

PUTNAM COUNTY BOARD OF COMMISSIONERS



117 Putnam Drive, Suite A ♦ Eatonton, GA 31024

Agenda

Tuesday, September 20, 2022 ♦ 6:30 PM

Putnam County Administration Building – Room 203

Opening

1. Welcome - Call to Order
2. Approval of Agenda
3. Invocation - Pastor James Smith, Wesley Chapel United Methodist Church
4. Pledge of Allegiance (BW)

Zoning Public Hearing

5. Request by JPC Design and Const. LLC, agent for William B. Jones, to rezone 0.94 acres at 114 Briarpatch Road from R-2 to C-1 [Map 096B, Parcel 063, District 1] (staff-P&D)

Regular Business Meeting

6. Public Comments
7. Consent Agenda
 - a. Approval of Minutes - September 2, 2022 Regular Meeting (staff-CC)
 - b. Authorization for Chairman to sign ACCG Group Self-Insurance Workers' Compensation Fund (GSIWCF) Safety Discount Verification Form (staff-HR)
 - c. Authorization for Chairman to sign ACCG Interlocal Risk Management Agency (IRMA) Safety Discount Verification Form (staff-HR)
8. Approval of Right-of-Way Permit Application from Phillips and Jordan, Inc. (staff-PW)
9. Approval of Fourth Transit Bus (staff-Transit)

Reports/Announcements

10. County Manager Report
11. County Attorney Report
12. Commissioner Announcements

Closing

13. Adjournment

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

File Attachments for Item:

5. Request by JPC Design and Const. LLC, agent for William B. Jones, to rezone 0.94 acres at 114 Briarpatch Road from R-2 to C-1 [Map 096B, Parcel 063, District 1] (staff-P&D)

From: Jeremy Crosby <JCrosby@jonespetroleum.com>
Sent: Monday, September 12, 2022 2:53:16 PM
To: Lisa Jackson <ljackson@putnamcountyga.us>
Cc: Courtney Andrews <candrews@putnamcountyga.us>; Mike Horne <mhorne@jonespetroleum.com>
Subject: 114 Briar Patch Rezoning

Lisa,

I am writing to request that the rezoning hearing for 114 BriarPatch Rd from residential to commercial be postponed until the November 15th Board of Commissioners meeting.

Can you email me back to confirm you received this request?

Thanks

Jeremy Crosby

JPC Design and Construction LLC



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, September 01, 2022, ♦ 6:30 PM

Putnam County Administration Building – Room 203

TO: Board of Commissioners

FROM: Lisa Jackson

RE: Staff Recommendation for Public Hearing Agenda on 9/1/2022

Requests

5. Request by **JPC Design and Const. LLC, agent for William B. Jones** to rezone 0.94 acres at 114 Briarpatch Road from R-2 to C-1. **[Map 096B, Parcel 063, District 1]**. * The applicant is requesting a rezoning approval in order to build an additional boat storage facility. This new build will be the third addition to the existing Fish Tale Marina boat storage business. The building will be approximately 14,500 sq. ft. (150 X 97) with paved parking. They plan on having interior parking that will be accessed from the existing Fish Tale Marina parking lot. There will be no additional driveways located on Briarpatch Road.

On January 7, 2016, the Putnam County Planning & Zoning Commission conducted a public hearing which included a request by **William B. Jones** and JP Capital & Insurance to rezone .94 acres at 108 Briarpatch Road, N.E and this parcel consisting of 0.94 acres at 114 Briarpatch Road, from R-2 to C-1. At that time, staff recommended that the property located at 108 Briarpatch Road be rezoned to C-1 with conditions, given that it was directly adjacent to the store and the property across the street on Briarpatch was zoned for commercial use. The property at 108 Briarpatch Road was rezoned by the Board of Commissioner and the second boat facility was established. Nevertheless, both staff and the P&Z commission recommended denial for the rezoning of this property from R-2 to C-1. At that time, staff recommended that the property at 114 Briarpatch Road should remain residential and would provide a buffer between the adjacent residential community and the commercial property. The Board of Commissioners also voted to deny this request.

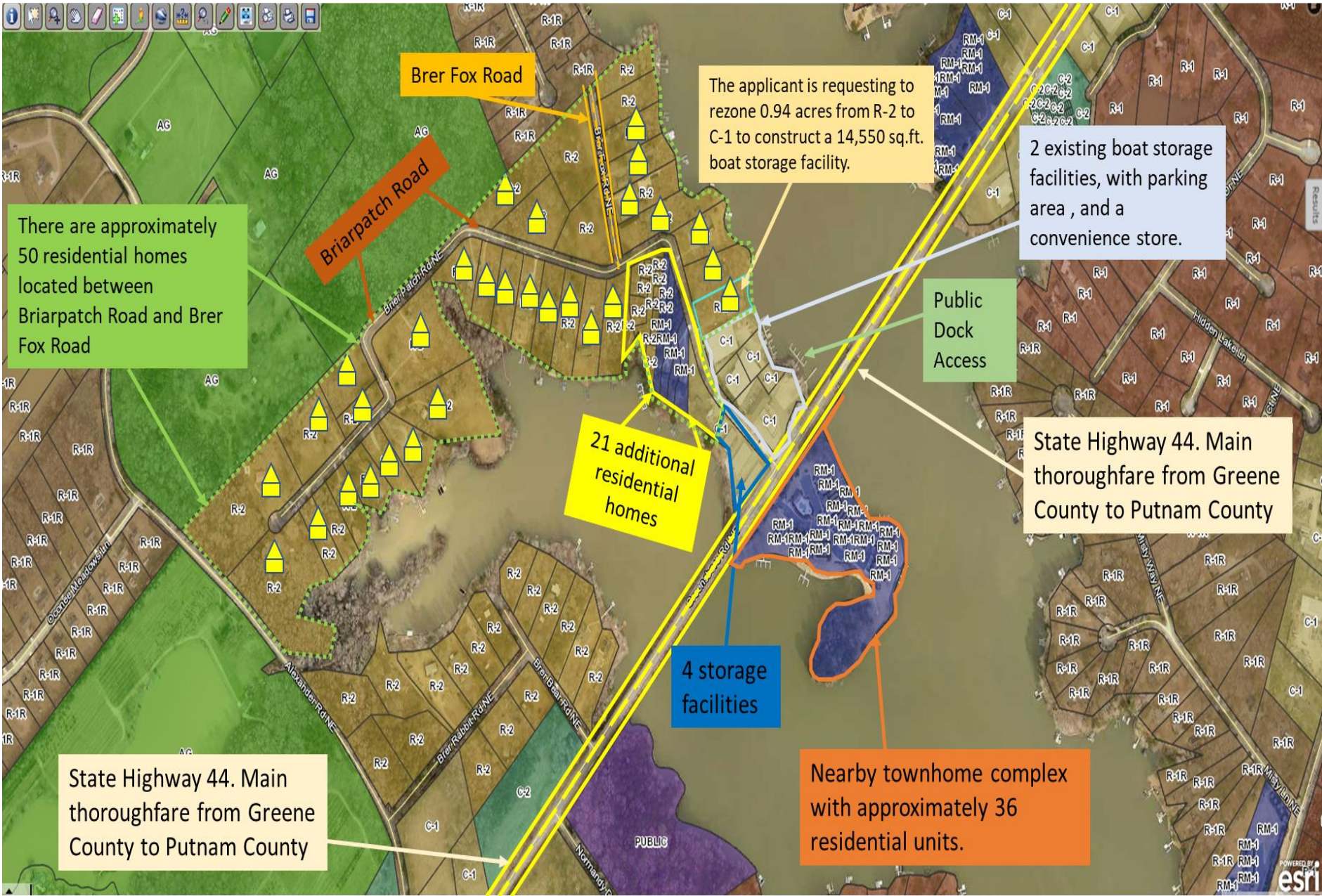
Staff maintains the same opinion, that the proposed parcel provides a buffer between the adjacent residential and commercial properties. Subsequently, this is also the first home leading into this R-2 subdivision on the right side of Briarpatch Road. It is the position of staff that rezoning this parcel to a use other than residential would have an adverse effect on the existing use, value or usability of adjacent and nearby residential properties. Furthermore, Briarpatch Road is identified as a local street, which in this case provides the only direct access in and out of the adjoining residential district off Hwy 44. This state highway is the main thoroughfare from Eatonton to Greene County, which is heavily traveled. There are currently three access points for Fish Tale Marina, one on Briarpatch Road and two directly onto Highway 44 from the store parking lot. In addition, the Marathon Store has a very active public boat ramp. There is also a townhome development on Hwy 44

consisting of approximately 36 townhome units and the only entrance is a slight dogleg across from the intersection of Hwy 44 and Briarpatch Road.

Therefore, the proposed rezoning of this property from residential to commercial would have an adverse effect on the intersection of Briarpatch Road and Hwy 44. Moreover, the proposed rezoning and use is not suitable in view of the zoning and development of adjacent and surrounding residential properties. Finally, staff further finds no substantial reasons that would hinder or limit this property from being used as currently zoned. Therefore, staff believes that it would be in the best interest of the adjacent properties and this neighborhood for the current zoning of this property to remain as is. Therefore, **staff recommends denial.**

Staff recommendation is for denial to rezone 0.94 acres at 114 Briarpatch Road from R-2 to C-1. [Map 096B, Parcel 063, District 1]. *

*The Planning & Zoning Commission's recommendation is for denial of the proposed rezoning at 114 Briarpatch Road from R-2 to C-1. [Map 096B, Parcel 063, District 1]. **



The applicant is requesting to rezone 0.94 acres from R-2 to C-1 to construct a 14,550 sq.ft. boat storage facility.

2 existing boat storage facilities, with parking area, and a convenience store.

Public Dock Access

State Highway 44. Main thoroughfare from Greene County to Putnam County

21 additional residential homes

4 storage facilities

Nearby townhome complex with approximately 36 residential units.

There are approximately 50 residential homes located between Briarpatch Road and Brer Fox Road

State Highway 44. Main thoroughfare from Greene County to Putnam County



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APPLICATION FOR REZONING

REZONING

APPLICATION NO. 2022-00400 DATE: 6-6-2022

MAP 096B PARCEL 063 ZONING DISTRICT R-2

1. Owner Name: William B. Jones

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

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

4. Email Address: jcrosby@jonespetroleum.com

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

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

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

8. The proposed zoning district desired: C-1

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

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

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

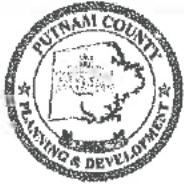
12. Copy of warranty deed for proof of ownership and if not owned by applicant, please attach a signed and notarized letter of agency from each property owner for all property sought to be rezoned.

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

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

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

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



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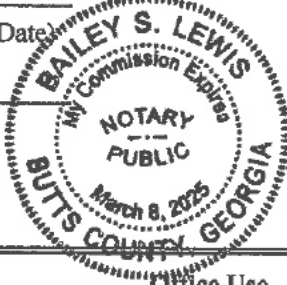
- 17. Provision for sanitary sewage disposal: septic system _____, or sewer . If sewer, please provide name of company providing same, or, if new development, provide a letter from sewer provider.
- 18. Complete attachment of Disclosure of Campaign Contributions Form by the applicant and/or the applicant's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

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

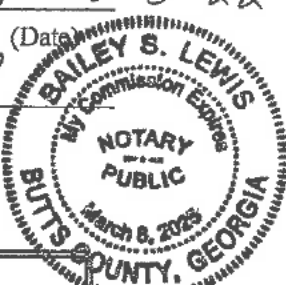
WFB Jones 6-6-22
Signature (Property Owner) (Date)

[Signature] 6-6-22
Signature (Applicant) (Date)

[Signature]
Notary Public



[Signature]
Notary Public



Office Use

Paid: \$ 275⁰⁰ (cash) _____ (check) 10314 (credit card) _____
 Receipt No. _____ Date Paid: 2-24-22
 Date Application Received: 10-6-22 (re-submitted) Original 2-24-22
 Reviewed for completeness by: [Signature]
 Date of BOC hearing: 7-19-22 Date submitted to newspaper: 6-13-22
 Date sign posted on property: _____ Picture attached: yes _____ no _____

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

2/22/22

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

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

Ms. Jackson

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

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

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

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

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

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

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

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

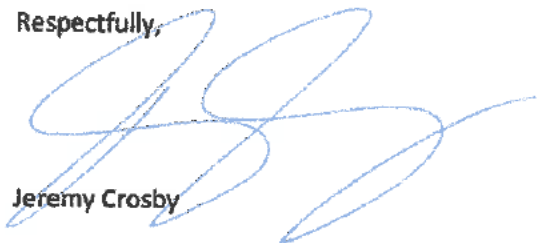
Finally, proposed use should not affect the Comprehensive Plan, surrounding zoning or properties, and should reflect a balance between the promotion of the public health, safety, and reasonable private use of the subject property.

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

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

We thank you for your consideration in this matter.

Respectfully,



Jeremy Crosby

JPC Design and Construction, LLC

Jones Petroleum, Inc.

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

Sheila H. Perry

REAL ESTATE TRANSFER T
AX
PAID: \$255.00

PT61-117-2012-001462

SWWV FILE NO. 712012.0182
POLICY TYPE: Owner's

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

WARRANTY DEED

STATE OF GEORGIA, *Putnam* COUNTY.

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

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

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

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

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

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

Jim L. Warren (SEAL)
JIM L. WARREN

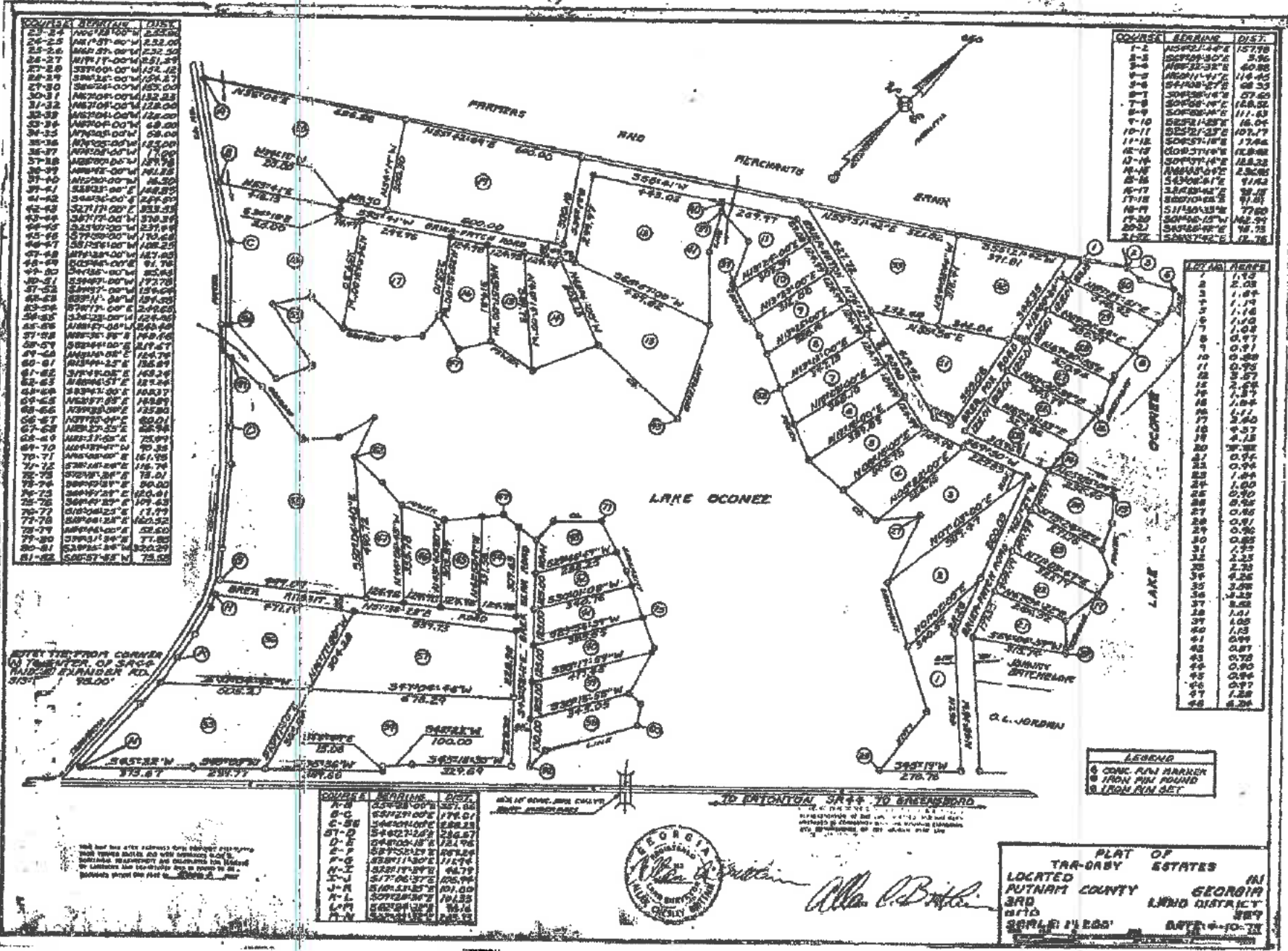
Linda Warren (SEAL)
LINDA WARREN

Signed, sealed and delivered in the presence of:

Shelia Millwood
unofficial witness

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





| COURSE | BEARING | DIST. |
|--------|-------------|--------|
| 21-24 | N66°12'100" | 232.00 |
| 24-25 | N61°07'00" | 232.00 |
| 25-26 | N64°39'00" | 232.00 |
| 26-27 | N71°17'00" | 231.50 |
| 27-28 | S37°00'00" | 172.42 |
| 28-29 | S33°21'00" | 192.87 |
| 29-30 | S42°04'00" | 182.00 |
| 30-31 | N67°01'00" | 132.23 |
| 31-32 | N67°01'00" | 128.00 |
| 32-33 | N67°01'00" | 128.00 |
| 33-34 | N67°01'00" | 68.00 |
| 34-35 | N75°03'00" | 68.00 |
| 35-36 | N75°03'00" | 123.00 |
| 36-37 | N75°03'00" | 170.00 |
| 37-38 | N68°00'00" | 127.98 |
| 38-39 | N68°00'00" | 127.98 |
| 39-40 | N68°00'00" | 127.98 |
| 40-41 | S45°03'00" | 277.00 |
| 41-42 | S45°03'00" | 277.00 |
| 42-43 | S45°03'00" | 277.00 |
| 43-44 | S45°03'00" | 277.00 |
| 44-45 | S45°03'00" | 277.00 |
| 45-46 | S45°03'00" | 277.00 |
| 46-47 | S45°03'00" | 277.00 |
| 47-48 | S45°03'00" | 277.00 |
| 48-49 | S45°03'00" | 277.00 |
| 49-50 | S45°03'00" | 277.00 |
| 50-51 | S45°03'00" | 277.00 |
| 51-52 | S45°03'00" | 277.00 |
| 52-53 | S45°03'00" | 277.00 |
| 53-54 | S45°03'00" | 277.00 |
| 54-55 | S45°03'00" | 277.00 |
| 55-56 | S45°03'00" | 277.00 |
| 56-57 | S45°03'00" | 277.00 |
| 57-58 | S45°03'00" | 277.00 |
| 58-59 | S45°03'00" | 277.00 |
| 59-60 | S45°03'00" | 277.00 |
| 60-61 | S45°03'00" | 277.00 |
| 61-62 | S45°03'00" | 277.00 |
| 62-63 | S45°03'00" | 277.00 |
| 63-64 | S45°03'00" | 277.00 |
| 64-65 | S45°03'00" | 277.00 |
| 65-66 | S45°03'00" | 277.00 |
| 66-67 | S45°03'00" | 277.00 |
| 67-68 | S45°03'00" | 277.00 |
| 68-69 | S45°03'00" | 277.00 |
| 69-70 | S45°03'00" | 277.00 |
| 70-71 | S45°03'00" | 277.00 |
| 71-72 | S45°03'00" | 277.00 |
| 72-73 | S45°03'00" | 277.00 |
| 73-74 | S45°03'00" | 277.00 |
| 74-75 | S45°03'00" | 277.00 |
| 75-76 | S45°03'00" | 277.00 |
| 76-77 | S45°03'00" | 277.00 |
| 77-78 | S45°03'00" | 277.00 |
| 78-79 | S45°03'00" | 277.00 |
| 79-80 | S45°03'00" | 277.00 |
| 80-81 | S45°03'00" | 277.00 |
| 81-82 | S45°03'00" | 277.00 |

| COURSE | BEARING | DIST. |
|--------|-------------|--------|
| 1-2 | N57°01'40"E | 157.78 |
| 2-3 | S67°00'00"E | 3.96 |
| 3-4 | N67°01'30"E | 60.88 |
| 4-5 | N67°01'30"E | 114.45 |
| 5-6 | S44°08'20"E | 68.33 |
| 6-7 | S30°08'10"E | 57.40 |
| 7-8 | S09°08'10"E | 128.32 |
| 8-9 | S09°08'10"E | 111.63 |
| 9-10 | S62°11'30"E | 16.04 |
| 10-11 | S62°11'30"E | 107.17 |
| 11-12 | S08°11'10"E | 17.64 |
| 12-13 | S08°11'10"E | 118.82 |
| 13-14 | S09°07'14"E | 122.22 |
| 14-15 | N66°01'00"E | 238.85 |
| 15-16 | S43°00'10"E | 91.62 |
| 16-17 | S43°00'10"E | 28.17 |
| 17-18 | S09°08'10"E | 91.81 |
| 18-19 | S11°30'10"E | 77.80 |
| 19-20 | S09°08'10"E | 162.31 |
| 20-21 | S09°08'10"E | 18.73 |
| 21-22 | S09°08'10"E | 18.73 |

| LOT NO. | ACRES |
|---------|-------|
| 1 | 1.10 |
| 2 | 1.07 |
| 3 | 1.19 |
| 4 | 1.16 |
| 5 | 1.08 |
| 6 | 0.77 |
| 7 | 0.71 |
| 8 | 0.80 |
| 9 | 0.75 |
| 10 | 3.27 |
| 11 | 2.24 |
| 12 | 1.87 |
| 13 | 1.97 |
| 14 | 2.60 |
| 15 | 4.18 |
| 16 | 3.78 |
| 17 | 0.74 |
| 18 | 1.04 |
| 19 | 1.00 |
| 20 | 0.70 |
| 21 | 0.62 |
| 22 | 0.65 |
| 23 | 0.67 |
| 24 | 0.70 |
| 25 | 0.65 |
| 26 | 1.22 |
| 27 | 2.20 |
| 28 | 4.28 |
| 29 | 3.28 |
| 30 | 1.05 |
| 31 | 1.22 |
| 32 | 2.20 |
| 33 | 4.28 |
| 34 | 3.28 |
| 35 | 1.05 |
| 36 | 1.22 |
| 37 | 2.20 |
| 38 | 4.28 |
| 39 | 3.28 |
| 40 | 1.05 |
| 41 | 1.22 |
| 42 | 2.20 |
| 43 | 4.28 |
| 44 | 3.28 |
| 45 | 1.05 |
| 46 | 1.22 |
| 47 | 2.20 |
| 48 | 4.28 |

LEGEND
 * CONC. PIN MARKER
 * IRON PIN FOUND
 * IRON PIN SET

| COURSE | BEARING | DIST. |
|--------|------------|--------|
| A-B | S27°01'00" | 172.00 |
| B-C | S45°03'00" | 172.00 |
| C-D | S45°03'00" | 172.00 |
| D-E | S45°03'00" | 172.00 |
| E-F | S45°03'00" | 172.00 |
| F-G | S45°03'00" | 172.00 |
| G-H | S45°03'00" | 172.00 |
| H-I | S45°03'00" | 172.00 |
| I-J | S45°03'00" | 172.00 |
| J-K | S45°03'00" | 172.00 |
| K-L | S45°03'00" | 172.00 |
| L-M | S45°03'00" | 172.00 |
| M-N | S45°03'00" | 172.00 |



Alta P. B. B.

PLAT OF
 TAYLOR ESTATES
 LOCATED
 RUTNAM COUNTY
 3RD DISTRICT
 GEORGIA
 1925

SEE REF. TO THIS PLAT IN THE RECORDS OF THE SURVEYOR'S OFFICE FOR A COMPLETE LIST OF THE PARCELS AND THE NAMES OF THE OWNERS.



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: _____ *N/A*

2. Address: _____

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

Signature of Applicant: _____ *[Handwritten Signature]*

Date: *6/6/2022*

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

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

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

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



Date Paid: 12/2/2021



Scan this code
with your mobile
phone to view this
bill

INTERNET TAX RECEIPT

318 Corporate Pkwy., Ste. 301
Macon, GA 31210
478-621-7500
www.rowland-engineering.com



JUNE 1, 2022

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

RE: Fish Tale Marina Boat Storage
IMPACT ANALYSIS
Supplement to the Rezoning Application

Dear Ms. Jackson:

The following is an Impact Analysis for the Fish Tail Marina Boat Storage as outlined in the Rezoning Application provided by Putnam County Planning & Development respectively. The Impact Analysis requests the following:

1. The application must be accompanied by a written, documented analysis of the proposed zoning change with regard to each of the standards governing consideration, (which are enumerated under Putnam County Code of Ordinances, Chapter 66-Zoning, Sec. 66-165(d)) and are as follows:
 - a. Is the proposed use consistent with the stated purpose of the zoning district that is being requested?
~ Yes, the proposed zoning permits a boat storage use/marina.
 - b. Is the proposed use suitable in view of the zoning and development of adjacent and nearby property?
~ Yes, the proposed use is an expansion of the existing use on the adjacent lot.
 - c. Will the proposed use adversely affect the existing use, value or usability of adjacent or nearby property?
~No, as the proposed use is an expansion of the existing use on the adjacent property, there is limited risk of a negative effect on the property values or usability of nearby property.
 - d. Is the proposed use compatible with the purpose and intent of the Comprehensive Plan?
~ Yes, as outlined in the comprehensive plan, certain areas near the subject are suitable for a mixed -use future land use, which supports both residential and commercial uses. This designation is intended to be mutually complimentary between residential and neighborhood commercial uses. The subject parcel is situated in an area immediately adjacent to a commercial and mixed-use zone; it is reasonable, considering this fact, that the subject property is compatible with these future land use designations.
 - e. Are there substantial reasons why the property cannot or should not be used as currently zoned?
~ No, the subject property is currently zoned R-2, this zoning district permits residential uses and uses ancillary to residential. Many of the surrounding properties are residential land uses. However, the proposed use complements the recreational activities common in the area and it is compatible with the land use directly adjacent to the subject property.

- f. Will the proposed use cause an excessive or burdensome use of public facilities or services or exceed the present or funded capabilities, included but not limited to streets, water or sewer utilities, and police or fire protection?
~ No, the proposed use, a recreational boat storage facility, will not produce an excess of demand on public facilities/utilities.
- g. 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?
~ Yes, the proposed use and the proposed zoning is supported in the comprehensive plan by the fact that the adjacent property to the south is currently used as a recreational boat storage facility.
- h. Does the proposed use reflect a reasonable balance between the promotion of the public health, safety, and a reasonable private use of the subject property?
~ Yes, the proposed use is an expansion of the existing use on the adjacent property, which supports lacustrine recreation enjoyed by surrounding residences.

- 2. A traffic impact analysis is to include the existing average daily traffic on road/streets leading to the nearest intersection and the projected average daily traffic. Additional requirements for the analysis may be provided by the Planning and Development Department and included with the application.
~ See attached traffic study, dated Apr. 26, 2022
- 3. The estimated number of dwelling units and total floor area of non-residential uses (if applicable) of the proposed development.
~ The proposed non-residential floor area is +/-14,550; the proposed structure is a no-occupancy boat warehouse.
- 4. Effect on the environment surrounding the area to be rezoned including the effect on all natural and historic resources. (State source of the information)
~ No, adverse effect is not anticipated on surrounding natural or historic resources.
- 5. Impact on fire protection with respect to the need for additional firefighting equipment or personnel. (State source of the information)
~ No, hazardous materials will not be stored in the proposed structure aside from fuel stored in onboard fuel tanks of the boats in storage. The proposed structure will be separated from nearby residential uses by a landscape buffer.
- 6. What are the physical characteristics of the site with respect to topography and drainage courses?
~ The site is sloping with a slope of 6 to 8% towards the lake shore.
- 7. Adjacent and nearby zoning and land use.
~ The adjacent zoning is R-2 to the north and west and C-1 towards the south; Lake Oconee is immediately to the east.

Please let me know if you should need additional information for this project.

Sincerely,
Rowland Engineering, Inc.



Steven A. Rowland, PE
President



BOAT STORAGE BLDG. #3
14,550 SF (150' X 97')

EXISTING
BOAT STORAGE
±14,212 S.F.
F.F.E. = 446.0

GRAPHIC SCALE



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

ROWLAND
ENGINEERING
110 Corporate Pkwy, Ste. 301
Macon, GA 31210
(478) 821-7500
rowland@rowland-engineering.com
www.rowland-engineering.com

PROJECT NO. 2150

02-23-2022

CONCEPTUAL
SITE PLAN

1 OF 1

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



Prepared for:

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

Prepared By:



A&R Engineering Inc.

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

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

TABLE OF CONTENTS

| Item | Page |
|--|-------------|
| 1.0 Introduction | 1 |
| 2.0 Existing Facilities / Conditions | 4 |
| 2.1 Roadway Facilities..... | 4 |
| 2.1.1 SR 44 (Greensboro Road)..... | 4 |
| 2.1.2 Briarpatch Road | 4 |
| 3.0 Study Methodology | 5 |
| 3.1 Unsignalized Intersections..... | 5 |
| 3.2 Signalized Intersections | 5 |
| 4.0 Existing 2022 Traffic Analysis..... | 7 |
| 4.1 Existing Traffic Volumes..... | 7 |
| 4.2 Existing Traffic Operations..... | 9 |
| 5.0 Proposed Development..... | 11 |
| 5.1 Trip Generation..... | 13 |
| 5.2 Trip Distribution..... | 13 |
| 6.0 Future 2024 Traffic Analysis | 15 |
| 6.1 Future “No-Build” Conditions | 15 |
| 6.1.1 Annual Traffic Growth..... | 15 |
| 6.2 Future “Build” Conditions | 15 |
| 6.3 Future Traffic Operations..... | 18 |
| 7.0 Conclusions and Recommendations..... | 20 |
| 7.1 Recommendation for Site Access Configuration | 20 |
| Appendix | |

LIST OF TABLES

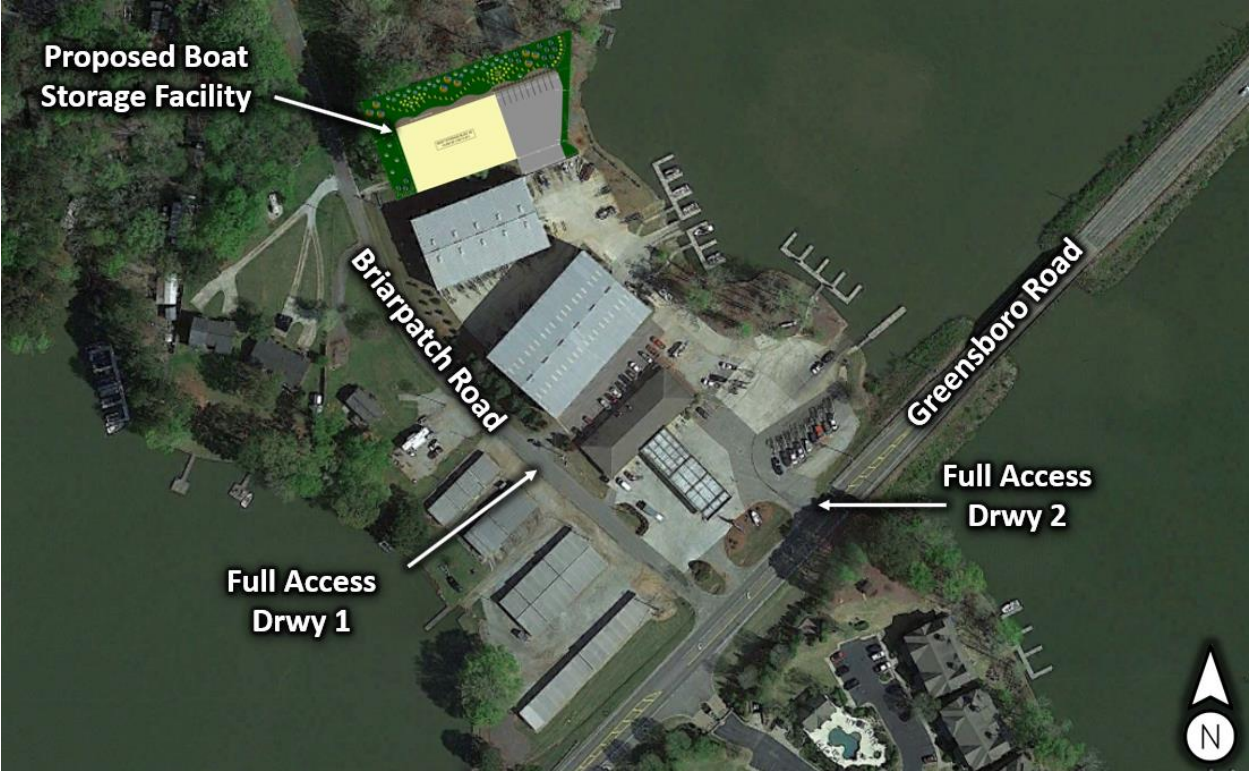
| Item | Page |
|---|-------------|
| Table 1 – Level-of-service Criteria for Unsignalized Intersections..... | 5 |
| Table 2 – Level-of-service Criteria for Signalized Intersections | 6 |
| Table 3 – Existing Intersection Operations | 9 |
| Table 4 – Trip Generation | 13 |
| Table 7 – Future Intersection Operations..... | 18 |

LIST OF FIGURES

| Item | Page |
|--|-------------|
| Figure 1 – Location Map..... | 3 |
| Figure 2 – Existing Weekday Peak Hour Volumes..... | 8 |
| Figure 3 – Existing Traffic Control and Lane Geometry | 10 |
| Figure 4 – Site Plan..... | 12 |
| Figure 5 – Outer Leg Trip Distribution and Site Generated Peak Hour Volumes..... | 14 |
| Figure 6 – Future (No-Build) Peak Hour Volumes | 16 |
| Figure 7 – Future (Build) Peak Hour Volumes..... | 17 |
| Figure 8 – Future Traffic Control and Lane Geometry | 19 |

1.0 INTRODUCTION

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



The development will access existing roadway at the following locations:

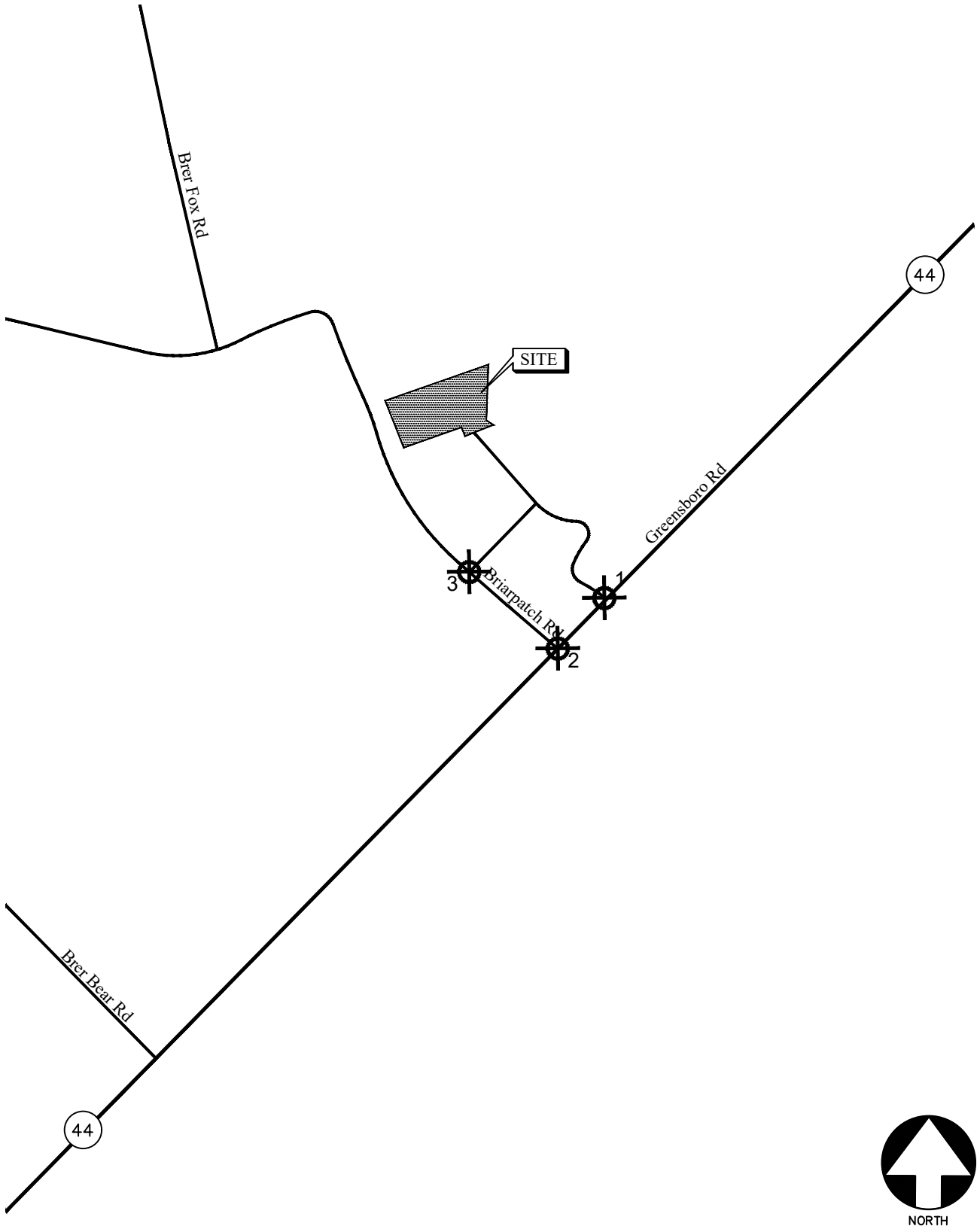
- Site Driveway 1 (Storage Driveway): Full-access driveway on Briarpatch Road
- Site Driveway 2 (Northern Driveway): Full-access driveway on SR 44 (Greensboro Road)

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

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

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

⊕ Study Intersection



LOCATION MAP

FIGURE 1

A&R Engineering Inc.

2.0 EXISTING FACILITIES / CONDITIONS

2.1 Roadway Facilities

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

2.1.1 SR 44 (Greensboro Road)

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

2.1.2 Briarpatch Road

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

3.0 STUDY METHODOLOGY

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

3.1 Unsignalized Intersections

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

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

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

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

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

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

3.2 Signalized Intersections

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

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

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

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

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

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

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

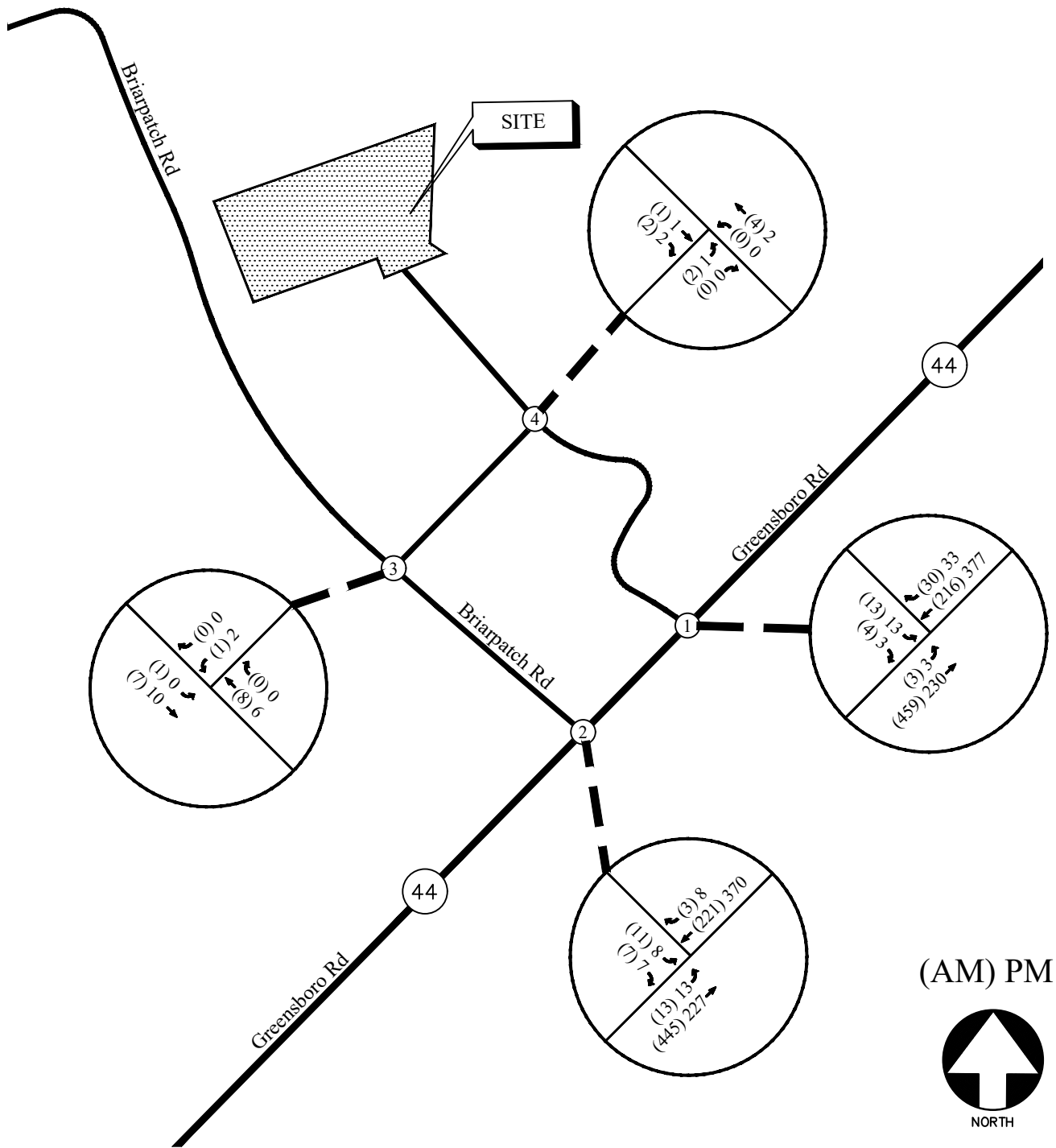
4.0 EXISTING 2022 TRAFFIC ANALYSIS

4.1 Existing Traffic Volumes

Existing traffic counts were obtained at the following study intersections:

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

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



EXISTING WEEKDAY PEAK-HOUR VOLUMES

FIGURE 2

A&R Engineering Inc.

4.2 Existing Traffic Operations

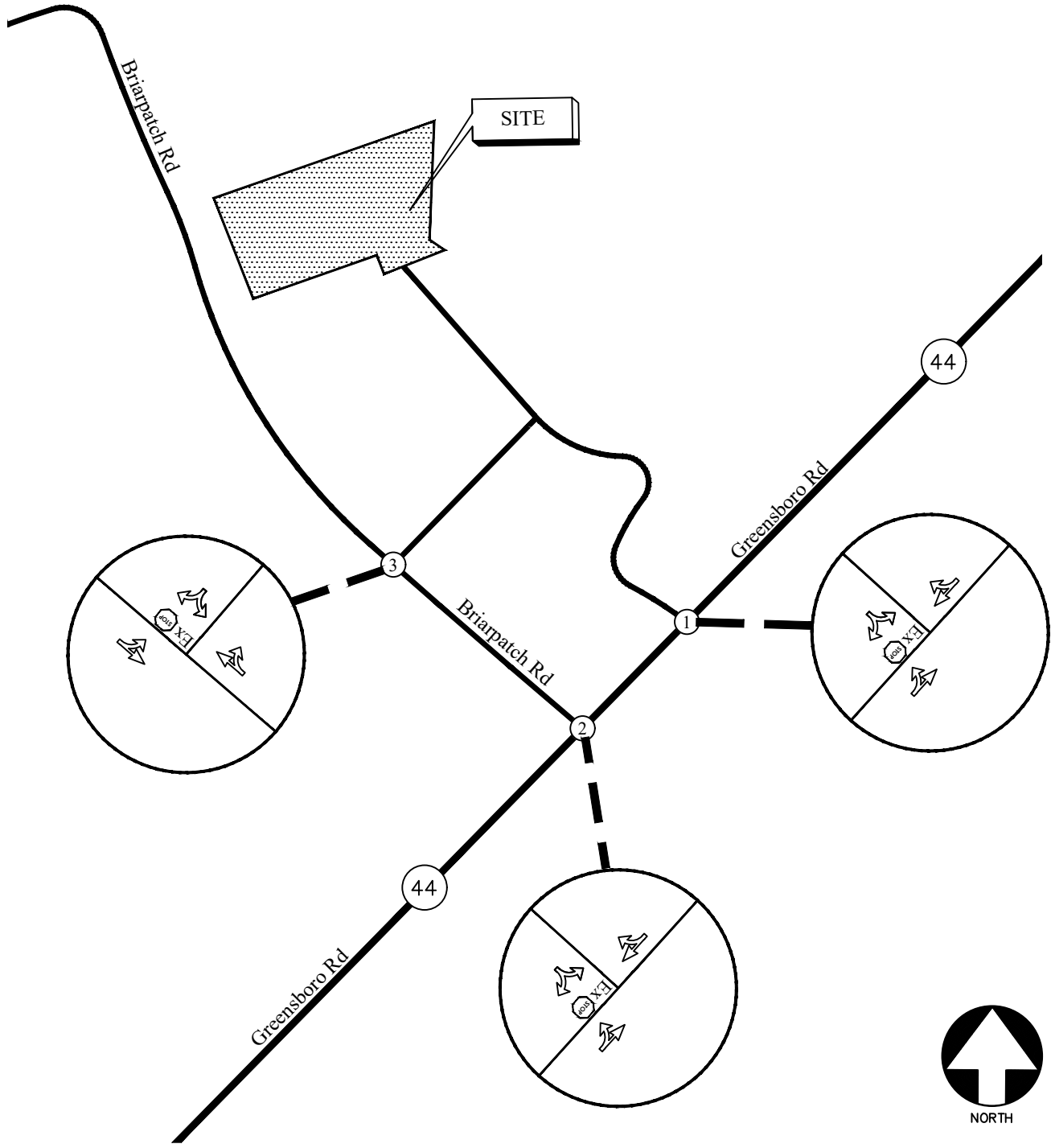
Existing 2022 traffic operations were analyzed at the study intersections in accordance with the HCM methodology. The results of the analyses are shown in Table 3. The existing traffic control and lane geometry for the intersections are shown in Figure 3.

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

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

LEGEND

- Existing Signed 32 mph
- Existing Lane Geometry



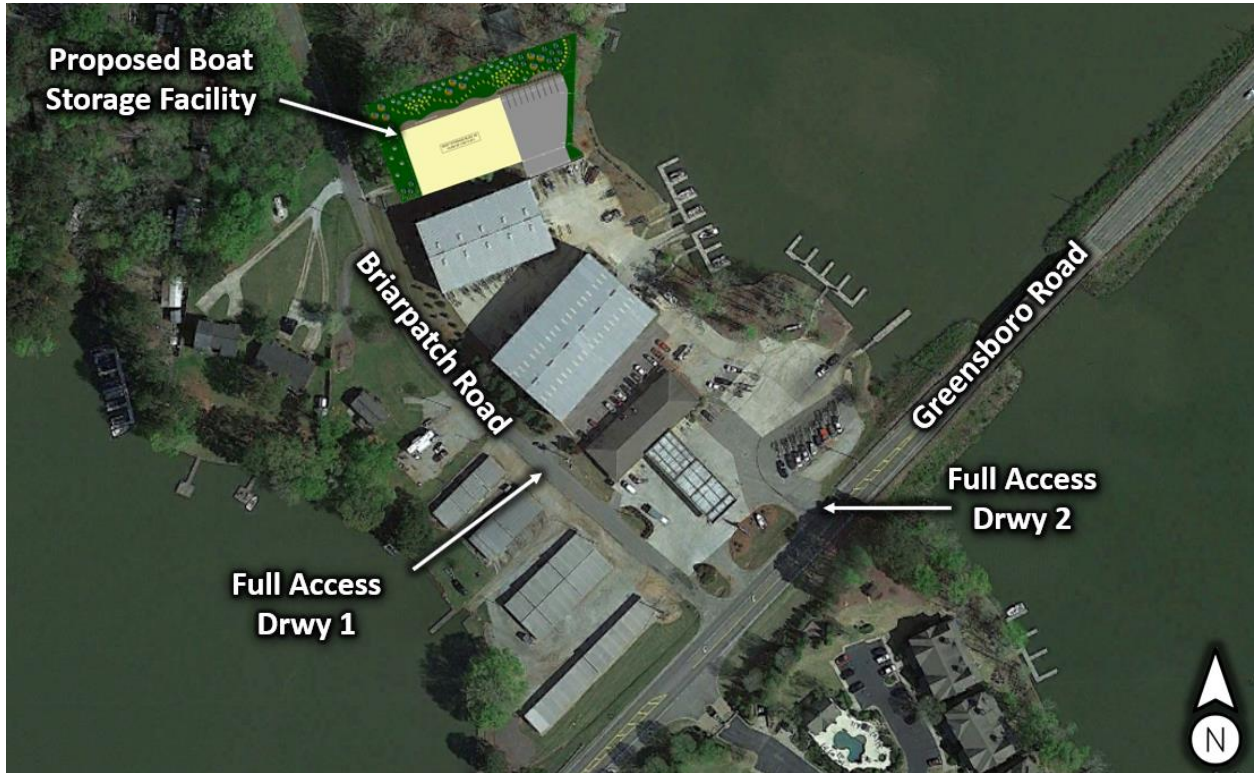
EXISTING TRAFFIC CONTROL AND LANE GEOMETRY

FIGURE 3

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5.0 PROPOSED DEVELOPMENT

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



The development will access existing roadway at the following locations:

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

A site plan is shown in Figure 4.

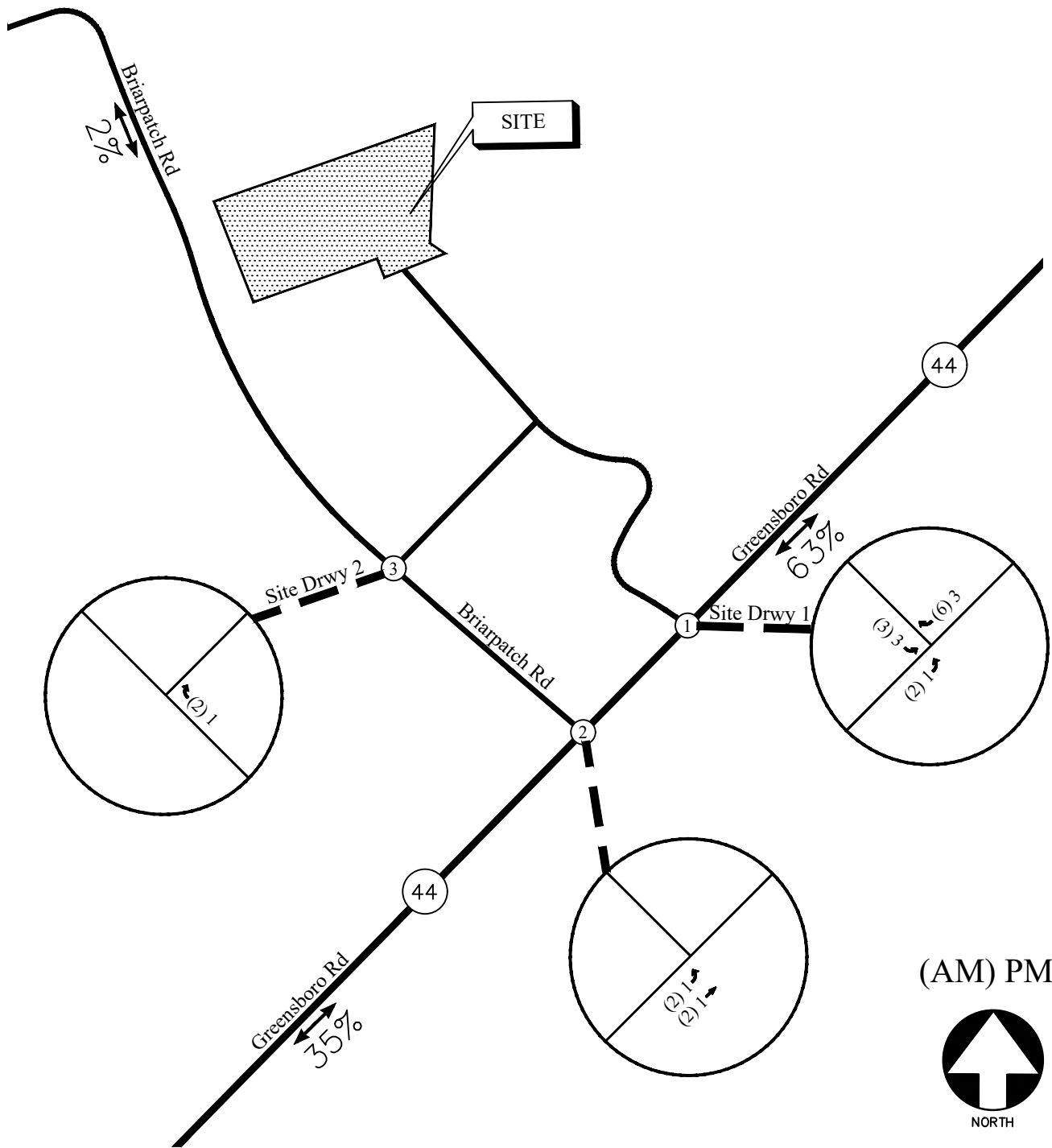
5.1 Trip Generation

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

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

5.2 Trip Distribution

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



TRIP DISTRIBUTION AND SITE-GENERATED WEEKDAY PEAK HOUR VOLUMES

FIGURE 5

A&R Engineering Inc.

6.0 FUTURE 2024 TRAFFIC ANALYSIS

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

6.1 Future “No-Build” Conditions

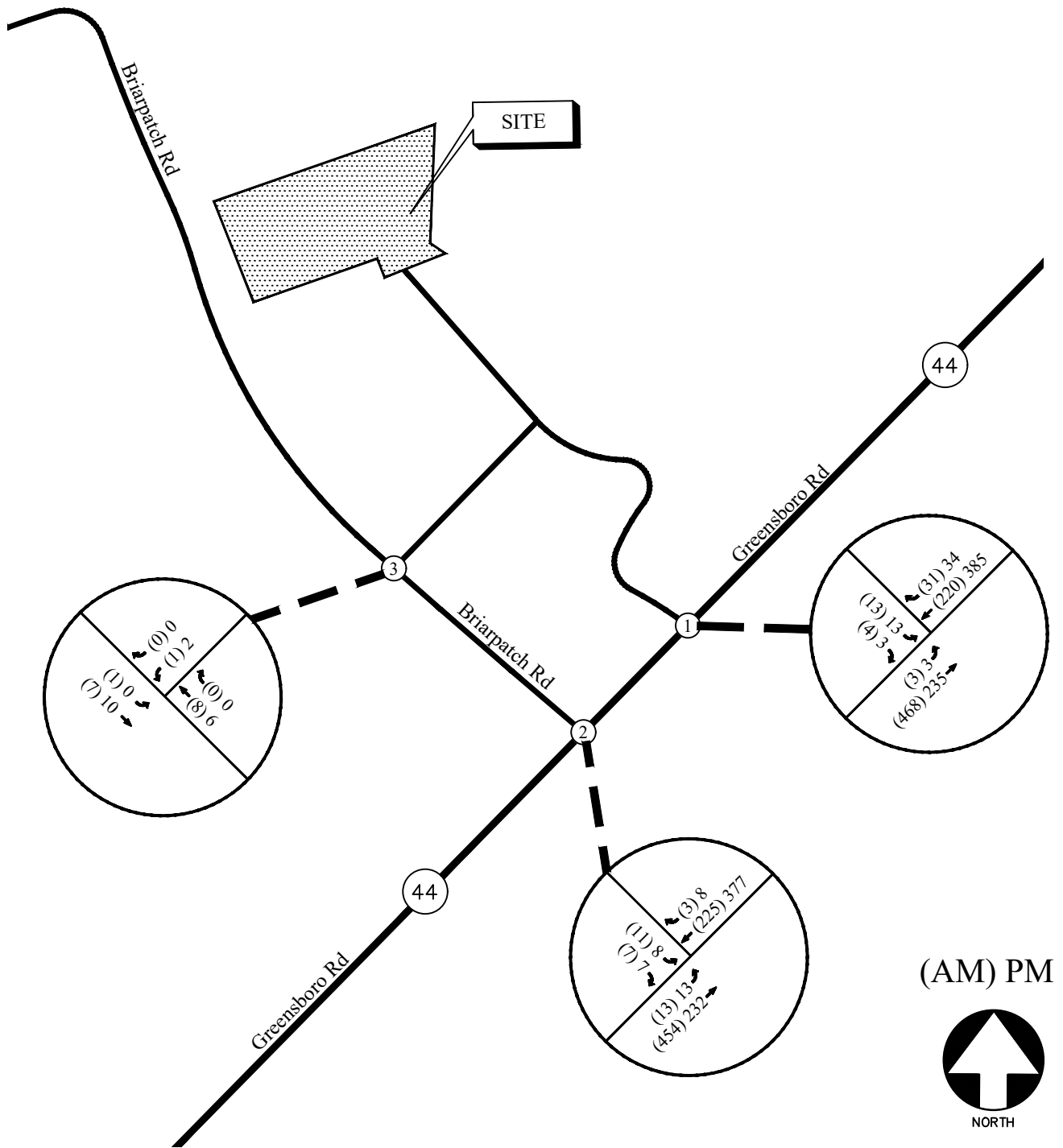
The “No-Build” (or background) conditions provide an assessment of how traffic will operate in the study horizon year without the study site being developed as proposed, with projected increases in through traffic volumes due to normal annual growth. The Future “No-Build” volumes consist of the existing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

6.1.1 Annual Traffic Growth

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

6.2 Future “Build” Conditions

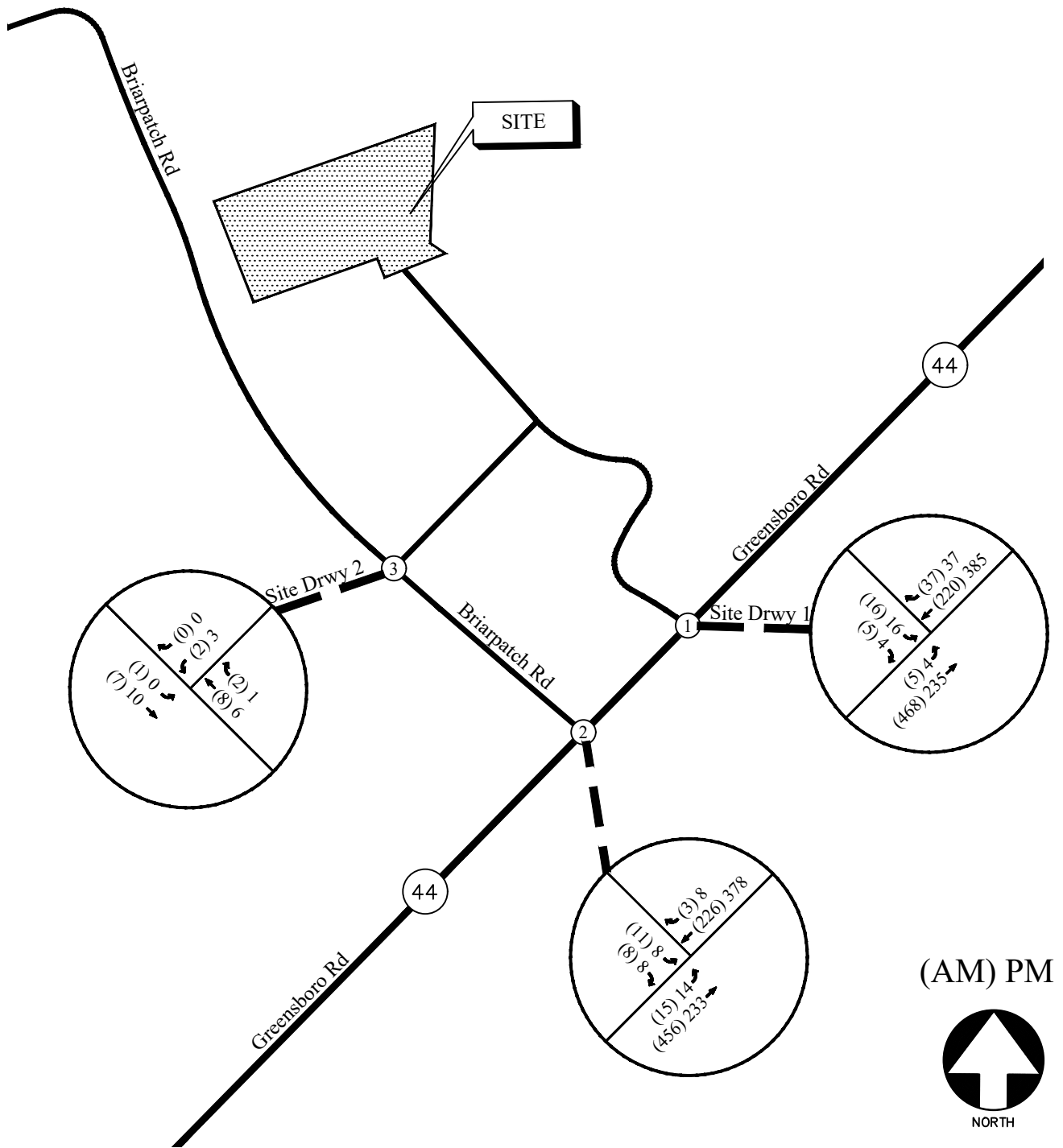
The “Build” or development conditions include the estimated background traffic from the “No-Build” conditions plus the added traffic from the proposed development. In order to evaluate future traffic operations in this area, the additional traffic volumes from the site (Figure 5) were added to base traffic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



FUTURE (NO-BUILD) WEEKDAY PEAK HOUR VOLUMES

FIGURE 6

A&R Engineering Inc.



FUTURE (BUILD) WEEKDAY PEAK HOUR VOLUMES

FIGURE 7

A&R Engineering Inc.

6.3 Future Traffic Operations

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

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

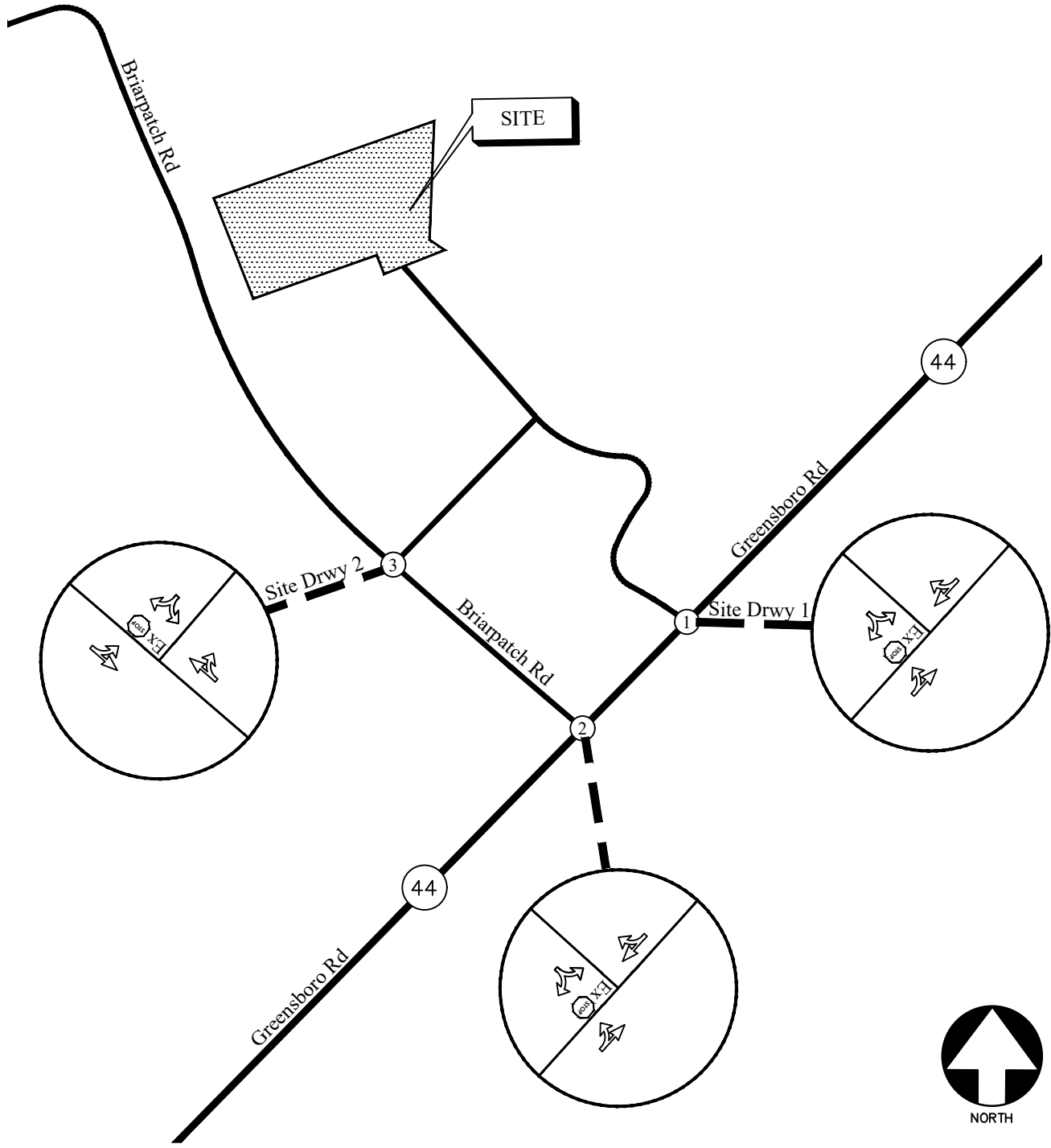
* Delay exceeds 300 seconds

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

LEGEND

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

41
y



FUTURE TRAFFIC CONTROL AND LANE GEOMETRY

FIGURE 8

A&R Engineering Inc.

7.0 CONCLUSIONS AND RECOMMENDATIONS

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

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

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

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

7.1 Recommendation for Site Access Configuration

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

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

Appendix

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

EXISTING INTERSECTION TRAFFIC COUNTS

A & R Engineering, Inc.

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

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

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

Groups Printed- Cars,Buses & Trucks

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

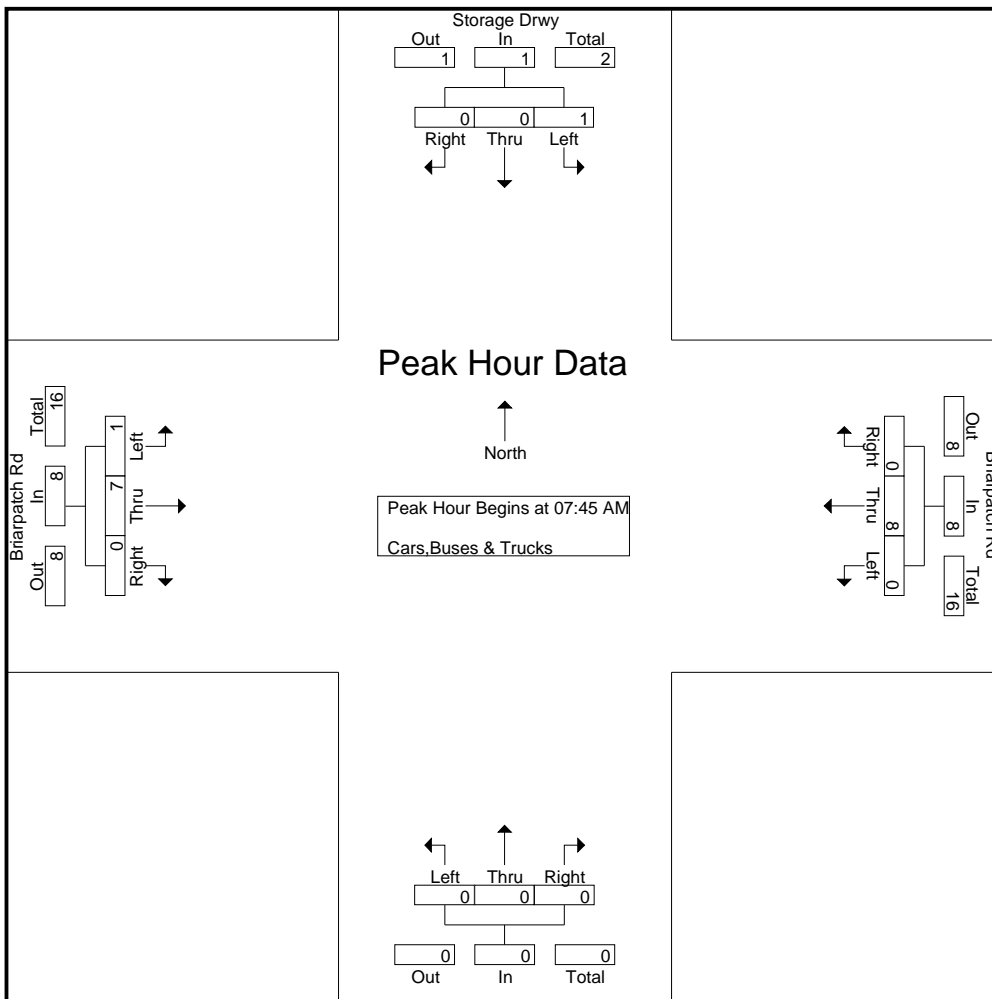
A & R Engineering, Inc.

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

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

File Name : 20220139
Site Code : 20220139
Start Date : 3/29/2022
Page No : 2

| Start Time | Northbound | | | | Storage Drwy Southbound | | | | Briarpatch Rd Eastbound | | | | Briarpatch Rd Westbound | | | | Int. Total |
|--|------------|------|-------|------------|-------------------------|------|-------|------------|-------------------------|------|-------|------------|-------------------------|------|-------|------------|------------|
| | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | |
| Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:45 AM | | | | | | | | | | | | | | | | | |
| 07:45 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 3 | 0 | 3 | 5 |
| 08:00 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 1 | 0 | 1 | 2 |
| 08:15 AM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 2 | 0 | 2 | 4 |
| 08:30 AM | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 3 | 0 | 3 | 0 | 2 | 0 | 2 | 6 |
| Total Volume | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 1 | 7 | 0 | 8 | 0 | 8 | 0 | 8 | 17 |
| % App. Total | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 100 | 12.5 | 87.5 | 0 | 100 | 0 | 100 | 0 | 100 | |
| PHF | .000 | .000 | .000 | .000 | .250 | .000 | .000 | .250 | .250 | .583 | .000 | .667 | .000 | .667 | .000 | .667 | .708 |



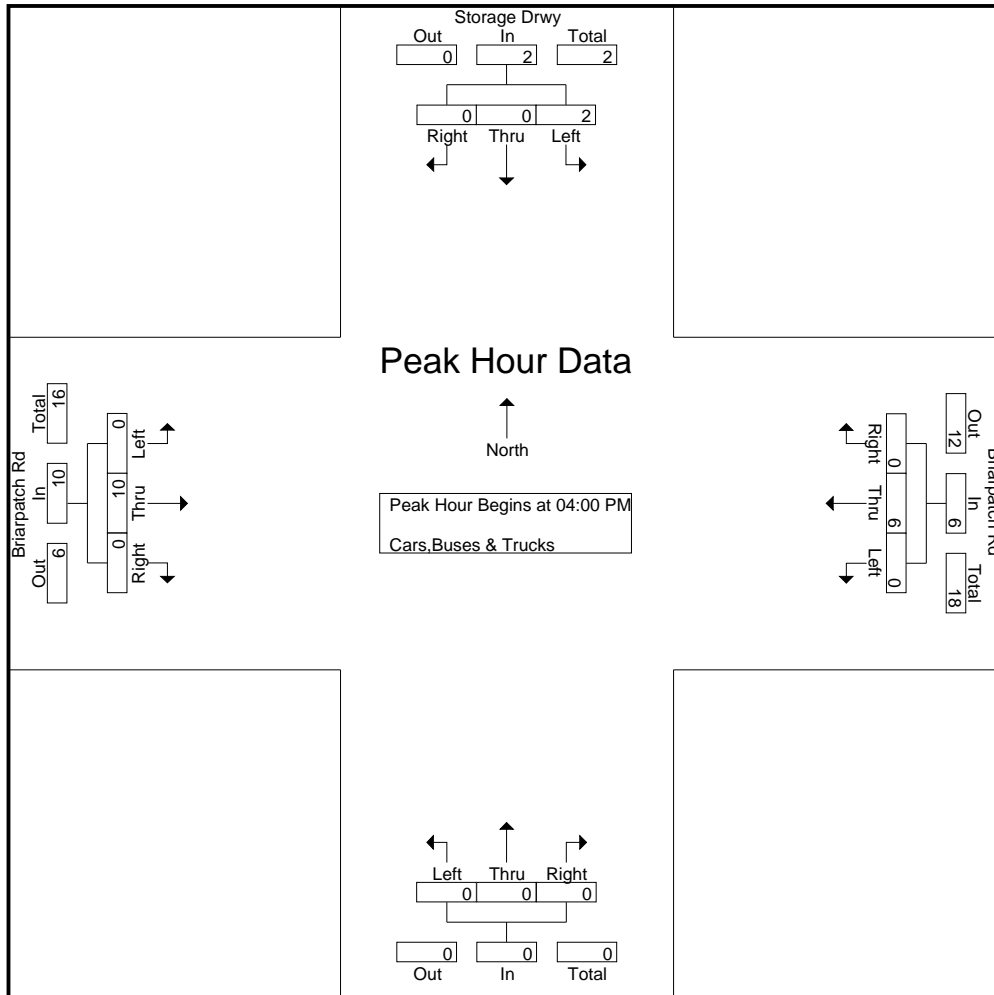
A & R Engineering, Inc.

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

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

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

| Start Time | Northbound | | | | Storage Drwy Southbound | | | | Briarpatch Rd Eastbound | | | | Briarpatch Rd Westbound | | | | Int. Total |
|--|------------|------|-------|------------|-------------------------|------|-------|------------|-------------------------|------|-------|------------|-------------------------|------|-------|------------|------------|
| | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | |
| Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:00 PM | | | | | | | | | | | | | | | | | |
| 04:00 PM | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 4 | 0 | 4 | 0 | 1 | 0 | 1 | 6 |
| 04:15 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 4 | 0 | 4 | 0 | 3 | 0 | 3 | 7 |
| 04:30 PM | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 0 | 2 | 0 | 2 | 0 | 1 | 0 | 1 | 3 |
| 04:45 PM | 0 | 0 | 0 | 0 | 1 | 0 | 0 | 1 | 0 | 0 | 0 | 0 | 0 | 1 | 0 | 1 | 2 |
| Total Volume | 0 | 0 | 0 | 0 | 2 | 0 | 0 | 2 | 0 | 10 | 0 | 10 | 0 | 6 | 0 | 6 | 18 |
| % App. Total | 0 | 0 | 0 | 0 | 100 | 0 | 0 | 100 | 0 | 100 | 0 | 100 | 0 | 100 | 0 | 100 | |
| PHF | .000 | .000 | .000 | .000 | .500 | .000 | .000 | .500 | .000 | .625 | .000 | .625 | .000 | .500 | .000 | .500 | .643 |



A & R Engineering, Inc.

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

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

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

Groups Printed- Cars,Buses & Trucks

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

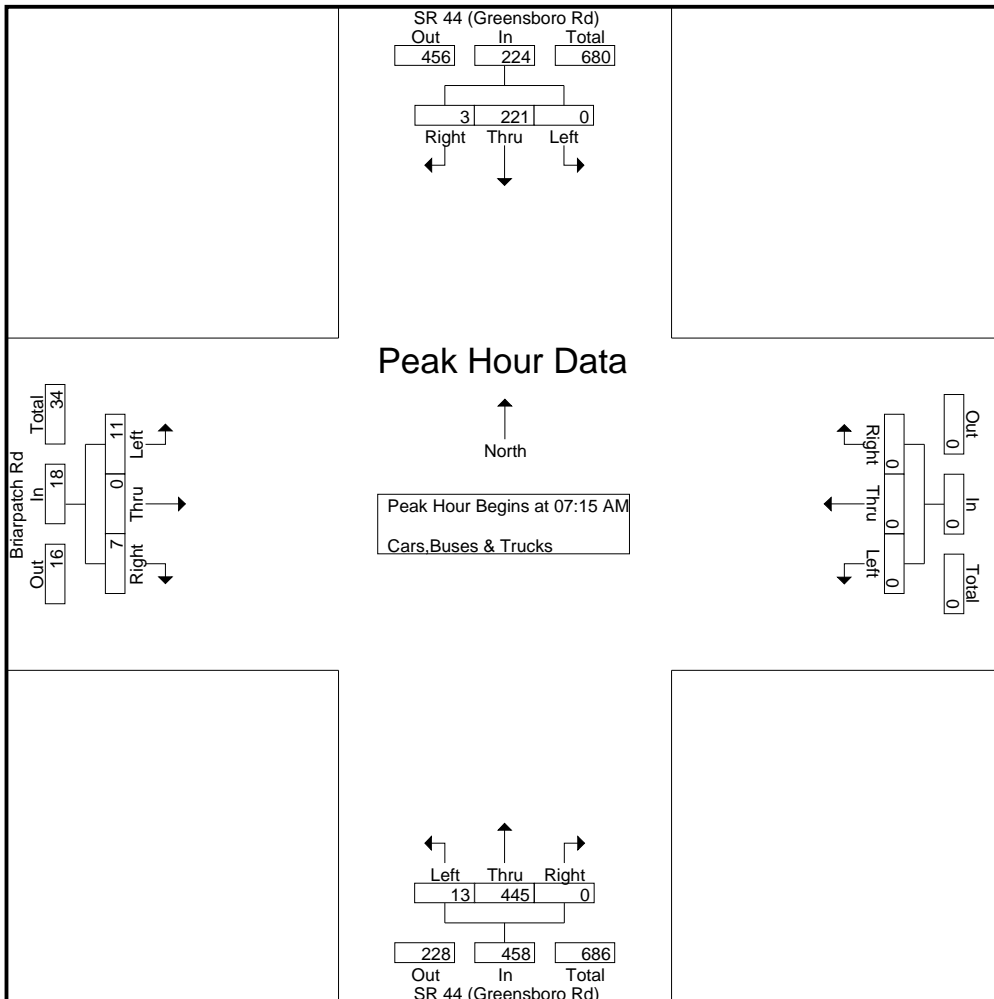
A & R Engineering, Inc.

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

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

File Name : 20220140
Site Code : 20220140
Start Date : 3/29/2022
Page No : 2

| Start Time | SR 44 (Greensboro Rd) Northbound | | | | SR 44 (Greensboro Rd) Southbound | | | | Briarpatch Rd Eastbound | | | | Westbound | | | | Int. Total |
|--|----------------------------------|------|-------|------------|----------------------------------|------|-------|------------|-------------------------|------|-------|------------|-----------|------|-------|------------|------------|
| | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | |
| Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:15 AM | | | | | | | | | | | | | | | | | |
| 07:15 AM | 2 | 68 | 0 | 70 | 0 | 77 | 0 | 77 | 2 | 0 | 3 | 5 | 0 | 0 | 0 | 0 | 152 |
| 07:30 AM | 2 | 101 | 0 | 103 | 0 | 78 | 1 | 79 | 2 | 0 | 3 | 5 | 0 | 0 | 0 | 0 | 187 |
| 07:45 AM | 6 | 123 | 0 | 129 | 0 | 32 | 1 | 33 | 3 | 0 | 1 | 4 | 0 | 0 | 0 | 0 | 166 |
| 08:00 AM | 3 | 153 | 0 | 156 | 0 | 34 | 1 | 35 | 4 | 0 | 0 | 4 | 0 | 0 | 0 | 0 | 195 |
| Total Volume | 13 | 445 | 0 | 458 | 0 | 221 | 3 | 224 | 11 | 0 | 7 | 18 | 0 | 0 | 0 | 0 | 700 |
| % App. Total | 2.8 | 97.2 | 0 | | 0 | 98.7 | 1.3 | | 61.1 | 0 | 38.9 | | 0 | 0 | 0 | | |
| PHF | .542 | .727 | .000 | .734 | .000 | .708 | .750 | .709 | .688 | .000 | .583 | .900 | .000 | .000 | .000 | .000 | .897 |



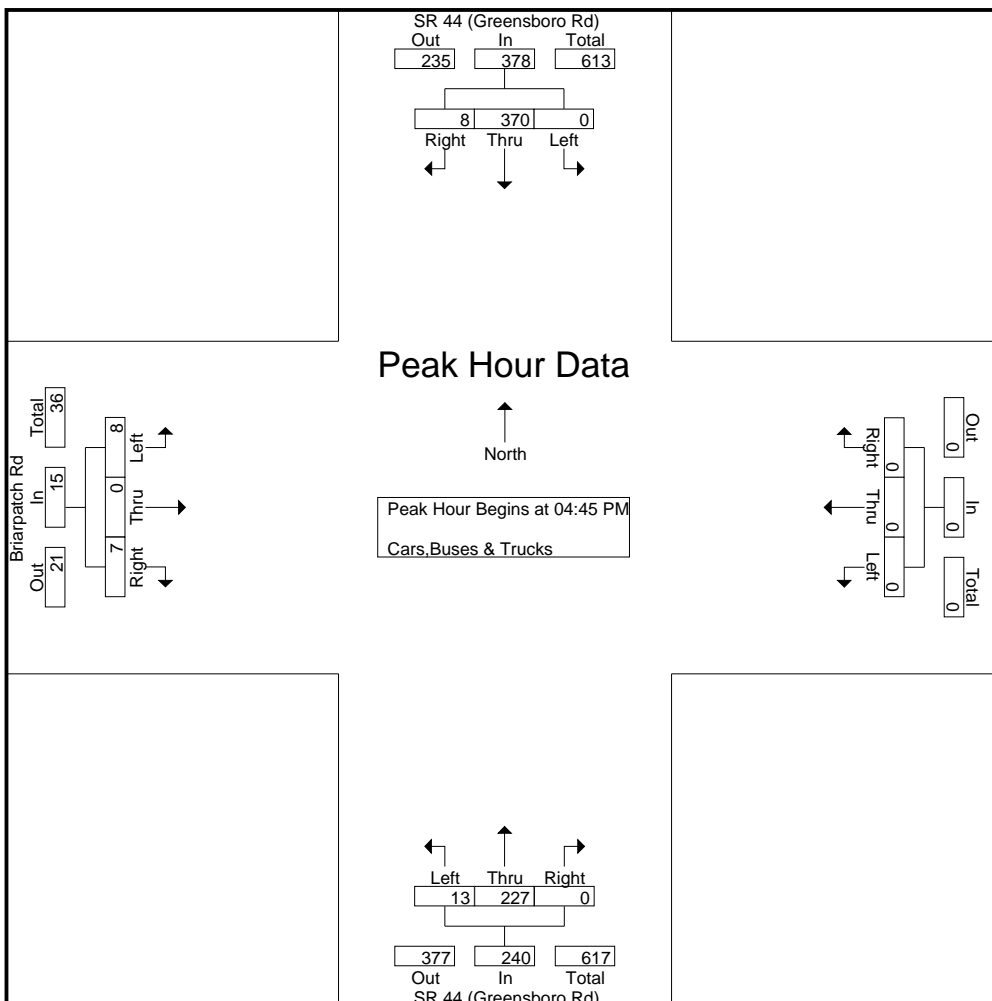
A & R Engineering, Inc.

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

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

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

| Start Time | SR 44 (Greensboro Rd) Northbound | | | | SR 44 (Greensboro Rd) Southbound | | | | Briarpatch Rd Eastbound | | | | Westbound | | | | Int. Total |
|--|----------------------------------|------|-------|------------|----------------------------------|------|-------|------------|-------------------------|------|-------|------------|-----------|------|-------|------------|------------|
| | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | |
| Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 04:45 PM | | | | | | | | | | | | | | | | | |
| 04:45 PM | 1 | 57 | 0 | 58 | 0 | 74 | 2 | 76 | 3 | 0 | 2 | 5 | 0 | 0 | 0 | 0 | 139 |
| 05:00 PM | 3 | 54 | 0 | 57 | 0 | 109 | 3 | 112 | 2 | 0 | 3 | 5 | 0 | 0 | 0 | 0 | 174 |
| 05:15 PM | 5 | 61 | 0 | 66 | 0 | 103 | 2 | 105 | 1 | 0 | 1 | 2 | 0 | 0 | 0 | 0 | 173 |
| 05:30 PM | 4 | 55 | 0 | 59 | 0 | 84 | 1 | 85 | 2 | 0 | 1 | 3 | 0 | 0 | 0 | 0 | 147 |
| Total Volume | 13 | 227 | 0 | 240 | 0 | 370 | 8 | 378 | 8 | 0 | 7 | 15 | 0 | 0 | 0 | 0 | 633 |
| % App. Total | 5.4 | 94.6 | 0 | | 0 | 97.9 | 2.1 | | 53.3 | 0 | 46.7 | | 0 | 0 | 0 | | |
| PHF | .650 | .930 | .000 | .909 | .000 | .849 | .667 | .844 | .667 | .000 | .583 | .750 | .000 | .000 | .000 | .000 | .909 |



A & R Engineering, Inc.

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

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

File Name : 20220143
Site Code : 20220143
Start Date : 3/29/2022
Page No : 1

Groups Printed- Cars,Bueses & Trucks

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

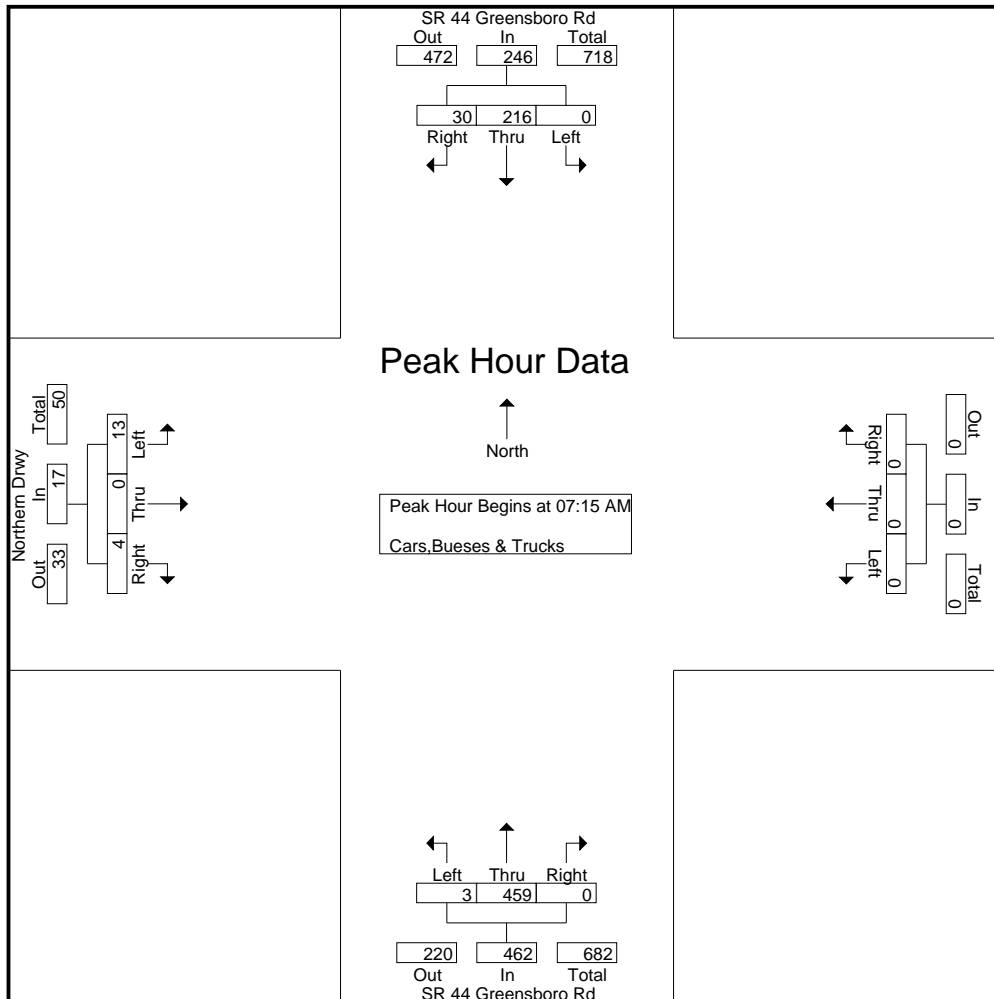
A & R Engineering, Inc.

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

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

File Name : 20220143
Site Code : 20220143
Start Date : 3/29/2022
Page No : 2

| Start Time | SR 44 Greensboro Rd Northbound | | | | SR 44 Greensboro Rd Southbound | | | | Northern Drwy Eastbound | | | | Westbound | | | | Int. Total |
|--|--------------------------------|------|-------|------------|--------------------------------|------|-------|------------|-------------------------|------|-------|------------|-----------|------|-------|------------|------------|
| | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | |
| Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1 | | | | | | | | | | | | | | | | | |
| Peak Hour for Entire Intersection Begins at 07:15 AM | | | | | | | | | | | | | | | | | |
| 07:15 AM | 0 | 64 | 0 | 64 | 0 | 66 | 7 | 73 | 1 | 0 | 2 | 3 | 0 | 0 | 0 | 0 | 140 |
| 07:30 AM | 0 | 102 | 0 | 102 | 0 | 81 | 10 | 91 | 3 | 0 | 0 | 3 | 0 | 0 | 0 | 0 | 196 |
| 07:45 AM | 1 | 128 | 0 | 129 | 0 | 34 | 8 | 42 | 6 | 0 | 1 | 7 | 0 | 0 | 0 | 0 | 178 |
| 08:00 AM | 2 | 165 | 0 | 167 | 0 | 35 | 5 | 40 | 3 | 0 | 1 | 4 | 0 | 0 | 0 | 0 | 211 |
| Total Volume | 3 | 459 | 0 | 462 | 0 | 216 | 30 | 246 | 13 | 0 | 4 | 17 | 0 | 0 | 0 | 0 | 725 |
| % App. Total | 0.6 | 99.4 | 0 | | 0 | 87.8 | 12.2 | | 76.5 | 0 | 23.5 | | 0 | 0 | 0 | | |
| PHF | .375 | .695 | .000 | .692 | .000 | .667 | .750 | .676 | .542 | .000 | .500 | .607 | .000 | .000 | .000 | .000 | .859 |



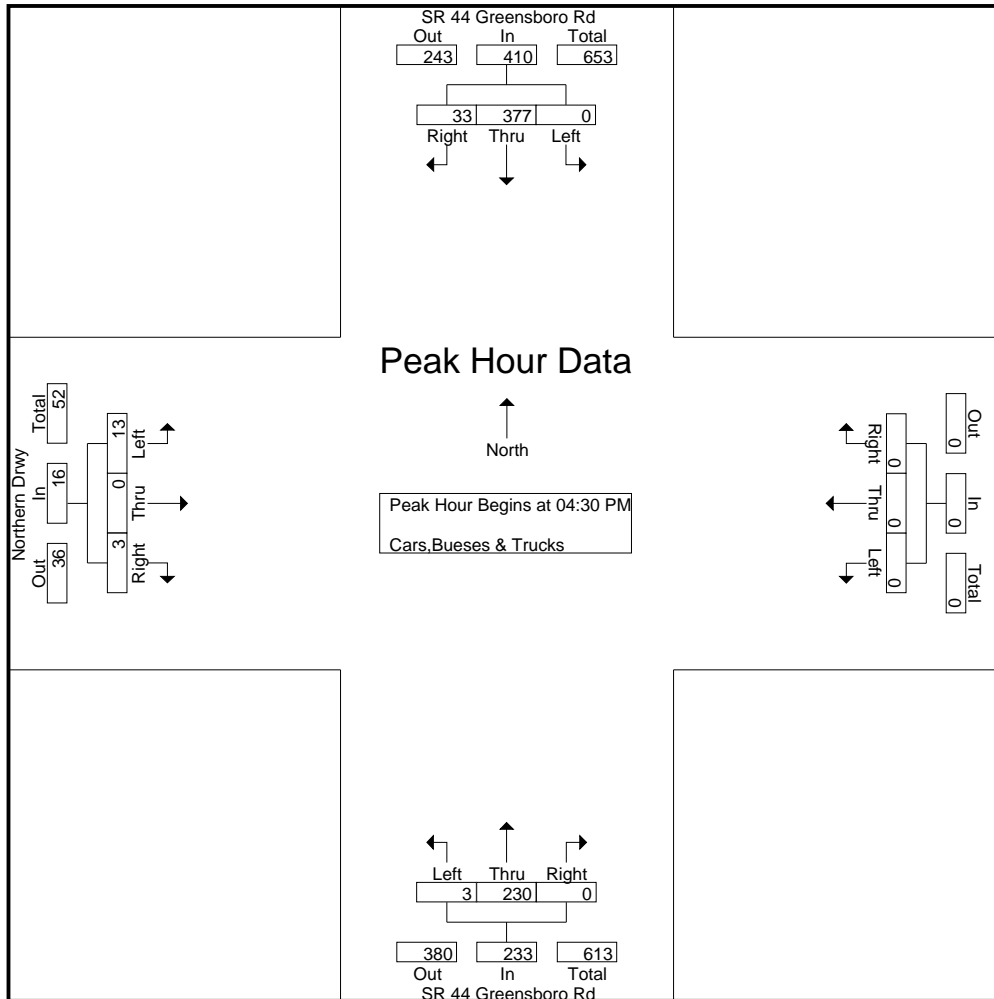
A & R Engineering, Inc.

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

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

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

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



LINEAR REGRESSION OF DAILY TRAFFIC

EXISTING INTERSECTION ANALYSIS

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

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

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

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

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

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

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

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

Intersection

Int Delay, s/veh 0.9

| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
|--------------------------|------|------|------|------|------|------|
| Lane Configurations | | ↶ | ↷ | | ↶ | |
| Traffic Vol, veh/h | 1 | 7 | 8 | 0 | 1 | 0 |
| Future Vol, veh/h | 1 | 7 | 8 | 0 | 1 | 0 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | 0 | - |
| Veh in Median Storage, # | - | 0 | 0 | - | 0 | - |
| Grade, % | - | 0 | 0 | - | 0 | - |
| Peak Hour Factor | 71 | 71 | 71 | 71 | 71 | 71 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 1 | 10 | 11 | 0 | 1 | 0 |

| Major/Minor | Major1 | Major2 | Minor2 |
|----------------------|--------|--------|--------|
| Conflicting Flow All | 11 | 0 | 23 |
| Stage 1 | - | - | 11 |
| Stage 2 | - | - | 12 |
| Critical Hdwy | 4.12 | - | 6.42 |
| Critical Hdwy Stg 1 | - | - | 5.42 |
| Critical Hdwy Stg 2 | - | - | 5.42 |
| Follow-up Hdwy | 2.218 | - | 3.518 |
| Pot Cap-1 Maneuver | 1608 | - | 993 |
| Stage 1 | - | - | 1012 |
| Stage 2 | - | - | 1011 |
| Platoon blocked, % | - | - | - |
| Mov Cap-1 Maneuver | 1608 | - | 992 |
| Mov Cap-2 Maneuver | - | - | 992 |
| Stage 1 | - | - | 1011 |
| Stage 2 | - | - | 1011 |

| Approach | EB | WB | SB |
|----------------------|-----|----|-----|
| HCM Control Delay, s | 0.9 | 0 | 8.6 |
| HCM LOS | | | A |

| Minor Lane/Major Mvmt | EBL | EBT | WBT | WBR | SBLn1 |
|-----------------------|-------|-----|-----|-----|-------|
| Capacity (veh/h) | 1608 | - | - | - | 992 |
| HCM Lane V/C Ratio | 0.001 | - | - | - | 0.001 |
| HCM Control Delay (s) | 7.2 | 0 | - | - | 8.6 |
| HCM Lane LOS | A | A | - | - | A |
| HCM 95th %tile Q(veh) | 0 | - | - | - | 0 |

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

| Major/Minor | Major1 | Major2 | Minor1 | Minor2 | Minor3 |
|----------------------|--------|--------|--------|--------|--------|
| Conflicting Flow All | 0 | 0 | 3 | 0 | 6 |
| Stage 1 | - | - | - | - | 2 |
| Stage 2 | - | - | - | - | 4 |
| Critical Hdwy | - | - | 4.12 | - | 6.42 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.42 |
| Critical Hdwy Stg 2 | - | - | - | - | 5.42 |
| Follow-up Hdwy | - | - | 2.218 | - | 3.518 |
| Pot Cap-1 Maneuver | - | - | 1619 | - | 1015 |
| Stage 1 | - | - | - | - | 1021 |
| Stage 2 | - | - | - | - | 1019 |
| Platoon blocked, % | - | - | - | - | - |
| Mov Cap-1 Maneuver | - | - | 1619 | - | 1015 |
| Mov Cap-2 Maneuver | - | - | - | - | 1015 |
| Stage 1 | - | - | - | - | 1021 |
| Stage 2 | - | - | - | - | 1019 |

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

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

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

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

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

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

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

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

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

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

Intersection

Int Delay, s/veh 1

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

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

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

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

Intersection

Int Delay, s/veh 1.4

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

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

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

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

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

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

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

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

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

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

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

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

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

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 0.9 | | | | | |
| Movement | EBL | EBT | WBT | WBR | SBL | SBR |
| Lane Configurations | | ↶ | ↷ | | ↶ | |
| Traffic Vol, veh/h | 1 | 7 | 8 | 0 | 1 | 0 |
| Future Vol, veh/h | 1 | 7 | 8 | 0 | 1 | 0 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | 0 | - |
| Veh in Median Storage, # | - | 0 | 0 | - | 0 | - |
| Grade, % | - | 0 | 0 | - | 0 | - |
| Peak Hour Factor | 71 | 71 | 71 | 71 | 71 | 71 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 1 | 10 | 11 | 0 | 1 | 0 |

| Major/Minor | Major1 | Major2 | Minor2 | | |
|----------------------|--------|--------|--------|---|-------|
| Conflicting Flow All | 11 | 0 | - | 0 | 23 |
| Stage 1 | - | - | - | - | 11 |
| Stage 2 | - | - | - | - | 12 |
| Critical Hdwy | 4.12 | - | - | - | 6.42 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.42 |
| Critical Hdwy Stg 2 | - | - | - | - | 5.42 |
| Follow-up Hdwy | 2.218 | - | - | - | 3.518 |
| Pot Cap-1 Maneuver | 1608 | - | - | - | 993 |
| Stage 1 | - | - | - | - | 1012 |
| Stage 2 | - | - | - | - | 1011 |
| Platoon blocked, % | | - | - | - | |
| Mov Cap-1 Maneuver | 1608 | - | - | - | 992 |
| Mov Cap-2 Maneuver | - | - | - | - | 992 |
| Stage 1 | - | - | - | - | 1011 |
| Stage 2 | - | - | - | - | 1011 |

| Approach | EB | WB | SB |
|----------------------|-----|----|-----|
| HCM Control Delay, s | 0.9 | 0 | 8.6 |
| HCM LOS | | | A |

| Minor Lane/Major Mvmt | EBL | EBT | WBT | WBR | SBLn1 |
|-----------------------|-------|-----|-----|-----|-------|
| Capacity (veh/h) | 1608 | - | - | - | 992 |
| HCM Lane V/C Ratio | 0.001 | - | - | - | 0.001 |
| HCM Control Delay (s) | 7.2 | 0 | - | - | 8.6 |
| HCM Lane LOS | A | A | - | - | A |
| HCM 95th %tile Q(veh) | 0 | - | - | - | 0 |

Intersection

Int Delay, s/veh 1.9

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

| Major/Minor | Major1 | Major2 | Minor1 | Minor2 | Minor3 |
|----------------------|--------|--------|--------|--------|--------|
| Conflicting Flow All | 0 | 0 | 3 | 0 | 6 |
| Stage 1 | - | - | - | - | 2 |
| Stage 2 | - | - | - | - | 4 |
| Critical Hdwy | - | - | 4.12 | - | 6.42 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.42 |
| Critical Hdwy Stg 2 | - | - | - | - | 5.42 |
| Follow-up Hdwy | - | - | 2.218 | - | 3.518 |
| Pot Cap-1 Maneuver | - | - | 1619 | - | 1015 |
| Stage 1 | - | - | - | - | 1021 |
| Stage 2 | - | - | - | - | 1019 |
| Platoon blocked, % | - | - | - | - | - |
| Mov Cap-1 Maneuver | - | - | 1619 | - | 1015 |
| Mov Cap-2 Maneuver | - | - | - | - | 1015 |
| Stage 1 | - | - | - | - | 1021 |
| Stage 2 | - | - | - | - | 1019 |

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

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

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

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

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

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

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

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

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

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

Intersection

Int Delay, s/veh 1

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

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

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

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

| Intersection | | | | | | |
|--------------------------|------|------|------|------|------|------|
| Int Delay, s/veh | 1.4 | | | | | |
| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 1 | 2 | 0 | 2 | 1 | 0 |
| Future Vol, veh/h | 1 | 2 | 0 | 2 | 1 | 0 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | 0 | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 1 | 2 | 0 | 2 | 1 | 0 |

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

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

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

FUTURE "BUILD" INTERSECTION ANALYSIS

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Intersection

Int Delay, s/veh 1.3

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

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

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

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

| Intersection | | | | | | |
|--------------------------|--------|--------|--------|------|-------|-------|
| Int Delay, s/veh | 1.2 | | | | | |
| Movement | EBT | EBR | WBL | WBT | NBL | NBR |
| Lane Configurations | | | | | | |
| Traffic Vol, veh/h | 4 | 3 | 0 | 5 | 2 | 0 |
| Future Vol, veh/h | 4 | 3 | 0 | 5 | 2 | 0 |
| Conflicting Peds, #/hr | 0 | 0 | 0 | 0 | 0 | 0 |
| Sign Control | Free | Free | Free | Free | Stop | Stop |
| RT Channelized | - | None | - | None | - | None |
| Storage Length | - | - | - | - | 0 | - |
| Veh in Median Storage, # | 0 | - | - | 0 | 0 | - |
| Grade, % | 0 | - | - | 0 | 0 | - |
| Peak Hour Factor | 92 | 92 | 92 | 92 | 92 | 92 |
| Heavy Vehicles, % | 2 | 2 | 2 | 2 | 2 | 2 |
| Mvmt Flow | 4 | 3 | 0 | 5 | 2 | 0 |
| Major/Minor | Major1 | Major2 | Minor1 | | | |
| Conflicting Flow All | 0 | 0 | 7 | 0 | 11 | 6 |
| Stage 1 | - | - | - | - | 6 | - |
| Stage 2 | - | - | - | - | 5 | - |
| Critical Hdwy | - | - | 4.12 | - | 6.42 | 6.22 |
| Critical Hdwy Stg 1 | - | - | - | - | 5.42 | - |
| Critical Hdwy Stg 2 | - | - | - | - | 5.42 | - |
| Follow-up Hdwy | - | - | 2.218 | - | 3.518 | 3.318 |
| Pot Cap-1 Maneuver | - | - | 1614 | - | 1009 | 1077 |
| Stage 1 | - | - | - | - | 1017 | - |
| Stage 2 | - | - | - | - | 1018 | - |
| Platoon blocked, % | - | - | - | - | - | - |
| Mov Cap-1 Maneuver | - | - | 1614 | - | 1009 | 1077 |
| Mov Cap-2 Maneuver | - | - | - | - | 1009 | - |
| Stage 1 | - | - | - | - | 1017 | - |
| Stage 2 | - | - | - | - | 1018 | - |
| Approach | EB | WB | NB | | | |
| HCM Control Delay, s | 0 | 0 | 8.6 | | | |
| HCM LOS | | | | | | A |
| Minor Lane/Major Mvmt | NBLn1 | EBT | EBR | WBL | WBT | |
| Capacity (veh/h) | 1009 | - | - | 1614 | - | |
| HCM Lane V/C Ratio | 0.002 | - | - | - | - | |
| HCM Control Delay (s) | 8.6 | - | - | 0 | - | |
| HCM Lane LOS | A | - | - | A | - | |
| HCM 95th %tile Q(veh) | 0 | - | - | 0 | - | |

TRAFFIC VOLUME WORKSHEETS

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

A&R Engineering
 April 2022

1.SR 44 @ Site Drwy 1

A.M. Peak Hour

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

P.M. Peak Hour

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

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

A&R Engineering
 April 2022

2. SR 44 @ Briarpatch Rd

A.M. Peak Hour

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

P.M. Peak Hour

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

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

A&R Engineering
April 2022

3. Briarpatch Rd @ Site Drwy 2

A.M. Peak Hour

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

P.M. Peak Hour

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

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

A&R Engineering
April 2022

4. InterParcel Access

A.M. Peak Hour

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

P.M. Peak Hour

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

**Letters received
in opposition of
the
114 Briarpatch
Road
rezoning
request.**

Courtney Andrews

From: Patricia Field [REDACTED]
Sent: Thursday, June 30, 2022 8:09 AM
To: Lisa Jackson; Cedrick Moreland; Gary McElhenney; Bill Sharp; Billy Webster; Daniel Brown; Jeff Wooten
Cc: Angela Waldroup; Paul Van Haute; Courtney Andrews
Subject: rezoning request for 114 Briar Patch Rd

It is our understanding that the owners of Fish Tale Marina are requesting a zoning change of the residential property next to the newest marina, from residential to commercial so that a third marina can be built. We strongly oppose this request.

We are currently full time residents in Putnam County across the lake from Fish Tale Marina in Pinnacle Pointe. in 2016, we were part time residents when Fish Tale requested rezoning of the residential property where the second marina now stands. At the time, many concerned neighbors voiced their opposition to the change. One of the representatives for the Fish Tale property spoke to the group and suggested that no one would want to live next to the original storage facility in a residential setting, so it made sense to rezone it. Of course we brought up the obvious, that there would still be a residential lot next to the new facility if the change was granted. We asked when it would ever stop, every few years they would just keep buying up property and move down the lake with commercial properties like a domino effect. We were assured at the time that they would never request future variances, if granted approval for the second marina. Here we are a few years later and that is exactly what is happening.

They have two huge storage facilities, isn't that enough? The more boats stored on the property, the more traffic in and out of the cove and in and out of the parking lot. We can not see how this benefits the residents of this local area to add a THIRD boat storage facility.

Please do not approve the rezoning of 114 Briar Patch road from residential to commercial! It was zoned that way to protect the residents from encroaching commercial business.

Please incorporate this email and any others that your receive into the rezoning file for this property.

Thank you for your time,

David and Patti Field
Pinnacle Pointe residents

Courtney Andrews

From: Lisa Jackson
Sent: Wednesday, July 6, 2022 9:02 AM
To: Courtney Andrews; Angela Waldroup
Subject: FW: Zoning from Residential to Commercial Concerns for Fish Tale Marina

Lisa Jackson, MPA
Planning Director
117 Putnam Drive, Suite B | Eatonton Georgia 31024
Office: 706-485-2776 | Fax: 706-485-0552
Email: ljackson@putnamcountyga.us

-----Original Message-----

From: Cindy [REDACTED]
Sent: Thursday, June 30, 2022 6:40 PM
To: Lisa Jackson <ljackson@putnamcountyga.us>; Cedrick Moreland <CMoreland@putnamcountyga.us>; Gary McElhenney <gmcelhenney@putnamcountyga.us>; Bill Sharp <bsharp@putnamcountyga.us>; Billy Webster <bwebster@putnamcountyga.us>; Daniel Brown <dbrown@putnamcountyga.us>; Jeff Wooten <jwooten@putnamcountyga.us>
Subject: Zoning from Residential to Commercial Concerns for Fish Tale Marina

> It is our understanding that the owners of Fish Tale Marina are requesting a zoning change of the residential property next to the newest marina, from residential to commercial so that a third marina can be built. We strongly oppose this request.

>
> We are currently full time residents in Putnam County across the lake from Fish Tale Marina in Pinnacle Pointe. We purchased in August 2017 and were told that there would be no more commercial buildings across the way from us and that the rest of that street was zoned residential.

>
> They have two huge storage facilities, isn't that enough? The more boats stored on the property, the more traffic in and out of the cove and in and out of the parking lot. We can not see how this benefits the residents of this local area to add a THIRD boat storage facility.

>
> Please do not approve the rezoning of 114 Briar Patch road from residential to commercial! It was zoned that way to protect the residents from encroaching commercial business.

>
> Please incorporate this email and any others that your receive into the rezoning file for this property.

>
> Best Regards,

>
> Jim and Cindy Coates

> Pinnacle Pointe

Courtney Andrews

From: BriarPatchRoadAlliance <briarpatchrdalliance@gmail.com>
Sent: Thursday, July 7, 2022 1:13 PM
To: Lisa Jackson
Cc: Cedrick Moreland; Gary McElhenney; Alan Foster; Angela Waldroup; Bill Sharp; Billy Webster; Courtney Andrews; Daniel Brown; hjones@putnamcountyga.us; Jeff Wooten; mfarley@putnamcountyga.us; mhill@putnamcountyga.us; Paul Van Haute
Subject: ENCROACHMENT REQUEST: JPC & WILLIAM B. JONES

To: Lisa Jackson, Director of Planning & Zoning for Putnam County

**** Request is made for email to be printed and incorporated into the physical file & materials related to Application No. 2022-00400 Application For Rezoning Request ****

Dear Ms Jackson,

In follow up to your reply of June 28, 2022, and in advance of this evening's 6:30 PM Agenda; Has your office received the documentation missing from Mr. Crosby, JPC (Jones Petroleum Company) Construction & Design's application?

Would you kindly be transparent and disclose what exactly is the missing documentation from the application, it surely cannot be privileged information.

Please confirm and explain what procedural steps your office will be responsible in taking at this time. Additionally, what are the reset timelines for the public to oppose the rezoning of 114 Briar Patch Road if the documentation was timely received.

It occurs to me that your zoning file at the time I reviewed it contained a traffic study of sorts, that of course was a study of road traffic. You should consider that Mr. Jones does not store cars, trucks etc., it is a variety of boats and water sport vessels and it is their impact to our community & ecology that is equally at risk and detrimental.

Therefore, would it not make sense for your zoning file to contain a study of boat traffic and the long range impact it makes? The community needs this before the board even considers granting a THIRD rezoning, we are very protective of our community and think that now would be a good time for the Director to perhaps as requisite require such study to the Jones rezoning application.

We imagine Florida with all its waterways may have this as a part of Planning & Zoning, might Georgia? And even if they or Putnam County does not, it is a major part of the utilization of the property otherwise, Mr. Jones could seek rezoning on the other parcel of land he owns in Putnam County quite near to your offices and have a dry dock storage facility built there. Surely the community needs a Marina Storage near the Valero Station.

Lastly, we wish to end and share this communication with a sobering statement made by a Putnam County Resident. All parties cc'd to this email should keep in the forefront of their minds and conscience when you individually and collectively exercise the power bestowed upon you by residents of this county and utilize an adversarial approach in commercial rezoning matters that process has revealed itself as follows:

" ... We scrambled around every turn trying to play catch-up in time to make a clear presentation at the meetings. It is absurd that the applicant must turn in all their material and support for their application 5 WEEKS before the actual meeting. And the public only gets on average 3 lousy days once the county decides to post the agenda packet! I agree wholeheartedly that there is a problem with our county in which they give the applicant every chance to get their application approved but give the community absolutely no time to research and formulate any opinion of an application. It definitely appears the county supports commerce and development over the value of its residents and their valid concerns about proposed growth."

Briar Patch Road Alliance, Peninsula On Lake Oconee & Pinnacle Pointe, and District #1 are speaking to you collectively, your actions and inactions, your votes, strategic or otherwise choreographed voting going forward will decide your futures in the positions you currently hold in Putnam County. Make wise and thoughtful decisions.

Briar Patch Road Alliance

Courtney Andrews

From: Lisa Jackson
Sent: Thursday, August 25, 2022 12:23 AM
To: Sandra Holloway
Cc: Courtney Andrews; Angela Waldroup
Subject: RE: 114 Briar Patch Rd.

Hello Ms. Holloway,
Thank you for sharing your concerns regarding the 114 Briar Patch Road request for rezoning.
Lisa Jackson, MPA
Director

From: Sandra Holloway [REDACTED]
Sent: Monday, August 22, 2022 11:41 AM
To: Lisa Jackson <ljackson@putnamcountyga.us>
Subject: Fw: 114 Briar Patch Rd.

Ms. Jackson,

Mr. Jones' zone change request for 114 Briar Patch Rd. is on your September 1, 2022 Planning and Zoning agenda.

My home is located at 120 Briar Patch Rd. and I am reminding you that I oppose this change and expect that your decision will be to not recommend the rezoning change as you did in 2016.

Further encroachment into the neighborhood will affect all residents in the community and will result in the boat storage building being less than 200 yards from my home.

If your decision is to recommend the zoning change from R 2 to C 1, please provide me in writing with an explanation of what changed from your 2016 denial.

Thank You,

Clifton and Sandra Holloway

----- Forwarded Message -----

From: Sandra Holloway [REDACTED]
To: "ljackson@putnamcountyga.us" <ljackson@putnamcountyga.us>
Sent: Thursday, June 16, 2022 at 06:23:43 PM EDT
Subject: 114 Briar Patch Rd.

Ms Jackson,
This communication is in regards to the zoning change request from R 2 to C 1 for the property located at 114 Briar Patch Rd.

In 2016 you did not recommend that this property zoning to be changed. I am asking that you again deny the zoning change.

My home is at 120 Briar Patch Rd. and is approximately 200 yards from 114 Briar Patch Rd. I am asking that you prevent further encroachment into the neighborhood.

If your decision is to approve the change, I would like an explanation as to the reason and what is different from your denial in 2016.

Thank you,
Clifton and Sandra Holloway

Courtney Andrews

From: Lisa Jackson
Sent: Sunday, August 28, 2022 2:19 PM
To: Courtney Andrews; Lynn Butterworth
Subject: FW: Fish Tale Marina Expansion

Please see email below to be distributed to the both boards.

Thanks

Lisa Jackson, MPA
Planning Director
117 Putnam Drive, Suite B | Eatonton Georgia 31024
Office: 706-485-2776 | Fax: 706-485-0552
Email: ljackson@putnamcountyga.us

-----Original Message-----

From: Patricia Field [REDACTED]
Sent: Sunday, August 28, 2022 1:51 PM
To: Lisa Jackson <ljackson@putnamcountyga.us>
Subject: Fish Tale Marina Expansion

Dear Ms. Jackson,

It is our understanding that the owners of Fish Tale Marina are requesting a zoning change of the residential property next to the newest marina, from residential to commercial so that a third marina can be built. We strongly oppose this request.

We are currently full time residents in Putnam County across the lake from Fish Tale Marina in Pinnacle Pointe. In 2016, we were part time residents when Fish Tale requested rezoning of the residential property where the second marina now stands. At the time, many concerned neighbors voiced their opposition to the change. One of the representatives for the Fish Tale property spoke to the group and suggested that no one would want to live next to the original storage facility in a residential setting, so it made sense to rezone it. Of course we brought up the obvious, that there would still be a residential lot next to the new facility if the change was granted. We asked when it would ever stop, every few years they would just keep buying up property and move down the lake with commercial properties like a domino effect. We were assured at the time that they would never request future variances, if granted approval for the second marina. Here we are a few years later and that is exactly what is happening.

They have two huge storage facilities, isn't that enough? The more boats stored on the property, the more traffic in and out of the cove and in and out of the parking lot. We can not see how this benefits the residents of this local area to add a THIRD boat storage facility.

Please do not approve the rezoning of 114 Briar Patch road from residential to commercial! It was zoned that way to protect the residents from encroaching commercial business.

Please incorporate this email and any others that you receive into the rezoning file for this property. We sent this email earlier this summer but it is our understanding that those emails will not be considered part of the current request, so we are sending it again to voice our opposition.

Thank you for your time,

David and Patti Field
Pinnacle Pointe residents

Courtney Andrews

From: Lisa Jackson
Sent: Sunday, August 28, 2022 2:19 PM
To: Lynn Butterworth; Courtney Andrews
Subject: FW: Petition for rezoning

Lisa Jackson, MPA
Planning Director
117 Putnam Drive, Suite B | Eatonton Georgia 31024
Office: 706-485-2776 | Fax: 706-485-0552
Email: ljackson@putnamcountyga.us

-----Original Message-----

From: Lynne Woods [REDACTED]
Sent: Sunday, August 28, 2022 12:15 PM
To: Lisa Jackson <ljackson@putnamcountyga.us>
Subject: Petition for rezoning

Dear Ms Jackson
The rezoning of property to allow Fishtails Marina to build a third storage facility MUST BE DENIED The volume of boats utilizing this area of the lake is overwhelming!
Protect this area of our lake !
Thank you
Lynne Woods

Sent from my iPhone

Courtney Andrews

From: Lisa Jackson
Sent: Monday, August 29, 2022 12:36 PM
To: Julia Callaway
Cc: Lynn Butterworth; Courtney Andrews
Subject: RE: Boat Storage at Fishtales

Hello Ms. Callaway,
This is to confirm receipt of your email. I will forward your concerns to the board members.

Thank you,
Lisa Jackson, MPA, Director

From: Julia Callaway [REDACTED]
Sent: Sunday, August 28, 2022 7:13 PM
To: Lisa Jackson <ljackson@putnamcountyga.us>
Subject: Boat Storage at Fishtales

This area is drowning! Hwy 44 can't handle the traffic neither can the lake. As someone who lives in Thunder Valley and fought against Sprayberry and Anchors Marine, to no avail! Our cove looks like an exit off of I-20! We don't float out by our dock, much too dangerous! Jet skis and boats way too close to our dock. I have witnessed too many close calls for accidents. We definitely need more presence of DNR & Putnam Sheriffs Department in our area. We don't need more boat storage and renegade boat drivers! Please reconsider letting another boat storage into our lake.

Sent from my iPad
Julia Callaway
Thunder Valley

Courtney Andrews

From: Lisa Jackson
Sent: Monday, August 29, 2022 12:38 PM
To: Cindy; Cedrick Moreland; Gary McElhenney; Bill Sharp; Billy Webster; Daniel Brown; Jeff Wooten
Cc: Lynn Butterworth; Courtney Andrews
Subject: RE: Zoning from Residential to Commercial Concerns for Fish Tale Marina

Hello Ms. Cindy,

This is to confirm receipt of your email. I will forward your concerns to the board members.

Thank you,
Lisa Jackson, MPA Director

-----Original Message-----

From: Cindy [REDACTED]
Sent: Sunday, August 28, 2022 7:07 PM
To: Lisa Jackson <ljackson@putnamcountyga.us>; Cedrick Moreland <CMoreland@putnamcountyga.us>; Gary McElhenney <gmcElhenney@putnamcountyga.us>; Bill Sharp <bsharp@putnamcountyga.us>; Billy Webster <bwebster@putnamcountyga.us>; Daniel Brown <dbrown@putnamcountyga.us>; Jeff Wooten <jwooten@putnamcountyga.us>
Subject: Zoning from Residential to Commercial Concerns for Fish Tale Marina

Since we are out of town and unable to attend the meeting, please use this letter as our voice of concern and that we oppose this rezoning request. This was also emailed in June as well.

> It is our understanding that the owners of Fish Tale Marina are requesting a zoning change of the residential property next to the newest marina, from residential to commercial so that a third marina can be built. We strongly oppose this request.

>
> We are currently full time residents in Putnam County across the lake from Fish Tale Marina in Pinnacle Pointe. We purchased in August 2017 and were told that there would be no more commercial buildings across the way from us and that the rest of that street was zoned residential.

>
> They have two huge storage facilities, isn't that enough? The more boats stored on the property, the more traffic in and out of the cove and in and out of the parking lot. We can not see how this benefits the residents of this local area to add a THIRD boat storage facility.

>
> Please do not approve the rezoning of 114 Briar Patch road from residential to commercial! It was zoned that way to protect the residents from encroaching commercial business.

>
> Please incorporate this email and any others that your receive into the rezoning file for this property.

>
> Best Regards,
>
> Jim and Cindy Coates

Courtney Andrews

From: Lisa Jackson
Sent: Monday, August 29, 2022 12:39 PM
To: Beth Sowell
Cc: Lynn Butterworth; Courtney Andrews
Subject: RE: Rezoning on Briarpatch Road

Hello Ms. Sowell,

This is to confirm receipt of your email. I will forward your concerns to the board members.

Thank you,
Lisa Jackson, MPA Director

From: Beth Sowell [REDACTED]
Sent: Sunday, August 28, 2022 6:55 PM
To: Lisa Jackson <ljackson@putnamcountyga.us>
Subject: Rezoning on Briarpatch Road

To: Lisa Jackson
Director of Planning and Zoning
Putnam County

From: Gary and Elizabeth Sowell
888 Greensboro Rd
Unit 701
Eatonton, Georgia. 31024

We are property owners and residents at The Peninsula Lake Oconee, 888 Greensboro Road, Eatonton, Georgia.

It has come to our attention that a request has been submitted to the Putnam County Planning and Development Commission by JPC Design and Const. LLC, agent for William B. Jones, to rezone 0.94 acres at 114 Briarpatch Road from R-2 to C-1. This request has been submitted in order to build a THIRD boat storage facility.

It is our understanding that this request is on the agenda for the September 1 meeting of the Putnam County Planning and Development Commission.

We STRONGLY object to this rezoning. The boat traffic in this area has greatly increased upon completion of the second storage facility and there is no question that a third facility will dramatically increase boat traffic. This increased traffic will create safety issues, affect water quality and impact quality of life for property owners.

Also it should be noted that during the contentious hearings in 2016 when the same parties were seeking the rezoning of property to build the second building, the owners and representatives of JPC Design and Const. LLC, agent for William B. Jones and owner of FishTales Marina promised the public and Commissioners that the third residential property that they owned would NEVER be used as a commercial property and would act as a buffer between the second boat storage

building and the remaining residential properties in the adjacent neighborhood. The rezoning for the second boat storage building was approved, in part, because of these assurance from the petitioners.

We ask that this request be denied. In addition to the issues caused by increased boat traffic, it is also important that elected officials and businesses in Putnam County be held accountable for commitments made to tax payers and home owners.

Thank you for your consideration of this issue and for your denial of this request.

Gary and Elizabeth Sowell

Sent from my iPad
Beth Sowell

Courtney Andrews

From: Lisa Jackson
Sent: Tuesday, August 30, 2022 11:37 AM
To: Ben Chastain
Cc: Courtney Andrews; Lynn Butterworth
Subject: RE: Fish Tales - Rezoning

This is to confirm receipt of your email below.

Lisa Jackson, MPA
Planning Director
117 Putnam Drive, Suite B | Eatonton Georgia 31024
Office: 706-485-2776 | Fax: 706-485-0552
Email: ljackson@putnamcountyga.us

From: Ben Chastain [REDACTED]
Sent: Tuesday, August 30, 2022 10:46 AM
To: Lisa Jackson <ljackson@putnamcountyga.us>
Subject: Fish Tales - Rezoning

Hi Lisa,

As of the end of this week, I will be a homeowner on Lakemore Drive in Eatonton. This is located across the water from Fish Tales Marina. I've reviewed information relating to the rezoning request - and in particular the fact that the applicant previously promised not to use the property for the proposed use.

Please count my family and me in the "vote no" group for this intrusive variance/zoning request.

Best,
-Ben Chastain
131 Lakemore Drive (as of Friday)
[REDACTED]

Courtney Andrews

From: Lisa Jackson
Sent: Wednesday, August 31, 2022 7:10 AM
To: Marian Zerkus; [REDACTED]
Cc: Courtney Andrews; Lynn Butterworth
Subject: RE: Objection to the Rezoning of 114 Briarpatch Road from Residential to Commercial

Good morning,
This is to confirm receipt of your email below. I will forward it the board members.

Thank you,

Lisa Jackson, MPA
Planning Director
117 Putnam Drive, Suite B | Eatonton Georgia 31024
Office: 706-485-2776 | Fax: 706-485-0552
Email: ljackson@putnamcountyga.us

From: Marian Zerkus [REDACTED]
Sent: Tuesday, August 30, 2022 10:18 PM
To: Lisa Jackson <ljackson@putnamcountyga.us>; [REDACTED]
Subject: Objection to the Rezoning of 114 Briarpatch Road from Residential to Commercial

Dear Ms. Jackson and Mr. Hill,

As a resident of Putnam County that is directly impacted by the proposed rezoning of 114 Briarpatch Road, I am writing to express my concern about the negative impacts on our community that the rezoning action would cause. Didn't we go through this same issue in 2016? And in 2010? All of the concerns expressed during our opposition of the first 2 rezoning requests have happened.

1. Then... Construction of the buildings will be an eyesore for the community and will adversely impact property values. Now... The buildings are eyesores from all angles, especially from the lake (see attached photos). Prior to the construction of the marina buildings, the lots were heavily wooded and the gas station was barely visible. Now look at what previous rezonings have left the area with. Another boat storage building would be even worse because the lot next door to it isn't heavily wooded, so any natural buffers to the rest of the homes in the area would be minimal. The home next door to 114 Briarpatch would be left with an eyesore because of where it is located on the lot. The trees that were planted to shield the ugly buildings have had 12 and 6 years to grow, but you would never know that any effort was made to "soften the look" of the storage buildings, and in the winter when the leaves fall, it is even worse. Unsightly signs related to the marina keep popping up in front of the property and only when the owners receive complaints is the area cleaned up. Property values in the impacted areas have been hurt by the construction of the storage buildings and have not increased at the same rate as other similar properties around the lake. They are also taking longer to sell than comparable properties.

2. Then... Approval would further exacerbate a naturally congested boating area causing higher potential for boating accidents. Now... Traffic on the lake from the boat storage buildings gets worse every year. Building additional docks and the FishTales app has helped with some of the congestion around the boat ramps, but it continues to be a problem. Boat and Jet Ski rentals from the business introduces other damage, congestion and safety concerns as clueless boaters that are unaware of or don't care about basic boating rules fly around lake well within 100 ft from docks, shorelines and other structures as well as disregarding no wake signage and other boats. Private docks, seawalls and watercraft in the area have been damaged from the increased boat traffic. Count the number of boats stored in each building and imagine just half of them coming out on a holiday weekend in a small, closed section of the lake. Would you go paddleboarding with your child or grandchild in that environment?

3. Then... The current dry storage unit located on 106 Briarpatch Road is an unlawful non-conforming building (at minimum, it is taller than allowed and beyond the specifications allowed by the planning and zoning commission). Approval of the second rezoning request would reward the disregard by the petitioner for the County's zoning ordinances and incentivize future digressions.

Now... During the second rezoning request in 2016, Petitioner also wanted to rezone 114 Briarpatch Road. Seeing that the opposition for their projects was so strong, they downplayed their need to rezone 114, that they really wanted to rezone 108. At one point in the Commission hearing, petitioner even stated that they use the house/manufactured home on 114 as housing for the manager of the Marathon store and have no intention of redeveloping it. If anything, they would use it as an additional buffer for the neighborhood. The petitioner even said that "If it would make people feel better and to show we have no intentions of encroaching on the residential properties, we will even change the deed on the property to keep it residential forever." Given their 2022 rezoning request, that promise seems to have been an empty one made for the sole purpose of getting their second building approved and hoping that anyone attending the meeting in 2016 would either move away, die or simply forget.

4. Then... Approval of the proposed rezoning would be an arbitrary decision that would set a dangerous precedent for commercial encroachment into established residential subdivisions.
Now... Told you so!!! What are they asking for again?

5. Then... Approval would result in a negative financial impact to the Community
Now... Growth on the Putnam County part of Lake Oconee has been slower to develop, and the developments have not been of the quality as is in neighboring Green County. All it takes is a few "Trashy" neighbors to give investors the feeling that there is no true development plan in an area that would protect existing and future investments. The result is that people and investors go to other areas. How do you quantify missed opportunities?

I understand the importance of attracting and retaining positive businesses in the area for the jobs and tax revenues they generate and services they provide to the community. However, doing so at the expense of the residents in the area and future positive development in the County is shortsighted and a breach of the responsibility given you as an elected official entrusted to uphold the established land use plans and zoning maps of the County. Your citizens make decisions about their largest investments – their homes and businesses - based on those plans and zoning maps, and arbitrary changes that you make can cause a negative ripple effect throughout the community.

In closing, Mr. Oberdeck's (2016 Planning and Zoning Commission member) summary of the reasons why the 2016 rezoning requests for 108 and 114 Briarpatch Road should be denied holds even more true now than it did in 2016. Today we have the benefit of hindsight and the knowledge needed to make sure we do not make the same mistakes again.

"Mr. Oberdeck made a motion for denial with the following reasons: 1.) the proposed use would adversely affect the value of the property nearby in the subdivision. 2.) The proposed use is not supported by new conditions not anticipated in the comprehensive plan. 3.) The added congestion of a commercial property on the intersection of Briarpatch Road and Hwy 44 which would impact the owners of the 43+ properties served by Briarpatch Road. 4.) The increased boat traffic which can cause congestion in the cove and through the two bridges leading to the main water which will affect the owners of properties in that area. 5.) Setting a precedent for not following the comprehensive plan for Hwy 44 and encroaching into the other subdivisions along the Hwy 44 corridor. Mr. Marshall asked if any other commissioners would like to comment. Mr. Langley stated he had mixed emotions concerning the request. He said the area in question is sensitive and within that particular area planting a seed of more commercial development would not serve the area well."

While Commissioners made the mistake of rezoning 108 Briarpatch in 2016, they had the foresight to deny the application for rezoning of 114 Briarpatch. The reasons for denial are even more compelling today than they were in 2016 and we ask that you not give in to the pressures of a wealthy and politically connected family at the expense of our community. Vote NO on the rezoning request of 114 Briarpatch Road.

I was not able to find the email addresses for the other members of the Planning and Zoning Commission. Please forward this email to them for review prior to Thursday's hearing on the issue and provide me with their contact information for future correspondence. Please feel free to contact me with any questions regarding this information. I appreciate your consideration of this issue.

Sincerely,

Marian Zerkus and the Concerned Citizens of Putnam County

Courtney Andrews

From: Lisa Jackson
Sent: Wednesday, August 31, 2022 7:12 AM
To: Billy Webster; indie riley
Cc: BriarPatchRoadAlliance; Alan Foster; Angela Waldroup; Bill Sharp; Courtney Andrews; Cedrick Moreland; Daniel Brown; Gary McElhenney; Jeff Wooten
Subject: RE: 9/1/2022 AGENDA MEETING - WILLIAM B. JONES request for an Encroachment

Good morning,
This is to confirm receipt of your email below. I will forward your it to the board members.

Thanks

Lisa Jackson, MPA
Planning Director
117 Putnam Drive, Suite B | Eatonton Georgia 31024
Office: 706-485-2776 | Fax: 706-485-0552
Email: ljackson@putnamcountyga.us

From: Billy Webster <bwebster@putnamcountyga.us>
Sent: Tuesday, August 30, 2022 10:52 PM
To: indie riley [REDACTED]
Cc: BriarPatchRoadAlliance [REDACTED] Alan Foster <afoster@putnamcountyga.us>; Angela Waldroup <awaldroup@putnamcountyga.us>; Bill Sharp <bsharp@putnamcountyga.us>; Courtney Andrews <candrews@putnamcountyga.us>; Cedrick Moreland <CMoreland@putnamcountyga.us>; Daniel Brown <dbrown@putnamcountyga.us>; Gary McElhenney <gmcelhenney@putnamcountyga.us>; Jeff Wooten <jwooten@putnamcountyga.us>; Lisa Jackson <ljackson@putnamcountyga.us>
Subject: Re: 9/1/2022 AGENDA MEETING - WILLIAM B. JONES request for an Encroachment

Ms. Riley,
Thank you for sending us your opinion regarding the potential rezoning at 114 Briarpatch Rd.
Billy Webster/Chairman

On Aug 30, 2022 6:21 PM, indie riley [REDACTED] wrote:

**** Request is made for this email to be printed and incorporated into the physical file & materials related to Application No. 2022-00400 Application For Rezoning Request for your 9/1/2022 Agenda**

WE, As Residents of Putnam County, as taxpayers and as voters expect that you, the elected Commissioners act within your responsibilities to us to protect and respect established residential zoning in accordance to the what was established in 2016. If you chose not to then be prepared to explain to us why we are being sold out.

Recall, you allowed Anchor Marina to be constructed, it is minutes away from Fish Tale Marina. There is no "need" for this. If Jones wants another Marina have him buy Bonefish Grill knock it down, and ask you for a rezone there.

We want William B. Jones / Fish Tale Marina 3rd Request to Rezone DENIED.

This is an excerpt from the Minutes of the 1/7/2016 Agenda Hearing On the rezoning of 108 BRIARPATCH ROAD (Marina Storage Bldg #2)- As you can read, Mr. Bryan Jones of Jones Petroleum & Mr. Jeremy Crosby as agent of JP Capital Insurance Inc. otherwise the Representatives of William B. Jones (Fish Tale Marina) are discussing 114 Briar Patch Road.

Mr. Jackson Jones asked if it would be graded where the manufactured home is sitting. **Mr. Crosby** stated no grading at all at that location. **Mr. Bryan Jones then stated they didn't even intend for the rezoning of the residential lot at 114 Briarpatch Road.** **Mr. Bryan Jones** continued by stating when they previously came to the board they were just looking for the rezoning of the other lot, however when they came before they requested that we rezone the additional lot with the buffer of trees, shrubs, and so forth. **Mr. Bryan Jones** stated their goal was never to move the manufactured home. **Mr. Jackson** stated that his concern is that his property is on the top of the hill and if they grade down on the lot problems could arise. **Mr. Bryan Jones** stated they would not leave him on a pedestal or dig in next door to him on that lot, this is not their intention.

This is another excerpt from the Minutes of the 1/17/2016 Agenda Hearing - Mr. Oberdeck, Mr. Marshall - Mr. Langley, Mr. Brundage (assumed commissioners on the P/Z board in 2016).

Mr. Oberdeck made a motion for denial with the following reasons: 1.) the proposed use would adversely affect the value of the property nearby in the subdivision. 2.) The proposed use is not supported by new conditions not anticipated in the comprehensive plan. 3.) The added congestion of a commercial property on the intersection of Briarpatch Road and Hwy 44 which would impact the owners of the 43+ properties served by Briarpatch Road. 4.) The increased boat traffic which can cause congestion in the cove and through the two bridges leading to the main water which will affect the owners of properties in that area. **5.) Setting a precedent for not following the comprehensive plan for Hwy 44 and encroaching into the other subdivisions along the Hwy 44 corridor.** **Mr. Marshall** asked if any other commissioners would like to comment. **Mr. Langley** stated he had mixed emotions concerning the request. He said the area in question is sensitive and within that particular area planting a seed of more commercial development would not serve the area well. **Mr. Langley** seconded Mr. Oberdeck's motion for

--
Adria Riley

Courtney Andrews

From: Lisa Jackson
Sent: Wednesday, August 31, 2022 7:14 AM
To: Rencher Gutteridge
Cc: Lynn Butterworth; Courtney Andrews; Angela Waldroup
Subject: RE: FishTales Marina Rezoning

Good morning,
This is to confirm receipt of your email below. I will forward it to the board members.

Lisa Jackson, MPA
Planning Director
117 Putnam Drive, Suite B | Eatonton Georgia 31024
Office: 706-485-2776 | Fax: 706-485-0552
Email: ljackson@putnamcountyga.us

From: Rencher Gutteridge [REDACTED]
Sent: Tuesday, August 30, 2022 5:34 PM
To: Lisa Jackson <ljackson@putnamcountyga.us>
Subject: FishTales Marina Rezoning

I attended the first meeting when FishTales asked to rezone a residential property to commercial so that they could add another boat storage facility. We were against it then and now we hear that they are trying to rezone another residential property for the same reason. I believe they promised at the last meeting that they would not seek to change the zoning of another property. We object because of the increased traffic in our small cove, as well as the intrusion of their security lights at night. Please do not allow FishTales to add another security building. Thanks for your concern for our property. Our address is 135 Lakemore Drive, across the cove from the marina. Please deny their request. Thank you. --

Rencher Gutteridge
[REDACTED]

Courtney Andrews

From: Lisa Jackson
Sent: Wednesday, August 31, 2022 3:30 PM
To: Harry & Joyce Michael
Cc: Courtney Andrews; Lynn Butterworth
Subject: RE: Rezoning of Fish Tales Marina

Hello,
This is to confirm receipt of your email below.

Lisa Jackson, MPA
Planning Director
117 Putnam Drive, Suite B | Eatonton Georgia 31024
Office: 706-485-2776 | Fax: 706-485-0552
Email: ljackson@putnamcountyga.us

-----Original Message-----

From: Harry & Joyce Michael [REDACTED]
Sent: Wednesday, August 31, 2022 12:10 PM
To: Lisa Jackson <ljackson@putnamcountyga.us>
Subject: Rezoning of Fish Tales Marina

Dear Ms. Jackson,
I'm asking that you not approve the rezoning in our cove for additional boat storage. We have a small neighborhood and the noise from the current boat storage already echos over the entire neighborhood, as well as additional boat traffic. Thank you for serving and for your consideration.
Joyce Michael
117 Lakemore Drive

Sent from my iPad

Courtney Andrews

From: Lisa Jackson
Sent: Wednesday, August 31, 2022 9:08 AM
To: Lynn Butterworth; Courtney Andrews
Subject: FW: Fishtails Rezoning

Lisa Jackson, MPA
Planning Director
117 Putnam Drive, Suite B | Eatonton Georgia 31024
Office: 706-485-2776 | Fax: 706-485-0552
Email: ljackson@putnamcountyga.us

From: Robin Hoover [REDACTED]
Sent: Wednesday, August 31, 2022 8:34 AM
To: Lisa Jackson <ljackson@putnamcountyga.us>
Subject: Fishtails Rezoning

Please vote against this rezoning.
It will continue to create traffic in our area and no one protected us from the last rezoning. No one seemed to care how many years we have been there and paying taxes...only to be ignored.

Please hear us this time and care.

Robin M Hoover
117 Lakemore Drive

Courtney Andrews

From: Wayne Palmer [REDACTED]
Sent: Thursday, September 1, 2022 3:22 PM
To: indie riley
Cc: Billy Webster; BriarPatchRoadAlliance; Lisa Jackson; Alan Foster; Angela Waldroup; Bill Sharp; Courtney Andrews; Cedrick Moreland; Daniel Brown; Gary McElhenney; Jeff Wooten
Subject: Re: REPLY To Webster - Re: 9/1/2022 AGENDA MEETING - WILLIAM B. JONES request for an Encroachment

I am very concerned with this rezone of property just 3 lots of from my home of over 20 years. Unfortunately due to the death of a close friend I will not be able to attend. My main concern is the storm drainage issues. I have invested a sum of money trying to control the storm run off from all the other stuff h properties from all properties above me. It has gotten worse since 2nd storage was built. I am attaching pictures of resent storm showing what I am dealing with. Much of this water is coming from the property seeking re-zoning. Some reason the storm drain was place on the high side of property and does very little for storm drainage.

Thanks,
Wayne Palmer
102 Brer Fox road
Eatonton, Ga



@



Sent from my iPhone

On Aug 31, 2022, at 6:38 PM, indie riley [REDACTED] wrote:

Thank you for your advices Mr. Webster. Am I to understand that you will have a recordation in the form of minutes for tomorrow's agenda meeting, that will become part of the permanent records kept by your Planning & Zoning Commission?

Are you inferring that Lisa Jackson has not already formally provided you and the commissioners a staff recommendation on what your commission should do?

Mr. Webster are you suggesting that from tomorrow's Agenda meeting up until the "Hearing" on September 20 you and the four commissioners are undecided?

It has been my impression that these Agenda meetings held a mere 13 days after the Commission plants a sign in front of a property and then sets a "Hearing" on it 19 days later are most likely decided and fast tracked. Your sign was installed on Friday, August 19th.

Mr. Jones, his son Bryan or Mr. Cosby will no doubt be in attendance tomorrow evening Agenda and what we the residents of Briar Patch Road want are on the record responses to our inquiries from Jones and representatives. We do not want an after the agenda chat off the record. We are not attorneys or hold positions where we regularly go before Planning & Zoning Commissions seeking commercial rezoning and variances.

Specifically, with regard to parcel 096B058 owned under Bostick Bowers & Padgett Ltd, which is William B. Jones / Fish Tale Marina. Is Mr. Jones d/b/a Bostick Bowers et al planning on "redeveloping" this property perhaps to want yet install another Marina across the street on the opposite cove? We also want to know whether Mr. Jones or Bostick et al will seek a residential rezoning for the same parcel as Jones/Fish Tale Marina/Bostick has collected rent for about 4 years or more from what our Briar Patch Road neighborhood considers Jones squatters. They have lived sprawled out in a travel trailer, with trucks, cars, trailers, trash, on what is zoned as Commercial U8101 Com Lot Water. The property is described as 4 buildings with 14 Mini Storage Units. I understand from reading staff recommendations that Lisa Jackson and a posse of you folks walk the properties and give it a good thorough viewing, I saw this in action for the former Bug House building you recently approved usage on, so if true no one can possibly miss the effrontery of Mr. Jones pop-up trailer park and flea market that Mr. Jones has insidiously gifted Briar Patch Road with apparently with your collective blessings. It is time that you (all commissioners, code enforcement, and appropriate individuals) make it your task to clean up Mr. Jones abuses of our neighborhood, you are not elected to wipe your feet on us and acquiesce to all commercial

development. We are tired of Mr. Jones sitting on our face. Have I



Thank you, look forward to how you manage this.

Adria Riley

Ms. Riley,

When this rezoning matter reaches the Board of Commissioners for the final decision, you may also sign up before the meeting starts and you will be granted three minutes to speak in opposition, if you care to.

Billy Webster

On Aug 31, 2022 8:25 AM, indie riley [REDACTED] wrote:

Thank you Ms. Jackson, I request time to speak at the Agenda meeting to read my email into the minutes of the 9/01/22 Agenda.

On Wed, Aug 31, 2022 at 7:12 AM Lisa Jackson <ljackson@putnamcountyga.us> wrote:

Good morning,

This is to confirm receipt of your email below. I will forward your it to the board members.

Thanks

Lisa Jackson, MPA

Planning Director

Office: [706-485-2776](tel:706-485-2776) | Fax: [706-485-0552](tel:706-485-0552)

Email: ljackson@putnamcountyga.us

From: Billy Webster <bwebster@putnamcountyga.us>

Sent: Tuesday, August 30, 2022 10:52 PM

To: indie riley [REDACTED]

Cc: BriarPatchRoadAlliance <briarpatchrdalliance@gmail.com>; Alan Foster <afoster@putnamcountyga.us>; Angela Waldroup <awaldroup@putnamcountyga.us>; Bill Sharp <bsharp@putnamcountyga.us>; Courtney Andrews <candrews@putnamcountyga.us>; Cedrick Moreland <CMoreland@putnamcountyga.us>; Daniel Brown <dbrown@putnamcountyga.us>; Gary McElhenney <gmcelhenney@putnamcountyga.us>; Jeff Wooten <jwooten@putnamcountyga.us>; Lisa Jackson <ljackson@putnamcountyga.us>

Subject: Re: 9/1/2022 AGENDA MEETING - WILLIAM B. JONES request for an Encroachment

Ms. Riley,

Thank you for sending us your opinion regarding the potential rezoning at [114 Briarpatch Rd.](#)

Billy Webster/Chairman

On Aug 30, 2022 6:21 PM, indie riley [REDACTED] wrote:

**** Request is made for this email to be printed and incorporated into the physical file & materials related to Application No. 2022-00400 Application For Rezoning Request for your 9/1/2022 Agenda**

WE, As Residents of Putnam County, as taxpayers and as voters expect that you, the elected Commissioners act within your responsibilities to us to protect and respect established residential zoning in accordance to the what was established in 2016. If you chose not to then be prepared to explain to us why we are being sold out.

Recall, you allowed Anchor Marina to be constructed, it is minutes away from Fish Tale Marina. There is no "need" for this. If Jones wants another Marina have him buy Bonefish Grill knock it down, and ask you for a rezone there.

We want William B. Jones / Fish Tale Marina 3rd Request to Rezone DENIED.

This is an excerpt from the Minutes of the 1/7/2016 Agenda Hearing On the rezoning of [108 BRIARPATCH ROAD](#) (Marina Storage Bldg #2)- As you can read, Mr. Bryan Jones of Jones Petroleum & Mr. Jeremy Crosby as agent of JP Capital Insurance Inc. otherwise the Representatives of William B. Jones (Fish Tale Marina) are discussing [114 Briar Patch Road](#).

Mr. Jackson Jones asked if it would be graded where the manufactured home is sitting. **Mr. Crosby** stated no grading at all at that location. **Mr. Bryan Jones** then stated they didn't even intend for the rezoning of the residential lot at [114 Briarpatch Road](#). **Mr. Bryan Jones** continued by stating when they previously came to the board they were just looking for the rezoning of the other lot, however when they came before they requested that we rezone the additional lot with the buffer of trees, shrubs, and so forth. **Mr. Bryan Jones** stated their goal was never to move the manufactured home. **Mr. Jackson** stated that his concern is that his property is on the top of the hill and if they grade down on the lot problems could arise. **Mr. Bryan Jones** stated they would not leave him on a pedestal or dig in next door to him on that lot, this is not their intention.

This is another excerpt from the Minutes of the 1/17/2016 Agenda Hearing - Mr. Oberdeck, Mr. Marshall - Mr. Langley, Mr. Brundage (assumed commissioners on the P/Z board in 2016).

Mr. Oberdeck made a motion for denial with the following reasons: 1.) the proposed use would adversely affect the value of the property nearby in the subdivision. 2.) The proposed use is not supported by new conditions not anticipated in the comprehensive plan. 3.) The added congestion of a commercial property on the intersection of Briarpatch Road and Hwy 44 which would impact the owners of the 43+ properties served by Briarpatch Road. 4.) The increased boat traffic which can cause congestion in the cove and through the two bridges leading to the main water which will affect the owners of properties in that area. **5.) Setting a precedent for not following the comprehensive plan for Hwy 44 and encroaching into the other subdivisions along the Hwy 44 corridor.** **Mr. Marshall** asked if any other commissioners would like to comment. **Mr. Langley** stated he had mixed emotions concerning the request. He said the area in question is sensitive and within that particular area planting a seed of more commercial development would not serve the area well. **Mr. Langley** seconded Mr. Oberdeck's motion for

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Adria Riley

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Adria Riley

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Adria Riley

-----Original Message-----

From: Patricia Field

Sent: Sunday, August 28, 2022 1:59 PM

Subject: Fish Tale Marina expansion request

It is our understanding that the owners of Fish Tale Marina are requesting a zoning change of the residential property next to the newest marina, from residential to commercial so that a third marina can be built. We strongly oppose this request.

We are currently full time residents in Putnam County across the lake from Fish Tale Marina in Pinnacle Pointe. In 2016, we were part time residents when Fish Tale requested rezoning of the residential property where the second marina now stands. At the time, many concerned neighbors voiced their opposition to the change. One of the representatives for the Fish Tale property spoke to the group and suggested that no one would want to live next to the original storage facility in a residential setting, so it made sense to rezone it. Of course we brought up the obvious, that there would still be a residential lot next to the new facility if the change was granted. We asked when it would ever stop, every few years they would just keep buying up property and move down the lake with commercial properties like a domino effect. We were assured at the time that they would never request future variances, if granted approval for the second marina. Here we are a few years later and that is exactly what is happening.

They have two huge storage facilities, isn't that enough? The more boats stored on the property, the more traffic in and out of the cove and in and out of the parking lot. We can not see how this benefits the residents of this local area to add a THIRD boat storage facility.

Please do not approve the rezoning of 114 Briar Patch road from residential to commercial! It was zoned that way to protect the residents from encroaching commercial business.

Please incorporate this email and any others that you receive into the rezoning file for this property. We sent this email earlier this summer but it is our understanding that those emails will not be considered part of the current request, so we are sending it again to voice our opposition.

Thank you for your time,

David and Patti Field

Pinnacle Pointe residents

-----Original Message-----

From: Cindy

Sent: Sunday, August 28, 2022 7:07 PM

Subject: Zoning from Residential to Commercial Concerns for Fish Tale Marina

Since we are out of town and unable to attend the meeting, please use this letter as our voice of concern and that we oppose this rezoning request. This was also emailed in June as well.

> It is our understanding that the owners of Fish Tale Marina are requesting a zoning change of the residential property next to the newest marina, from residential to commercial so that a third marina can be built. We strongly oppose this request.

>

> We are currently full time residents in Putnam County across the lake from Fish Tale Marina in Pinnacle Pointe. We purchased in August 2017 and were told that there would be no more commercial buildings across the way from us and that the rest of that street was zoned residential.

>

> They have two huge storage facilities, isn't that enough? The more boats stored on the property, the more traffic in and out of the cove and in and out of the parking lot. We can not see how this benefits the residents of this local area to add a THIRD boat storage facility.

>

> Please do not approve the rezoning of 114 Briar Patch road from residential to commercial! It was zoned that way to protect the residents from encroaching commercial business.

>

> Please incorporate this email and any others that your receive into the rezoning file for this property.

>

> Best Regards,

>

> Jim and Cindy Coates

> Pinnacle Pointe

From: Beth Sowell
Sent: Sunday, August 28, 2022 8:30 PM
Subject: Rezoning on Briarpatch Road

To: Putnam County Board of Commissioners
From: Gary and Elizabeth Sowell
888 Greensboro Rd
Unit 701
Eatonton, Georgia. 31024

We are property owners and residents at The Peninsula Lake Oconee, 888 Greensboro Road, Eatonton, Georgia.

It has come to our attention that a request has been submitted to the Putnam County Planning and Development Commission by JPC Design and Const. LLC, agent for William B. Jones, to rezone 0.94 acres at 114 Briarpatch Road from R-2 to C-1. This request has been submitted in order to build a THIRD boat storage facility.

It is our understanding that this request is on the agenda for the September 1 meeting of the Putnam County Planning and Development Commission and the September 20 Board of Commissions meeting. We STRONGLY object to this rezoning. The boat traffic in this area has greatly increased upon completion of the second storage facility and there is no question that a third facility will dramatically increase boat traffic. This increased traffic will create safety issues, affect water quality and impact quality of life for property owners.

Also it should be noted that during the contentious hearings in 2016 when the same parties were seeking the rezoning of property to build the second building, the owners and representatives of JPC Design and Const. LLC, agent for William B. Jones and owner of FishTales Marina promised the public and Commissioners that the third residential property that they owned would NEVER be used as a commercial property and would act as a buffer between the second boat storage building and the remaining residential properties in the adjacent neighborhood. It is my understanding that the rezoning for the second boat storage building was approved, in part, because of these assurance from the petitioners.

We ask that this request be denied. In addition to the issues caused by increased boat traffic, it is also important that elected officials and businesses in Putnam County be held accountable for commitments made to tax payers and home owners.

Thank you for your consideration of this issue and for your denial of this request.

Gary and Elizabeth Sowell

-----Original Message-----

From: Lynne Woods

Sent: Monday, August 29, 2022 8:31 AM

Subject: Deny rezoning

The rezoning of property to allow Fishtails Marina to build a third storage facility MUST BE DENIED The volume of boats utilizing this area of the lake is overwhelming!

Protect this area of our lake !

Thank you

Lynne Woods

Resident since 2007

From: Sandra Holloway

Sent: Tuesday, August 30, 2022 3:18 PM

Subject: 114 Briarpatch Rd.

This communication is in regards to JP Capital & Insurance, Inc. request to rezone .94 acres at 114 Briarpatch Road, from R-2 to C-1 and is on the September 20, 2022 commissioner meeting agenda.

In February 2016, JP Capital & Insurance, Inc. submitted a rezoning request for this same property and the staff of planning and zoning and all representatives of the Board of Commissioners denied the rezoning.

To prevent further encroachment into the neighborhood and negative impact to all property owners, I am expecting that you will again deny the rezoning of this property. My home is at 120 Briar Patch Rd. and is less than 200 yards from 114 Briar Patch Rd. Approval of the zone change would result in the boat storage building being almost in my yard.

If your decision is to approve the change, I would like an explanation in writing as to the reason and what is different from your February 2016 denial.

Thank You,

Clifton and Sandra Holloway

From: Amy Greenway
Sent: Friday, September 2, 2022 12:30 PM
Subject: Jones Petroleum / FishTales Marina Rezoning Request

Dear County Commissioners,

Thank you all for your service to Putnam County. My husband and I live in Thunder Valley and are very appreciative of the work you all do for our community. We would like to voice our concern about the rezoning petition before you that would allow Jones Petroleum / Fish Tales Marina to add an additional storage building in a residential neighborhood. My husband and I have each owned and operated our own small businesses, him for over 40 years and myself for 25 so we ARE business friendly. However, we also believe strongly that homeowners should have some reassurance when they invest in a home in a residential neighborhood that the property zoned residential next to and around them should remain so. We hope that you will maintain residential zoning on this property.

Thanks

*Thank you,
Derrell and Amy Bruce Greenway*

From: Wayne Dean
Sent: Tuesday, September 6, 2022 8:51 AM
Subject: New Marina in Putnam County
Importance: High

Dear Mr. Webster and others,

It is my understanding that the owners of Fish Tale Marina are requesting a zoning change of the residential property next to the newest marina, from residential to commercial so that a third marina can be built. We strongly oppose this request and very upset with the position of the owners.

We are owners of a unit in Putnam County across the lake from Fish Tale Marina in Pinnacle Pointe. My understanding is in 2016, Fish Tale requested rezoning of the residential property where the second marina now stands. At the time, many concerned neighbors voiced their opposition to the change. One of the representatives for the Fish Tale property spoke to the group and suggested that no one would want to live next to the original storage facility in a residential setting, so it made sense to rezone it. Of course we brought up the obvious, that there would still be a residential lot next to the new facility if the change was granted. We asked when it would ever stop, every few years they would just keep buying up property and move down the lake with commercial properties like a domino effect. We were assured at the time that they would never request future variances, if granted approval for the second marina. Here we are a few years later and that is **exactly what is happening**.

They have two huge storage facilities, isn't that enough? The more boats stored on the property, the more traffic in and out of the cove and in and out of the parking lot. We cannot see how this benefits the residents of this local area to add a THIRD boat storage facility.

Please **do not approve** the rezoning of 114 Briar Patch road from residential to commercial! It was zoned this way to protect the residents from encroaching commercial business.

Please incorporate this email and any others that your receive into the rezoning file for this property. Many residents sent an email earlier this summer but it is our understanding that those emails will not be considered part of the current request. Please consider this and others as part of your decision.

From: Jim Felmley
Sent: Tuesday, September 6, 2022 10:59 AM
Subject: Rezoning of 114 Briar Patch Rd

We are writing to express our opposition to Fish Tale Marina's request for a zoning change of the residential property adjacent to the existing marina from residential to commercial. We strongly oppose allowing another marina building to be built there.

We are full time Putnam County residents. We live in the same cove several houses away from this property.

When we decided to live here we understood that 44 is zoned commercial and accepted that. However, to have the commercial businesses coming into such a small, quiet residential cove is poor planning. It's a bad idea for aesthetic and practical environmental reasons. The more boats that buy gas there, the more polluted our small cove will become. The traffic under the 44 bridge will increase. Boaters already know Fishtale's has the lowest price on gas so even Freedom Boat Club customers and boaters who keep their boat elsewhere come under the bridge into the cove for gas.

Keep in mind this is in addition to the Goodwill Industries development plans in this same cove! The huge boat storage building will add insult to injury.

As I drive around the Lake Oconee area of Eatonton and notice all the storage facilities, it appears that Putnam approves businesses that Greene County does not. It looks like we serve as the storage area for people building in Greene County. This is disappointing. To approve the additional boat storage in a residential neighborhood and small cove will be even more disappointing.

Please do not approve the rezoning of 114 Briar Patch road from residential to commercial!

We request incorporating this email into the rezoning file for this property.

Thank you for your consideration,
Ann Marie and James Felmley

From: Will
Sent: Tuesday, September 6, 2022 11:12 AM
Subject:

It is our understanding that the owners of Fish Tale Marina are requesting a zoning change of the residential property next to the newest marina, from residential to commercial so that a third marina can be built. We strongly oppose this request.

We are currently full time residents in Putnam County across the lake from Fish Tale Marina in Pinnacle Pointe. In 2016, we were part time residents when Fish Tale requested rezoning of the residential property where the second marina now stands. At the time, many concerned neighbors voiced their opposition to the change. One of the representatives for the Fish Tale property spoke to the group and suggested that no one would want to live next to the original storage facility in a residential setting, so it made sense to rezone it. Of course we brought up the obvious, that there would still be a residential lot next to the new facility if the change was granted. We asked when it would ever stop, every few years they would just keep buying up property and move down the lake with commercial properties like a domino effect. We were assured at the time that they would never request future variances, if granted approval for the second marina. Here we are a few years later and that is exactly what is happening.

They have two huge storage facilities, isn't that enough? The more boats stored on the property, the more traffic in and out of the cove and in and out of the parking lot. We can not see how this benefits the residents of this local area to add a THIRD boat storage facility.

Please do not approve the rezoning of 114 Briar Patch road from residential to commercial! It was zoned that way to protect the residents from encroaching commercial business.

Please incorporate this email and any others that you receive into the rezoning file for this property. We sent this email earlier this summer but it is our understanding that those emails will not be considered part of the current request, so we are sending it again to voice our opposition.

Thank you for your time,

Will Lummus - President/CEO
Lummus Supply Company

From: Russell Hall
Sent: Tuesday, September 6, 2022 11:55 AM
Subject: Fish Tale Marina

Dear Board of Commissioners,

It is our understanding that the owners of Fish Tale Marina are requesting a zoning change of the residential property next to the newest marina, from residential to commercial so that a third marina can be built. We strongly oppose this request.

We are currently full time residents in Putnam County across the lake from Fish Tale Marina in Pinnacle Pointe (Unit 101). I understand that in 2016 Fish Tale Marina requested rezoning of the residential property where the second marina now stands. At the time, many concerned neighbors voiced their opposition to the change. One of the representatives for the Fish Tale property spoke to the group and suggested that no one would want to live next to the original storage facility in a residential setting, so it made sense to rezone it. Of course we brought up the obvious, that there would still be a residential lot next to the new facility if the change was granted. Residents asked when it would ever stop, every few years they would just keep buying up property and move down the lake with commercial properties like a domino effect. Residents were assured at the time that they would never request future variances, if granted approval for the second marina. Here we are a few years later and that is exactly what is happening.

They have two huge storage facilities, isn't that enough? The more boats stored on the property, the more traffic in and out of the cove and in and out of the parking lot. We can not see how this benefits the residents of this local area to add a THIRD boat storage facility.

Please do not approve the rezoning of 114 Briar Patch road from residential to commercial! It was zoned that way to protect the residents from encroaching commercial business.

Please incorporate this email and any others that you receive into the rezoning file for this property.

Thank you for your time.

--

Russell Hall

From: Christopher Stamper
Sent: Tuesday, September 6, 2022 12:55 PM
Subject: Fish Tales Marina Expansion

It is our understanding that the owners of Fish Tale Marina are requesting a zoning change of the residential property next to the newest marina, from residential to commercial so that a third marina can be built. We strongly oppose this request.

We live in the Pinnacle Point community across from Fish Tales Marina and are concerned with the increased lot traffic at the gas station and marina, additional boats added to a marina that's already crowded, along with the increase of boat traffic in our crowded cove.

We can not see how this benefits the residents of this local area to add a THIRD boat storage facility.

Please do not approve the rezoning of 114 Briar Patch road from residential to commercial! It was zoned that way to protect the residents from encroaching commercial business.

Please incorporate this email and any others that you receive into the rezoning file for this property.

Thank you for your time,

Chris and Wendy Stamper

From: Middlebrooks, Steve
Sent: Tuesday, September 6, 2022 2:07 PM
Subject: Zoning request change

It is our understanding that the owners of Fish Tale Marina are requesting a zoning change of the residential property next to the newest marina, from residential to commercial so that a third marina can be built. We strongly oppose this request.

We are currently full time residents in Putnam County across the lake from Fish Tale Marina in Pinnacle Pointe. in 2016, we were part time residents when Fish Tale requested rezoning of the residential property where the second marina now stands. At the time, many concerned neighbors voiced their opposition to the change. One of the representatives for the Fish Tale property spoke to the group and suggested that no one would want to live next to the original storage facility in a residential setting, so it made sense to rezone it. Of course we brought up the obvious, that there would still be a residential lot next to the new facility if the change was granted. We asked when it would ever stop, every few years they would just keep buying up property and move down the lake with commercial properties like a domino effect. We were assured at the time that they would never request future variances, if granted approval for the second marina. Here we are a few years later and that is exactly what is happening.

They have two huge storage facilities, isn't that enough? The more boats stored on the property, the more traffic in and out of the cove and in and out of the parking lot. We can not see how this benefits the residents of this local area to add a THIRD boat storage facility.

Please do not approve the rezoning of 114 Briar Patch road from residential to commercial! It was zoned that way to protect the residents from encroaching commercial business.

Please incorporate this email and any others that your receive into the rezoning file for this property. We sent this email earlier this summer but it is our understanding that those emails will not be considered part of the current request, so we are sending it again to voice our opposition.

Thank you for your time,

Pinnacle Pointe residents

From: Sandra Holloway
Sent: Monday, September 12, 2022 9:38 AM
To: Billy Webster <bwebster@putnamcountyga.us>; Gary McElhenney <gmcElhenney@putnamcountyga.us>; Daniel Brown <dbrown@putnamcountyga.us>; Bill Sharp <bsharp@putnamcountyga.us>; Jeff Wooten <jwooten@putnamcountyga.us>
Subject: 114 Briar Patch Road

We are again communicating to you our opposition to the potential rezoning at 114 Briarpatch Rd.

We understand that there will be growth, much more boat traffic on the lake and additional traffic on the roads in the area. Our concern is further encroachment into the Briar Patch Rd. community. Except for the property at 116 Briar Patch Rd. owned by Mr. Jackson Jones, our property will be most affected. The PERMANENT damage that will be caused to my home if the rezoning of 114 Briar Patch Rd. is approved. It would cause many problems where there will not be a solution to the negative affects. It would be a horrible experience for us. If you have not already personally came to the site to view the close distance from my home to the location of where the third boat storage building will be constructed, I ask that up visit my home to do so.

We purchased our lake lot over thirty years ago for our family to have a place to come and enjoy our time together and move to when we retired. And this is what we did. Now that dream has been shattered by Mr. Jones' love of money and our commissioners allowing it to happen.

Hopefully this will not be a repeat of the 2016 rezoning approval of 109 Briar Patch Rd. where there was a "wink wink, nod nod" between the commissioners... my commissioner representative denied the rezoning and the other three approved the rezoning...meaning it was already decided that it would be approved, but my commissioner representative needed to make the residents think he was on our side.

We will attend the September 20th commissioner meeting to see to outcome of your decision. We will not sign up to speak because it would be a moot point...you will have already met and a decision will already have been made for denial or approval.

Thank You,

Clifton and Sandra Holloway

From: Margie Sarkin
Sent: Wednesday, September 14, 2022 2:40 PM
To: Gary McElhenney <gmcElhenney@putnamcountyga.us>; Billy Webster <bwebster@putnamcountyga.us>; Daniel Brown <dbrown@putnamcountyga.us>; Bill Sharp <bsharp@putnamcountyga.us>; Jeff Wooten <jwooten@putnamcountyga.us>
Subject: Boat storage and rezoning

Dear Sirs,

I have been a Putnam County resident and taxpayer in District 1 since November/2008.

I am opposed to yet another large, commercial boat storage unit on Lake Oconee in Putnam Co.

The main thoroughfare, Lake Oconee Pkwy/GA 44, is already strained to capacity with the influx of new development in recent years. I can remember when it took 6-7 minutes to travel from my home to Publix. It now takes approximately 15 minutes as long as there is not a major incident closing the road. (Has happened twice this summer that I am aware of).

This used to be a quiet lake community, with the exception of Memorial Day-Labor Day. Please consider your constituents when changing zoning laws that will have a direct and lasting effect on way of life for residents.

Sincerely,

Marjorie Sarkin

117 Alexander Lakes Dr

Eatonton, GA 31024

From: Marian Zerkus
Sent: Friday, September 16, 2022 4:14 PM
To: Lisa Jackson <ljackson@putnamcountyga.us>
Cc: Gary McElhenney <gmcclhenney@putnamcountyga.us>; Bill Sharp <bsharp@putnamcountyga.us>; Billy Webster <bwebster@putnamcountyga.us>; Daniel Brown <dbrown@putnamcountyga.us>; Jeff Wooten <jwooten@putnamcountyga.us>
Subject: Document Opposing the Rezoning of 114 Briarpatch Road for entrance into the record for the 2/20/22 BOC Meeting

Hi Ms, Jackson,

Attached is a document that reflects my personal objections to the proposed rezoning of the property located at 114 Briarpatch Road from R-2 to C-1. The 5 Commissioners have been copied on this transmittal. Please enter it into the records of the 2/20/22 BOC Meeting Minutes.

I appreciate all of the time and patience that you, your staff and the Commissioners have invested as we all navigate this contentious issue. As you can tell from the submissions and phone calls, this attention isn't just about a rezoning. It is about trust. The **trust** that the citizens of this county have placed in each of you, the **mistrust** that prior actions from developers, politicians and others have generated in the community and the **need to rebuild that trust** within the community. Hopefully, your decisions regarding this action will help to rebuild that trust.

With best regards,

Marian Zerkus
888 Greensboro Rd
Eatonton, GA 31024

**Personal Objections to and
Request to deny Zoning Application
from JPC Design and Const. LLC,
Agent for William B. Jones
to rezone 0.94 acres at 114 Briarpatch Road from
R-2 to C-1.**

Submitted by Marian Zerkus

I am a citizen and full-time resident of Putnam County. I Oppose the rezoning of 114 Briarpatch Road from residential to commercial for many reasons which I will detail in this document. The objections that I expressed in my opposition of the 2016 rezoning are even more relevant now. Since 2016, additional concerns have been identified and others fortified. I will also identify possible future maneuvers and variance requests that the Applicant will probably request should the rezoning be approved. These issues should be proactively addressed in this hearing so that they would be memorialized in any actions related to the rezoning. After the Applicant disregarded promises made during the 2016 rezoning meeting to never develop 114 Briarpatch and keep it as a residential buffer forever, it is apparent that everything must be put in writing.

A. Fire Safety and Protection of Water Quality in the Waterways:

In the Applicant's rezoning submittal and #5 of their Impact Analysis, they stated that "Police and Fire protection should remain the same for the entire property," and "Hazardous materials will not be stored in the proposed structure aside from fuel stored in onboard fuel tanks of the boats in storage. The proposed structure will be separated from residential uses by a landscape buffer." After speaking with Fire Marshals in 4 different counties that serve large lakes in Georgia and South Carolina, I have come to a different conclusion as it relates to fire protection. One large dry boat storage facility (150 or more boats stored) could be protected in much the same manner as other similar sized buildings containing explosive materials. For each similar building added, the fire protection gets much more difficult, especially if one or more of the buildings does not have a fire suppression system (which has been required by the International Fire Code or IFC for years if not decades). Buildings 1 and 2 do not have a fire suppression system, and if a third building is rezoned and treated similarly to Anchor Marina, it would not have one either. While they mention protection of the neighboring residential property, Applicant fails to address the close proximity the other boat storage building as noted in their drawings. Given that Station 3 only has one ladder truck, if a fire broke out in one building, firefighters would have to choose which other property to protect because they don't have the resources to protect them all. This puts the safety and health of the general public in jeopardy. Introducing toxins into the lake is also a consideration. Fighting an engulfed fire in one building could introduce hundreds of thousands of toxic water filled with gasoline, oil, burning fiberglass and other chemicals into Lake Oconee (based on the typical ladder truck pushing 1200-1500 gpm).

Protecting additional buildings would only make the situation worse. Given Lake Oconee is a pump storage lake, those toxins would be spread throughout the Lake Oconee/Lake Sinclair waterway.

The drawings submitted by Applicant show a large percentage of the property covered in impervious surface areas. In their application, Applicant indicated that “All environmental surrounding areas will be protected as well. Topography of the site drains to the lake and appropriate development measures will be taken to control erosion on the site.” After discussions with water quality experts with the EPD and other entities, direct water runoff from commercial developments where a large portion of the development is covered in impervious surface areas does not protect the waterways. It introduces toxins into the water and can increase the water temperature during the summer months. In these situations, retention ponds or pervious drain fields are usually used to mitigate the runoff into the lake. None of these options are shown on their plans. Taken as the development of an individual lot surrounded by natural areas, this may not be a big deal. But taken as a piece of a 5 acre marina Complex with minimal protections, it is an issue. If the rezoning is approved and the new building utilizes common drives and access as the other buildings, the complex should be considered revised and all previous grandfather provisions for the existing lot and buildings rescinded. Because of that, Applicant should be required to submit and implement a full watershed management plan covering the entire complex for approval by the County and EPD.

The History of rezonings in Tarbaby Estates and start of “Commercial Creep” In 2007, the lots located at 106 Briarpatch Road (106 was divided into 2 lots) were rezoned from R2 to C2. This is when the “commercial creep” began. These lots were located behind an existing one story commercial structure that housed a restaurant and the same person owned both the commercial structure and the residential lots. At the time there was both a house and a Fleetwood Manufactured home on the residential lot. Shortly after the rezoning was approved, the combined parcel was sold to an LLC entity affiliated with the current owners of the property. In 2008, the house was demolished and the manufactured home removed from 106 Briarpatch Road. In 2009, another residential property, that was originally part of the TarBaby Subdivision and also included a one story structure, was rezoned from R2 to C1 and the other C2 parcels rezoned to C1. The residential structure was eventually removed. In 2016, a request was made to rezone both 108 Briarpatch Rd and 114 Briarpatch Rd. The rezoning of 108 was approved and 114 denied. To date, four lots in the TarBaby subdivision have already been rezoned from residential to commercial and existing structures demolished or removed. The first Non-conforming commercial structure was built in 2010 and second building went up in 2016 to the economic benefit of the Applicant, and the detriment of the aesthetic, quality of life, and economic growth of the homeowners in the area. How much more encroachment will you allow into this residential neighborhood where middle-class people and senior citizens bought property decades ago in a rural area? Would this happen in a community of million-dollar homes?

The Golden Goose in Putnam County, known as Lake Oconee, is slowly being killed by good ole boy back-room deals.

B. Planned and Purposeful Encroachment Into Residential Areas by Applicant:

In their Impact Analysis prepared by Rowland Engineering, Applicant's justifications in sections 1B, 1D, 1E and 1G for being suitable and in compliance with current land use and zoning is that the building next door is similar and this is just an expansion/continuation of it. What they fail to mention is that this is simply one of many rezonings of residential to commercial to build up their commercial "Complex". Applicant purchases property adjacent to his for the express purpose of requesting rezoning at a later date. He knows that those rezonings won't be denied, not because of the quality of his developments or added benefits to the community, but for political reasons.

Each rezoning, including the first one done for 106 Briarpatch Rd in 2007, states that a buffer needs to be on the property to protect the nearby residential lots. (In looking at the arial view of the first building compared to the property line, it does not appear that a buffer was put in place.) The rezoning approval in 2016 required a 50 ft buffer between the building and the adjacent residential property. Based on the overhead views of the building and lot lines, it appears that this requirement was not met either. This requirement makes it clear that the residential nature of the property must be preserved. Their strategy to justify further commercial development in the area is the textbook definition of "Commercial Creep." To approve this rezoning request would be rewarding this kind of behavior. Combine this behavior with a traffic study submitted by Applicant that was done on a Tuesday in March to show that there was no impact of the new boat storage building on traffic patterns. This shows that the studies presented by Applicant are disingenuous at best.

Additionally, the pushing (and breaking) of boundaries in the construction of the existing 2 Boat storage buildings further discredits the Applicant. The first storage building clearly exceeds the height (2 stories when next to a residential property) and footprint maximums (maximum of 35% of total lot size) noted in the 2009/2010 ordinances. It is hard to believe that Applicant was not aware of the ordinances when the structure was built and opted for the "ask for forgiveness" route which clearly worked. When people in the area questioned the county about it, they were told that it wasn't caught in time so they let it go. There was also not an adequate buffer between the first building and adjoining residential lot as mandated in the 2007 rezoning request. They were rewarded for this deception in 2016 since the P&Z staff approval of the 2016 rezoning was due to "The adjacent storage facility is approximately 22,000 square feet and 55 feet in height which is significantly tall large compared to both the residential and commercial structures in the area. Given that the

proposed lot is vacant and abuts the commercial property where the large building is located, it is the opinion of staff that the size and height of the existing storage building has an adverse effect on this parcel's value, usability or ever being sold or developed for residential use.”

I am not sure why Applicant is even requesting this rezoning given their assurances that this lot would always remain a residential buffer for the rest of the neighborhood.

C. Non-Conformity of the Requested Rezoning to Current Land Use and Zoning

Photo 1 – Aerial View of Property 2016

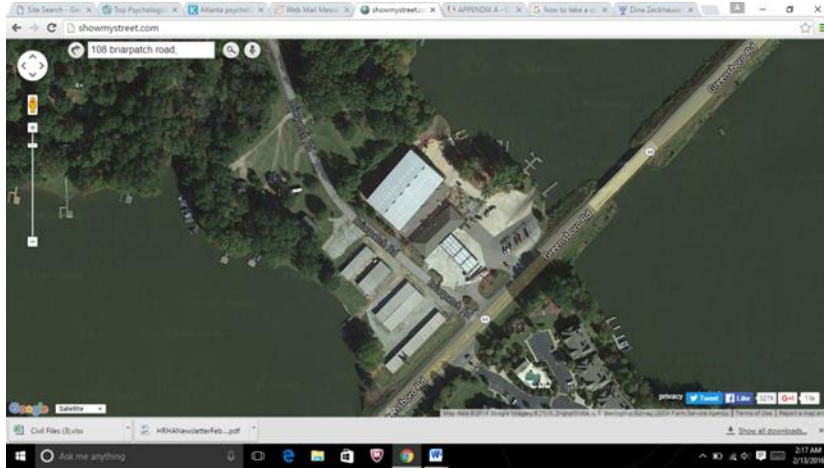


Photo 2 – Aerial View of Property 2022



Photo 3 – Street / Lake View of Property 2016



Photo 4 – Street / Lake View of Property 2022



Photo 5 – Proposed Street / Lake View of Property 2023



Photo 6 – View of Subject Property and Adjacent Lot



Photos 1 and 2 show the arial views of the area in question in 2016 after the first storage building was built and 2022 after the second one was built.

Photos 3, 4 and 5 show the progression of the encroachment from the street/lake view of the area in question.

Photo 6 shows the property line between the subject property and the adjacent residential property.

From the arial views, note how the footprints of the existing Storage buildings are grossly larger than even the hotel, restaurant and multi-unit residential buildings in the area. Note how 114 Briarpatch road has residential lots on 2 of the 4 sides with the lake on the other. Note how close to the property line the house is on 116 Briarpatch Road. According to the notes of the February 16, 2016 P&Z meeting, the representative for Applicant, Mr. Bryan Jones, "stated that their goal was never to move the manufactured home (*located on 114 Briarpatch Rd.*)" He also assured the property owner of 116 Briarpatch, Mr. Jackson Jones, that "they would not leave him on a pedestal or dig in next door to him on that lot (*114 Briarpatch Rd.*), this is not their intention." Yet here we are today, discussing the construction of another building and digging in next door to 116 Briarpatch. My guess is that Mr. Jones and his family will simply sell their lot to William Jones or his surrogate to escape the encroachment.

From the street views, please note how drastically the view of the lake will be further destroyed by the addition of yet another building. Note how out of place they are in height, width and construction materials to the surrounding areas. Note how barren the land looks where the stands of old growth trees were cut down and replaced with comparatively infant trees (some of the trees in the current street view were put in 12 years ago!) Note the beautiful old trees on the lot in question that would be removed for the proposed storage building. Imagine how different and beautiful the area would look if, like other predominantly residential areas, commercial zoning was limited to property with road frontage along main thoroughfares.

How was this allowed to happen? Would these rezoning requests be granted to any other less connected person or business, or is William Jones and his family getting preferential treatment in Putnam County at the detriment to the local citizens and property owners?

And what happens when William Jones or his surrogates buy the property located at 116 Briarpatch Rd and requests yet another rezoning in a few years. What is he planning to do with the low storage buildings on the other side of Briarpatch Road? Another grotesquely large metal boat storage building that doesn't fit into the surrounding area (except for the buildings that he built). Given his historical record of development, disregard of the natural

beauty and existing development style of the area, and lack of zoning controls in the County, I am not hopeful. Please prove me wrong.

Lake Congestion and Property Damage

As expected, the construction of the second boat storage building has increased boat traffic in the Lick Creek area. The boat traffic study that was conducted for the parties opposing the Anchor Marina is attached. Making the boat traffic situation worse is the influx of inexperienced boaters and boat and jet ski rentals. The increased traffic and speeds at which boats blow through the area between the highway 44 bridge and the Old Phoenix creates large waves in a small area that has resulted in damage to sea walls and docks. As the Maintenance Coordinator for The Peninsula on Lake Oconee, I can attest to the continuous repairs that we have to make on the docks facing the former Bone Island Grillhouse. These are repairs that we do not have to do on the other side of our property. Based on the high number of marker buoys in this area of the lake, we are not alone. We have also had to make repairs to our sea walls where the beating of waves has loosened rocks and cut holes in the wall. We have requested the extension of no wake buoys further from the highway 44 bridge to slow down boaters, but the requests have fallen on deaf ears,

According to the GA DNR, the areas north of the Old Phoenix Road Bridge through the Highway 44 Bridge are natural congestion areas. In addition to being a favorite fishing spot, there are many multi-family and single family homes as well as commercial operations in the area. There is only one way in and out of the area. Our area is known for crappie fishing, kayaking and paddleboarding. During the late spring through the summer, these activities are limited to weekdays for safety reasons. There have been several close calls of collisions between non-motorized water craft and boats and jet skis, many of them rentals. These boat drivers don't recognize boating laws that require boaters to stay at least 100 feet from docks and shorelines. They are usually going to or coming from Fish Tales Marina. As I said in my objections in 2016, adding a second storage building is like putting a WalMart on a residential cul-de-sac. The third building would be like putting in a full shopping center complete with a bar along side the WalMart on that same cul-de-sac. If you wouldn't let that happen on land, you shouldn't let that happen on water.

My husband and I have personally had to assist several people that rented jet skis from Fish Tales. Most times, after speeding recklessly around our docks, they flip them over and don't have a clue how to right them. We have to either get in our boat or on a paddleboard to help them out as they are totally panicked because they have not been properly trained on how to use the vehicles.

D. Approval of the proposed rezoning would be an arbitrary decision that would set a dangerous precedent for commercial encroachment into established residential subdivisions

Putnam County's Joint Comprehensive Plan and zoning maps show the area in question to have originally been zoned R2 as a part of the TarBaby Estates subdivision. Subsequent plans have upheld that assessment. The denial of the rezoning of 114 Briarpatch in 2016 again shows the need to reclaim and maintain the residential integrity of the neighborhood. Homeowners in the area have made decisions to purchase, build and expand their homes and property – often their largest investment - in the area in large part based on this information. They rely on and entrust their elected officials with the responsibility to make decisions that will provide positive change and long term stability in the area. Changes to these zoning designations should be made primarily to improve the character, appearance, property values and economic health, and livability of the area. They should never put at risk the health, safety and environmental integrity of the area, even if the Applicant promises huge financial gains for the County.

E. Increased Traffic Congestion in Area intersection

Briarpatch road is a dead end street which only has one entry and exit to Highway 44. This entry and exit is shared by customers of the marina, gas station, convenience store, boat rental establishment, Subway Restaurant, and self-storage facility. Across the street is a 36 unit condominium community (The Peninsula) that also contributes to the congestion at this juncture. The developer of The Peninsula built turn lanes for entrance into that development for the safety of the owners and to minimize traffic issues. Personally, I have had to avoid head on collisions with people turning into the convenience store/Marina while I was turning left from the turn lane for our complex. While our developer was mandated to improve the roads in front of our community, no such improvements have been required of William Jones as he piecemeal adds to his marina Complex. The addition or expansion of another commercial enterprise that feeds on to Briarpatch Road will only make this intersection worse.

F. Approval would result in a negative financial impact to the Community

Prior to Tuesday's meeting, I will attempt to prepare an updated economic analysis of the impact the marina buildings have had on the rate of property value increases between comparable home sites.

G. Planning and Zoning Staff as well as the Planning and Zoning Board have recommended that the zoning request be denied. They realize that the rezoning would open the door for further erosion of the residential nature of the area.

H. Conditions

If the Commission is insistent on approving the rezoning, it should be noted that additional conditions must be included in the rezoning to minimally protect the community. Because Applicant plans to include the new building as part of the existing Fish Tales “Complex”, as noted by the shared drives for entrance and exit, shared use of employees and commercial boat ramp, etc... The addition of the new lot constitutes a substantial modification to the existing usage, therefore grandfathered provisions should be rescinded and the entire complex be required to make all updates required to meet current ordinances and specifications. This includes and is not limited to treatment of storm water runoff especially as it goes into the lake.

Applicant must agree that a condition of the approval of the rezoning is that they will not request any additional rezoning of residential property to Commercial in Tarbaby Estates. Nor will they develop any additional commercial properties adjacent to 114 Briarpatch Rd. This anticipates the possibility that the current owner (or a third party buyer) requests and rezones the property and then sells it to Mr. Jones or one of his entities. This encroachment should have stopped after the 2016 rezoning and MUST stop NOW.

The BOC must mandate in its general zoning plans, and Applicant agree to the condition that no additional large dry storage buildings in excess of 1 story will be built on the waterfront in the Lick Creek area of Lake Oconee that is north/northwest of the Old Phoenix Bridge.

A fire suppression system that utilizes Best Available Technology for the suppression of petroleum fires should be required in all buildings. This system must be inspected and approved by either the Putnam County Fire Chief or Fire Marshal. **If the existing buildings cannot be retrofit or if the Applicant refuses to do so, the rezoning for another building should be denied for the health, safety and welfare of the community.** All modifications must follow best technical and industry practices and standards. **All buildings in the complex must be in compliance with the National Fire Code and local requirements.** International Fire Code for 2018, Chapter 9 Section 903.2.9 Group S1 specifies that “An automatic sprinkler system shall be provided throughout all buildings containing a Group S-1 occupancy where one of the following conditions exists: 1. A Group S-1 fire area exceeds 12,000 sq.ft. 2. A Group S-1 fire area is located more than three stories above grade plane...”

Motorized watercraft rentals from the complex should be prohibited.

Applicant must submit for approval by the EPD and install a watershed management system to protect Lake Oconee from direct stormwater runoff from the Fish Tale Marina complex.

No additional variances should be allowed for the building or property

Applicant’s proposed plan does not have any provisions for protecting the views of the shoreline from the water. The views of the current buildings show that the 100 ft. setback from the lake does little to shield the surrounding areas from the non-conforming nature of the buildings or preserve the scenic nature of the area. **In the 109 ft buffer on the lake side of the proposed building and outside of the required 25 ft Georgia Power buffer, applicant should be required to plant a dense screen of fast growing, disease resistant evergreen trees** to act as a shield between the entire wall of the building facing the lake and the lake to protect the views of residential and lakeside vantage points and minimize light pollution in the area. On the existing buildings, applicant has planted a few evergreen trees along the buildings where there is no opening. This leave a majority of the façade of the building visible. The plantings should be placed closer to the Georgia Power buffer to allow entrance and exit to the building while still shielding the view from the lake.

At a minimum, the height of the new building should conform to the requirements noted in Putnam County Ordinance 66-35 – Exceptions to Development Standards. “When adjacent to an R district, non-residential structure shall not exceed 25 feet along the property line adjacent to the R District.” In this case, there are R districts to the north and west of the proposed rezoning. As Mr. Jackson Jones noted during the P&Z hearing in 2016, the lots north of the existing storage buildings are on a hill. Applicant will be digging below grade to levelized the lake front side of the new building with the existing buildings and driveways. For this reason, **the height that is dug out should be considered as part of the maximum allowable 25 ft height.** If Applicant does not have to consider elevations after excavation, the maximum height of the building from the concrete slab at the level of entry to the peak of the roof may not exceed 30 feet. This, combined with the planted buffer, will help protect existing residential property owners and prevent the Petitioner from grading all the way down to lake level, killing the trees and exposing the entire building to the lake.

Applicant should be required to adhere to all minimum setbacks noted in the Putnam County Ordinance: 30’ from Briarpatch Road, 100’ from the Lake Oconee shoreline, 50’ from property line of the adjacent residential lot and 15’ from the property line of the adjacent commercial property line.

A specific maximum square footage (14,331 sq. ft. or 35% of .94 acres) should be included in the conditions to insure that a larger than anticipated building is not built. This could happen if the Petitioner later combines this property with additional or existing lots to recalculate the 35% square footage to a larger number.

All boat lift machinery used in the complex are required to be Tier 4 or higher to minimize the impact of operational noise to the surrounding areas

Thank you for your consideration of this matter.

Marian Zerkus

From: Jana Otis
Sent: Friday, September 16, 2022 8:39 PM
To: gmcelhenney@putnamcountga.us; Bill Sharp <bsharp@putnamcountyga.us>; Daniel Brown <dbrown@putnamcountyga.us>; Jeff Wooten <jwooten@putnamcountyga.us>; Billy Webster <bwebster@putnamcountyga.us>
Cc: briarpatchrdalliance@gmail.com
Subject: FishTales Marina 3rd boat storage building

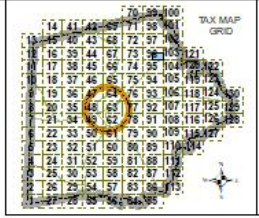
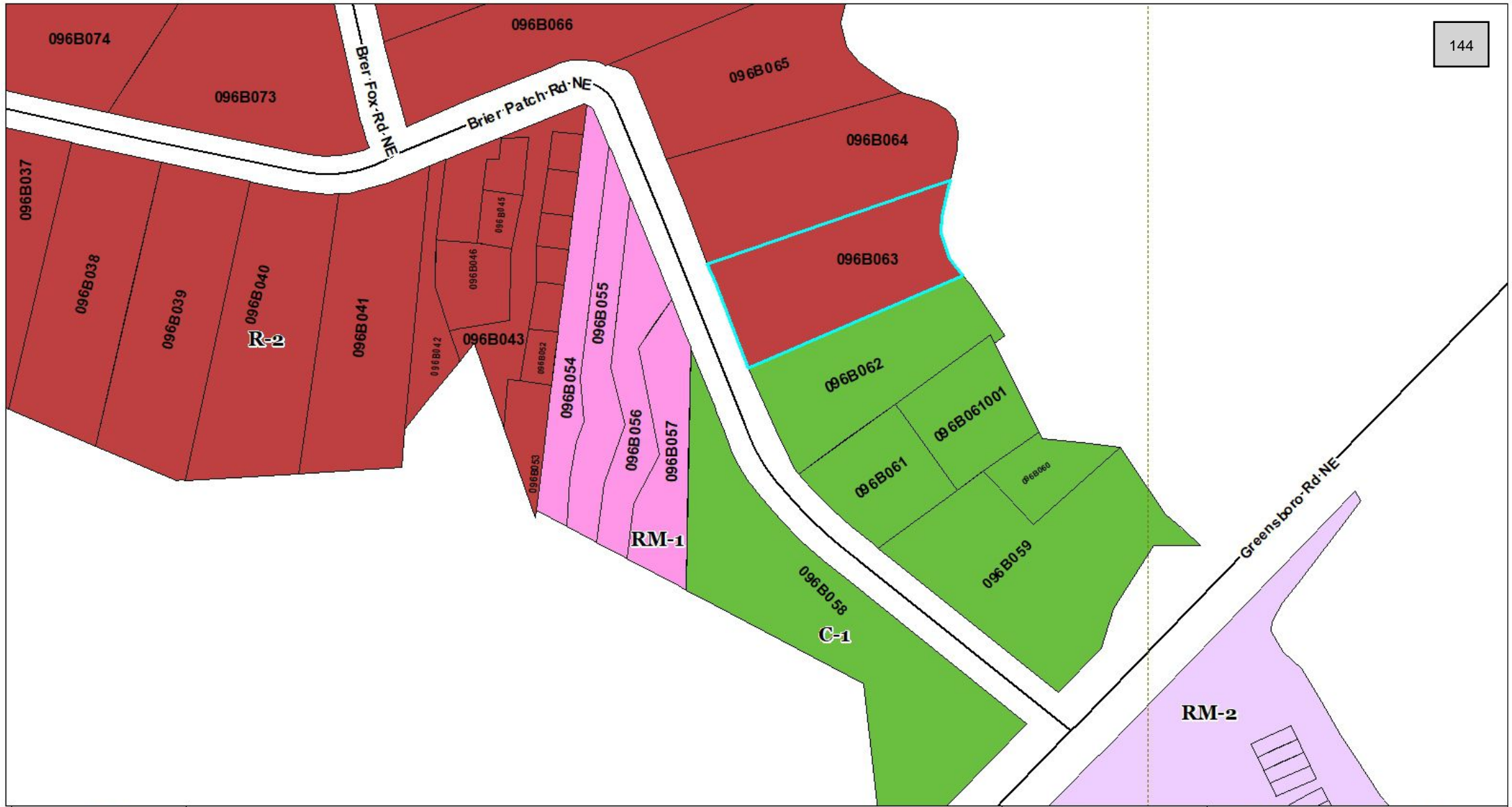
Dear Board of Commissioners for Putnam County,

I am writing to you to request that you do not allow the rezoning of residential property and building of yet another boat storage building next to FishTales marina.

I live across the cove in the Misty River Subdivision and I and my property have been greatly affected by the increased boat traffic the second building that was built caused. As the number of boats going in and out of FishTales marina more than doubled, I have had to replace my sea wall twice, simply because the boats traveling in and out of the marina produce wakes that continuously erode my shoreline. Most of the boaters are ignorant of the no wake rule, or simply don't care. The safety of people swimming and kayaking around my dock is compromised as well with the additional boat traffic.

I think it would be different if the marina was located somewhere on the main lake where boats could come and go from any direction. FishTales, however, is located in a quiet, residential area with access limited so the boat traffic has to go in the same path all the time (and under two bridges). Enough is enough. Please do not approve the rezoning and add even more boat traffic to this area.

Jana Otis
132 Misty Way
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 | R-2 |
| Parcels | AG-1 CITY | C-2 | IND-2 | PUBLIC CITY | R - 4 CITY | RM-1 |
| Parcel Hooks | | | | | | VILLAGE |

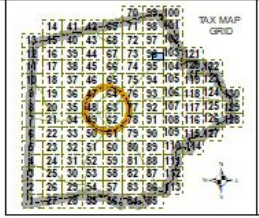
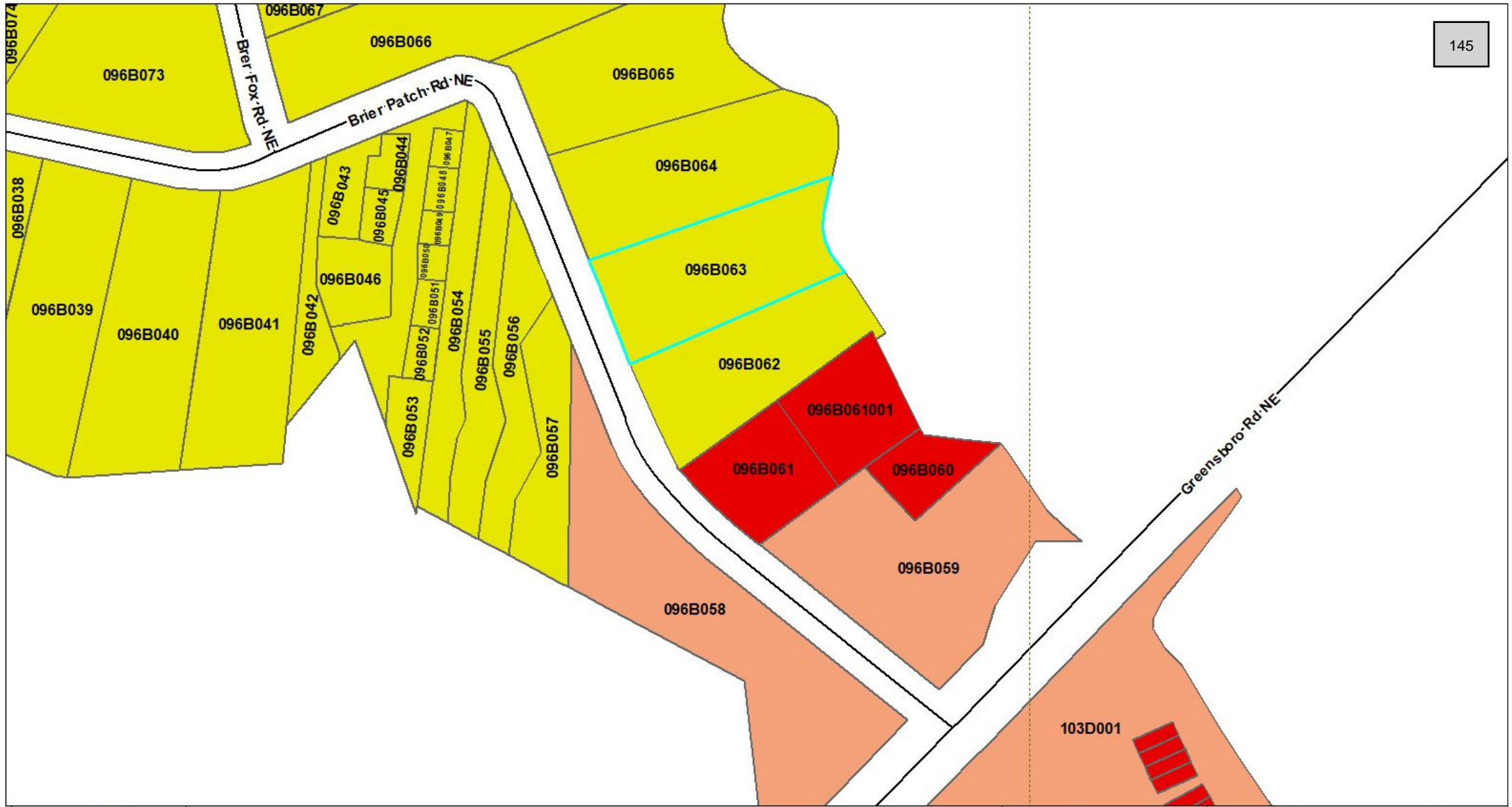
MGRC
Middle Georgia Regional Commission
175 Emery Hwy
Suite C
Macon, Georgia 31217
(478) 751-6160
Web:
www.middlegeorgia.org

PUTNAM COUNTY, GEORGIA
ZONING MAPS

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MAP 096B

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



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

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

PUTNAM COUNTY, GEORGIA
 FUTURE LAND USE MAPS

MAP 096B
 MAP SCALE: 1" = 125' SCALE RATIO: 1:1,500 DATE: MAY 2022

File Attachments for Item:

7. Consent Agenda

- a. Approval of Minutes - September 2, 2022 Regular Meeting (staff-CC)
- b. Authorization for Chairman to sign ACCG Group Self-Insurance Workers' Compensation Fund (GSIWCF) Safety Discount Verification Form (staff-HR)
- c. Authorization for Chairman to sign ACCG Interlocal Risk Management Agency (IRMA) Safety Discount Verification Form (staff-HR)

PUTNAM COUNTY BOARD OF COMMISSIONERS



117 Putnam Drive, Suite A ♦ Eatonton, GA 31024

Minutes

Friday, September 2, 2022 ♦ 9:00 AM

Putnam County Administration Building – Room 203

The Putnam County Board of Commissioners met on Friday, September 2, 2022 at approximately 9:00 AM in the Putnam County Administration Building, 117 Putnam Drive, Room 203, Eatonton, Georgia.

PRESENT

- Chairman Billy Webster
- Commissioner Gary McElhenney
- Commissioner Daniel Brown
- Commissioner Bill Sharp (via telephone)
- Commissioner Jeff Wooten

STAFF PRESENT

- County Attorney Barry Fleming
- County Manager Paul Van Haute
- County Clerk Lynn Butterworth

Opening

1. Welcome - Call to Order

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

2. Approval of Agenda

Motion to approve the Agenda.

Motion made by Commissioner Sharp, Seconded by Commissioner Wooten.

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

3. Invocation

Pastor Jeff Birch, Lake Oconee Presbyterian Church, gave the invocation.

4. Pledge of Allegiance (BW)

Prior to the Pledge, a Red Skelton video from 1969 was played in which he explained the meaning of each and every word in the Pledge of Allegiance. Chairman Webster led the Pledge of Allegiance.

| | | |
|-------------------|-------------|--|
| Draft Minutes | Page 1 of 5 | |
| September 2, 2022 | | |

Mill Rate Public Hearing

5. Presentation of Proposed 2022 Mill Rate (staff-CM & Fin)

Chairman Webster advised that the budget was approved last Friday based on the mill rate rollback rate at 6.779 mills.

6. Comments from the Public

None

7. Comments from Commissioners and/or Staff

None

Regular Business Meeting

8. Public Comments

Dr. Steve Hersey thanked the board and staff for their diligent work resulting in the reduction of the mill rate and commented on the F1 freeze exemption for seniors which excludes accessory structures.

9. Consent Agenda

- a. Approval of Minutes - August 16, 2022 Comp Plan Public Hearing (staff-CC)
- b. Approval of Minutes - August 16, 2022 Mill Rate Public Hearing (staff-CC)
- c. Approval of Minutes - August 16, 2022 Regular Meeting (staff-CC)
- d. Approval of Minutes - August 24, 2022 Work Session (staff-CC)
- e. Approval of Minutes - August 26, 2022 Called Meeting (staff-CC)
- f. Approval of Temporary Caterer License for 44 Draft House & Growler Bar (staff-CC)

Motion to approve the Consent Agenda.

Motion made by Commissioner McElhenney, Seconded by Commissioner Wooten.

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

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

10. Approval of Right-of-Way Permit Application from Brad Cole Construction (staff-PW)
Working for GA Power

Motion to approve the Right-of-Way Permit Application from Brad Cole Construction.

Motion made by Commissioner Wooten, Seconded by Commissioner McElhenney.

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

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

| | | |
|-------------------|-------------|--|
| Draft Minutes | Page 2 of 5 | |
| September 2, 2022 | | |

11. Authorization for Chairman to sign Resolution Adopting Joint Comprehensive Plan Update (staff-CC)

Chairman Webster thanked the Middle Georgia Regional Commission staff for their efforts on this plan update.

Motion to authorize the Chairman to sign the Resolution Adopting the Joint Comprehensive Plan Update.

Motion made by Commissioner Wooten, Seconded by Commissioner McElhenney.

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

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

12. Approval of Changes to the Personnel Policy (staff-CM & HR)

County Manager Van Haute advised this change will follow the State holiday calendar by adding two holidays for Juneteenth and Columbus Day.

Motion to approve changes to the Personnel Policy.

Motion made by Commissioner Sharp, Seconded by Commissioner Wooten.

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

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

13. Approval of Administrative Vehicle Purchase with SPLOST 9 Funding (staff-Fire)

Fire Chief McClain explained that ordering vehicles is process these days and he has been working on this for a year. The request is for four 2023 Chevrolet 3500 four door diesel trucks, one for EMS and three for Fire, at \$52,650.05 each, totaling \$210,600.20.

Motion to approve the Administrative Vehicle Purchase for EMS and Fire in amount of \$210,600.20.

Motion made by Commissioner McElhenney, Seconded by Commissioner Wooten.

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

14. Ratification of the Board of Education Mill Rate and Authorization for Chairman to sign Tax Levy Resolution (staff-CM & Finance)

Motion to ratify the Board of Education Mill Rate and authorize the Chairman to sign the Tax Levy Resolution.

Motion made by Commissioner Wooten, Seconded by Commissioner McElhenney.

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

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

15. Authorization for Chairman to sign Resolution setting 2022 Mill Rate for Incorporated County Maintenance and Operation (staff-CM & Finance)

Motion to authorize the Chairman to sign the Resolution setting the 2022 Mill Rate for Incorporated County Maintenance and Operation.

Motion made by Commissioner Brown, Seconded by Commissioner Sharp.

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

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

16. Authorization for Chairman to sign Resolution setting 2022 Mill Rate for Unincorporated County Maintenance and Operation (staff-CM & Finance)

Motion to authorize the Chairman to sign the Resolution setting the 2022 Mill Rate for the Unincorporated County Maintenance and Operation.

Motion made by Commissioner McElhenney, Seconded by Commissioner Brown.

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

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

17. Authorization for Chairman to sign Resolution setting 2022 Mill Rate for Special Service District (staff-CM & Finance)

Motion to authorize the Chairman to sign the Resolution setting the 2022 Mill Rate for the Special Service District.

Motion made by Commissioner Wooten, Seconded by Commissioner McElhenney.

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

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

Reports/Announcements

18. County Manager Report

County Manager Van Haute reported that bids for the Splash Pad Solicitation came in higher than anticipated at between \$1.6M and \$2.4M. He advised this is much higher than the grant we have been awaiting and he is looking at options.

19. County Attorney Report

No report.

20. Commissioner Announcements
Commissioner McElhenney: none

Commissioner Brown: thanked the taxpayers for voting to approve the last TSPLOST. He recently traveled to another state that doesn't have the TSPLOST and their roads were in poor shape.

Commissioner Sharp: thanked everyone for prayers for his recent knee surgery.

Commissioner Wooten: inquired if anyone knew how much Baldwin County paid for their splash pad and expressed his pride our EMS, Fire and Public Works employees.

Chairman Webster: advised about a meeting after this one with himself, the Vice Chairman, the County Attorney, the County Manager, the County Clerk, and the Public Information Officer.

Closing

21. Adjournment

Motion to adjourn the meeting.

Motion made by Commissioner McElhenney, Seconded by Commissioner Wooten.

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

Meeting adjourned at approximately 9:35 a.m.

ATTEST:

Lynn Butterworth
County Clerk

Billy Webster
Chairman



COUNTY
[159 COUNTY GOVERNMENTS]

GROUP SELF-INSURANCE WORKERS' COMPENSATION FUND

SAFETY DISCOUNT VERIFICATION FORM

If the organization is a member of the ACCG-GSIWCF [workers' comp] Insurance Program, complete this SAFETY DISCOUNT VERIFICATION FORM and return between August 1, 2022 and September 16, 2022

▪ The appointed ACCG-GSIWCF Safety Coordinator is Cynthia Miller
(Safety Coordinator is responsible for the Safety Program)
Position Human Resources Director Email: cmiller@putnamcountyga.us

Yes No If there is a change in the safety coordinator, please advise if the previous contact is still affiliated with the county to maintain a current database.

TRAINING REQUIREMENTS

- SAFETY COORDINATORS
 COMPLETE SAFETY COORDINATOR MODULES I, II, OR III October 4-5, 2016
(COURSE / DATE)
- ANY MEMBER EMPLOYEE
 ATTEND LGRMS TRAINING COURSE OR WEBINARS Personnel Liability 3/29/2022
(COURSE / DATE)

DEPARTMENTAL SAFETY MEETINGS OCT-DEC JAN-MAR APR-JUN JUL-SEP

SAFETY COMMITTEE MEETINGS OCT-DEC JAN-MAR APR-JUN JUL-SEP

SAFETY ACTION PLAN [DUE APRIL 29TH to LGRMS] April 12, 2022
(DATE SUBMITTED)

The members of the Board of Commissioners of Putnam County
(Name of County)
hereby verify that they fully comply with the requirements of the Safety Discount Program.

County Chairman Signature

Date

Email accginsurance@accg.org



COUNTY
[159 COUNTY GOVERNMENTS]

INTERLOCAL RISK MANAGEMENT AGENCY

SAFETY DISCOUNT VERIFICATION FORM

If the organization is a member of the ACCG - IRMA [property & liability] Insurance Program, complete this SAFETY DISCOUNT VERIFICATION FORM and return between August 1, 2022 and September 16, 2022

The appointed ACCG-IRMA Safety Coordinator is Cynthia Miller
(Safety Coordinator is responsible for the Safety Program)

Position Human Resources Director Email: cmiller@putnamcountygga.us

Yes No If there is a change in the safety coordinator, please advise if the previous contact is still affiliated with the county to maintain a current database.

TRAINING REQUIREMENTS

• SAFETY COORDINATORS
 COMPLETE SAFETY COORDINATOR MODULES I, II, OR III October 4-5, 2016
(COURSE / DATE)

• ANY MEMBER EMPLOYEE
 ATTEND LGRMS TRAINING COURSE OR WEBINARS Personnel Liability 3/29/2022
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DEPARTMENTAL SAFETY MEETINGS OCT-DEC JAN-MAR APR-JUN JUL-SEP

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(DATE SUBMITTED)

The members of the Board of Commissioners of Putnam County
(Name of County)
hereby verify that they fully comply with the requirements of the Safety Discount Program.

County Chairman Signature _____ Date _____
Email accginsurance@accg.org

File Attachments for Item:

8. Approval of Right-of-Way Permit Application from Phillips and Jordan, Inc. (staff-PW)



Official Use Only
Permit No. _____

PUTNAM COUNTY RIGHT-OF-WAY PERMIT APPLICATION

Date: 9/1/2022

CONTRACTOR NAME: Phillips and Jordan, Inc. TELEPHONE NO. (800)955-0876

WORK TO BE DONE ON R.O.W. OF Dennis Station Rd AND GA Power Security Access Rd

DESCRIPTION OF WORK: The connecting of the existing Georgia Power Security Access road to the county maintained Dennis Station Rd will involve the installation of silt fencing and the clearing of necessary trees & vegetation in and along the right-of-way of Dennis Station Rd for an approximate distance of 100'.

DATE WORK TO BEGIN: 12September2022

COMPLETION DATE: 15December2022

ANY CRANE/BOOM LIFTING DEVICE OR SCAFFORLDDING TO BE USED ON SITE YES NO

IF YES – PLEASE PROVIDE A SKETCH OF LOCATION OF EQUIPMENT & SAFETY MEASURES MUST BE SUBMITTED WITH THIS APPLICATION.

| WORK AREA UNDER THIS PERMIT IS APPROXIMATELY | 100' | LENGTH | WIDTH |
|--|------------------------------|--|-------|
| DOES YOUR BOND COVER PATCH WORK | <input type="checkbox"/> YES | <input checked="" type="checkbox"/> NO | |
| WILL THIS PERMIT REQUIRE BORING | <input type="checkbox"/> YES | <input checked="" type="checkbox"/> NO | |
| WILL YOU NEED TO CLOSE A ROAD | <input type="checkbox"/> YES | <input checked="" type="checkbox"/> NO | |
| WILL YOU NEED TO CUT A SIDEWALK | <input type="checkbox"/> YES | <input checked="" type="checkbox"/> NO | |

Note: Permittee shall comply in whole with this permit, which is issued in accordance with PUTNAM COUNTY CODES & ORDINANCES.

The closing of any road requires a sketch to be submitted and alternate route to be approved by the Putnam County Public Works Department.

Applicant: Daniel Greenwood Contact, If not Applicant Kevin Mendenhall (Branch Construction Mgr.)

Telephone: _____ Fax: _____

Company Name: Phillips & Jordan

Mobile Phone: _____ Address: _____

City: _____ State: GA Zip Code: 31061



OFFICE USE ONLY:

Payment Received: \$55.00 Date _____ Receipt # _____

File Attachments for Item:

9. Approval of Fourth Transit Bus (staff-Transit)



**Putnam County Board of Commissioners
Agenda Item Request Form**

DATE OF MEETING REQUESTED: 9/20/2022

REQUEST BY: Paul Van Haute/Dianne Pounds

AGENDA ITEM: Approval of Fourth Transit Vehicle

AGENDA ITEM TYPE:

Presentation Discussion Action*

Other (Please Specify) _____

*ACTION REQUESTED: Approval of Fourth Transit Vehicle

SUPPORTING DOCUMENTATION PROVIDED: Yes No

BUDGET/FUNDING INFORMATION: _____

FACTS AND/OR ISSUES: Requesting a fourth transit vehicle for FY2024,
due to traveling out of the county and vehicles going in the shop for
lengthy amounts of time.
