  |       |      |      |      |       |
| Movement                 | EBL  | EBR   | NBL  | NBT  | SBT  | SBR   |
| Lane Configurations      |      |       |      |      |      |       |
| Traffic Vol, veh/h       | 10   | 10    | 27   | 943  | 494  | 26    |
| Future Vol, veh/h        | 10   | 10    | 27   | 943  | 494  | 26    |
| Conflicting Peds, #/hr   | 0    | 0     | 0    | 0    | 0    | 0     |
| Sign Control             | Stop | Stop  | Free | Free | Free | Free  |
| RT Channelized           | -    | Yield | -    | None | -    | Yield |
| Storage Length           | 0    | 75    | 230  | -    | -    | 0     |
| Veh in Median Storage, # | 0    | -     | -    | 0    | 0    | -     |
| Grade, %                 | 0    | -     | -    | 0    | 0    | -     |
| Peak Hour Factor         | 95   | 95    | 95   | 95   | 95   | 95    |
| Heavy Vehicles, %        | 2    | 2     | 2    | 13   | 13   | 2     |
| Mvmt Flow                | 11   | 11    | 28   | 993  | 520  | 27    |

| Major/Minor          | Minor2 | Major1 | Major2 |   |   |   |
|----------------------|--------|--------|--------|---|---|---|
| Conflicting Flow All | 1569   | 520    | 520    | 0 | - | 0 |
| Stage 1              | 520    | -      | -      | - | - | - |
| Stage 2              | 1049   | -      | -      | - | - | - |
| 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   | 122    | 556    | 1046   | - | - | - |
| Stage 1              | 597    | -      | -      | - | - | - |
| Stage 2              | 337    | -      | -      | - | - | - |
| Platoon blocked, %   |        |        |        | - | - | - |
| Mov Cap-1 Maneuver   | 119    | 556    | 1046   | - | - | - |
| Mov Cap-2 Maneuver   | 244    | -      | -      | - | - | - |
| Stage 1              | 581    | -      | -      | - | - | - |
| Stage 2              | 337    | -      | -      | - | - | - |

| Approach             | EB | NB  | SB |
|----------------------|----|-----|----|
| HCM Control Delay, s | 16 | 0.2 | 0  |
| HCM LOS              | C  |     |    |

| Minor Lane/Major Mvmt | NBL   | NBT | EBLn1 | EBLn2 | SBT | SBR |
|-----------------------|-------|-----|-------|-------|-----|-----|
| Capacity (veh/h)      | 1046  | -   | 244   | 556   | -   | -   |
| HCM Lane V/C Ratio    | 0.027 | -   | 0.043 | 0.019 | -   | -   |
| HCM Control Delay (s) | 8.5   | -   | 20.4  | 11.6  | -   | -   |
| HCM Lane LOS          | A     | -   | C     | B     | -   | -   |
| HCM 95th %tile Q(veh) | 0.1   | -   | 0.1   | 0.1   | -   | -   |

**Intersection**

Int Delay, s/veh 2.4

| Movement                 | EBL  | EBT  | EBR   | WBL  | WBT  | WBR  | NBL  | NBT  | NBR  | SBL  | SBT  | SBR  |
|--------------------------|------|------|-------|------|------|------|------|------|------|------|------|------|
| Lane Configurations      |      |      | ↗     |      | ↕    |      |      | ↖    | ↗    |      | ↖    | ↗    |
| Traffic Vol, veh/h       | 0    | 0    | 29    | 24   | 0    | 25   | 0    | 620  | 23   | 16   | 936  | 8    |
| Future Vol, veh/h        | 0    | 0    | 29    | 24   | 0    | 25   | 0    | 620  | 23   | 16   | 936  | 8    |
| Conflicting Peds, #/hr   | 0    | 0    | 0     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Sign Control             | Stop | Stop | Stop  | Stop | Stop | Stop | Free | Free | Free | Free | Free | Free |
| RT Channelized           | -    | -    | Yield | -    | -    | None | -    | -    | None | -    | -    | Free |
| Storage Length           | -    | -    | 0     | -    | -    | -    | -    | -    | 170  | -    | -    | 0    |
| Veh in Median Storage, # | -    | 0    | -     | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    |
| Grade, %                 | -    | 0    | -     | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    |
| Peak Hour Factor         | 92   | 92   | 92    | 92   | 92   | 92   | 92   | 92   | 92   | 92   | 92   | 92   |
| Heavy Vehicles, %        | 2    | 2    | 2     | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    |
| Mvmt Flow                | 0    | 0    | 32    | 26   | 0    | 27   | 0    | 674  | 25   | 17   | 1017 | 9    |

| Major/Minor          | Minor2 |   | Minor1 |       | Major1 |       | Major2 |   |   |       |   |   |
|----------------------|--------|---|--------|-------|--------|-------|--------|---|---|-------|---|---|
| Conflicting Flow All | -      | - | 1017   | 1725  | 1725   | 674   | -      | 0 | 0 | 699   | 0 | 0 |
| Stage 1              | -      | - | -      | 674   | 674    | -     | -      | - | - | -     | - | - |
| Stage 2              | -      | - | -      | 1051  | 1051   | -     | -      | - | - | -     | - | - |
| Critical Hdwy        | -      | - | 6.22   | 7.12  | 6.52   | 6.22  | -      | - | - | 4.12  | - | - |
| Critical Hdwy Stg 1  | -      | - | -      | 6.12  | 5.52   | -     | -      | - | - | -     | - | - |
| Critical Hdwy Stg 2  | -      | - | -      | 6.12  | 5.52   | -     | -      | - | - | -     | - | - |
| Follow-up Hdwy       | -      | - | 3.318  | 3.518 | 4.018  | 3.318 | -      | - | - | 2.218 | - | - |
| Pot Cap-1 Maneuver   | 0      | 0 | 288    | 70    | 89     | 455   | 0      | - | - | 898   | - | 0 |
| Stage 1              | 0      | 0 | -      | 444   | 454    | -     | 0      | - | - | -     | - | 0 |
| Stage 2              | 0      | 0 | -      | 274   | 304    | -     | 0      | - | - | -     | - | 0 |
| Platoon blocked, %   |        |   |        |       |        |       |        | - | - |       |   |   |
| Mov Cap-1 Maneuver   | -      | - | 288    | 60    | 85     | 455   | -      | - | - | 898   | - | - |
| Mov Cap-2 Maneuver   | -      | - | -      | 60    | 85     | -     | -      | - | - | -     | - | - |
| Stage 1              | -      | - | -      | 444   | 454    | -     | -      | - | - | -     | - | - |
| Stage 2              | -      | - | -      | 233   | 291    | -     | -      | - | - | -     | - | - |

| Approach             | EB | WB   | NB | SB  |
|----------------------|----|------|----|-----|
| HCM Control Delay, s | 19 | 67.1 | 0  | 0.2 |
| HCM LOS              | C  | F    |    |     |

| Minor Lane/Major Mvmt | NBT | NBR | EBLn1WBLn1 | SBL   | SBT   |
|-----------------------|-----|-----|------------|-------|-------|
| Capacity (veh/h)      | -   | -   | 288        | 108   | 898   |
| HCM Lane V/C Ratio    | -   | -   | 0.109      | 0.493 | 0.019 |
| HCM Control Delay (s) | -   | -   | 19         | 67.1  | 9.1   |
| HCM Lane LOS          | -   | -   | C          | F     | A     |
| HCM 95th %tile Q(veh) | -   | -   | 0.4        | 2.2   | 0.1   |

**Intersection**

Int Delay, s/veh 1

| Movement                 | EBL  | EBR   | NBL  | NBT  | SBT  | SBR   |
|--------------------------|------|-------|------|------|------|-------|
| Lane Configurations      |      |       |      |      |      |       |
| Traffic Vol, veh/h       | 29   | 30    | 38   | 613  | 917  | 25    |
| Future Vol, veh/h        | 29   | 30    | 38   | 613  | 917  | 25    |
| Conflicting Peds, #/hr   | 0    | 0     | 0    | 0    | 0    | 0     |
| Sign Control             | Stop | Stop  | Free | Free | Free | Free  |
| RT Channelized           | -    | Yield | -    | None | -    | Yield |
| Storage Length           | 0    | 75    | 230  | -    | -    | 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    | 13   | 13   | 2     |
| Mvmt Flow                | 32   | 33    | 42   | 681  | 1019 | 28    |

| Major/Minor          | Minor2 | Major1 | Major2 |   |   |   |
|----------------------|--------|--------|--------|---|---|---|
| Conflicting Flow All | 1784   | 1019   | 1019   | 0 | - | 0 |
| Stage 1              | 1019   | -      | -      | - | - | - |
| Stage 2              | 765    | -      | -      | - | - | - |
| 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   | 90     | 288    | 681    | - | - | - |
| Stage 1              | 348    | -      | -      | - | - | - |
| Stage 2              | 459    | -      | -      | - | - | - |
| Platoon blocked, %   |        |        |        | - | - | - |
| Mov Cap-1 Maneuver   | 84     | 288    | 681    | - | - | - |
| Mov Cap-2 Maneuver   | 211    | -      | -      | - | - | - |
| Stage 1              | 326    | -      | -      | - | - | - |
| Stage 2              | 459    | -      | -      | - | - | - |

| Approach             | EB | NB  | SB |
|----------------------|----|-----|----|
| HCM Control Delay, s | 22 | 0.6 | 0  |
| HCM LOS              | C  |     |    |

| Minor Lane/Major Mvmt | NBL   | NBT | EBLn1 | EBLn2 | SBT | SBR |
|-----------------------|-------|-----|-------|-------|-----|-----|
| Capacity (veh/h)      | 681   | -   | 211   | 288   | -   | -   |
| HCM Lane V/C Ratio    | 0.062 | -   | 0.153 | 0.116 | -   | -   |
| HCM Control Delay (s) | 10.6  | -   | 25.1  | 19.1  | -   | -   |
| HCM Lane LOS          | B     | -   | D     | C     | -   | -   |
| HCM 95th %tile Q(veh) | 0.2   | -   | 0.5   | 0.4   | -   | -   |

**FUTURE "BUILD" INTERSECTION ANALYSIS**

**Intersection**

Int Delay, s/veh 3

| Movement                 | EBL  | EBT  | EBR   | WBL  | WBT  | WBR  | NBL  | NBT  | NBR  | SBL  | SBT  | SBR  |
|--------------------------|------|------|-------|------|------|------|------|------|------|------|------|------|
| Lane Configurations      |      |      | ↗     |      | ↕    |      |      | ↖    | ↗    |      | ↖    | ↗    |
| Traffic Vol, veh/h       | 0    | 0    | 8     | 28   | 0    | 29   | 0    | 1129 | 35   | 22   | 595  | 8    |
| Future Vol, veh/h        | 0    | 0    | 8     | 28   | 0    | 29   | 0    | 1129 | 35   | 22   | 595  | 8    |
| Conflicting Peds, #/hr   | 0    | 0    | 0     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Sign Control             | Stop | Stop | Stop  | Stop | Stop | Stop | Free | Free | Free | Free | Free | Free |
| RT Channelized           | -    | -    | Yield | -    | -    | None | -    | -    | None | -    | -    | Free |
| Storage Length           | -    | -    | 0     | -    | -    | -    | -    | -    | 170  | -    | -    | 0    |
| Veh in Median Storage, # | -    | 0    | -     | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    |
| Grade, %                 | -    | 0    | -     | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    |
| Peak Hour Factor         | 98   | 98   | 98    | 98   | 98   | 98   | 98   | 98   | 98   | 98   | 98   | 98   |
| Heavy Vehicles, %        | 2    | 2    | 2     | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    |
| Mvmt Flow                | 0    | 0    | 8     | 29   | 0    | 30   | 0    | 1152 | 36   | 22   | 607  | 8    |

| Major/Minor          | Minor2 |   | Minor1 |       | Major1 |       |   | Major2 |   |       |   |   |
|----------------------|--------|---|--------|-------|--------|-------|---|--------|---|-------|---|---|
| Conflicting Flow All | -      | - | 607    | 1803  | 1803   | 1152  | - | 0      | 0 | 1188  | 0 | 0 |
| Stage 1              | -      | - | -      | 1152  | 1152   | -     | - | -      | - | -     | - | - |
| Stage 2              | -      | - | -      | 651   | 651    | -     | - | -      | - | -     | - | - |
| Critical Hdwy        | -      | - | 6.22   | 7.12  | 6.52   | 6.22  | - | -      | - | 4.12  | - | - |
| Critical Hdwy Stg 1  | -      | - | -      | 6.12  | 5.52   | -     | - | -      | - | -     | - | - |
| Critical Hdwy Stg 2  | -      | - | -      | 6.12  | 5.52   | -     | - | -      | - | -     | - | - |
| Follow-up Hdwy       | -      | - | 3.318  | 3.518 | 4.018  | 3.318 | - | -      | - | 2.218 | - | - |
| Pot Cap-1 Maneuver   | 0      | 0 | 496    | 62    | 79     | 241   | 0 | -      | - | 588   | - | 0 |
| Stage 1              | 0      | 0 | -      | 241   | 272    | -     | 0 | -      | - | -     | - | 0 |
| Stage 2              | 0      | 0 | -      | 457   | 465    | -     | 0 | -      | - | -     | - | 0 |
| Platoon blocked, %   |        |   |        |       |        |       |   |        |   |       |   |   |
| Mov Cap-1 Maneuver   | -      | - | 496    | 58    | 75     | 241   | - | -      | - | 588   | - | - |
| Mov Cap-2 Maneuver   | -      | - | -      | 58    | 75     | -     | - | -      | - | -     | - | - |
| Stage 1              | -      | - | -      | 241   | 272    | -     | - | -      | - | -     | - | - |
| Stage 2              | -      | - | -      | 424   | 439    | -     | - | -      | - | -     | - | - |

| Approach             | EB   |  | WB |  | NB |  | SB  |  |
|----------------------|------|--|----|--|----|--|-----|--|
| HCM Control Delay, s | 12.4 |  | 90 |  | 0  |  | 0.4 |  |
| HCM LOS              | B    |  | F  |  |    |  |     |  |

| Minor Lane/Major Mvmt | NBT | NBR | EBLn1 | WBLn1 | SBL   | SBT |
|-----------------------|-----|-----|-------|-------|-------|-----|
| Capacity (veh/h)      | -   | -   | 496   | 95    | 588   | -   |
| HCM Lane V/C Ratio    | -   | -   | 0.016 | 0.612 | 0.038 | -   |
| HCM Control Delay (s) | -   | -   | 12.4  | 90    | 11.4  | 0   |
| HCM Lane LOS          | -   | -   | B     | F     | B     | A   |
| HCM 95th %tile Q(veh) | -   | -   | 0.1   | 2.9   | 0.1   | -   |



| Intersection             |      |      |       |      |      |      |      |      |      |      |      |       |
|--------------------------|------|------|-------|------|------|------|------|------|------|------|------|-------|
| Int Delay, s/veh         | 161  |      |       |      |      |      |      |      |      |      |      |       |
| Movement                 | EBL  | EBT  | EBR   | WBL  | WBT  | WBR  | NBL  | NBT  | NBR  | SBL  | SBT  | SBR   |
| Lane Configurations      |      | ↖    | ↗     | ↖    | ↗    |      | ↖    | ↗    | ↖    | ↗    | ↖    | ↗     |
| Traffic Vol, veh/h       | 10   | 11   | 10    | 134  | 6    | 95   | 27   | 973  | 153  | 184  | 468  | 26    |
| Future Vol, veh/h        | 10   | 11   | 10    | 134  | 6    | 95   | 27   | 973  | 153  | 184  | 468  | 26    |
| Conflicting Peds, #/hr   | 0    | 0    | 0     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0     |
| Sign Control             | Stop | Stop | Stop  | Stop | Stop | Stop | Free | Free | Free | Free | Free | Free  |
| RT Channelized           | -    | -    | Yield | -    | -    | None | -    | -    | None | -    | -    | Yield |
| Storage Length           | -    | -    | 0     | 0    | -    | -    | 230  | -    | 175  | 235  | -    | 0     |
| Veh in Median Storage, # | -    | 0    | -     | -    | 0    | -    | -    | 0    | -    | -    | 0    | -     |
| Grade, %                 | -    | 0    | -     | -    | 0    | -    | -    | 0    | -    | -    | 0    | -     |
| Peak Hour Factor         | 95   | 95   | 95    | 95   | 95   | 95   | 95   | 95   | 95   | 95   | 95   | 95    |
| Heavy Vehicles, %        | 2    | 2    | 2     | 2    | 2    | 2    | 2    | 13   | 2    | 2    | 13   | 2     |
| Mvmt Flow                | 11   | 12   | 11    | 141  | 6    | 100  | 28   | 1024 | 161  | 194  | 493  | 27    |

| Major/Minor          | Minor2 |       | Minor1 |       | Major1 |       | Major2 |   |   |       |   |   |
|----------------------|--------|-------|--------|-------|--------|-------|--------|---|---|-------|---|---|
| Conflicting Flow All | 2095   | 2122  | 493    | 1967  | 1961   | 1024  | 493    | 0 | 0 | 1185  | 0 | 0 |
| Stage 1              | 881    | 881   | -      | 1080  | 1080   | -     | -      | - | - | -     | - | - |
| Stage 2              | 1214   | 1241  | -      | 887   | 881    | -     | -      | - | - | -     | - | - |
| Critical Hdwy        | 7.12   | 6.52  | 6.22   | 7.12  | 6.52   | 6.22  | 4.12   | - | - | 4.12  | - | - |
| Critical Hdwy Stg 1  | 6.12   | 5.52  | -      | 6.12  | 5.52   | -     | -      | - | - | -     | - | - |
| Critical Hdwy Stg 2  | 6.12   | 5.52  | -      | 6.12  | 5.52   | -     | -      | - | - | -     | - | - |
| Follow-up Hdwy       | 3.518  | 4.018 | 3.318  | 3.518 | 4.018  | 3.318 | 2.218  | - | - | 2.218 | - | - |
| Pot Cap-1 Maneuver   | 38     | 50    | 576    | ~47   | 63     | 286   | 1071   | - | - | 589   | - | - |
| Stage 1              | 341    | 365   | -      | 264   | 294    | -     | -      | - | - | -     | - | - |
| Stage 2              | 222    | 247   | -      | 339   | 365    | -     | -      | - | - | -     | - | - |
| Platoon blocked, %   |        |       |        |       |        |       |        | - | - | -     | - | - |
| Mov Cap-1 Maneuver   | 16     | 33    | 576    | ~25   | 41     | 286   | 1071   | - | - | 589   | - | - |
| Mov Cap-2 Maneuver   | 16     | 33    | -      | ~25   | 41     | -     | -      | - | - | -     | - | - |
| Stage 1              | 332    | 245   | -      | 257   | 286    | -     | -      | - | - | -     | - | - |
| Stage 2              | 137    | 241   | -      | 213   | 245    | -     | -      | - | - | -     | - | - |

| Approach             | EB    |  | WB     |  | NB  |  | SB  |  |
|----------------------|-------|--|--------|--|-----|--|-----|--|
| HCM Control Delay, s | 302.9 |  | 1385.1 |  | 0.2 |  | 3.8 |  |
| HCM LOS              | F     |  | F      |  |     |  |     |  |

| Minor Lane/Major Mvmt | NBL   | NBT | NBR | EBLn1    | EBLn2 | WBLn1  | WBLn2 | SBL   | SBT | SBR |
|-----------------------|-------|-----|-----|----------|-------|--------|-------|-------|-----|-----|
| Capacity (veh/h)      | 1071  | -   | -   | 22       | 576   | 25     | 211   | 589   | -   | -   |
| HCM Lane V/C Ratio    | 0.027 | -   | -   | 1.005    | 0.018 | 5.642  | 0.504 | 0.329 | -   | -   |
| HCM Control Delay (s) | 8.5   | -   | -   | \$ 441.7 | 11.8  | 2400.3 | 38.2  | 14.1  | -   | -   |
| HCM Lane LOS          | A     | -   | -   | F        | B     | F      | E     | B     | -   | -   |
| HCM 95th %tile Q(veh) | 0.1   | -   | -   | 2.9      | 0.1   | 17.5   | 2.5   | 1.4   | -   | -   |

Notes  
 ~: Volume exceeds capacity    \$: Delay exceeds 300s    +: Computation Not Defined    \*: All major volume in platoon

| Intersection             |      |       |      |      |      |      |
|--------------------------|------|-------|------|------|------|------|
| Int Delay, s/veh         | 0.6  |       |      |      |      |      |
| Movement                 | WBL  | WBR   | NBT  | NBR  | SBL  | SBT  |
| Lane Configurations      |      | ↗     | ↗    | ↗    |      | ↗    |
| Traffic Vol, veh/h       | 0    | 48    | 961  | 80   | 0    | 634  |
| Future Vol, veh/h        | 0    | 48    | 961  | 80   | 0    | 634  |
| Conflicting Peds, #/hr   | 0    | 0     | 0    | 0    | 0    | 0    |
| Sign Control             | Stop | Stop  | Free | Free | Free | Free |
| RT Channelized           | -    | Yield | -    | Free | -    | None |
| Storage Length           | -    | 0     | -    | 175  | -    | -    |
| 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                | 0    | 52    | 1045 | 87   | 0    | 689  |

| Major/Minor          | Minor1 | Major1 | Major2 |
|----------------------|--------|--------|--------|
| Conflicting Flow All | -      | 1045   | 0      |
| Stage 1              | -      | -      | -      |
| Stage 2              | -      | -      | -      |
| Critical Hdwy        | -      | 6.22   | -      |
| Critical Hdwy Stg 1  | -      | -      | -      |
| Critical Hdwy Stg 2  | -      | -      | -      |
| Follow-up Hdwy       | -      | 3.318  | -      |
| Pot Cap-1 Maneuver   | 0      | 278    | -      |
| Stage 1              | 0      | -      | -      |
| Stage 2              | 0      | -      | -      |
| Platoon blocked, %   |        |        |        |
| Mov Cap-1 Maneuver   | -      | 278    | -      |
| Mov Cap-2 Maneuver   | -      | -      | -      |
| Stage 1              | -      | -      | -      |
| Stage 2              | -      | -      | -      |

| Approach             | WB   | NB | SB |
|----------------------|------|----|----|
| HCM Control Delay, s | 20.9 | 0  | 0  |
| HCM LOS              | C    |    |    |

| Minor Lane/Major Mvmt | NBTWBLn1 | SBT |
|-----------------------|----------|-----|
| Capacity (veh/h)      | - 278    | -   |
| HCM Lane V/C Ratio    | - 0.188  | -   |
| HCM Control Delay (s) | - 20.9   | -   |
| HCM Lane LOS          | - C      | -   |
| HCM 95th %tile Q(veh) | - 0.7    | -   |

**Intersection**

Int Delay, s/veh 7.1

| Movement                 | EBL  | EBT  | EBR   | WBL  | WBT  | WBR  | NBL  | NBT  | NBR  | SBL  | SBT  | SBR  |
|--------------------------|------|------|-------|------|------|------|------|------|------|------|------|------|
| Lane Configurations      |      |      | ↗     |      | ↕    |      |      | ↖    | ↗    |      | ↖    | ↗    |
| Traffic Vol, veh/h       | 0    | 0    | 29    | 24   | 0    | 32   | 0    | 791  | 23   | 24   | 1127 | 8    |
| Future Vol, veh/h        | 0    | 0    | 29    | 24   | 0    | 32   | 0    | 791  | 23   | 24   | 1127 | 8    |
| Conflicting Peds, #/hr   | 0    | 0    | 0     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Sign Control             | Stop | Stop | Stop  | Stop | Stop | Stop | Free | Free | Free | Free | Free | Free |
| RT Channelized           | -    | -    | Yield | -    | -    | None | -    | -    | None | -    | -    | Free |
| Storage Length           | -    | -    | 0     | -    | -    | -    | -    | -    | 170  | -    | -    | 0    |
| Veh in Median Storage, # | -    | 0    | -     | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    |
| Grade, %                 | -    | 0    | -     | -    | 0    | -    | -    | 0    | -    | -    | 0    | -    |
| Peak Hour Factor         | 92   | 92   | 92    | 92   | 92   | 92   | 92   | 92   | 92   | 92   | 92   | 92   |
| Heavy Vehicles, %        | 2    | 2    | 2     | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 2    |
| Mvmt Flow                | 0    | 0    | 32    | 26   | 0    | 35   | 0    | 860  | 25   | 26   | 1225 | 9    |

| Major/Minor          | Minor2 |   | Minor1 |       | Major1 |       | Major2 |   |   |       |   |   |
|----------------------|--------|---|--------|-------|--------|-------|--------|---|---|-------|---|---|
| Conflicting Flow All | -      | - | 1225   | 2137  | 2137   | 860   | -      | 0 | 0 | 885   | 0 | 0 |
| Stage 1              | -      | - | -      | 860   | 860    | -     | -      | - | - | -     | - | - |
| Stage 2              | -      | - | -      | 1277  | 1277   | -     | -      | - | - | -     | - | - |
| Critical Hdwy        | -      | - | 6.22   | 7.12  | 6.52   | 6.22  | -      | - | - | 4.12  | - | - |
| Critical Hdwy Stg 1  | -      | - | -      | 6.12  | 5.52   | -     | -      | - | - | -     | - | - |
| Critical Hdwy Stg 2  | -      | - | -      | 6.12  | 5.52   | -     | -      | - | - | -     | - | - |
| Follow-up Hdwy       | -      | - | 3.318  | 3.518 | 4.018  | 3.318 | -      | - | - | 2.218 | - | - |
| Pot Cap-1 Maneuver   | 0      | 0 | 218    | 36    | 49     | 356   | 0      | - | - | 765   | - | 0 |
| Stage 1              | 0      | 0 | -      | 351   | 373    | -     | 0      | - | - | -     | - | 0 |
| Stage 2              | 0      | 0 | -      | 204   | 237    | -     | 0      | - | - | -     | - | 0 |
| Platoon blocked, %   |        |   |        |       |        |       |        | - | - |       |   |   |
| Mov Cap-1 Maneuver   | -      | - | 218    | 28    | 44     | 356   | -      | - | - | 765   | - | - |
| Mov Cap-2 Maneuver   | -      | - | -      | 28    | 44     | -     | -      | - | - | -     | - | - |
| Stage 1              | -      | - | -      | 351   | 373    | -     | -      | - | - | -     | - | - |
| Stage 2              | -      | - | -      | 156   | 212    | -     | -      | - | - | -     | - | - |

| Approach             | EB   |  | WB    |  | NB |  | SB  |  |
|----------------------|------|--|-------|--|----|--|-----|--|
| HCM Control Delay, s | 24.3 |  | 241.6 |  | 0  |  | 0.2 |  |
| HCM LOS              | C    |  | F     |  |    |  |     |  |

| Minor Lane/Major Mvmt | NBT | NBR | EBLn1 | WBLn1 | SBL   | SBT |
|-----------------------|-----|-----|-------|-------|-------|-----|
| Capacity (veh/h)      | -   | -   | 218   | 59    | 765   | -   |
| HCM Lane V/C Ratio    | -   | -   | 0.145 | 1.032 | 0.034 | -   |
| HCM Control Delay (s) | -   | -   | 24.3  | 241.6 | 9.9   | 0   |
| HCM Lane LOS          | -   | -   | C     | F     | A     | A   |
| HCM 95th %tile Q(veh) | -   | -   | 0.5   | 4.9   | 0.1   | -   |

**Intersection**

Int Delay, s/veh 3440.9

| Movement                 | EBL  | EBT  | EBR   | WBL  | WBT  | WBR  | NBL  | NBT  | NBR  | SBL  | SBT  | SBR   |
|--------------------------|------|------|-------|------|------|------|------|------|------|------|------|-------|
| Lane Configurations      |      | ↕    | ↗     | ↖    | ↘    |      | ↖    | ↕    | ↗    | ↖    | ↕    | ↗     |
| Traffic Vol, veh/h       | 29   | 10   | 30    | 340  | 11   | 176  | 38   | 620  | 170  | 293  | 778  | 25    |
| Future Vol, veh/h        | 29   | 10   | 30    | 340  | 11   | 176  | 38   | 620  | 170  | 293  | 778  | 25    |
| Conflicting Peds, #/hr   | 0    | 0    | 0     | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0     |
| Sign Control             | Stop | Stop | Stop  | Stop | Stop | Stop | Free | Free | Free | Free | Free | Free  |
| RT Channelized           | -    | -    | Yield | -    | -    | None | -    | -    | None | -    | -    | Yield |
| Storage Length           | -    | -    | 0     | 0    | -    | -    | 230  | -    | 175  | 235  | -    | 0     |
| Veh in Median Storage, # | -    | 0    | -     | -    | 0    | -    | -    | 0    | -    | -    | 0    | -     |
| Grade, %                 | -    | 0    | -     | -    | 0    | -    | -    | 0    | -    | -    | 0    | -     |
| Peak Hour Factor         | 90   | 90   | 90    | 90   | 90   | 90   | 90   | 90   | 90   | 90   | 90   | 90    |
| Heavy Vehicles, %        | 2    | 2    | 2     | 2    | 2    | 2    | 2    | 13   | 2    | 2    | 13   | 2     |
| Mvmt Flow                | 32   | 11   | 33    | 378  | 12   | 196  | 42   | 689  | 189  | 326  | 864  | 28    |

| Major/Minor          | Minor2 |       | Minor1 |       | Major1 |       | Major2 |   |   |       |   |   |
|----------------------|--------|-------|--------|-------|--------|-------|--------|---|---|-------|---|---|
| Conflicting Flow All | 2488   | 2478  | 864    | 2295  | 2289   | 689   | 864    | 0 | 0 | 878   | 0 | 0 |
| Stage 1              | 1516   | 1516  | -      | 773   | 773    | -     | -      | - | - | -     | - | - |
| Stage 2              | 972    | 962   | -      | 1522  | 1516   | -     | -      | - | - | -     | - | - |
| Critical Hdwy        | 7.12   | 6.52  | 6.22   | 7.12  | 6.52   | 6.22  | 4.12   | - | - | 4.12  | - | - |
| Critical Hdwy Stg 1  | 6.12   | 5.52  | -      | 6.12  | 5.52   | -     | -      | - | - | -     | - | - |
| Critical Hdwy Stg 2  | 6.12   | 5.52  | -      | 6.12  | 5.52   | -     | -      | - | - | -     | - | - |
| Follow-up Hdwy       | 3.518  | 4.018 | 3.318  | 3.518 | 4.018  | 3.318 | 2.218  | - | - | 2.218 | - | - |
| Pot Cap-1 Maneuver   | ~ 20   | 30    | 354    | ~ 27  | 39     | 446   | 779    | - | - | 769   | - | - |
| Stage 1              | 149    | 182   | -      | 392   | 409    | -     | -      | - | - | -     | - | - |
| Stage 2              | 304    | 334   | -      | ~ 148 | 182    | -     | -      | - | - | -     | - | - |
| Platoon blocked, %   |        |       |        |       |        |       |        | - | - | -     | - | - |
| Mov Cap-1 Maneuver   | ~ 4    | 16    | 354    | ~ 7   | 21     | 446   | 779    | - | - | 769   | - | - |
| Mov Cap-2 Maneuver   | ~ 4    | 16    | -      | ~ 7   | 21     | -     | -      | - | - | -     | - | - |
| Stage 1              | 141    | 105   | -      | ~ 371 | 387    | -     | -      | - | - | -     | - | - |
| Stage 2              | 156    | 316   | -      | ~ 69  | 105    | -     | -      | - | - | -     | - | - |

| Approach              | EB     |  | WB      |  | NB  |  | SB  |  |
|-----------------------|--------|--|---------|--|-----|--|-----|--|
| HCM Control Delay, \$ | 2751.1 |  | 16085.3 |  | 0.5 |  | 3.5 |  |
| HCM LOS               | F      |  | F       |  |     |  |     |  |

| Minor Lane/Major Mvmt | NBL   | NBT | NBR | EBLn1     | EBLn2 | WBLn1  | WBLn2 | SBL   | SBT | SBR |
|-----------------------|-------|-----|-----|-----------|-------|--------|-------|-------|-----|-----|
| Capacity (veh/h)      | 779   | -   | -   | 5         | 354   | 7      | 204   | 769   | -   | -   |
| HCM Lane V/C Ratio    | 0.054 | -   | -   | 8.667     | 0.094 | 53.968 | 1.019 | 0.423 | -   | -   |
| HCM Control Delay (s) | 9.9   | -   | -   | \$ 4854.9 | 16.3  | 24868  | 116.8 | 13.1  | -   | -   |
| HCM Lane LOS          | A     | -   | -   | F         | C     | F      | F     | B     | -   | -   |
| HCM 95th %tile Q(veh) | 0.2   | -   | -   | 7.1       | 0.3   | 49.2   | 9.1   | 2.1   | -   | -   |

Notes  
 ~: Volume exceeds capacity    \$: Delay exceeds 300s    +: Computation Not Defined    \*: All major volume in platoon

| Intersection             |      |       |      |      |      |      |
|--------------------------|------|-------|------|------|------|------|
| Int Delay, s/veh         | 0.9  |       |      |      |      |      |
| Movement                 | WBL  | WBR   | NBT  | NBR  | SBL  | SBT  |
| Lane Configurations      |      | ↗     | ↖    | ↗    |      | ↖    |
| Traffic Vol, veh/h       | 0    | 90    | 830  | 99   | 0    | 1067 |
| Future Vol, veh/h        | 0    | 90    | 830  | 99   | 0    | 1067 |
| Conflicting Peds, #/hr   | 0    | 0     | 0    | 0    | 0    | 0    |
| Sign Control             | Stop | Stop  | Free | Free | Free | Free |
| RT Channelized           | -    | Yield | -    | Free | -    | None |
| Storage Length           | -    | 0     | -    | 175  | -    | -    |
| 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                | 0    | 98    | 902  | 108  | 0    | 1160 |

| Major/Minor          | Minor1 | Major1 | Major2 |
|----------------------|--------|--------|--------|
| Conflicting Flow All | -      | 902    | 0      |
| Stage 1              | -      | -      | -      |
| Stage 2              | -      | -      | -      |
| Critical Hdwy        | -      | 6.22   | -      |
| Critical Hdwy Stg 1  | -      | -      | -      |
| Critical Hdwy Stg 2  | -      | -      | -      |
| Follow-up Hdwy       | -      | 3.318  | -      |
| Pot Cap-1 Maneuver   | 0      | 336    | -      |
| Stage 1              | 0      | -      | -      |
| Stage 2              | 0      | -      | -      |
| Platoon blocked, %   |        |        |        |
| Mov Cap-1 Maneuver   | -      | 336    | -      |
| Mov Cap-2 Maneuver   | -      | -      | -      |
| Stage 1              | -      | -      | -      |
| Stage 2              | -      | -      | -      |

| Approach             | WB   | NB | SB |
|----------------------|------|----|----|
| HCM Control Delay, s | 20.1 | 0  | 0  |
| HCM LOS              | C    |    |    |

| Minor Lane/Major Mvmt | NBTWBLn1 | SBT |
|-----------------------|----------|-----|
| Capacity (veh/h)      | - 336    | -   |
| HCM Lane V/C Ratio    | - 0.291  | -   |
| HCM Control Delay (s) | - 20.1   | -   |
| HCM Lane LOS          | - C      | -   |
| HCM 95th %tile Q(veh) | - 1.2    | -   |

Timings

4a. Future Build 2025 AM - Improved

2: SR 44 (Greensboro Rd) & Harmony Crossing M Drwy/Site Drwy 1

07/26/2023



| Lane Group              | EBL   | EBT   | EBR   | WBL   | WBT   | NBL   | NBT   | NBR   | SBL   | SBT   | SBR   |
|-------------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| Lane Configurations     |       | ↖     | ↗     | ↖     | ↗     | ↖     | ↗     | ↖     | ↗     | ↖     | ↗     |
| Traffic Volume (vph)    | 10    | 11    | 10    | 134   | 6     | 27    | 973   | 153   | 184   | 468   | 26    |
| Future Volume (vph)     | 10    | 11    | 10    | 134   | 6     | 27    | 973   | 153   | 184   | 468   | 26    |
| Lane Group Flow (vph)   | 0     | 23    | 11    | 141   | 106   | 28    | 1024  | 161   | 194   | 493   | 27    |
| Turn Type               | Perm  | NA    | Perm  | pm+pt | NA    | Perm  | NA    | Perm  | pm+pt | NA    | Perm  |
| Protected Phases        |       | 4     |       | 3     | 8     |       | 2     |       | 1     | 6     |       |
| Permitted Phases        | 4     |       | 4     | 8     |       | 2     |       | 2     | 6     |       | 6     |
| Detector Phase          | 4     | 4     | 4     | 3     | 8     | 2     | 2     | 2     | 1     | 6     | 6     |
| Switch Phase            |       |       |       |       |       |       |       |       |       |       |       |
| Minimum Initial (s)     | 5.0   | 5.0   | 5.0   | 5.0   | 5.0   | 5.0   | 5.0   | 5.0   | 5.0   | 5.0   | 5.0   |
| Minimum Split (s)       | 23.5  | 23.5  | 23.5  | 15.0  | 23.5  | 23.5  | 23.5  | 23.5  | 15.0  | 23.5  | 23.5  |
| Total Split (s)         | 20.5  | 20.5  | 20.5  | 15.5  | 36.0  | 69.0  | 69.0  | 69.0  | 15.0  | 84.0  | 84.0  |
| Total Split (%)         | 17.1% | 17.1% | 17.1% | 12.9% | 30.0% | 57.5% | 57.5% | 57.5% | 12.5% | 70.0% | 70.0% |
| Yellow Time (s)         | 3.5   | 3.5   | 3.5   | 3.5   | 3.5   | 3.5   | 3.5   | 3.5   | 3.5   | 3.5   | 3.5   |
| All-Red Time (s)        | 2.0   | 2.0   | 2.0   | 2.0   | 2.0   | 2.0   | 2.0   | 2.0   | 2.0   | 2.0   | 2.0   |
| Lost Time Adjust (s)    |       | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   |
| Total Lost Time (s)     |       | 5.5   | 5.5   | 5.5   | 5.5   | 5.5   | 5.5   | 5.5   | 5.5   | 5.5   | 5.5   |
| Lead/Lag                | Lag   | Lag   | Lag   | Lead  |       | Lag   | Lag   | Lag   | Lead  |       |       |
| Lead-Lag Optimize?      | Yes   | Yes   | Yes   | Yes   |       | Yes   | Yes   | Yes   | Yes   |       |       |
| Recall Mode             | None  | None  | None  | None  | None  | Min   | Min   | Min   | None  | Min   | Min   |
| v/c Ratio               |       | 0.23  | 0.05  | 0.66  | 0.31  | 0.05  | 1.03  | 0.16  | 0.86  | 0.40  | 0.02  |
| Control Delay           |       | 55.2  | 0.4   | 55.4  | 11.0  | 11.5  | 59.5  | 4.0   | 58.9  | 7.5   | 0.0   |
| Queue Delay             |       | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   |
| Total Delay             |       | 55.2  | 0.4   | 55.4  | 11.0  | 11.5  | 59.5  | 4.0   | 58.9  | 7.5   | 0.0   |
| Queue Length 50th (ft)  |       | 16    | 0     | 89    | 4     | 9     | ~822  | 12    | 88    | 133   | 0     |
| Queue Length 95th (ft)  |       | 43    | 0     | 150   | 50    | 23    | #1107 | 43    | #233  | 209   | 0     |
| Internal Link Dist (ft) |       | 260   |       |       | 171   |       | 353   |       |       | 261   |       |
| Turn Bay Length (ft)    |       |       |       |       |       | 230   |       | 175   | 235   |       |       |
| Base Capacity (vph)     |       | 207   | 327   | 218   | 527   | 534   | 998   | 990   | 226   | 1234  | 1181  |
| Starvation Cap Reductn  |       | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     |
| Spillback Cap Reductn   |       | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     |
| Storage Cap Reductn     |       | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     |
| Reduced v/c Ratio       |       | 0.11  | 0.03  | 0.65  | 0.20  | 0.05  | 1.03  | 0.16  | 0.86  | 0.40  | 0.02  |

Intersection Summary

Cycle Length: 120

Actuated Cycle Length: 107.4

Natural Cycle: 150

Control Type: Actuated-Uncoordinated

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

# 95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 2: SR 44 (Greensboro Rd) & Harmony Crossing M Drwy/Site Drwy 1

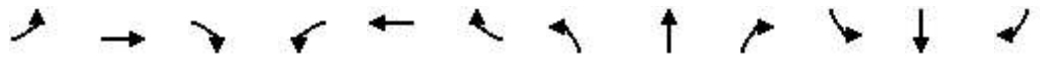


HCM 6th Signalized Intersection Summary

4a. Future Build 2025 AM - Improved

2: SR 44 (Greensboro Rd) & Harmony Crossing M Drwy/Site Drwy 1

07/26/2023



| Movement                     | EBL  | EBT  | EBR  | WBL  | WBT  | WBR  | NBL  | NBT  | NBR  | SBL  | SBT  | SBR  |
|------------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Lane Configurations          |      | ↖    | ↗    | ↖    | ↗    |      | ↖    | ↗    | ↗    | ↖    | ↗    | ↖    |
| Traffic Volume (veh/h)       | 10   | 11   | 10   | 134  | 6    | 95   | 27   | 973  | 153  | 184  | 468  | 26   |
| Future Volume (veh/h)        | 10   | 11   | 10   | 134  | 6    | 95   | 27   | 973  | 153  | 184  | 468  | 26   |
| Initial Q (Qb), veh          | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Ped-Bike Adj(A_pbT)          | 1.00 |      | 1.00 | 1.00 |      | 1.00 | 1.00 |      | 1.00 | 1.00 |      | 1.00 |
| Parking Bus, Adj             | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach        |      | No   |      |      | No   |      |      | No   |      |      | No   |      |
| Adj Sat Flow, veh/h/ln       | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1707 | 1870 | 1870 | 1707 | 1870 |
| Adj Flow Rate, veh/h         | 11   | 12   | 0    | 141  | 6    | 100  | 28   | 1024 | 161  | 194  | 493  | 0    |
| Peak Hour Factor             | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 | 0.95 |
| Percent Heavy Veh, %         | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 13   | 2    | 2    | 13   | 2    |
| Cap, veh/h                   | 73   | 48   |      | 325  | 17   | 278  | 589  | 988  | 917  | 220  | 1221 |      |
| Arrive On Green              | 0.04 | 0.04 | 0.00 | 0.09 | 0.18 | 0.18 | 0.58 | 0.58 | 0.58 | 0.09 | 0.72 | 0.00 |
| Sat Flow, veh/h              | 544  | 1080 | 1585 | 1781 | 91   | 1508 | 904  | 1707 | 1585 | 1781 | 1707 | 1585 |
| Grp Volume(v), veh/h         | 23   | 0    | 0    | 141  | 0    | 106  | 28   | 1024 | 161  | 194  | 493  | 0    |
| Grp Sat Flow(s),veh/h/ln     | 1624 | 0    | 1585 | 1781 | 0    | 1599 | 904  | 1707 | 1585 | 1781 | 1707 | 1585 |
| Q Serve(g_s), s              | 0.0  | 0.0  | 0.0  | 8.0  | 0.0  | 6.4  | 1.5  | 63.5 | 5.2  | 7.7  | 12.7 | 0.0  |
| Cycle Q Clear(g_c), s        | 1.3  | 0.0  | 0.0  | 8.0  | 0.0  | 6.4  | 1.5  | 63.5 | 5.2  | 7.7  | 12.7 | 0.0  |
| Prop In Lane                 | 0.48 |      | 1.00 | 1.00 |      | 0.94 | 1.00 |      | 1.00 | 1.00 |      | 1.00 |
| Lane Grp Cap(c), veh/h       | 121  | 0    |      | 325  | 0    | 295  | 589  | 988  | 917  | 220  | 1221 |      |
| V/C Ratio(X)                 | 0.19 | 0.00 |      | 0.43 | 0.00 | 0.36 | 0.05 | 1.04 | 0.18 | 0.88 | 0.40 |      |
| Avail Cap(c_a), veh/h        | 263  | 0    |      | 328  | 0    | 444  | 589  | 988  | 917  | 220  | 1221 |      |
| HCM Platoon Ratio            | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I)           | 1.00 | 0.00 | 0.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 |
| Uniform Delay (d), s/veh     | 50.7 | 0.0  | 0.0  | 42.8 | 0.0  | 39.1 | 10.1 | 23.1 | 10.9 | 36.3 | 6.3  | 0.0  |
| Incr Delay (d2), s/veh       | 0.8  | 0.0  | 0.0  | 0.9  | 0.0  | 0.7  | 0.0  | 38.6 | 0.1  | 31.5 | 0.2  | 0.0  |
| Initial Q Delay(d3),s/veh    | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |
| %ile BackOfQ(50%),veh/ln     | 0.6  | 0.0  | 0.0  | 3.6  | 0.0  | 2.6  | 0.3  | 32.3 | 1.8  | 4.8  | 3.6  | 0.0  |
| Unsig. Movement Delay, s/veh |      |      |      |      |      |      |      |      |      |      |      |      |
| LnGrp Delay(d),s/veh         | 51.5 | 0.0  | 0.0  | 43.7 | 0.0  | 39.8 | 10.1 | 61.7 | 10.9 | 67.8 | 6.5  | 0.0  |
| LnGrp LOS                    | D    | A    |      | D    | A    | D    | B    | F    | B    | E    | A    |      |
| Approach Vol, veh/h          |      | 23   |      |      | 247  |      |      | 1213 |      |      | 687  |      |
| Approach Delay, s/veh        |      | 51.5 |      |      | 42.0 |      |      | 53.8 |      |      | 23.8 |      |
| Approach LOS                 |      | D    |      |      | D    |      |      | D    |      |      | C    |      |
| Timer - Assigned Phs         | 1    | 2    | 3    | 4    |      | 6    |      | 8    |      |      |      |      |
| Phs Duration (G+Y+Rc), s     | 15.0 | 69.0 | 15.4 | 10.4 |      | 84.0 |      | 25.8 |      |      |      |      |
| Change Period (Y+Rc), s      | 5.5  | 5.5  | 5.5  | 5.5  |      | 5.5  |      | 5.5  |      |      |      |      |
| Max Green Setting (Gmax), s  | 9.5  | 63.5 | 10.0 | 15.0 |      | 78.5 |      | 30.5 |      |      |      |      |
| Max Q Clear Time (g_c+I1), s | 9.7  | 65.5 | 10.0 | 3.3  |      | 14.7 |      | 8.4  |      |      |      |      |
| Green Ext Time (p_c), s      | 0.0  | 0.0  | 0.0  | 0.0  |      | 3.2  |      | 0.6  |      |      |      |      |

Intersection Summary

|                    |      |
|--------------------|------|
| HCM 6th Ctrl Delay | 42.9 |
| HCM 6th LOS        | D    |

Notes

- User approved pedestrian interval to be less than phase max green.
- Unsignalized Delay for [EBR, SBR] is excluded from calculations of the approach delay and intersection delay.

Timings

4b. Future Build 2025 PM - Improved

2: SR 44 (Greensboro Rd) & Harmony Crossing M Drwy/Site Drwy 1

07/26/2023



| Lane Group              | EBL   | EBT   | EBR   | WBL   | WBT   | NBL   | NBT   | NBR   | SBL   | SBT   | SBR   |
|-------------------------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|-------|
| Lane Configurations     |       | ↖     | ↗     | ↖     | ↗     | ↖     | ↗     | ↖     | ↗     | ↖     | ↗     |
| Traffic Volume (vph)    | 29    | 10    | 30    | 340   | 11    | 38    | 620   | 170   | 293   | 778   | 25    |
| Future Volume (vph)     | 29    | 10    | 30    | 340   | 11    | 38    | 620   | 170   | 293   | 778   | 25    |
| Lane Group Flow (vph)   | 0     | 43    | 33    | 378   | 208   | 42    | 689   | 189   | 326   | 864   | 28    |
| Turn Type               | Perm  | NA    | Perm  | pm+pt | NA    | Perm  | NA    | Perm  | pm+pt | NA    | Perm  |
| Protected Phases        |       | 4     |       | 3     | 8     |       | 2     |       | 1     | 6     |       |
| Permitted Phases        | 4     |       | 4     | 8     |       | 2     |       | 2     | 6     |       | 6     |
| Detector Phase          | 4     | 4     | 4     | 3     | 8     | 2     | 2     | 2     | 1     | 6     | 6     |
| Switch Phase            |       |       |       |       |       |       |       |       |       |       |       |
| Minimum Initial (s)     | 5.0   | 5.0   | 5.0   | 5.0   | 5.0   | 5.0   | 5.0   | 5.0   | 5.0   | 5.0   | 5.0   |
| Minimum Split (s)       | 23.5  | 23.5  | 23.5  | 15.0  | 23.5  | 23.5  | 23.5  | 23.5  | 15.0  | 23.5  | 23.5  |
| Total Split (s)         | 23.5  | 23.5  | 23.5  | 19.0  | 42.5  | 57.5  | 57.5  | 57.5  | 20.0  | 77.5  | 77.5  |
| Total Split (%)         | 19.6% | 19.6% | 19.6% | 15.8% | 35.4% | 47.9% | 47.9% | 47.9% | 16.7% | 64.6% | 64.6% |
| Yellow Time (s)         | 3.5   | 3.5   | 3.5   | 3.5   | 3.5   | 3.5   | 3.5   | 3.5   | 3.5   | 3.5   | 3.5   |
| All-Red Time (s)        | 2.0   | 2.0   | 2.0   | 2.0   | 2.0   | 2.0   | 2.0   | 2.0   | 2.0   | 2.0   | 2.0   |
| Lost Time Adjust (s)    |       | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   |
| Total Lost Time (s)     |       | 5.5   | 5.5   | 5.5   | 5.5   | 5.5   | 5.5   | 5.5   | 5.5   | 5.5   | 5.5   |
| Lead/Lag                | Lag   | Lag   | Lag   | Lead  |       | Lag   | Lag   | Lag   | Lead  |       |       |
| Lead-Lag Optimize?      | Yes   | Yes   | Yes   | Yes   |       | Yes   | Yes   | Yes   | Yes   |       |       |
| Recall Mode             | None  | None  | None  | None  | None  | Min   | Min   | Min   | None  | Min   | Min   |
| v/c Ratio               |       | 0.41  | 0.13  | 1.18  | 0.39  | 0.18  | 0.90  | 0.24  | 0.87  | 0.79  | 0.03  |
| Control Delay           |       | 60.0  | 1.1   | 144.5 | 7.9   | 20.6  | 43.7  | 7.8   | 44.6  | 21.2  | 0.0   |
| Queue Delay             |       | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   | 0.0   |
| Total Delay             |       | 60.0  | 1.1   | 144.5 | 7.9   | 20.6  | 43.7  | 7.8   | 44.6  | 21.2  | 0.0   |
| Queue Length 50th (ft)  |       | 30    | 0     | ~247  | 7     | 17    | 431   | 25    | 132   | 410   | 0     |
| Queue Length 95th (ft)  |       | 67    | 0     | #515  | 64    | 45    | #707  | 72    | #324  | 673   | 0     |
| Internal Link Dist (ft) |       | 260   |       |       | 171   |       | 353   |       |       | 261   |       |
| Turn Bay Length (ft)    |       |       |       |       |       | 230   |       | 175   | 235   |       |       |
| Base Capacity (vph)     |       | 213   | 378   | 320   | 701   | 260   | 849   | 861   | 373   | 1176  | 1130  |
| Starvation Cap Reductn  |       | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     |
| Spillback Cap Reductn   |       | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     |
| Storage Cap Reductn     |       | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     | 0     |
| Reduced v/c Ratio       |       | 0.20  | 0.09  | 1.18  | 0.30  | 0.16  | 0.81  | 0.22  | 0.87  | 0.73  | 0.02  |

Intersection Summary

Cycle Length: 120

Actuated Cycle Length: 105

Natural Cycle: 110

Control Type: Actuated-Uncoordinated

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

# 95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 2: SR 44 (Greensboro Rd) & Harmony Crossing M Drwy/Site Drwy 1



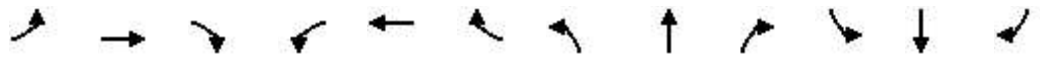


HCM 6th Signalized Intersection Summary

4b. Future Build 2025 PM - Improved

2: SR 44 (Greensboro Rd) & Harmony Crossing M Drwy/Site Drwy 1

07/26/2023



| Movement                     | EBL  | EBT  | EBR  | WBL  | WBT  | WBR  | NBL  | NBT  | NBR  | SBL  | SBT  | SBR  |
|------------------------------|------|------|------|------|------|------|------|------|------|------|------|------|
| Lane Configurations          |      | ↖    | ↗    | ↖    | ↗    |      | ↖    | ↗    | ↗    | ↖    | ↗    | ↖    |
| Traffic Volume (veh/h)       | 29   | 10   | 30   | 340  | 11   | 176  | 38   | 620  | 170  | 293  | 778  | 25   |
| Future Volume (veh/h)        | 29   | 10   | 30   | 340  | 11   | 176  | 38   | 620  | 170  | 293  | 778  | 25   |
| Initial Q (Qb), veh          | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    | 0    |
| Ped-Bike Adj(A_pbT)          | 1.00 |      | 1.00 | 1.00 |      | 1.00 | 1.00 |      | 1.00 | 1.00 |      | 1.00 |
| Parking Bus, Adj             | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Work Zone On Approach        |      | No   |      |      | No   |      |      | No   |      |      | No   |      |
| Adj Sat Flow, veh/h/ln       | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1870 | 1707 | 1870 | 1870 | 1707 | 1870 |
| Adj Flow Rate, veh/h         | 32   | 11   | 0    | 378  | 12   | 196  | 42   | 689  | 189  | 326  | 864  | 0    |
| Peak Hour Factor             | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 | 0.90 |
| Percent Heavy Veh, %         | 2    | 2    | 2    | 2    | 2    | 2    | 2    | 13   | 2    | 2    | 13   | 2    |
| Cap, veh/h                   | 114  | 23   |      | 443  | 23   | 380  | 240  | 759  | 705  | 360  | 1081 |      |
| Arrive On Green              | 0.05 | 0.05 | 0.00 | 0.14 | 0.25 | 0.25 | 0.44 | 0.44 | 0.44 | 0.13 | 0.63 | 0.00 |
| Sat Flow, veh/h              | 906  | 427  | 1585 | 1781 | 92   | 1507 | 640  | 1707 | 1585 | 1781 | 1707 | 1585 |
| Grp Volume(v), veh/h         | 43   | 0    | 0    | 378  | 0    | 208  | 42   | 689  | 189  | 326  | 864  | 0    |
| Grp Sat Flow(s),veh/h/ln     | 1333 | 0    | 1585 | 1781 | 0    | 1599 | 640  | 1707 | 1585 | 1781 | 1707 | 1585 |
| Q Serve(g_s), s              | 2.6  | 0.0  | 0.0  | 13.5 | 0.0  | 10.7 | 5.0  | 35.9 | 7.2  | 10.2 | 35.9 | 0.0  |
| Cycle Q Clear(g_c), s        | 3.0  | 0.0  | 0.0  | 13.5 | 0.0  | 10.7 | 22.9 | 35.9 | 7.2  | 10.2 | 35.9 | 0.0  |
| Prop In Lane                 | 0.74 |      | 1.00 | 1.00 |      | 0.94 | 1.00 |      | 1.00 | 1.00 |      | 1.00 |
| Lane Grp Cap(c), veh/h       | 136  | 0    |      | 443  | 0    | 403  | 240  | 759  | 705  | 360  | 1081 |      |
| V/C Ratio(X)                 | 0.32 | 0.00 |      | 0.85 | 0.00 | 0.52 | 0.18 | 0.91 | 0.27 | 0.91 | 0.80 |      |
| Avail Cap(c_a), veh/h        | 312  | 0    |      | 443  | 0    | 619  | 303  | 929  | 863  | 398  | 1287 |      |
| HCM Platoon Ratio            | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 |
| Upstream Filter(I)           | 1.00 | 0.00 | 0.00 | 1.00 | 0.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 1.00 | 0.00 |
| Uniform Delay (d), s/veh     | 44.2 | 0.0  | 0.0  | 37.4 | 0.0  | 30.7 | 28.2 | 24.7 | 16.7 | 22.9 | 13.0 | 0.0  |
| Incr Delay (d2), s/veh       | 1.3  | 0.0  | 0.0  | 14.8 | 0.0  | 1.0  | 0.3  | 10.9 | 0.2  | 22.5 | 3.1  | 0.0  |
| Initial Q Delay(d3),s/veh    | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  | 0.0  |
| %ile BackOfQ(50%),veh/ln     | 1.0  | 0.0  | 0.0  | 10.6 | 0.0  | 4.2  | 0.7  | 15.2 | 2.6  | 5.9  | 11.7 | 0.0  |
| Unsig. Movement Delay, s/veh |      |      |      |      |      |      |      |      |      |      |      |      |
| LnGrp Delay(d),s/veh         | 45.5 | 0.0  | 0.0  | 52.2 | 0.0  | 31.8 | 28.6 | 35.6 | 16.9 | 45.4 | 16.1 | 0.0  |
| LnGrp LOS                    | D    | A    |      | D    | A    | C    | C    | D    | B    | D    | B    |      |
| Approach Vol, veh/h          |      | 43   |      |      | 586  |      |      | 920  |      |      | 1190 |      |
| Approach Delay, s/veh        |      | 45.5 |      |      | 44.9 |      |      | 31.4 |      |      | 24.2 |      |
| Approach LOS                 |      | D    |      |      | D    |      |      | C    |      |      | C    |      |
| Timer - Assigned Phs         | 1    | 2    | 3    | 4    |      | 6    |      | 8    |      |      |      |      |
| Phs Duration (G+Y+Rc), s     | 18.0 | 48.0 | 19.0 | 10.6 |      | 66.0 |      | 29.6 |      |      |      |      |
| Change Period (Y+Rc), s      | 5.5  | 5.5  | 5.5  | 5.5  |      | 5.5  |      | 5.5  |      |      |      |      |
| Max Green Setting (Gmax), s  | 14.5 | 52.0 | 13.5 | 18.0 |      | 72.0 |      | 37.0 |      |      |      |      |
| Max Q Clear Time (g_c+I1), s | 12.2 | 37.9 | 15.5 | 5.0  |      | 37.9 |      | 12.7 |      |      |      |      |
| Green Ext Time (p_c), s      | 0.2  | 4.6  | 0.0  | 0.1  |      | 7.0  |      | 1.4  |      |      |      |      |

| Intersection Summary |  |  |  |      |  |  |  |  |  |  |  |  |
|----------------------|--|--|--|------|--|--|--|--|--|--|--|--|
| HCM 6th Ctrl Delay   |  |  |  | 31.4 |  |  |  |  |  |  |  |  |
| HCM 6th LOS          |  |  |  | C    |  |  |  |  |  |  |  |  |

Notes

Unsignalized Delay for [EBR, SBR] is excluded from calculations of the approach delay and intersection delay.

# TRAFFIC VOLUME WORKSHEETS

**23-047 - Lake Oconee Town Center Mixed-Use Development - TIS**  
**Traffic Volumes**

A&R Engineering  
 July 2023

**1. SR 44 @ Mahaffey Dr**  
**A.M. Peak Hour**

| Condition                     | SR 44 (Greensboro Road) |      |    | SR 44 (Greensboro Road) |    |     | Harmony Crossing Southern Driveaway |     |   | Mahaffey Drive |   |   |    |   |    |    |
|-------------------------------|-------------------------|------|----|-------------------------|----|-----|-------------------------------------|-----|---|----------------|---|---|----|---|----|----|
|                               | Northbound              |      |    | Southbound              |    |     | Eastbound                           |     |   | Westbound      |   |   |    |   |    |    |
|                               | L                       | T    | R  | L                       | T  | R   | L                                   | T   | R | L              | T | R |    |   |    |    |
| 2021 Counts:                  | 0                       | 0    | 0  | 0                       | 0  | 0   | 0                                   | 0   | 0 | 0              | 0 | 0 | 0  | 0 |    |    |
| Existing 2023 Traffic Counts: | 0                       | 916  | 34 | 950                     | 17 | 471 | 8                                   | 496 | 0 | 0              | 8 | 8 | 27 | 0 | 21 | 48 |
| Growth Factor (%):            | 2                       | 2    | 2  | 2                       | 2  | 2   | 2                                   | 2   | 2 | 2              | 2 | 2 | 2  | 2 | 2  | 2  |
| No-Build 2025 Volumes:        | 0                       | 953  | 35 | 988                     | 18 | 490 | 8                                   | 516 | 0 | 0              | 8 | 8 | 28 | 0 | 22 | 50 |
| Total New Trips:              | 0                       | 176  | 0  | 176                     | 4  | 105 | 0                                   | 109 | 0 | 0              | 0 | 0 | 0  | 0 | 7  | 7  |
| Pass-by Trips:                | 0                       | 0    | 0  | 0                       | 0  | 0   | 0                                   | 0   | 0 | 0              | 0 | 0 | 0  | 0 | 0  | 0  |
| Future 2025 Traffic Volumes:  | 0                       | 1129 | 35 | 1164                    | 22 | 595 | 8                                   | 625 | 0 | 0              | 8 | 8 | 28 | 0 | 29 | 57 |

**P.M. Peak Hour**

| Condition                     | SR 44 (Greensboro Road) |     |    | SR 44 (Greensboro Road) |    |      | Harmony Crossing Southern Driveaway |      |   | Mahaffey Drive |    |    |    |   |    |    |
|-------------------------------|-------------------------|-----|----|-------------------------|----|------|-------------------------------------|------|---|----------------|----|----|----|---|----|----|
|                               | Northbound              |     |    | Southbound              |    |      | Eastbound                           |      |   | Westbound      |    |    |    |   |    |    |
|                               | L                       | T   | R  | L                       | T  | R    | L                                   | T    | R | L              | T  | R  |    |   |    |    |
| 2021 Counts:                  | 0                       | 0   | 0  | 0                       | 0  | 0    | 0                                   | 0    | 0 | 0              | 0  | 0  | 0  | 0 |    |    |
| Existing 2023 Traffic Counts: | 0                       | 596 | 22 | 618                     | 15 | 900  | 8                                   | 923  | 0 | 0              | 28 | 28 | 23 | 0 | 24 | 47 |
| Growth Factor (%):            | 2                       | 2   | 2  | 2                       | 2  | 2    | 2                                   | 2    | 2 | 2              | 2  | 2  | 2  | 2 | 2  | 2  |
| No-Build 2025 Volumes:        | 0                       | 620 | 23 | 643                     | 16 | 936  | 8                                   | 960  | 0 | 0              | 29 | 29 | 24 | 0 | 25 | 49 |
| Total New Trips:              | 0                       | 171 | 0  | 171                     | 8  | 191  | 0                                   | 199  | 0 | 0              | 0  | 0  | 0  | 0 | 7  | 7  |
| Pass-by Trips:                | 0                       | 0   | 0  | 0                       | 0  | 0    | 0                                   | 0    | 0 | 0              | 0  | 0  | 0  | 0 | 0  | 0  |
| Future 2025 Traffic Volumes:  | 0                       | 791 | 23 | 814                     | 24 | 1127 | 8                                   | 1159 | 0 | 0              | 29 | 29 | 24 | 0 | 32 | 56 |

**23-047 - Lake Oconee Town Center Mixed-Use Development - TIS**  
**Traffic Volumes**

A&R Engineering  
 July 2023

**2. SR 44 @ Harmony Crossing**  
**A.M. Peak Hour**

| Condition                     | SR 44 (Greensboro Road) |     |     | SR 44 (Greensboro Road) |     |     | Harmony Crossing Main Driveway |     |    | Site Driveway 1 |    |     |   |
|-------------------------------|-------------------------|-----|-----|-------------------------|-----|-----|--------------------------------|-----|----|-----------------|----|-----|---|
|                               | Northbound              |     |     | Southbound              |     |     | Eastbound                      |     |    | Westbound       |    |     |   |
|                               | L                       | T   | R   | L                       | T   | R   | L                              | T   | R  | L               | T  | R   |   |
| 2021 Counts:                  | 0                       | 0   | 0   | 0                       | 0   | 0   | 0                              | 0   | 0  | 0               | 0  | 0   | 0 |
| Existing 2023 Traffic Counts: | 26                      | 907 | 0   | 475                     | 25  | 500 | 10                             | 0   | 10 | 20              | 0  | 0   | 0 |
| Growth Factor (%):            | 2                       | 2   | 2   | 2                       | 2   | 2   | 2                              | 2   | 2  | 2               | 2  | 2   | 2 |
| No-Build 2025 Volumes:        | 27                      | 943 | 0   | 494                     | 26  | 520 | 10                             | 0   | 10 | 20              | 0  | 0   | 0 |
| Total New Trips:              | 0                       | 55  | 128 | 183                     | 158 | 0   | 158                            | 0   | 11 | 0               | 11 | 109 | 6 |
| Pass-by Trips:                | 0                       | -25 | 25  | 0                       | 26  | -26 | 0                              | 0   | 0  | 0               | 0  | 25  | 0 |
| Future 2025 Traffic Volumes:  | 27                      | 973 | 153 | 1153                    | 184 | 468 | 26                             | 678 | 10 | 11              | 10 | 134 | 6 |

**P.M. Peak Hour**

| Condition                     | SR 44 (Greensboro Road) |     |     | SR 44 (Greensboro Road) |     |      | Harmony Crossing Main Driveway |      |    | Site Driveway 1 |    |     |    |
|-------------------------------|-------------------------|-----|-----|-------------------------|-----|------|--------------------------------|------|----|-----------------|----|-----|----|
|                               | Northbound              |     |     | Southbound              |     |      | Eastbound                      |      |    | Westbound       |    |     |    |
|                               | L                       | T   | R   | L                       | T   | R    | L                              | T    | R  | L               | T  | R   |    |
| 2021 Counts:                  | 0                       | 0   | 0   | 0                       | 0   | 0    | 0                              | 0    | 0  | 0               | 0  | 0   | 0  |
| Existing 2023 Traffic Counts: | 37                      | 589 | 0   | 882                     | 24  | 906  | 28                             | 0    | 29 | 57              | 0  | 0   | 0  |
| Growth Factor (%):            | 2                       | 2   | 2   | 2                       | 2   | 2    | 2                              | 2    | 2  | 2               | 2  | 2   | 2  |
| No-Build 2025 Volumes:        | 38                      | 613 | 0   | 917                     | 25  | 942  | 29                             | 0    | 30 | 59              | 0  | 0   | 0  |
| Total New Trips:              | 0                       | 53  | 124 | 177                     | 154 | 0    | 154                            | 0    | 10 | 0               | 10 | 199 | 11 |
| Pass-by Trips:                | 0                       | -46 | 46  | 0                       | 139 | -139 | 0                              | 0    | 0  | 0               | 0  | 141 | 0  |
| Future 2025 Traffic Volumes:  | 38                      | 620 | 170 | 828                     | 293 | 778  | 25                             | 1096 | 29 | 10              | 30 | 340 | 11 |

**23-047 - Lake Oconee Town Center Mixed-Use Development - TIS**  
**Traffic Volumes**

A&R Engineering  
 July 2023

**3.SR 44 @ Site Drwy (N) (RIRO)**

**A.M. Peak Hour**

| Condition                     | SR 44 (Greensboro Road) |     |    |            |   |     | SR 44 (Greensboro Road) |     |     |            |     |     | -         |   |   |           |   |   | Site Driveway 2 (RIRO) |   |   |           |   |   |   |   |   |   |   |   |   |   |   |   |   |   |    |    |    |    |    |    |
|-------------------------------|-------------------------|-----|----|------------|---|-----|-------------------------|-----|-----|------------|-----|-----|-----------|---|---|-----------|---|---|------------------------|---|---|-----------|---|---|---|---|---|---|---|---|---|---|---|---|---|---|----|----|----|----|----|----|
|                               | Northbound              |     |    | Southbound |   |     | Northbound              |     |     | Southbound |     |     | Eastbound |   |   | Westbound |   |   | Eastbound              |   |   | Westbound |   |   |   |   |   |   |   |   |   |   |   |   |   |   |    |    |    |    |    |    |
|                               | L                       | T   | R  | L          | T | R   | L                       | T   | R   | L          | T   | R   | L         | T | R | L         | T | R | L                      | T | R | L         | T | R | L | T | R | L | T | R | L | T | R | L | T | R | L  | T  | R  |    |    |    |
| 2021 Counts:                  | 0                       | 0   | 0  | 0          | 0 | 0   | 0                       | 0   | 0   | 0          | 0   | 0   | 0         | 0 | 0 | 0         | 0 | 0 | 0                      | 0 | 0 | 0         | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  |
| Existing 2023 Traffic Counts: | 0                       | 880 | 0  | 880        | 0 | 0   | 458                     | 0   | 458 | 0          | 458 | 0   | 458       | 0 | 0 | 0         | 0 | 0 | 0                      | 0 | 0 | 0         | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  |
| Growth Factor (%):            | 2                       | 2   | 2  | 2          | 2 | 2   | 2                       | 2   | 2   | 2          | 2   | 2   | 2         | 2 | 2 | 2         | 2 | 2 | 2                      | 2 | 2 | 2         | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2  | 2  | 2  | 2  | 2  | 2  |
| No-Build 2025 Volumes:        | 0                       | 915 | 0  | 915        | 0 | 0   | 476                     | 0   | 476 | 0          | 476 | 0   | 476       | 0 | 0 | 0         | 0 | 0 | 0                      | 0 | 0 | 0         | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  |
| Total New Trips:              | 0                       | 71  | 55 | 126        | 0 | 158 | 0                       | 158 | 0   | 158        | 0   | 158 | 0         | 0 | 0 | 0         | 0 | 0 | 0                      | 0 | 0 | 0         | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 24 | 24 | 24 |
| Pass-by Trips:                | 0                       | -25 | 25 | 0          | 0 | 0   | 0                       | 0   | 0   | 0          | 0   | 0   | 0         | 0 | 0 | 0         | 0 | 0 | 0                      | 0 | 0 | 0         | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 24 | 24 | 24 | 24 | 24 | 24 |
| Future 2025 Traffic Volumes:  | 0                       | 961 | 80 | 1041       | 0 | 634 | 0                       | 634 | 0   | 634        | 0   | 634 | 0         | 0 | 0 | 0         | 0 | 0 | 0                      | 0 | 0 | 0         | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 48 | 48 | 48 | 48 | 48 | 48 |

**P.M. Peak Hour**

| Condition                     | SR 44 (Greensboro Road) |     |    |            |   |      | SR 44 (Greensboro Road) |      |     |            |     |      | -         |   |   |           |   |   | Site Driveway 2 (RIRO) |   |   |           |   |   |   |   |   |   |   |   |   |   |   |   |   |   |    |    |    |    |    |    |
|-------------------------------|-------------------------|-----|----|------------|---|------|-------------------------|------|-----|------------|-----|------|-----------|---|---|-----------|---|---|------------------------|---|---|-----------|---|---|---|---|---|---|---|---|---|---|---|---|---|---|----|----|----|----|----|----|
|                               | Northbound              |     |    | Southbound |   |      | Northbound              |      |     | Southbound |     |      | Eastbound |   |   | Westbound |   |   | Eastbound              |   |   | Westbound |   |   |   |   |   |   |   |   |   |   |   |   |   |   |    |    |    |    |    |    |
|                               | L                       | T   | R  | L          | T | R    | L                       | T    | R   | L          | T   | R    | L         | T | R | L         | T | R | L                      | T | R | L         | T | R | L | T | R | L | T | R | L | T | R | L | T | R | L  | T  | R  |    |    |    |
| 2021 Counts:                  | 0                       | 0   | 0  | 0          | 0 | 0    | 0                       | 0    | 0   | 0          | 0   | 0    | 0         | 0 | 0 | 0         | 0 | 0 | 0                      | 0 | 0 | 0         | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  |
| Existing 2023 Traffic Counts: | 0                       | 718 | 0  | 718        | 0 | 0    | 878                     | 0    | 878 | 0          | 878 | 0    | 878       | 0 | 0 | 0         | 0 | 0 | 0                      | 0 | 0 | 0         | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  |
| Growth Factor (%):            | 2                       | 2   | 2  | 2          | 2 | 2    | 2                       | 2    | 2   | 2          | 2   | 2    | 2         | 2 | 2 | 2         | 2 | 2 | 2                      | 2 | 2 | 2         | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2 | 2  | 2  | 2  | 2  | 2  | 2  |
| No-Build 2025 Volumes:        | 0                       | 747 | 0  | 747        | 0 | 0    | 913                     | 0    | 913 | 0          | 913 | 0    | 913       | 0 | 0 | 0         | 0 | 0 | 0                      | 0 | 0 | 0         | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0  | 0  | 0  | 0  | 0  | 0  |
| Total New Trips:              | 0                       | 129 | 53 | 182        | 0 | 154  | 0                       | 154  | 0   | 154        | 0   | 154  | 0         | 0 | 0 | 0         | 0 | 0 | 0                      | 0 | 0 | 0         | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 43 | 43 | 43 | 43 | 43 | 43 |
| Pass-by Trips:                | 0                       | -46 | 46 | 0          | 0 | 0    | 0                       | 0    | 0   | 0          | 0   | 0    | 0         | 0 | 0 | 0         | 0 | 0 | 0                      | 0 | 0 | 0         | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 47 | 47 | 47 | 47 | 47 | 47 |
| Future 2025 Traffic Volumes:  | 0                       | 830 | 99 | 929        | 0 | 1067 | 0                       | 1067 | 0   | 1067       | 0   | 1067 | 0         | 0 | 0 | 0         | 0 | 0 | 0                      | 0 | 0 | 0         | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 90 | 90 | 90 | 90 | 90 | 90 |

**23-047 - Lake Oconee Town Center Mixed-Use Development - TIS**  
 Traffic Volumes

A&R Engineering  
 July 2023

4.SR 44 @ H.C.N.Drwy

A.M. Peak Hour

| Condition                     | SR 44 (Greensboro Road) |      |   | SR 44 (Greensboro Road) |   |     | Harmony Crossing Northern Driveaway |     |    | -         |   |    |     |   |   |
|-------------------------------|-------------------------|------|---|-------------------------|---|-----|-------------------------------------|-----|----|-----------|---|----|-----|---|---|
|                               | Northbound              |      |   | Southbound              |   |     | Eastbound                           |     |    | Westbound |   |    |     |   |   |
|                               | L                       | T    | R | L                       | T | R   | L                                   | T   | R  | L         | T | R  | Tot |   |   |
| 2021 Counts:                  | 22                      | 831  | 0 | 853                     | 0 | 420 | 20                                  | 440 | 14 | 0         | 4 | 18 | 0   | 0 | 0 |
| Existing 2023 Traffic Counts: | 23                      | 865  | 0 | 888                     | 0 | 437 | 21                                  | 458 | 15 | 0         | 4 | 19 | 0   | 0 | 0 |
| Growth Factor (%):            | 2                       | 2    | 2 | 2                       | 2 | 2   | 2                                   | 2   | 2  | 2         | 2 | 2  | 2   | 2 | 2 |
| No-Build 2025 Volumes:        | 24                      | 900  | 0 | 924                     | 0 | 454 | 22                                  | 476 | 16 | 0         | 4 | 20 | 0   | 0 | 0 |
| Total New Trips:              | 0                       | 125  | 0 | 125                     | 0 | 158 | 0                                   | 158 | 0  | 0         | 0 | 0  | 0   | 0 | 0 |
| Pass-by Trips:                | 0                       | 0    | 0 | 0                       | 0 | 0   | 0                                   | 0   | 0  | 0         | 0 | 0  | 0   | 0 | 0 |
| Future 2025 Traffic Volumes:  | 24                      | 1025 | 0 | 1049                    | 0 | 612 | 22                                  | 634 | 16 | 0         | 4 | 20 | 0   | 0 | 0 |

P.M. Peak Hour

| Condition                     | SR 44 (Greensboro Road) |     |   | SR 44 (Greensboro Road) |   |      | Harmony Crossing Northern Driveaway |      |    | -         |    |    |     |   |   |
|-------------------------------|-------------------------|-----|---|-------------------------|---|------|-------------------------------------|------|----|-----------|----|----|-----|---|---|
|                               | Northbound              |     |   | Southbound              |   |      | Eastbound                           |      |    | Westbound |    |    |     |   |   |
|                               | L                       | T   | R | L                       | T | R    | L                                   | T    | R  | L         | T  | R  | Tot |   |   |
| 2021 Counts:                  | 2                       | 677 | 0 | 679                     | 0 | 825  | 19                                  | 844  | 13 | 0         | 18 | 31 | 0   | 0 | 0 |
| Existing 2023 Traffic Counts: | 2                       | 704 | 0 | 706                     | 0 | 858  | 20                                  | 878  | 14 | 0         | 19 | 33 | 0   | 0 | 0 |
| Growth Factor (%):            | 2                       | 2   | 2 | 2                       | 2 | 2    | 2                                   | 2    | 2  | 2         | 2  | 2  | 2   | 2 | 2 |
| No-Build 2025 Volumes:        | 2                       | 732 | 0 | 734                     | 0 | 892  | 21                                  | 913  | 15 | 0         | 20 | 35 | 0   | 0 | 0 |
| Total New Trips:              | 0                       | 182 | 0 | 182                     | 0 | 154  | 0                                   | 154  | 0  | 0         | 0  | 0  | 0   | 0 | 0 |
| Pass-by Trips:                | 0                       | 0   | 0 | 0                       | 0 | 0    | 0                                   | 0    | 0  | 0         | 0  | 0  | 0   | 0 | 0 |
| Future 2025 Traffic Volumes:  | 2                       | 914 | 0 | 916                     | 0 | 1046 | 21                                  | 1067 | 15 | 0         | 20 | 35 | 0   | 0 | 0 |



July 22, 2021

Mr. Rick McAllister  
McAllister Site Consulting, LLC

RE: State Water & Wetland Report  
Lake Oconee Town Center  
1022 & 1024 Lake Oconee Parkway/106 Mahaffey Drive/678 Old Phoenix Road  
Eatonton GA 30542

Dear Mr. McAllister,

Please find attached our State Water and Wetland Delineation Report for the Lake Oconee Town Center located in Eatonton, Georgia. State waters were determined in accordance with the *Georgia Environmental Protection Division "Field Guidance for Determining the Presence of State Waters that Require a Buffer"* and the *North Carolina Division of Water Quality "Stream Identification Method"* guidance document. Wetlands were determined following the *Corps of Engineers Wetlands Delineation Manual (1987)* and the *Eastern Mountains and Piedmont Regional Supplement (2012)*. Five state waters and two areas of wetlands were noted at the site and the limits were flagged within the project boundaries.

We appreciate the opportunity to work with you. If you have any concerns, please contact us.

Sincerely,

A handwritten signature in cursive script that reads "Kim Metcalf".

Kim Metcalf  
Partner

## Introduction

Riverbend Environmental Inc. was retained by McAllister Site Consulting, LLC to conduct a State Water and Wetland Determination/Delineation to determine the on-site extent of regulated state waters and jurisdictional wetlands for the Lake Oconee Town Center site located in Putnam County. All site work was conducted on July 16, 2021 by Riverbend Environmental Inc. staff.

Riverbend Environmental Inc. conducted a comprehensive field investigation to evaluate the project site for potential state waters and jurisdictional wetlands. The evaluation included assessment of plant communities, soil conditions and visible indicators of wetland hydrology. Features were field delineated and their limits flagged within the project boundaries. State waters were determined in accordance with the *Georgia Environmental Protection Division (GA EPD) "Field Guidance for Determining the Presence of State Waters that Require a Buffer"* and the *North Carolina Division of Water Quality "Stream Identification Method"* guidance document. Wetlands were determined in accordance with the *Corps of Engineers Wetlands Delineation Manual (1987)* and the *Eastern Mountains and Piedmont Regional Supplement (2012)*.

Although proper methodology was followed, no State Waters and Wetland Determination/Delineation can completely ensure that site conditions will not change. The report prepared must be considered in its entirety and Riverbend Environmental Inc. makes or implies no warranty or guarantee regarding the site. In addition, GPS locations are approximations and the field flags must be properly surveyed for an accurate determination of feature locations. Finally, the Local Issuing Authority (LIA) has the final determination for any state waters. If no LIA is associated with the site, the GA EPD is the final authority. USACOE has the final determination for Waters of the U.S. jurisdictional features.



## Site Description

The site under study is the Lake Oconee Town Center located in Eatonton, Putnam County, Georgia. The site is found at 33.421708 & -83.265656° and is composed of parcels 103-015, 103-008, 103-008-001, 103-013-002, 103-013-001, 103-013, 103-009 and 103-012. The site is located at 1022 & 1024 Lake Oconee Parkway/106 Mahaffey Drive/678 Old Phoenix Road and is approximately 139.6 acres. See site and parcel maps.

The soils of the piedmont region are commonly a red color due to the intense weathering of feldspar-rich igneous and metamorphic rocks. The soils in the piedmont area tend to be sandy loams to clay loams (3). For the Lake Oconee Town Center property, the main soils are listed as Cecil, Davidson, Enon and Chewacla & Starr. The groundwater in the area is found in openings such as joints and fractures in the bedrock and the groundwater movement in this area is similar to that of surface water (1). The average yearly rainfall for this area is 46.0” (3).

The site under study is located in a gently sloping area and the general slope for the site is toward the north-northeast. See topographic map.

Presently, the Lake Oconee Town Center property under evaluation is a mixture of developed commercial land and undeveloped land. See aerial photo of the site.

## Results

Site reconnaissance was conducted on July 16, 2021. Weather conditions were clear and significant rainfall had not occurred within 48 hours prior to the site investigation. After investigating the site, there are state waters and wetlands noted on the property.

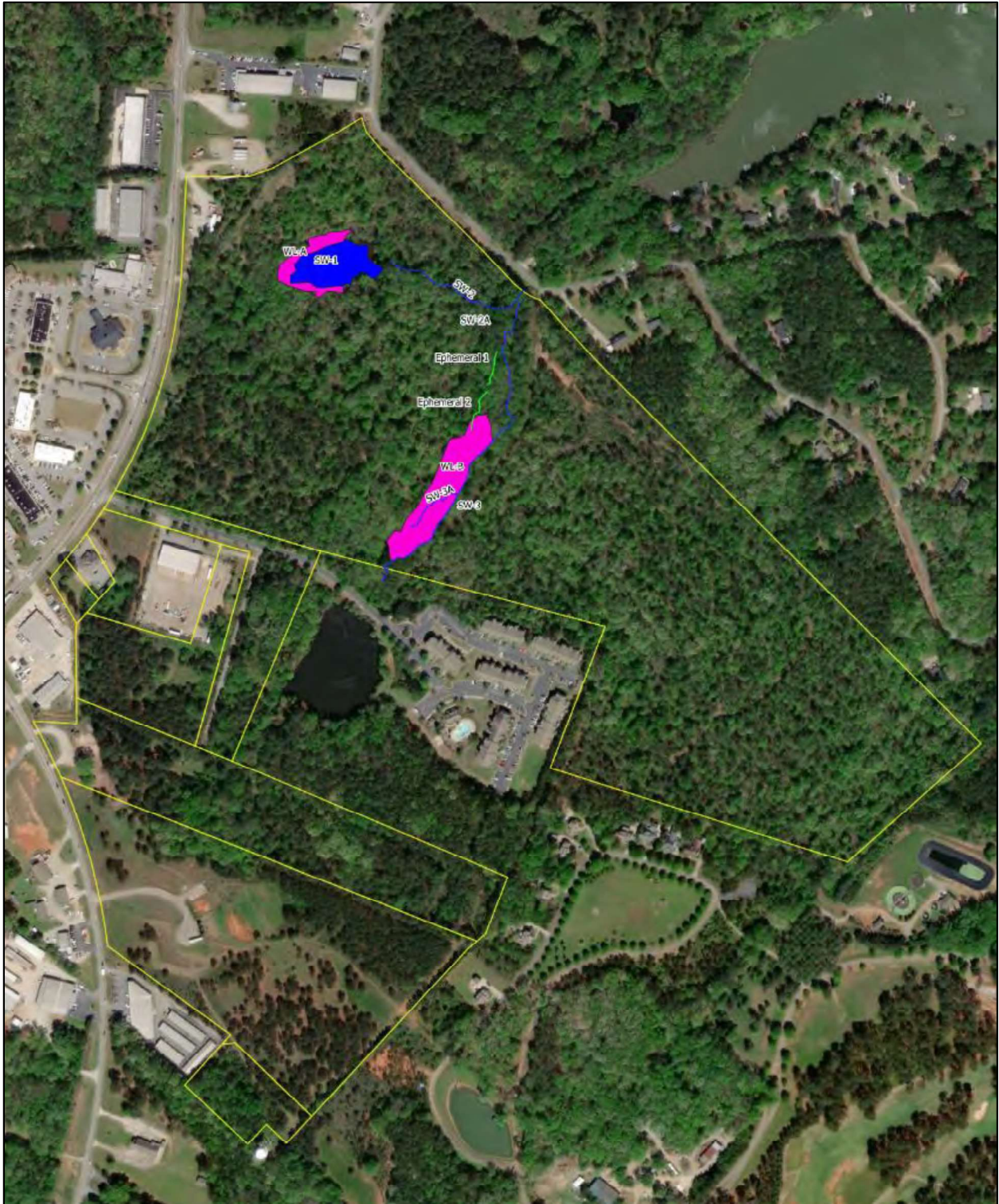
To begin, state waters area one is labeled SW-1 and the feature is the pond on the northern property located at approximately 33.425441° & -83.263989°. The footprint of SW-1 appears to be shrinking, but the feature is still a state water due to subsurface contributions and a point of wretched vegetation. Scoring on the *North Carolina Division of Water Quality "Stream Identification Method"* guidance document was not necessary. It was determined that SW-1 is a perennial state water requiring a state stream buffer and pink ribbons were placed to delineate the state water.

Next, state water area two is labeled SW-2 and it is the creek flowing from the dam of SW-1. The feature begins at approximately 33.425306° & -83.263474° and flows east to join SW-3 at approximately 33.425142° & -83.261836° at the eastern property line. The feature has base flow evident and strong bed/bank structure. Due to baseflow and wretched vegetation, scoring on the *North Carolina Division of Water Quality "Stream Identification Method"* guidance document was not necessary. SW-2 is a perennial stream requiring a state stream buffer and pink ribbons were placed to delineate the state water. SW-2A begins at approximately 33.425169° & -83.262480° and flows northeast to join SW-2. The feature displayed baseflow and a point of wretched vegetation and requires the state buffer.

SW-3 enters the property along the southern perimeter at approximately 33.422042° & -83.263430° and flows north to join SW-2 approximately 33.425142° & -83.261836° at the eastern property line. A small feature labeled SW-3A begins in Wetland B at approximately 33.422893° & -83.264639° at flows northeast to join SW-3. Both features exhibit base flow and a point of wretched vegetation and require the state mandated buffer.

As for wetlands, there were two areas of wetlands noted at the site. Wetland A is located at around the pond labeled SW-1. As the pond shrinks, the wetland remains in the footprint. Wetland B is located around SW-3 where the toe of a slope and the flat area around the creek intersect. Both wetlands exhibited surface water, high water table, saturation, water stained leaves, visible drainage patterns, crayfish burrows and hydric soils. The dominant hydric vegetation included netted chain fern, elephant ears and carex sedges.

### Feature Locations

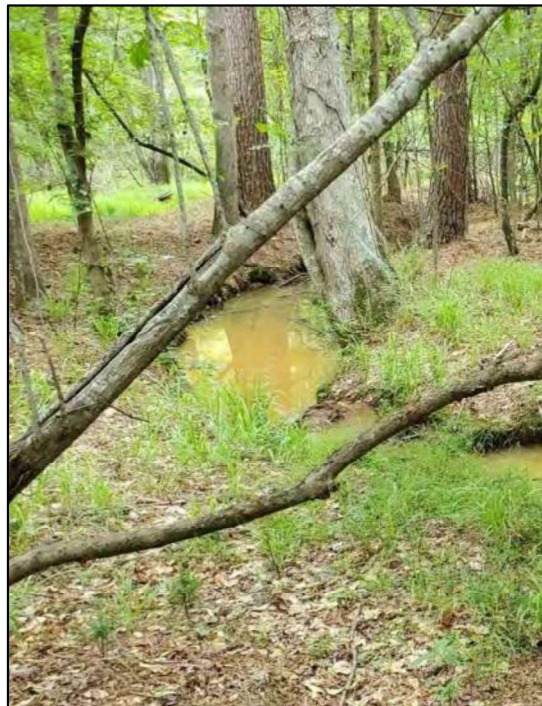


Approximate locations of features – need field confirmation by survey team to finalize locations.

**Photos  
SW-1**



**SW-2**



**SW-2A**



**SW-3**



**SW-3A**



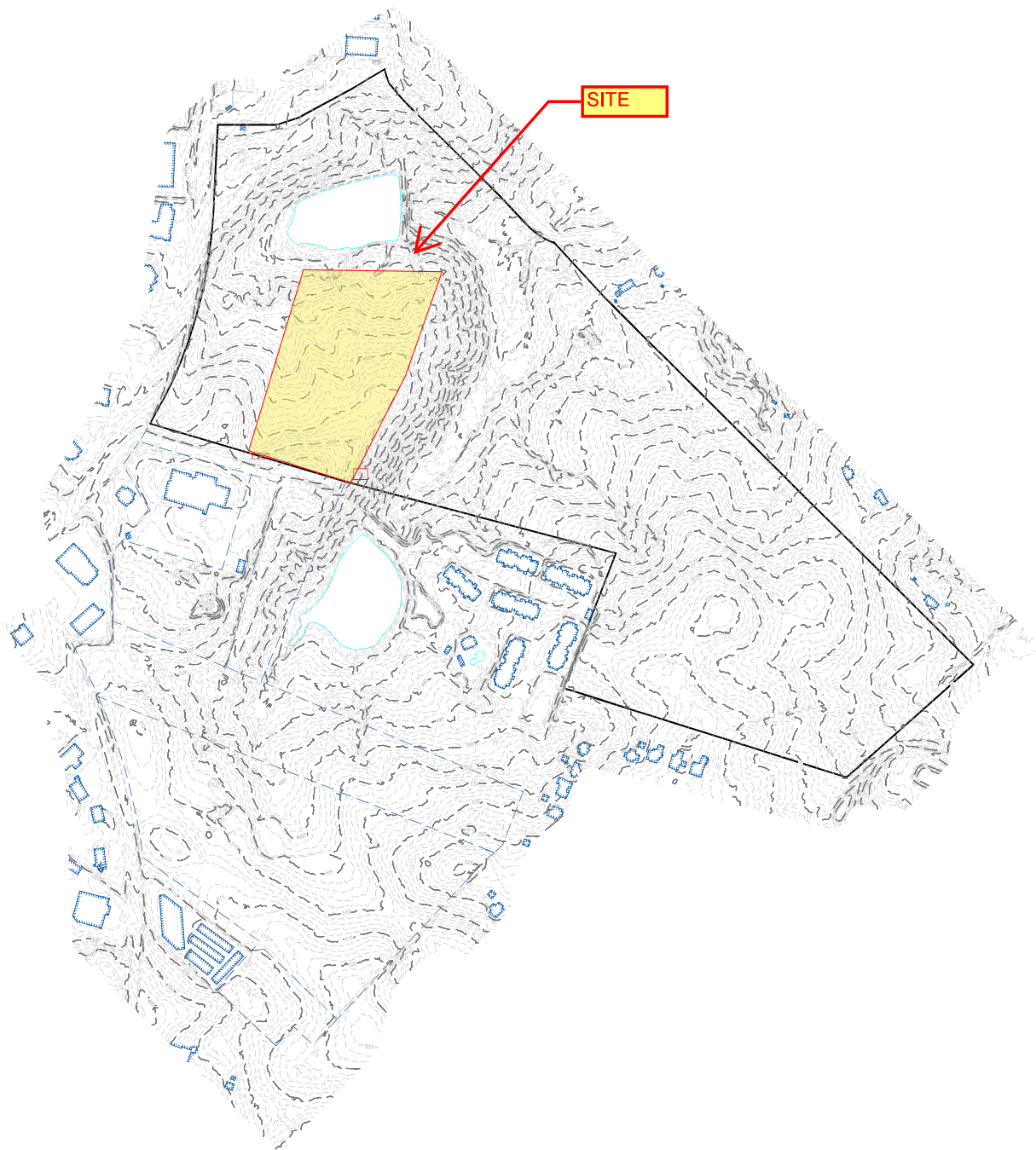
**Wetland**



## Conclusions

After thorough investigation of the site, it was determined five buffered state waters are present on property, and two areas of wetlands were observed during the evaluation. Two ephemeral non-buffered features are also on the property. The areas were flagged during the field visit and another team will survey the area at a later date.

State buffer variances will be required for non-exempt activities in the state mandated 25' warm water buffer areas. USACOE permitting may be required for any impacts to streambed or wetlands. Please contact Riverbend Environmental Inc. for assistance.



**SURVEY NOTES:**  
 1. Elevations are based on NAVD 83 datum.  
 2. Control lines are all one (1) inch intervals.  
 3. Boundary lines approximately shown per the season date.



155 CLIFTWOOD DRIVE - ATLANTA, GEORGIA 30328 - TELEPHONE: (404) 255-4671 - FAX: (404) 255-6607 - WWW.GEORGIALANDSURVEYING.COM

SURVEY PLAT FOR: 1022 Lake Oconee Parkway, Eatonton Georgia 31024

DATE: 3/8/21 SCALE: 200'

REVISION BY DATE

# Shaifer Partners LLC

LAND LOT: CMD 389 DISTRICT SECTION Putnam COUNTY, GA

LOT: BLDG: UNIT: PHASE:

SUBDIVISION:

PLAT BOOK: 35 - PAGE 242 PARTY CHIEF: FIELD DATE:

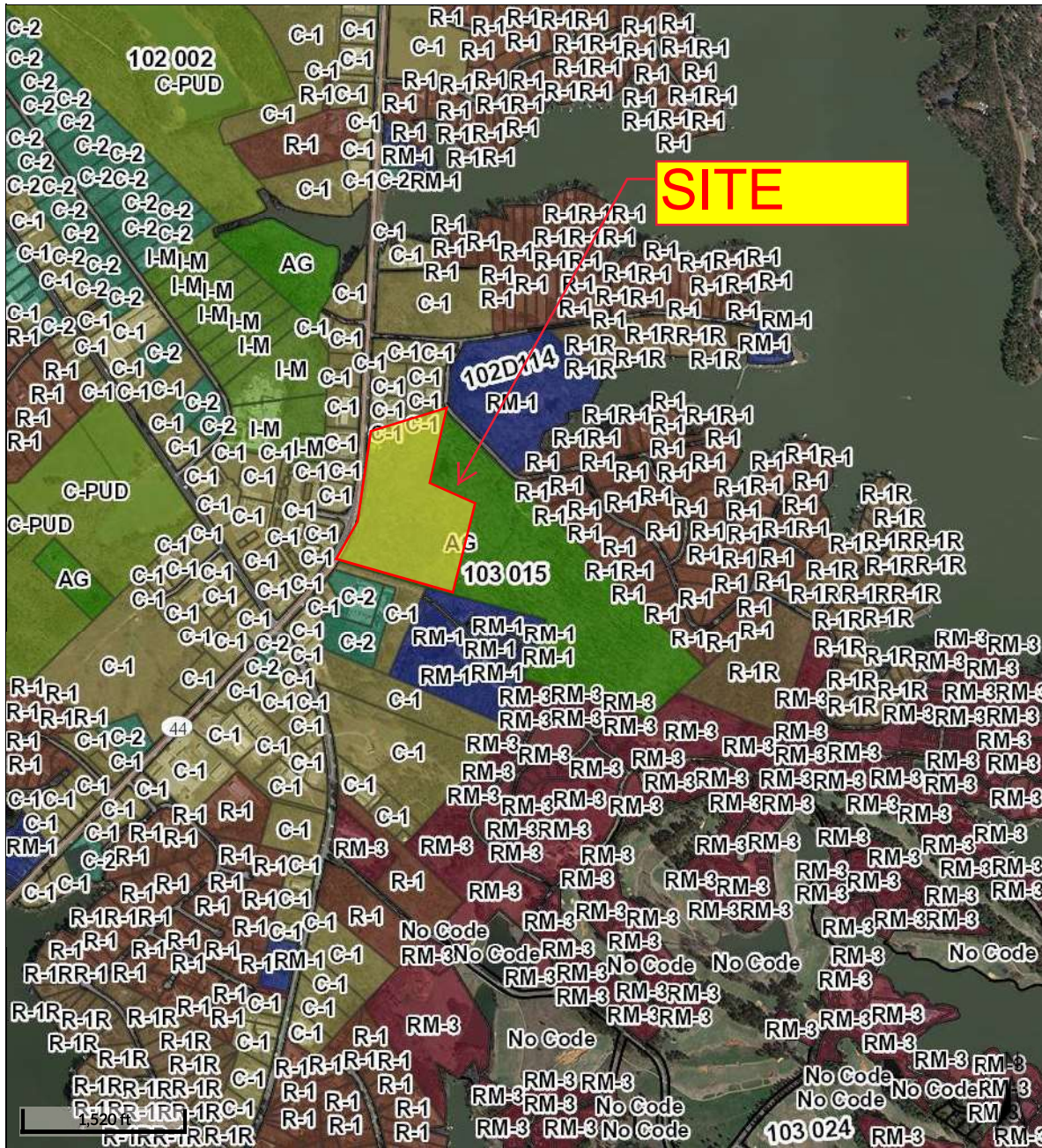
DEED BOOK: 905 - PAGE 137 DRAFTER: SHEET 1 OF 1



THIS PLAT WAS PREPARED FOR THE EXCLUSIVE USE OF THE PERSON, PERSONS OR ENTITY NAMED HEREIN. THIS PLAT DOES NOT EXTEND TO ANY UNNAMED PERSON, PERSONS, OR ENTITY WITHOUT EXPRESS RECITAL THEREIN BY THE SURVEYOR NAMED, SAID PERSON, PERSONS, OR ENTITY. ALL MATTERS PERTAINING TO TITLE ARE EXCEPTED.

DRAWING NUMBER: 5775  
 JOB NUMBER: 202595





Overview



Legend

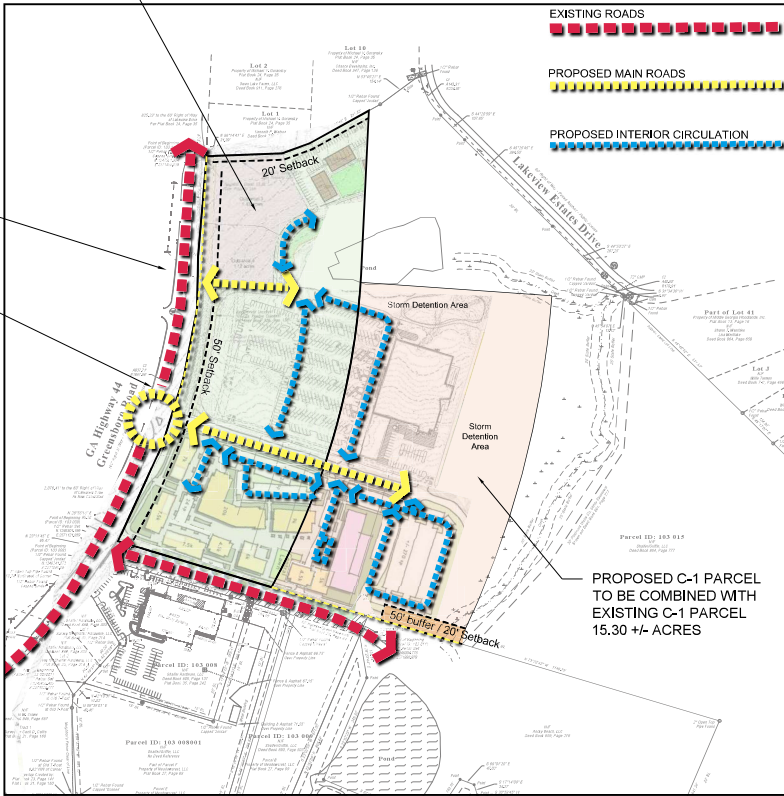
- City Limit
- Parcels
- Parcel Numbers
- Zoning**
- A-1 CITY
- A-1 and AG-1
- AG
- AG-1
- AG-2
- C-1
- R-1RR-1R
- C-2
- C-2 CITY
- C-2 PUD
- C-PUD
- I-1 CITY
- I-2 CITY
- I-M
- MHP
- PUBLIC
- PUBLIC CITY
- R-1 CITY
- R-2 CITY
- R-3 CITY
- R-4 CITY
- R-1
- R-1R
- R-2
- R-PUD
- RM-1
- RM-2
- RM-3
- VILLAGE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



EXISTING C-1 PARCEL TO BE COMBINED WITH PROPOSED C-1 PARCEL 15.70 +/- ACRES

Proposed DOT Intersection

Proposed DOT Intersection



PROPOSED C-1 PARCEL TO BE COMBINED WITH EXISTING C-1 PARCEL 15.30 +/- ACRES

| NET DEVELOPMENT SUMMARY                |                                   |               |                          |
|--|-----------------------------------|---------------|--------------------------|
| COMMERCIAL LAND USE                    | GROSS AREA IN ACRES (APPROXIMATE) | USE IN SF     | SUMMARY OF LAND USE      |
| <b>Existing C1 Parcel Proposed Use</b> | 15.30                             |               |                          |
| Highway 44 Out Parcel 1                |                                   | 7000          | Retail / Office / Dining |
| Highway 44 Out Parcel 2                |                                   | 7000          | Retail / Office / Dining |
| Highway 44 Out Parcel 3                |                                   | 7000          | Retail / Office / Dining |
| Interior Commercial Parcel             |                                   | 8500          | Storage                  |
| Corner Highway Out Parcel              |                                   | 15,000        | Office                   |
|  |                                   | 20,000        | Retail                   |
|  |                                   | 5,000         | Dining                   |
| <b>Sub Total</b>                       | <b>15.30</b>                      | <b>69500</b>  |                          |
| <b>COMMERCIAL LAND USE</b>             |                                   |               |                          |
| <b>Proposed C1 Parcel Proposed Use</b> | 14.60                             |               |                          |
| Interior Commercial Parcel 1           |                                   | 48000         | Grocery / Retail         |
| Interior Commercial Parcel 2           |                                   | 15000         | Office                   |
|  |                                   | 17000         | Retail                   |
|  |                                   | 5000          | Dining                   |
|  |                                   | 20,000        | Hotel (16G Rooms)        |
|  |                                   |               | Conference Center        |
| <b>Sub Total</b>                       | <b>14.60</b>                      | <b>105000</b> |                          |
| <b>TOTALS</b>                          | <b>29.90</b>                      | <b>174500</b> |                          |

Proposed Use: Variety of commercial uses permitted in C-1 zoning - See development summary

Developer / Owner:  
Shaifer Partners, LLC  
5170 Peachtree Road bld 100 suite 120  
Chamblee, GA 30341

Concept Plan: Illustrates conceptual site layout of proposed commercial uses

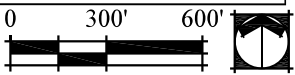
Applicant / Agent:  
Rick McAllister  
1341 Beverly Drive, Athens GA 30606

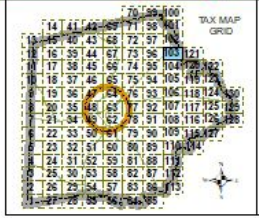
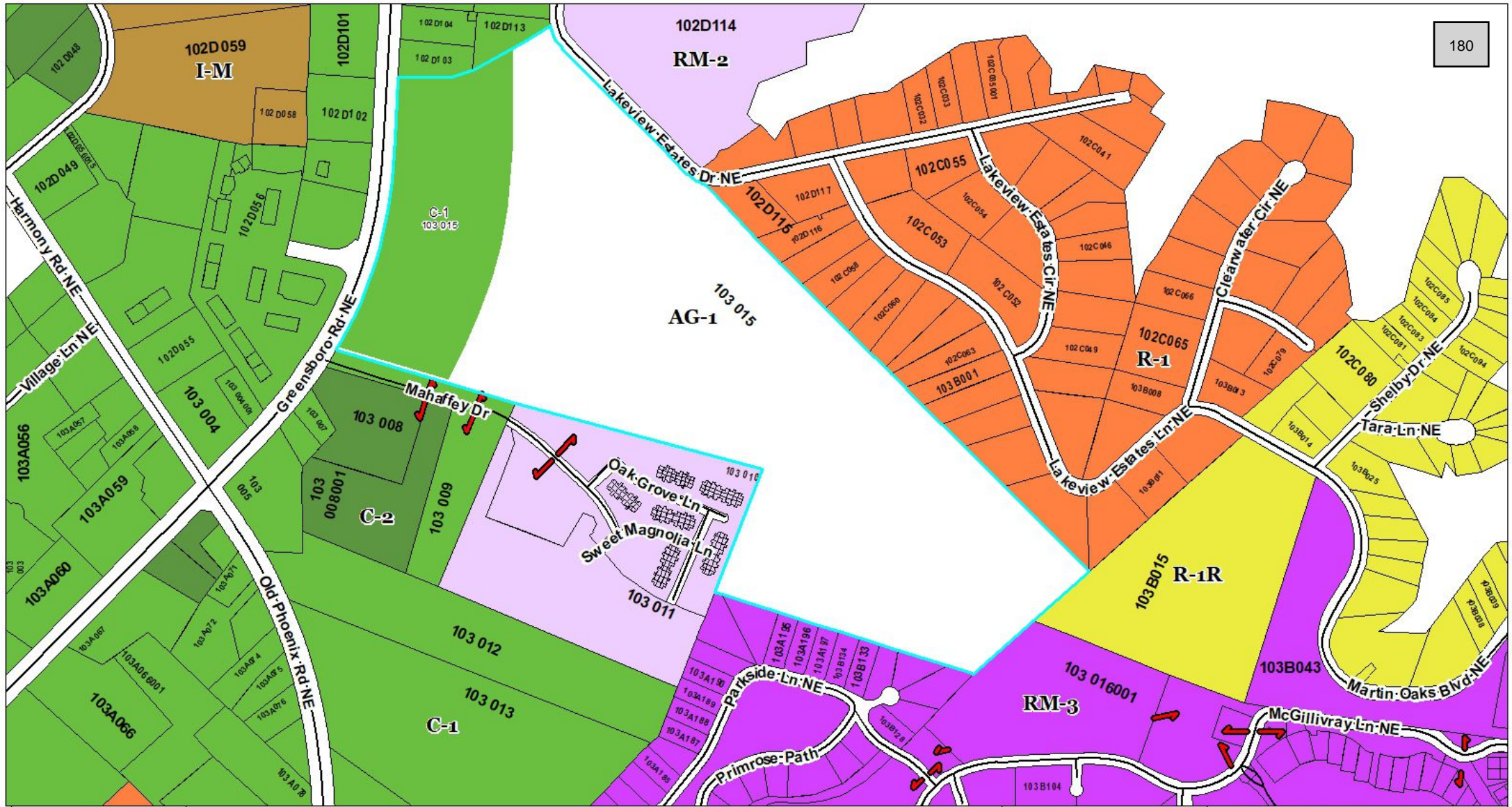
Intent: Rezone 14.60 +/- Acres from AG to C-1. Create a mixed-use commercial development by combining with existing C-1 Highway 44 Parcel.

**PUTNAM DEVELOPMENT CENTER  
CONCEPTUAL SITE PLAN  
JULY 17, 2023**



This plan is conceptual in nature and is an approximate representation of potential land uses, sizes, locations and circulation patterns. The plan is intended to be developed over a period of time and should maintain flexibility to accommodate specific soil conditions, environmental concerns, physical constraints, market conditions and design parameters.





- Eatonton Limits
- County Boundary
- Roads
- Parcels
- Parcel\_Hooks

**GEOGRAPHIC FEATURE LEGEND**

|                  |          |            |             |            |          |         |
|------------------|----------|------------|-------------|------------|----------|---------|
| Overlay District | AG-2     | C-2 CITY   | I-M         | IND-2 CITY | R-1 CITY | RM-2    |
| No Code          | C-1      | IND-1 CITY | MHP         | R-2 CITY   | R-1R     | RM-3    |
| AG-1             | C-1 CITY | PUBLIC     | PUBLIC CITY | R-3 CITY   | R-2      | VILLAGE |
| AG-1 CITY        | C-2      | IND-2      | R-4 CITY    | RM-1       |          |         |

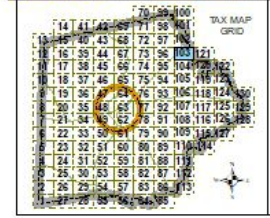
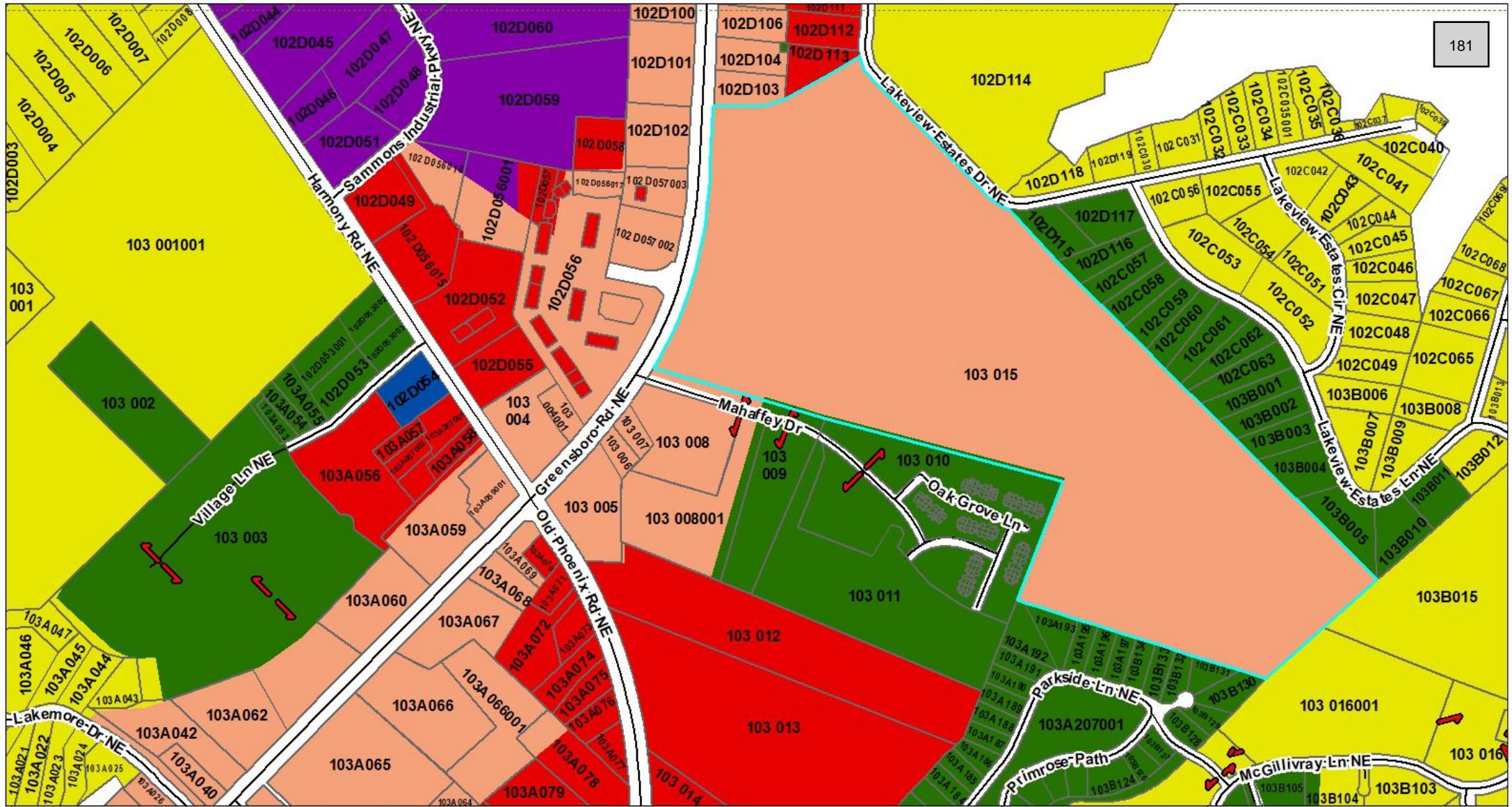


Middle Georgia Regional Commission  
 175 Emery Hwy  
 Suite C  
 Macon, Georgia 31217  
 (478) 751-6160  
 Web:  
[www.middlegeorgia.org](http://www.middlegeorgia.org)

**PUTNAM COUNTY, GEORGIA  
 ZONING MAPS**



**MAP 103**



**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    |                      |                              |  |

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PUTNAM COUNTY, GEORGIA  
 FUTURE LAND USE MAPS

**MAP 103**

MAP SCALE: 1" = 416.67' SCALE RATIO: 1:5,000 DATE: JUNE 2023



# 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, October 5, 2023, ♦ 6:30 PM

Putnam County Administration Building – Room 203

TO: Planning & Zoning Commission

FROM: Lisa Jackson

RE: Staff Recommendation for Public Hearing Agenda on 10/5/2023

### Requests

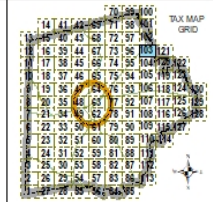
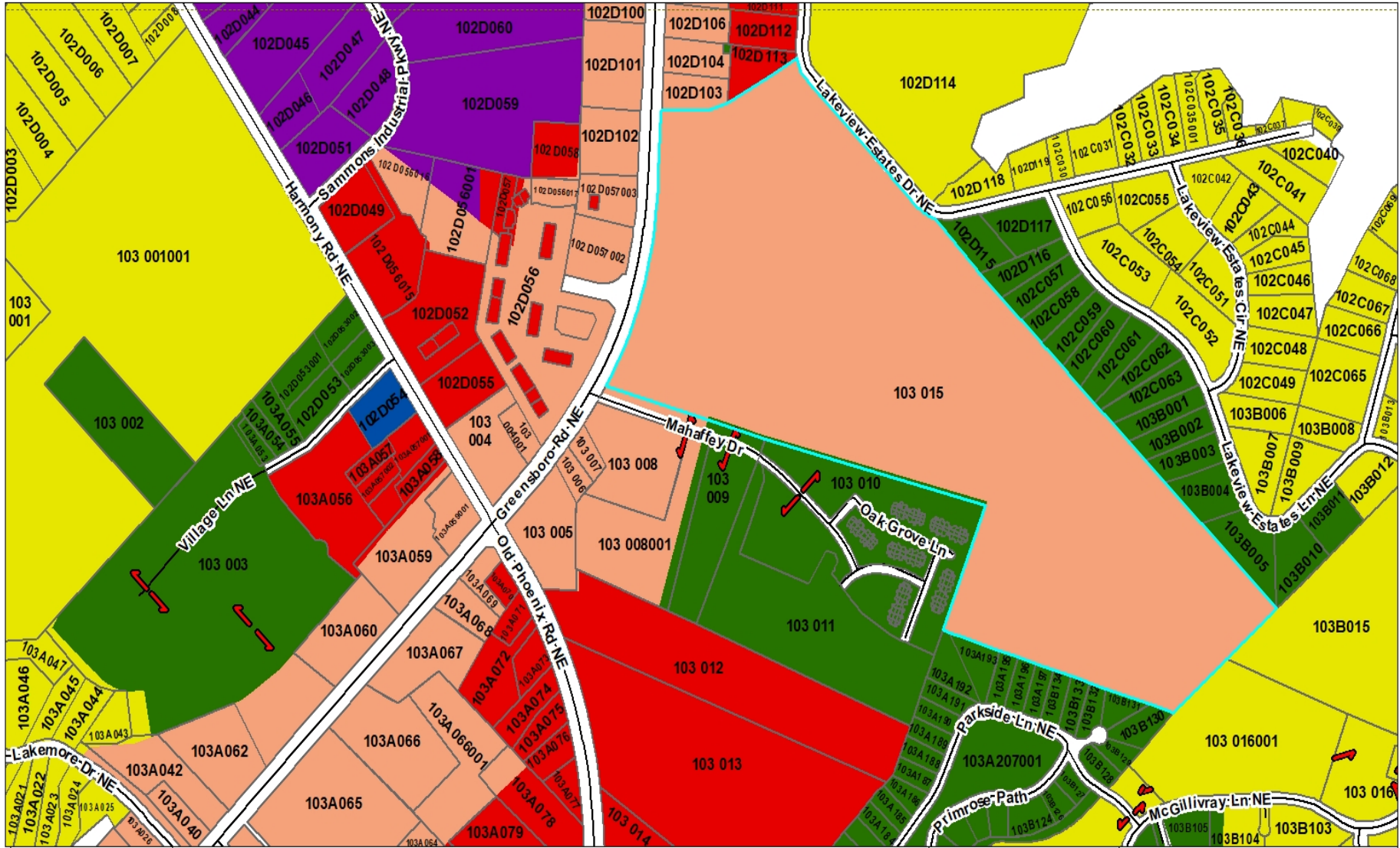
- 7. Request by **Rick McAllister, agent for Shaifer Griffin, LLC** to rezone 15.30 acres at 1024 Lake Oconee Parkway from C-1/AG to C-1. **[Map103, Part of Parcel 015, District 3].\*** Mr. McAllister is requesting to rezone this property on behalf of Shaifer Griffin, LLC. Currently, from the road frontage of the subject property that abuts Hwy 44/Lake Oconee Pkwy up 500 feet in depth, the property is zoned C-1. The remaining acreage is currently zoned AG. The applicant is requesting to rezone 15.30 acres of the 87.85-acre tract from C-1/AG to C-1. If approved, the intended land use for this property is to develop commercial use. The uses will be similar to the existing Harmony Crossing commercial development and include various businesses/retail areas. The proposed development will consist of 3 – 7,000 sq.ft. Retail/Office/Dinning spaces, 1 – 8,500 sq.ft. storage space, 2 – 15,000 sq.ft. office spaces, 1 – 20,000 sq.ft. retail space, 2 – 5,000 sq.ft. dining spaces, 1 - 48,000 sq.ft. Grocery/Retail, 1 – 17,000 sq.ft. retail space, and 1 – 20,000 sq.ft. Hotel (165 Rooms) with a Conference Center.

This parcel is currently undeveloped woodlands and the proposed C-1 zoning request site will extend a portion of the existing dual zoned parcel for an approximate total of 15.30 acres. This site is located on the north corner of the intersecting roads of Ga Hwy 44 and Mahaffey Drive. With approximately 1200 linear feet of Ga Hwy 44 frontage currently zoned C-1, the proposed C-1 area will be combined with existing commercial site and developed for commercial use. The proposed use is consistent with the stated purpose of the zoning district that is being requested. It is suitable in view of the zoning and development of adjacent and nearby properties as it is located within the center of the lake area community. A commercial use development represents a reflection of the growing lake area with the ability to develop as a commercial tract. Additionally, it will extend the already existing commercial business district of this area, it will not adversely affect the existing use, value, or usability of adjacent or nearby properties. According to the Putnam County Future Land Use Comprehensive plan, the projected land use is commercial.

As stated in the traffic study, there will be two site driveways. The first one will be full access on SR 44 aligned with the Harmony Crossing main driveway and the second one will be a right-in/right-out driveway on SR 44. An evaluation of traffic operations was performed at the intersections of SR 44 at Mahaffey Drive, SR 44 at Harmony Crossing Main Driveway/Site Driveway 1, and SR 44 at Site Driveway 2. Currently, SR 44 is a north-south, two-lane, undivided roadway with two ways left turn lane near the proposed site driveway and posted speed limit of 45 MPH. According to a GDOT traffic count performed in 2021, there were 16,700 vehicles per day north of Lakeview Estates Drive. Additionally, GDOT classified SR 44 as a Minor Arterial rural roadway. Mahaffey Drive is an east-west, two-lane, undivided roadway with a posted speed limit of 25 MPH. A traffic study was conducted on Wednesday, April 26, 2023. The turning movement counts were recorded during AM and PM peak hours between 7:00am to 9:00am and 4:00pm to 6:00pm. The Auxiliary Lane Analysis calculated the 24-hour two-way volume entering and exiting the entire site as 13,309. The Right Turn Lane Analysis states that for two lane roadways with AADT's (Annual Average Daily Traffic) greater than or equal to 6,000 vehicles at a posted speed limit of 45 MPH. The counts collected exceeded the 6,000-count threshold. A right-turn lane is warranted for both site driveways located on SR 44.

Per the traffic study, the following improvements are recommended at the site driveway intersections. Site driveway -1: Full-access driveway on SR 44, aligned with Harmony Crossing Main Driveway, one entering and two exiting lanes, install a traffic signal, if approved by GDOT, provide a “protected+permissive” phase for southbound left-turn and westbound left-turn movements, provide a right-turn lane for entering traffic, convert the lane geometry of Harmony Crossing Driveway to a left-turn lane and a shared through/right-turn lane, and provide adequate sight distance per AASHTO (American Association of State Highway and Transportation Officials) standards. Site driveway -2: Right-In/ Right-Out driveway on SR 44, one entering and one exiting lane, stop-sign controlled on the driveway approach with SR 44 remaining free flow, provide a right-turn lane for entering traffic, and provide adequate sight distance per AASHTO standards.

As stated in Sec. 66-103 (a) of the Putnam County Code of Ordinances, the C-1 zoning allows mini warehouses, hotels, office buildings, restaurants, and retail sales or service (indoor) which includes grocery stores. Therefore, the proposed development is consistent with the existing commercial developments located on Ga Hwy 44. This property is directly adjacent to multiple commercial properties and should not adversely affect the existing use, value, or usability of adjacent or nearby properties. If approved, staff recommends the developer to maintain a 50-foot undisturbed vegetated buffer or berm be established along the property lines that abut the remaining AG zoned acres of map 103 parcel 015 and map 103 parcel 010. Site driveway -1: Full-access driveway on SR 44, aligned with Harmony Crossing Main Driveway, one entering and two exiting lanes, install a traffic signal, if approved by GDOT, provide a “protected+permissive” phase for southbound left-turn and westbound left-turn movements, provide a right-turn lane for entering traffic, convert the lane geometry of Harmony Crossing Driveway to a left-turn lane and a shared through/right-turn lane, and provide adequate sight distance per AASHTO (American Association of State Highway and Transportation Officials) standards. Site driveway -2: Right-In/ Right-Out driveway on SR 44, one entering and one exiting lane, stop-sign controlled on the driveway approach with SR 44 remaining free flow, provide a right-turn lane for entering traffic, and provide adequate sight distance per AASHTO standards.



**GEOGRAPHIC FEATURE LEGEND**

- |                 |                      |                              |  |
|-----------------|----------------------|------------------------------|--|
| Eatonton Limits | Agriculture/Forestry | Mixed Use                    | Residential                            |
| County Boundary | Commercial           | Park/Recreation/Conservation | Transportation/Communication/Utilities |
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| Parcels         |                      |                              |  |
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**PUTNAM COUNTY, GEORGIA  
 FUTURE LAND USE MAPS**



**MAP 103**

MAP SCALE: 1"=416.67' SCALE RATIO: 1:5,000 DATE: JUNE 2023





The applicants are proposing to rezone 15.30 acres from AG/C-1 to C-1 to combine it with the existing C-1 portion of Map 103 Parcel 015.

Nearby C-1, C-2, and I-M zoned parcels

Harmony Crossing

Proposed Development Site

Nearby Residential neighborhood

Existing C-1 portion of the parcel to be combined with proposed 15.30-acre C-1 parcel

Nearby apartment complex

Staff recommendation is for approval to rezone 15.30 acres from C-1/AG to C-1 at 1024 Lake Oconee Parkway [Map 103, Part of Parcel 015, District 3] with the following conditions:

1. **The developer shall develop and maintain a 50-foot undisturbed buffer or berm along the property lines that abut remaining AG zoned acres of Map 103 Parcel 015 and Map 103 Parcel 010 as stated in Section 66-104(g) of the Putnam County Code of Ordinances.**
2. **Site driveway -1: Full-access driveway on SR 44, aligned with Harmony Crossing Main Driveway, one entering and two exiting lanes, install a traffic signal, if approved by GDOT, provide a “protected+permissive” phase for southbound left-turn and westbound left-turn movements, provide a right-turn land for entering traffic, convert the lane geometry of Harmony Crossing Driveway to a left-turn lane and a shared through/right-turn lane, and provide adequate sight distance per AASHTO (American Association of State Highway and Transportation Officials) standards.**
3. **Site driveway -2: Right-In/ Right-Out driveway on SR 44, one entering and one exiting lane, stop-sign controlled on the driveway approach with SR 44 remaining free flow, provide a right-turn lane for entering traffic, and provide adequate sight distance per AASHTO standards.**
4. **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 meeting will be conducted pursuant and in accordance with O.C.G.A. Chapter 36-66.

**Notice:** All opponents to any rezoning request on the Planning & Zoning Commission and the Board of Commissioners agendas must file a disclosure of campaign contributions with the Planning & Development Department within five calendar days prior to public hearings if you have contributed \$250.00 or more to an elected official in Putnam County within the last five years.

\*The Putnam County Board of Commissioners will hear these agenda items on October 17, 2023, at 6:00 P.M., in the Putnam County Administration Building, 117 Putnam Drive, Room 203, Eatonton, GA 31024.

The full meeting package can be reviewed in the Planning & Development office upon request.

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 Board of Commissioners’ hearing will be conducted pursuant to O.C.G.A. 50-14-1 and Section 66-152 of the Putnam County Code of Ordinances and meets the requirements of the Zoning Procedures Laws established in O.C.G.A 36-66.

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.