

### **PUTNAM COUNTY PLANNING & DEVELOPMENT**

117 Putnam Drive, Suite B & Eatonton, GA 31024 Tel: 706-485-2776 & 706-485-0552 fax & www.putnamcountyga.us

Agenda

Thursday, October 05, 2023 ◊ 6:30 PM

Putnam County Administration Building – Room 203

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

Opening

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

Minutes

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

Requests

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

New Business Adjournment

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

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

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

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

The Board of Commissioners reserves the right to continue the meeting to another time and place in the event the number of people in attendance at the meeting, including the Board of Commissioners, staff, and members of the public exceeds the legal limits.

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

Individuals with disabilities who require certain accommodations in order to allow them to observe and/or participate in this meeting, or who have questions regarding the accessibility of the meeting or the facilities are required to contact the ADA Compliance Officer, at least three business days in advance of the meeting at 706-485-2776 to allow the County to make reasonable accommodations for those persons.

#### File Attachments for Item:

4. Approval of Minutes- 9/7/2023



## **PUTNAM COUNTY PLANNING & DEVELOPMENT**

117 Putnam Drive, Suite B & Eatonton, GA 31024 Tel: 706-485-2776 & 706-485-0552 fax & www.putnamcountyga.us

> Minutes Thursday, September 07, 2023, ◊ 6:30 pm

#### Opening

- 1. Call to Order Chairman John Mitchell called the meeting to order at 6:35 pm.
- 2. Attendance

Mrs. Courtney Andrews called the Attendance. Present: Chairman Mitchell, Vice Chairman Maurice Hill, Member Charles Hurt, Member Harold Jones, Member Shad Atkinson Staff: Attorney Adam Nelson, Director Lisa Jackson, Assistant Director Courtney Andrews

3. Rules of Procedures Chairman John Mitchell read the Rules of Procedures.

#### Minutes

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

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

Second: Member Hurt

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

The minutes were approved by a vote of 5.

#### Requests

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

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

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

Mr. Ivester confirmed that it was a manufactured home.

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

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

No one spoke in opposition of this request.

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

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

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

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

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

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

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

The motion was approved by a vote of 5.

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

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

Director Lisa Jackson read the staff recommendation.

The applicant submitted additional information to the application on Tuesday, September 5, which was two days prior to the regular scheduled public hearing. Sec. 66-161-(b)(3) of the Putnam County Code of Ordinance states: No application will be considered to have been made until such form(s) as described in subsection 66-161(c) herein have been completed and submitted to the planning and development department with the application fees as established by the board of commissioners and supporting materials as required under this article. Materials, documents, or evidence presented in favor of an application for zoning change must be submitted no later than the immediate Friday preceding the planning and zoning commission's consideration of the request and therefore this item cannot be considered on the September 7, 2023, agenda. Therefore, staff recommendation is to defer this item until the October 5, 2023 regular scheduled public hearing, at 6:30 pm. in this same room, unless otherwise noted.

#### No questions from the Board

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

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

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

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

#### Second: Member Jones

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

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

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

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

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

Chairman Mitchell asked for clarity on how to proceed.

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

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

#### Second: Member Jones

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

The motion was approved by a vote of 5.

New Business None Adjournment

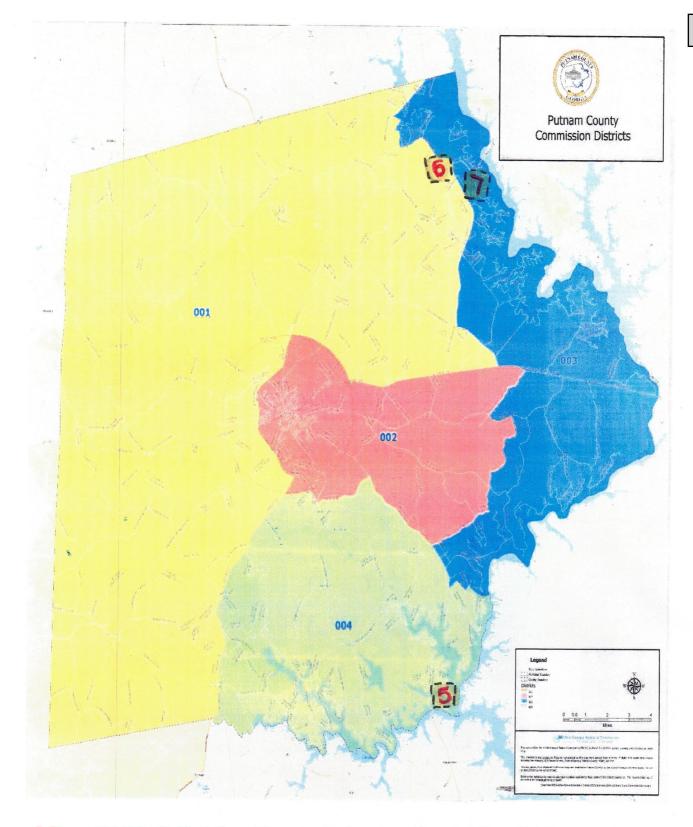
Meeting adjourned at approximately 7:01 pm

Attest:

Lisa Jackson Director John Mitchell Chairman

#### File Attachments for Item:

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



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



## **PUTNAM COUNTY BOARD OF COMMISSIONERS**

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

APPLICATION FOR VARIANCE USE

Application Information (same as owner Yes [] No []) Name: John D. Knab Address: <u>130 Evrn A DR SE</u> Milledge Ville Ga 31061 Phone: <u>813-777-8772</u> Email: <u>1 Jd Kna C G Mail</u> . Coll Fax: Arterial/State Road. Yes: <u>No:</u>	Permit # $2023 - \sqrt{AR - 26}$ Property Information         Address:       130 EMMA DR SE         Map:       0800       Parcel: 149         Presently Zoned:       P-1       Com. District: 4         Total Acreage:       .09         In Conservation Use:       Yes [] No []         State Waters on Property:       Yes [] No []
USE:	
TOTAL SQ. FT. (existing structure) <u>Space</u> LOT LENGTH (the total length of the lot) <u>51</u> LOT WIDTH AT BUILDING SETBACK (how wide REASON FOR REQUEST: <u>Correct</u> Structure	TOTAL FOOTPRINT (proposed structure) $720_{4}Ff$ 7.3' the lot is where you are proposing to build) $194.91'$ ucture is 1 Car I would a Gracage
*SUPPORTING INFORMATION ATTACHED T	O APPLICATION*:
RECORDED PLAT: LETTER OF AGENCY	
SITE APPROVAL/LAYOUT OF SEPTIC SYSTEM	FROM HEALTH DEPARTMENT $N/A$
*PROPOSED LOCA	TION MUST BE STAKED OFF*
*SIGNATURE OF APPLICANT:	DATE: 8-30-23
SIGN THIS FORM ON OWNER'S BEHALF, AND AF	THE PROPERTY OWNER OR HAS THE LEGAL AUTHORITY TO PLICANT AGREES TO INDEMNIFY AND HOLD PUTNAM ENT IT IS DETERMINED APPLICANT DOES NOT HAVE SUCH
DATE FILED $\frac{8/31/23}{125}$ FEE: \$220 CK. NO. 14 RECEIPT # DATE OF NEWSPAPER AD: $17-14-23$ DATE SI COMMISSIONERS'/CITY COUNCIL HEARING: NA	EN KAR HE HELTENT KERKA

Variance Request

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

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

Dear Putnam County Board of Commissioners:

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

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

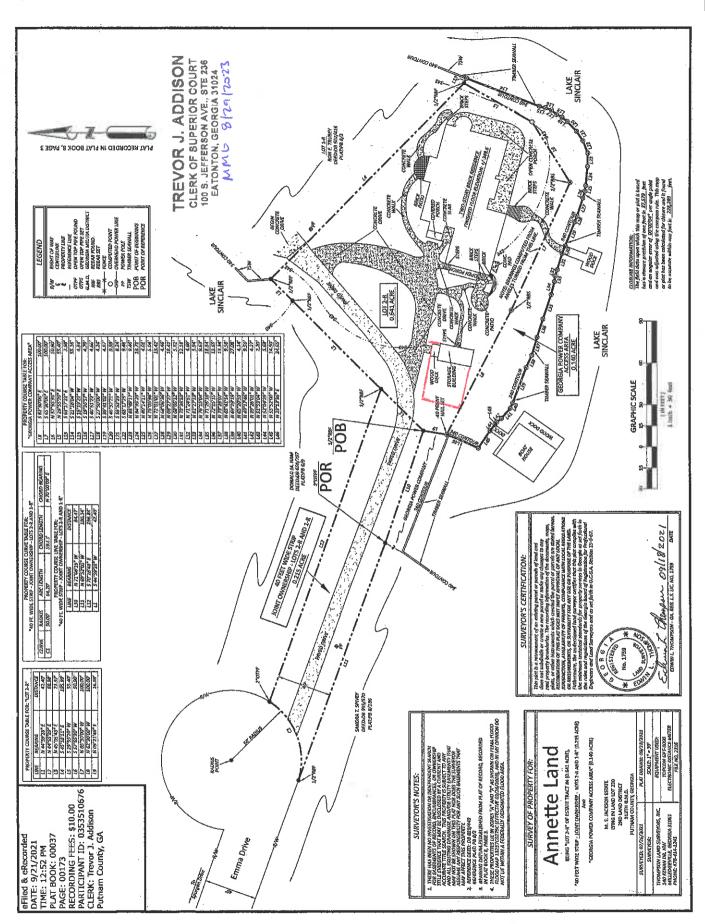
We would simply like to have a 3-car garage and do it as to match our home.

Thank you for your consideration John and Susan Knab

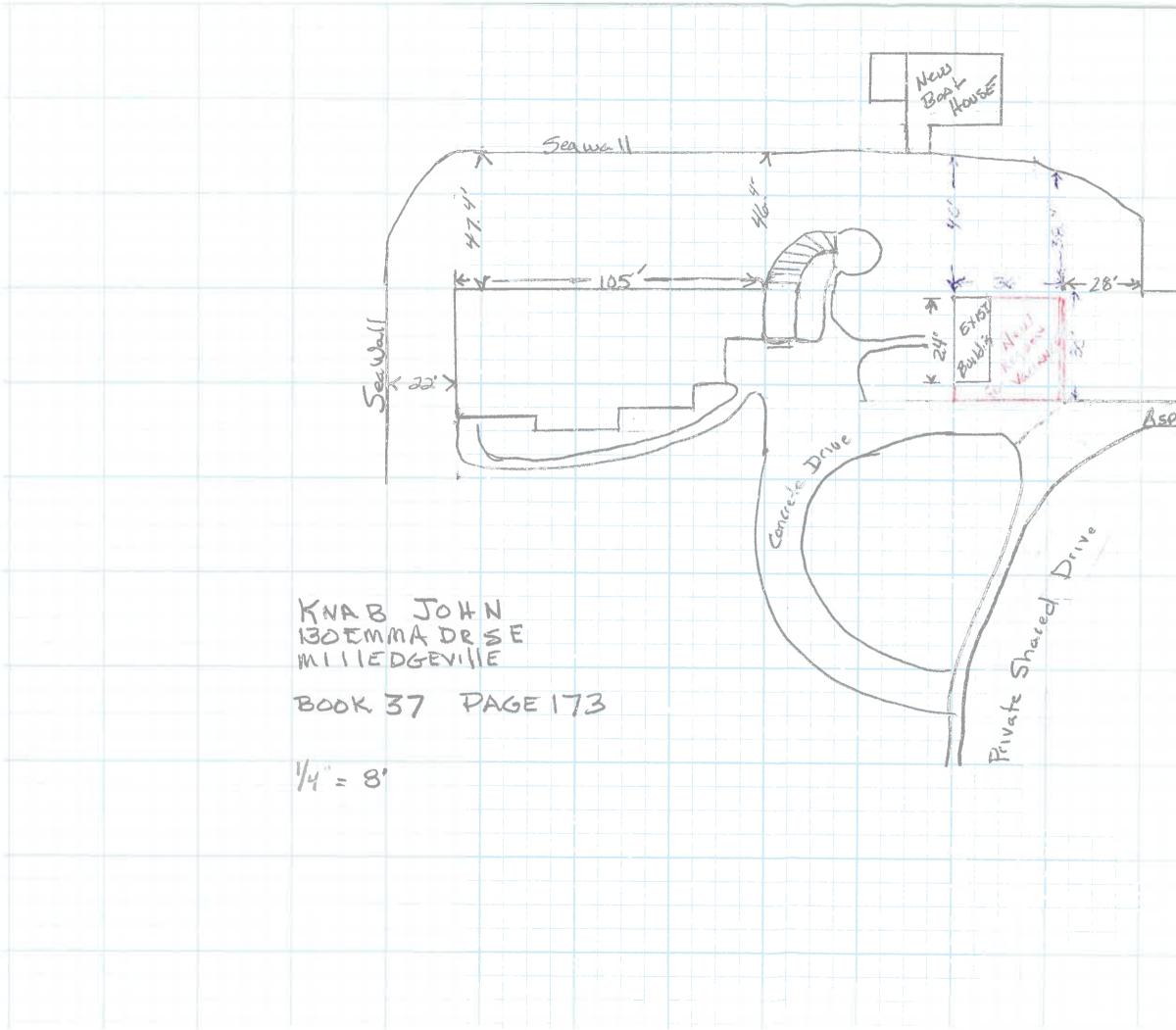
Included:

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

RC00 2013 100 33



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12 Sea wall Asphalt Private Shand Drive 12000 2023 000 31



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

John D Knab		130 EMMA DRSE	EVALUATION ID:			
813-	17 PHONE: -7772	Milledgeville, GA 31061	COUNTY: Ritnam			
APPLICAN	Knaze GMail.com	SUBDIVISION/LOT:	REASON FOR EVALUATION:			
		Inspection Records				
No	1. Inspection records e	xist for this septic system.	<u> (2019년 20년 이 전화에 이 가지 않는 것이 못 못했다. (4</u> ) 			
N/A	and approved at the lift	idicate that all components of the seption of original inspection. A copy of the o	riginal inspection report is attached.			
	Mainte	nance Records (applicable copies an	e attached)			
YesNo	<ol> <li>Maintenance or inst within the past 5 years.</li> <li>years.</li> </ol>	allation records indicate that the tank Note: it is recommended that septic ta	has been pumped out or installed nks be pumped at least once every			
Yes No	accordance with the n	c treatment unit(s) (ATU): Records indi- nanufacturer's recommended mainten manufacturer has provided documen	ance schedule OP an authorized			
Yes No						
	System Assessment	and Existing Site Conditions (applica	able copies are attached)			
Yes No N/A	<ol> <li>The septic tank was maintenance records e installation criteria. The</li> </ol>	s uncovered at the time of this Count xist and the tank appears to meet the appropriateness of the sizing and insta al inspection records exist.	y Board of Health Evaluation OR			
Yes lo N/A	7. A Georgia certified design, location, and co	septic tank installer has provided write monents.	tten documentation of the system			
Yes No	8. This site evaluation b	y the County Board of Health revealed	no evidence of system failure.			
Yes No	9 This site evaluation by the County Decoder fill the					
		Addition to Property				
Yes No N/A	10. This site evaluation to the home or property	as well as the provided information indic should not adversely affect the function	cate that the proposed construction ning of the existing system.			
		Relocation of Home or Change of Us	6			
Yes No N/A	11. This site evaluation as well as the provided information indicate that the system appears to					

RCMD 2023 FMD 31

13

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

Performance Evaluation Report Form (continued)

-	1°PÈ	ROF	PER	i\v/s	YST	ΈM	ADDRESS:	
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EVALUATION ID:

130 Enna Dr

SUBDIVISION/LOT:

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

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

Additional Notes/Comments:

		9000 2023 AUG 31
Inspector: Cope A	Signature:	Date:
I verify the above information to be correct at the date and time guarantee of the proper functioning of this system for any give system malfunction.	e of this evaluation only Disclaimer: This verification	shall not be construed as a lages that may be caused by

14



# PUTNAM COUNTY BOARD OF COMMISSIONERS

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15

CAMPAIGN CONTRIBUTION DISCLOSURE

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

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

Name of Recipient Date		"ppication,	the following	
Date Date	Contribution		the following must	
N/A	Contribution Amount			
		Description of Gift		- 1
		1 OIL	Value of Gift	7
			T GIII	-
				7
				J
				7
				L

Name of Business: NIA

Business Ownership Interest: \_\_\_\_\_\_\_A

Property Ownership Interest: \_\_\_\_\_ I hereby depose and say that all statements herein are true, correct, and complete to the best of my knowledge

Owner or plicant Signature

Notary Public Sworn and subscribed before me this 31 day of August 2021



RCUD 2023 (#06.34



## **PUTNAM COUNTY BOARD OF COMMISSIONERS**

117 Putnam Drive, Suite A & Eatonton, GA 31024

Tel: 706-485-5826 ◊ www.putnamcountvga.us

#### OWNER AUTHORIZATION

Submission of inaccurate information may be cause for denial of the requestor, if discrepancies are realized after the approval for the petition or issuance of the relevant local permits, cause for the revocation of the approval and any related permits by the Board of Commissioners. The following documents <u>must</u> be submitted with this application before the application deadline. Incomplete applications will not be accepted or processed.

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

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

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

Applicant Signature:

Date: 8-31-23

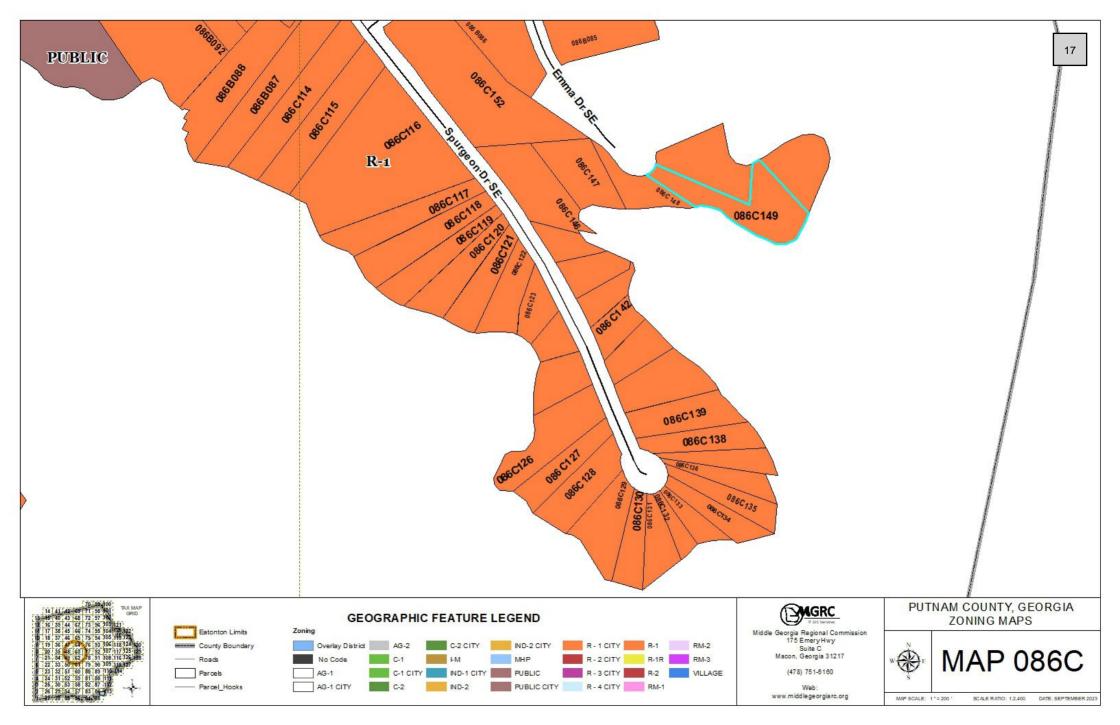
I swear that I am the owner of the property listed above. I authorize (applicant's name) to apply for a zoning action (zoning map amendment, conditional use, variance) at the above listed address, as identified on the attached application.

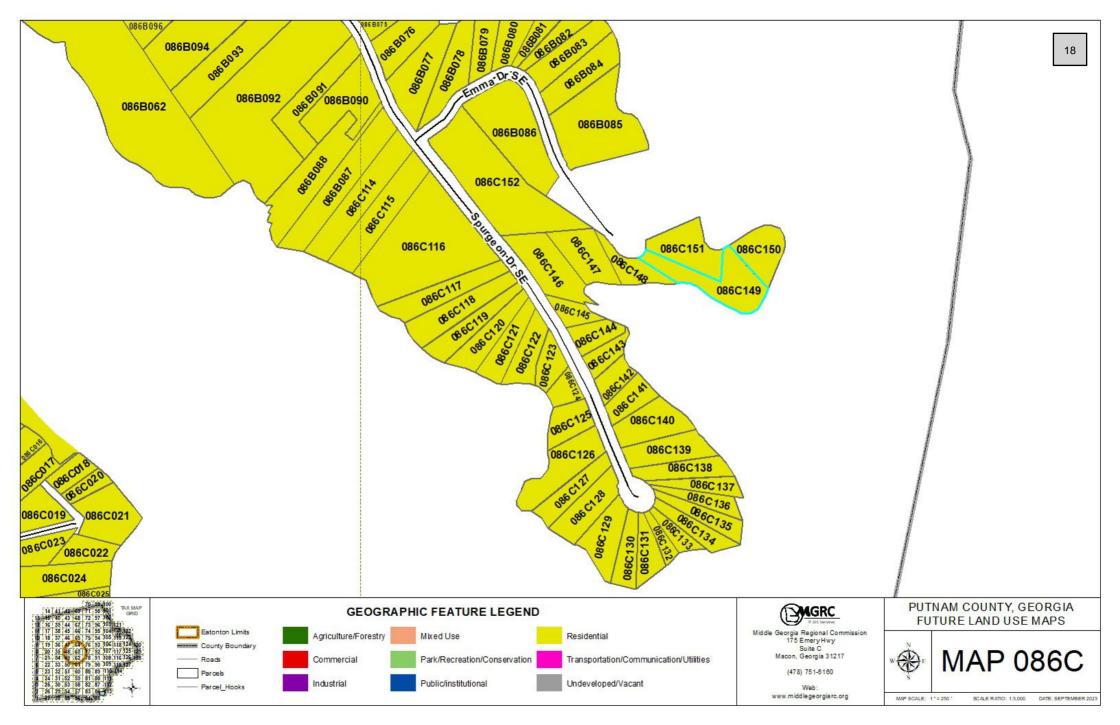
Owner signature

Notary Public

Sworn and subscribed before me this 31 day of Miles 20









## **PUTNAM COUNTY PLANNING & DEVELOPMENT**

117 Putnam Drive, Suite B & Eatonton, GA 31024 Tel: 706-485-2776 & 706-485-0552 fax & www.putnamcountyga.us

> Staff Recommandations Thursday, October 5, 2023, ◊ 6:30 PM Putnam County Administration Building – Room 203

TO: Planning & Zoning Commission

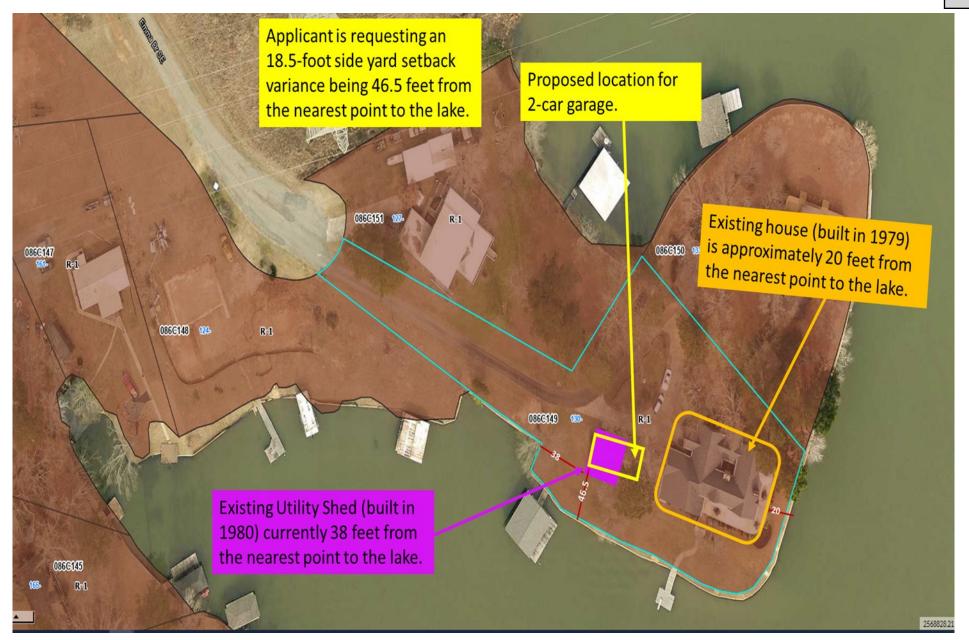
FROM: Lisa Jackson

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

Requests

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

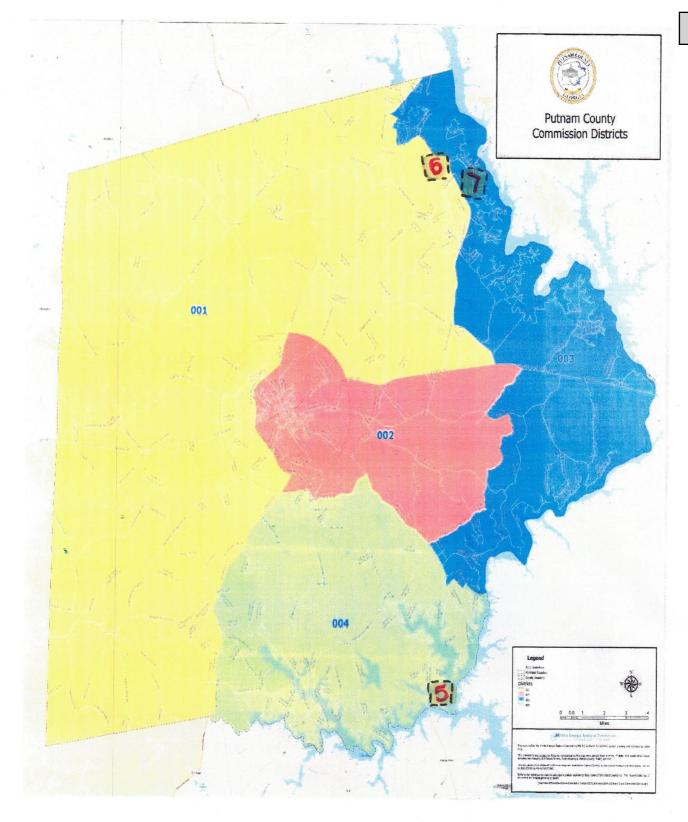
This parcel is on a peninsula and is surrounded by Lake Sinclair on two sides. It is approximately 517.3 ft. long and has a lot width at building setback of approximately 194.1 ft. The existing house was built in 1979 and is approximately 20 ft from the nearest point to the lake. The current utility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



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

File Attachments for Item:

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



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#### **PUTNAM COUNTY PLANNING & DEVELOPMENT**

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#### APPLICATION FOR REZONING

	REZONING		~			
AP	PLICATION NO.	2023-	Reyon	2-33	DATE:_	8-10-23
MA	.p 097	PARCEL	060			
1.	Owner Name:	Harmony	40 LLC			
2.	Applicant Name	(If different fro	m above):	Rick McAlliste	r	
3.	Mailing Address:	1341 Bev	arly Drive Al	thens GA 306	06	
4.	Email Address:					
5.					(cell)	706-206-5030
6.	The location of th 842	e subject prope Harmony R	rty, including Odd	street number, if	any:	
7.	The area of land p	roposed to be r 20.8	ezoned (stated	l in square feet if	less than one	acre):
	The proposed zon					
9.	The purpose of the Creat	is rezoning is (/ e the ability i	Attach Letter of to provided	of Intent) residential dev	/elopment	
10.	Present use of pr	operty: AC	**************************************	Desin	ed use of prope	erty: RM-3
11.	Existing zoning	district classific	ation of the pr	operty and adjac	ent properties:	
EXI Noi	sting: ÅG sting: AG sting:	South: C-2	?/AG	East: C-1	We	est: R-1R
	Copy of warranty arized letter of ager					please attach a signed and ezoned.
13.	Legal description	and recorded pl	lat of the prop	erty to be rezoned	1.	
one	The Comprehensi category applies, t ert.):	he areas in each	h category are	to be illustrated of	ch the property on the concept	y is located. (If more than plan. See concept plan
	A detailed descrip				d Pasture	
16.	Source of domestic	water supply:	well, c	community water	, or priva	ate provider X.
						RECEIVED AUG 81



#### PUTNAM COUNTY PLANNING & DEVELOPMENT 117 Putnam Drive, Suite B & Eatonton, GA 31024 Tel: 706-485-2776 & 706-485-0552 fax & www.putnamcountyga.us

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

17. Provision for sanitary sewage disposal: septic system \_\_\_\_\_, or sewer  $\times$ . 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 BEOLIRED BY THE PUTNAM COUNTY CODE OF ORDINANCES.

COUNT	-CODE OF ORDINANCES.		$\langle \rangle$	
	1122 8/10/2	3	Al-	-2/10/03
, Signatu	re (Property Owner), (Date)	Signatu	ite (Applicant)	(Date)
Kin	perfeal Druday	NBERLEY M	mberlen	Mr. Drighes
Notary P	ublic //	NOTAN	Public //	
SERLEY 4.00	e.e	2 2 0 - 2 6		
NOTAD	2	BLICA		
0.0		Office Use NTY G		
C BLIC	Paid: \$ 2750 (cash)	(check)	(credit card)	
COUNT	Receipt No.	Date Paid:	(credit card)	
**********	Date Application Received:	131/2023		
	Reviewed for completeness by:_			
	Date of BOC hearing:	Date submitte	ed to newspaper:	
	Date sign posted on property:	Picture attach	ed: yes	no

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

25

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

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

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

Return to: O'Kelley & Sorohan, Attorneys at Law, LLC 2170 Satellite Blvd, Suite 375 Duluth, GA 30097 File No.: 17-170385-BSG-HUD eFiled & eRecorded DATE: 6/28/2022 TIME: 10:05 AM DEED BOOK: 01089 PAGE: 00786 RECORDING FEES: \$25.00 TRANSFER TAX: \$750.00 PARTICIPANT ID: 8274269752,7067927936 CLERK: Trevor J. Addison Putnam County, GA Pt61: 117-2022-001134

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

#### LIMITED WARRANTY DEED

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

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

(hereinafter referred to as "Grantor") and

#### Harmony 40, LLC

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

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

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

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

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

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

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

Signed, sealed and delivered in the presence of Εİ of W Notary Public 2116124 Commission expires: NID MA (IIII) NOTAR EXPIRES GEORGIA EBRLARY IA 2020 Limited Warranty Deed

see

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

17-170385-8 SG-HUD



PUTNAM COUNTY PLANNING & DEVELOPMENT 117 Putnam Drive, Suite B & Eatonton, GA 31024 Tel: 706-485-2776 & 706-485-0552 fax & www.putnamcountyga.us

LETTER OF AGENCY- Re- ZONE

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

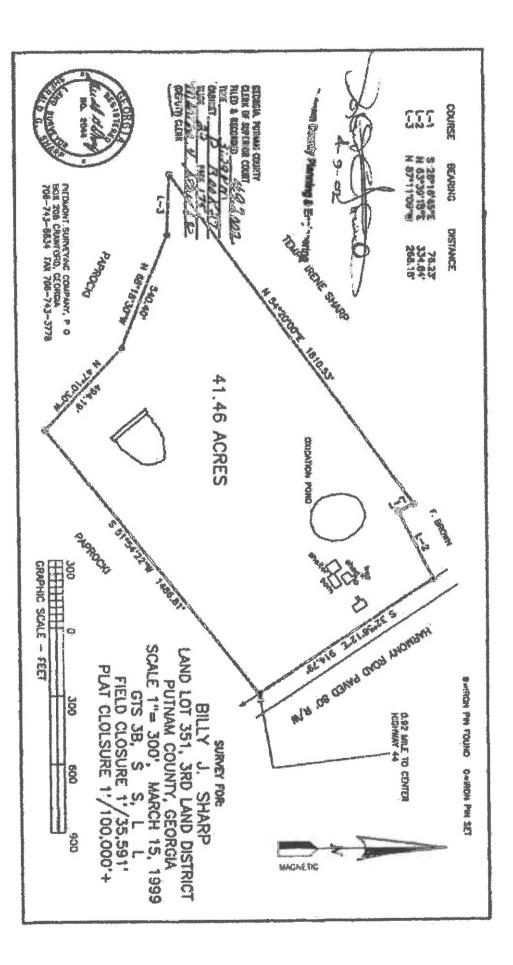
THE ABOVE NAMED AGENT HEREBY IS AUTHORIZED TO COMPLETE AND SIGN THE CITY OF EATONTON/PUTNAM COUNTY APPLICATION FOR <u>Re-Zone</u> ON OUR BEHALF. WE UNDERSTAND THAT THIS LETTER OF AGENCY WILL BE ATTACHED TO AND MADE PART OF SAID FORM AND WILL BE RELIED UPON BY THE CITY OF EATONTON/PUTNAM COUNTY. FOR AND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

ABOVE NAMED AGENT SHOULD MISUSE THIS LETTER OF AGENCY AND WE SUFFER DAMAGES

AS A RESULT. AUGUST 2023. DAY OF THIS

/HORMONY 40, UC PROPERTY OWNER(S): NAME (PRINTED) SIGNATURE MADISON 64 30000 ADDRESS: w. SHINGTON ST. PHONE:

ALL SIGNATURES WARE HEREBY SWORN TO AND SUBSCRIBED BEFORE ME THIS





#### PUTNAM COUNTY PLANNING & DEVELOPMENT 117 Putnam Drive, Suite B & Eatonton, GA 31024 Tel: 706-485-2776 & 706-485-0552 fax & www.putnamcountyga.us DISCLOSURE OF APPLICANT'S CAMPAIGN CONTRIBUTION

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

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

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

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

1. Name: Rick McAllister

2. Address: 1341 Beverly Drive Athens GA 30606

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

By Richtsellistac

Signature of Applicant: Date: <u>0/12/23</u>



## **PUTNAM COUNTY PLANNING & DEVELOPMENT**

117 Putnam Drive, Suite B & Eatonton, GA 31024 Tel: 706-485-2776 & 706-485-0552 fax & www.putnamcountyga.us

#### Agenda

Thursday, May 05, 2022 ◊ 6:30 PM

Putnam County Administration Building - Room 203

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

Opening

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

#### Minutes

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

Requests

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

New Business Adjournment

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

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

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

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

The Board of Commissioners reserves the right to continue the meeting to another time and place in the event the number of people in attendance at the meeting, including the Board of Commissioners, staff, and members of the public exceeds the legal limits.

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

5. Special Presentation - Boys Basketball All Star Team

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

#### Zoning Public Hearing

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

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

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

Speakers for 6a and 6b:

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

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

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

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

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

1. The developer shall construct a deceleration lane and turn lane in accordance with the Georgia Department of Transportation Regulations for Driveway & Encroachment Control to service the two entrances on Harmony Road. Additional right-of-way to accommodate the deceleration lane and a ten-foot shoulder shall be dedicated by the developer to the county. It shall be completed by the developer prior to the completion of phase one.

2. A 50-foot undisturbed vegetated buffer along the property lines that abut Map 097, Parcel 061.

3. A 20-foot undisturbed vegetated buffer along the property lines that abut Map 097, Parcel 033.

4. A 50-foot undisturbed vegetated buffer along the property lines that abut the proposed 20.80-acre RM-3 parcel.

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

The Planning & Zoning Commission's recommendation was for denial to rezone 19.45 acres at 842 Harmony Road from AG to C-2. [Map 097, Part of Parcel 060, District 1].

Minutes	Page 2 of 8	Approved
May 17, 2022		June 3, 2022

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

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

1. The developer shall construct a deceleration lane and turn lane in accordance with the Georgia Department of Transportation Regulations for Driveway & Encroachment Control to service the two entrances on Harmony Road. Additional right-of-way to accommodate the deceleration lane and a ten-foot shoulder shall be dedicated by the developer to the county. It shall be completed by the developer prior to the completion of phase one.

2. A 50-foot undisturbed vegetated buffer along the property lines that abut Map 097, Parcel 061.

3. A 20-foot undisturbed vegetated buffer along the property lines that abut Map 097, Parcel 033.

4. A 50-foot undisturbed vegetated buffer along the property lines that abut the proposed 20.80-acre RM-3 parcel.

5. This rezoning approval shall be conditioned upon the resurveying and recordation in the Superior Court of Putnam County of an accurate plat within 120 days of approval by the board of commissioners. A copy of the recorded plat shall be filed with the planning and development department director. Failure to file a plat pursuant to this subsection shall have the effect of invalidating the rezoning action as stated in Section 66-165(e)(3) of the Putnam County Code of Ordinances.

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

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

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

1. The developer shall construct a deceleration lane and turn lane in accordance with the Georgia Department of Transportation Regulations for Driveway & Encroachment Control to service the two entrances on Harmony Road. Additional right-of-way to accommodate the deceleration lane and a ten-foot shoulder shall be dedicated by the developer to the county. It shall be completed by the developer prior to the completion of phase one.

2. A 20-foot undisturbed vegetated buffer along the property lines that abut Map 097, Parcel 033 and Map 097, Parcel 033001.

3. A 50-foot undisturbed vegetated buffer along the property lines that abut the R-1R Single Family lots identified as Map 097 Parcels 056006, 056007, 056008, and 056009.

4. This rezoning approval shall be conditioned upon the resurveying and recordation in the Superior Court of Putnam County of an accurate plat within 60 days of approval by the board of commissioners. A copy of the recorded plat shall be filed with the planning and

Minutes	Page 3 of 8	Approved
May 17, 2022		June 3, 2022

development department director. Failure to file a plat pursuant to this subsection shall have the effect of invalidating the rezoning action as stated in Section 66-165(e)(3) of the Putnam County Code of Ordinances.

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

1. The developer shall construct a deceleration lane and turn lane in accordance with the Georgia Department of Transportation Regulations for Driveway & Encroachment Control to service the two entrances on Harmony Road. Additional right-of-way to accommodate the deceleration lane and a ten-foot shoulder shall be dedicated by the developer to the county. It shall be completed by the developer prior to the completion of phase one.

2. A 20-foot undisturbed vegetated buffer along the property lines that abut Map 097, Parcel 033 and Map 097, Parcel 033001.

 A 50-foot undisturbed vegetated buffer along the property lines that abut the R-1R Single Family lots identified as Map 097 Parcels 056006, 056007, 056008, and 056009.
 This rezoning approval shall be conditioned upon the resurveying and recordation in the Superior Court of Putnam County of an accurate plat within 120 days of approval by the board of commissioners. A copy of the recorded plat shall be filed with the planning and development department director. Failure to file a plat pursuant to this subsection shall have the effect of invalidating the rezoning action as stated in Section 66-165(e)(3) of the Putnam County Code of Ordinances.

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

7. Request by Adam Schulze to rezone the following: (staff-P&D)

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

b. 11.030 acres on Emory Drive SE from R-1 to AG [Map 111, Parcel 001045 002, District 4]

c. 15.696 acres on Emory Drive SE from R-1 to AG [Map 111, Parcel 001045 003, District 4]

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

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

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

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

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

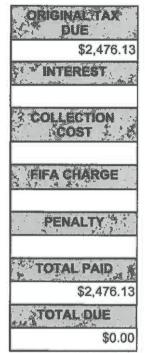
Minutes	Page 4 of 8	Approved
May 17, 2022		June 3, 2022

#### INTERNET TAX RECEIPT 10MI HARMONY RD 097 060

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

- TO TRINKLE JACQUELINE B AS 234 W. WASHINGTON STREET MADISON, GA 30650
- FROM Putnam County Tax Commissioner 100 South Jefferson Ave Suite 207 Eatonton, GA 31024-1061 (706) 485-5441



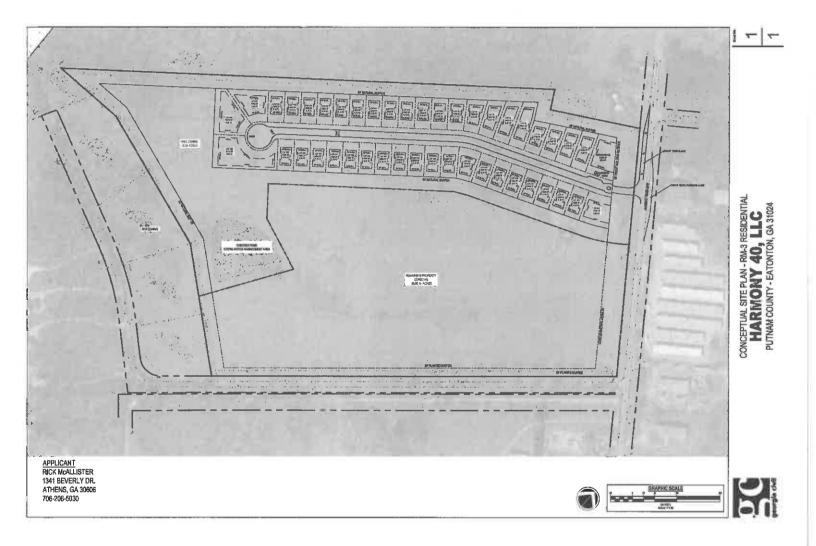


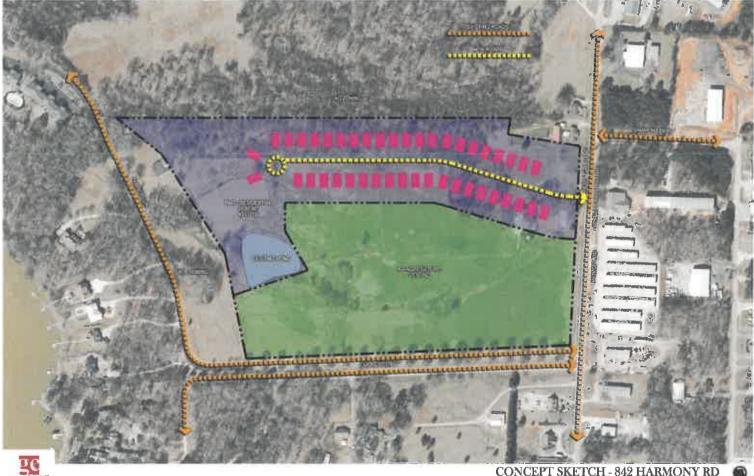
Date Paid: 11/10/2022



Scan this code with your mobile phone to view this bill

INTERNET TAX RECEIPT





georgia civil

CONCEPT SKETCH - 842 HARMONY RD 1" - 100"

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



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

#### **TABLE OF CONTENTS**

Letter of Intent	Page 3
Impact Study Information	Page 4
Traffic Study	Attachment
Plat of Property	Attachment
Existing Conditions	Attachment
Existing Zoning	Attachment
Conceptual Site Plan	Attachment

#### <u>LETTER OF INTENT – HARMONY 40, LLC</u> <u>RM-3 ZONING REQUEST</u>

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

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

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

#### **IMPACT ANALYSIS INFORMATION**

#### **ITEM #1**

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

#### ITEM# 3

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

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

#### ITEM #4

#### Effect on environment surrounding the area:

#### Natural:

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

Erosion:

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

Historic:

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

#### ITEM #5

#### Impact on fire protection

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

#### ITEM #6 – PHYSICAL CHARATERISTICS OF SITE (SEE ATTACHMENT)

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



## HARMONY 40, LLC DEVELOPMENT

Traffic Impact Study



Paul Simonton paul@simontoneng.com

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

#### Harmony 40 LLC Project Traffic Impact Study

#### General

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



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

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

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

AM Pe	ak Hour	PM Pe	ak Hour
Enter	Exit	Enter	Exit
8	24	26	16

#### Predicted Traffic

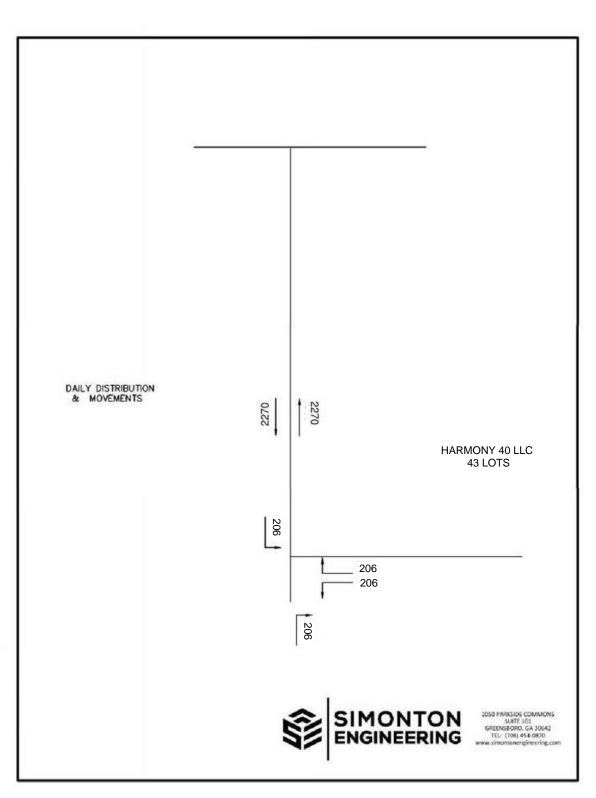
Trip Generation software by Microtrans will be used to generate average daily traffic plus peak hour enter and exit projections for each use. The projected future traffic will be combined with existing counts provided by the GDOT Traffic data website to predict total roadway traffic.

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

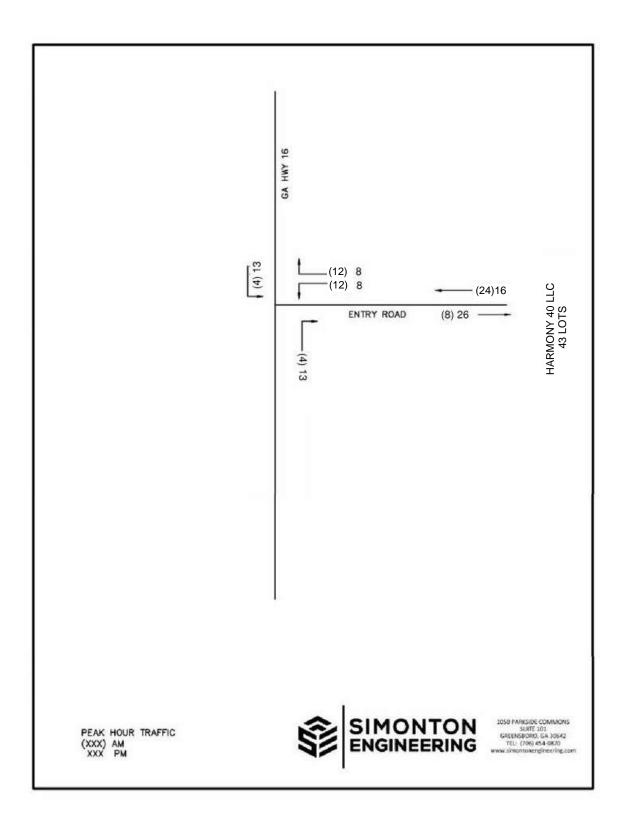
It is assumed that the existing daily trips and the projected trips will be split 50/50 between East approach/departure and West approach/departure. Since a residential development is usually treated as a destination the passer by rates is considered to be very low, therefore no adjustments will be made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

See below Figure for traffic distribution and Peak Hour project movements

45



Harmony 40 LLC Distribution Figure 1



Harmony 40, LLC Peak Hour Movements for Project Figure 2

#### Existing Conditions and Growth

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

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

#### Intersection Evaluation

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

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

48

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

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

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

 Table 4-6
 Minimum Volumes Requiring Right Turn Lanes

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

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

#### 4.9.1.2 Minimum Requirements for Left Turn Lanes

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

Posted Speed	2 Lane Routes		More than 2 Lanes on Main Road		
	AI	DT AD1		Г	
	<6,000	>=6,000	<10,000	>=10,000	
35 MPH or Less	300 LTV a day	200 LTV a day	400 LTV a day	300 LTV a day	
40 to 50 MPH	250 LTV a day	175 LTV a day	325 LTV a day	250 LTV a day	
>= 55 MPH	200 LTV a day	150 LTV a day	250 LTV a day	200 LTV a day	

#### **Condition 1**

Table 4-7a Minimum Volumes Requiring Left Turn Lanes

#### **Condition 2**

Posted Speed	2 La	ane Routes only
		ADT
	<4,000	>=4,000
5 MPH or Less	200 LTV a day	125 LTV a day
0 to 45 MPH	100 LTV a day	75 LTV a day
0 to 55 MPH	75 LTV a day	50 LTV a day

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

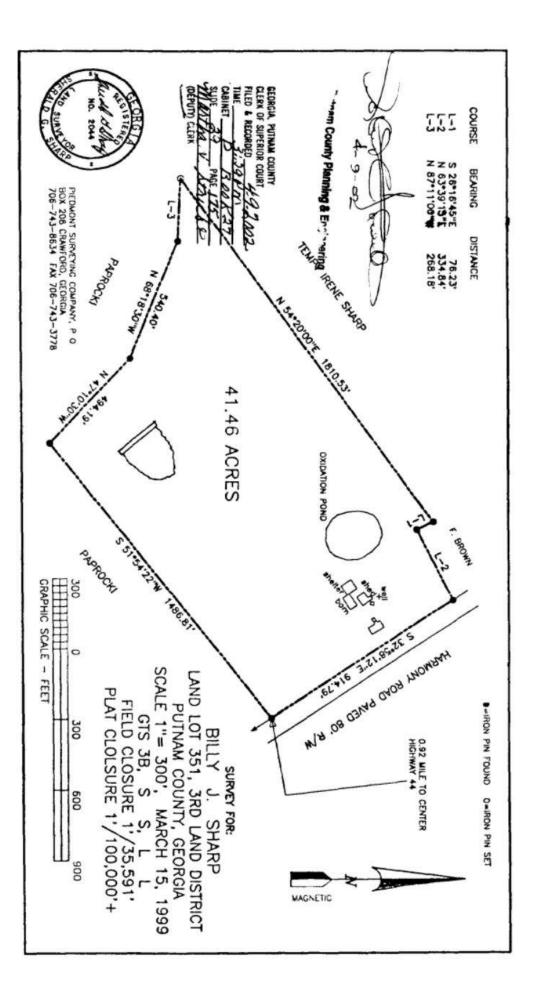
As noted above Harmony Road has significantly less than the 6,000 ADT and has a posted speed limit of 45 MPH, which would require a center left turn lane if projected left turns exceeded 250 LTV per day as shown in Table 4-7a. Projected distribution of 206 LTV per day does not meet the threshold for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

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

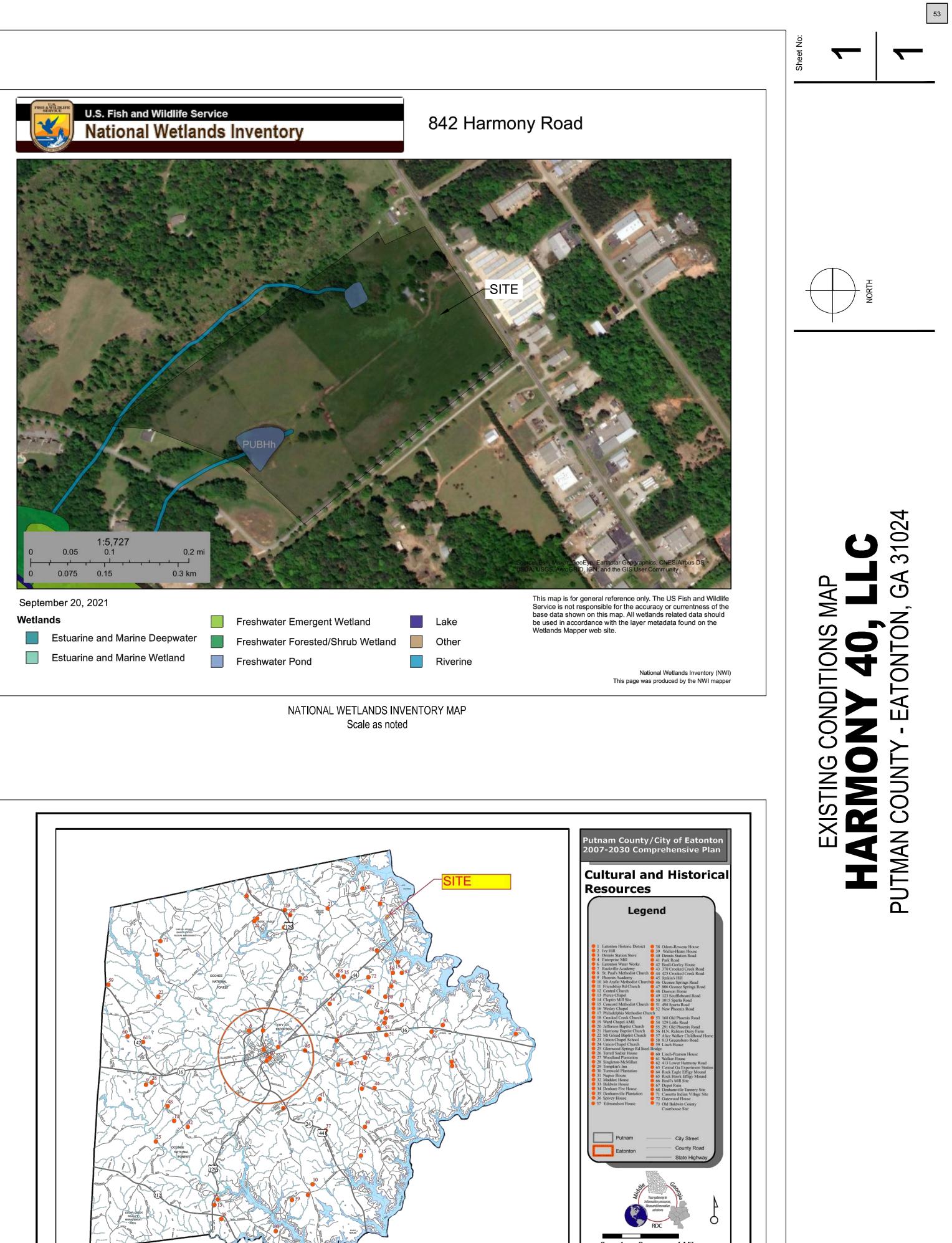
#### Conclusions & Recommendations

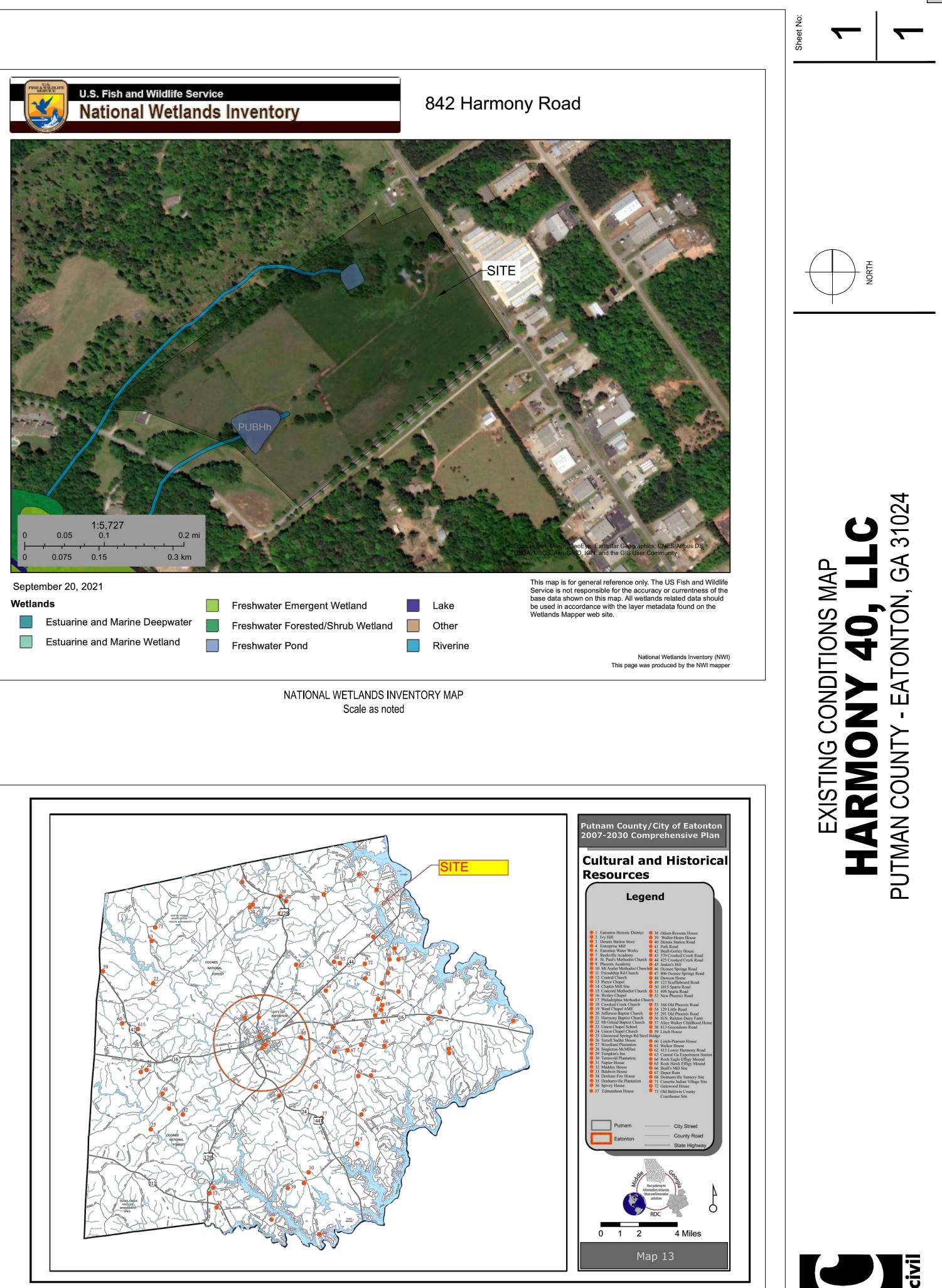
This study meets the requirements of the Putnam County Zoning Traffic Impact Study in that it assess and projects the impact of the development on the existing infrastructure based on the projected site plan included. As noted above, a right turn lane is required and a right-hand passing lane for the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

8





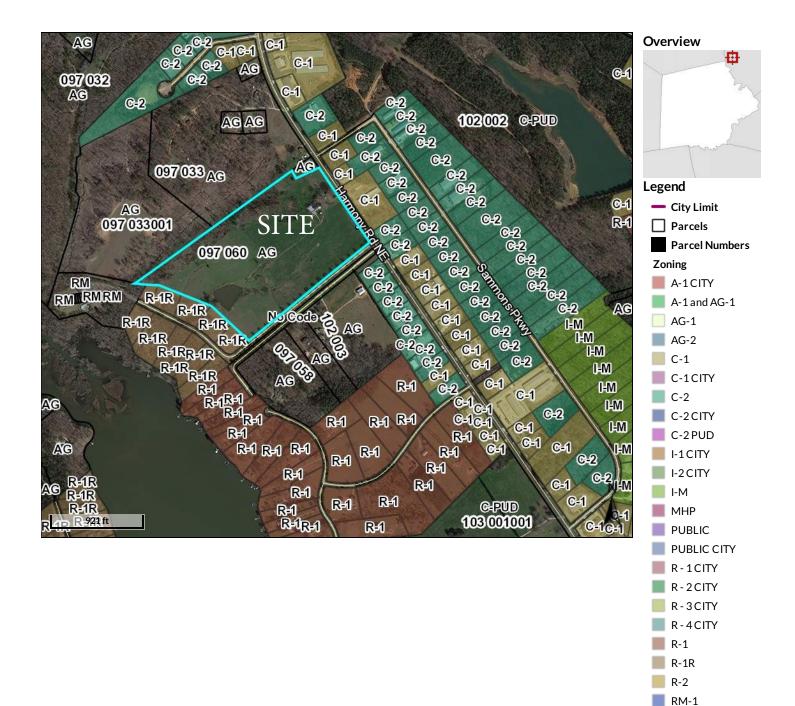




CULTURAL RESOURCES MAP Scale as noted

georgia civil





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

Owner

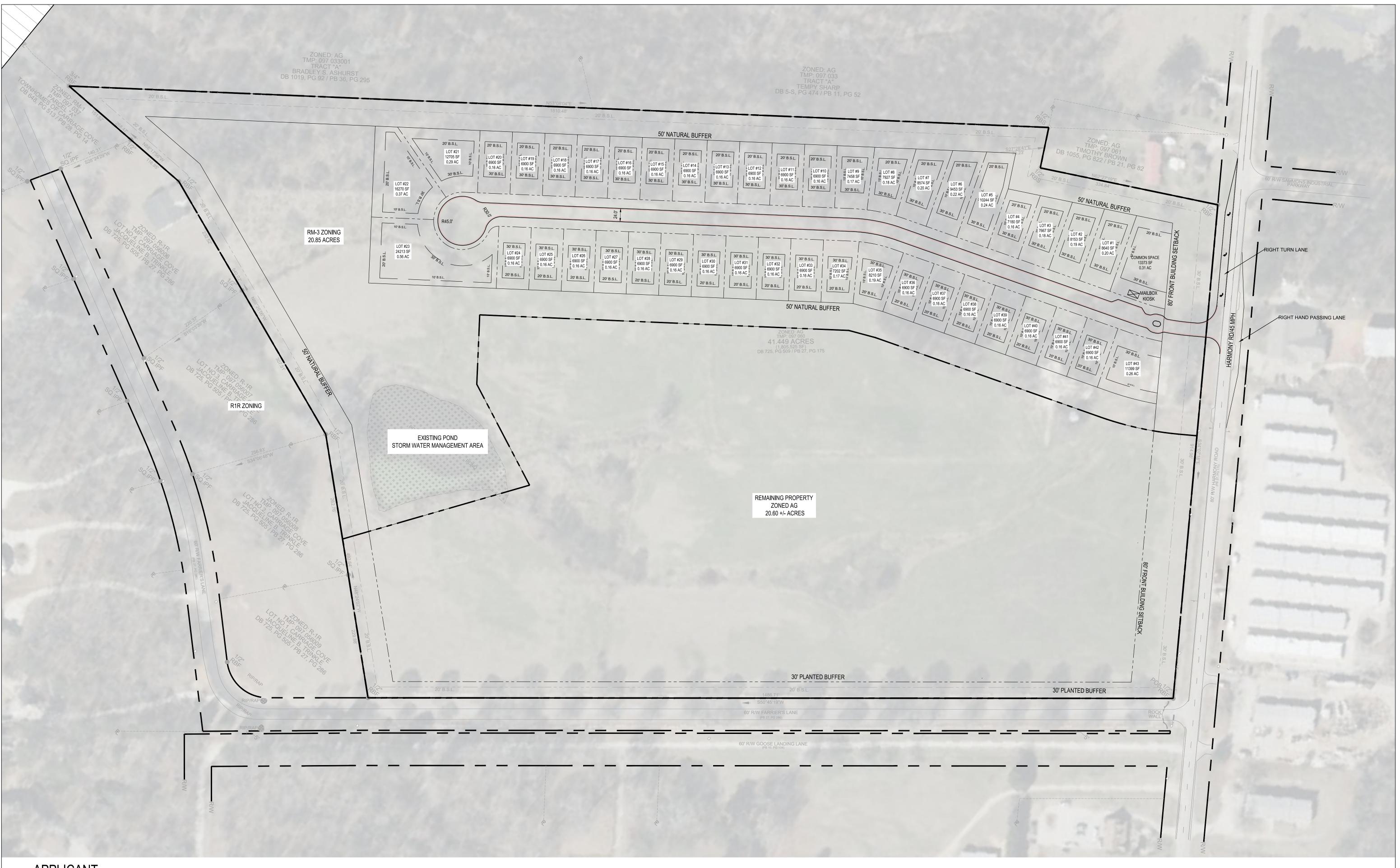
Land Value

TRINKLE JACQUELINE B AS TRUSTEE OF THE CREDIT SHELTER TRUST **139 FARRIERS LANE** EATONTON, GA 31024 **Physical Address** 842 HARMONY RD \$173297

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

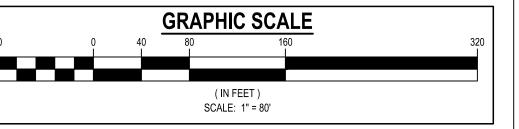
RM-2 RM-3 

VILLAGE Roads



APPLICANT RICK McALLISTER 1341 BEVERLY DR. ATHENS, GA 30606 706-206-5030 CONCEPTUAL SITE PLAN - RM-3 RESIDENTIAL HARNONY 40, LLC PUTNAM COUNTY - EATONTON, GA 31024

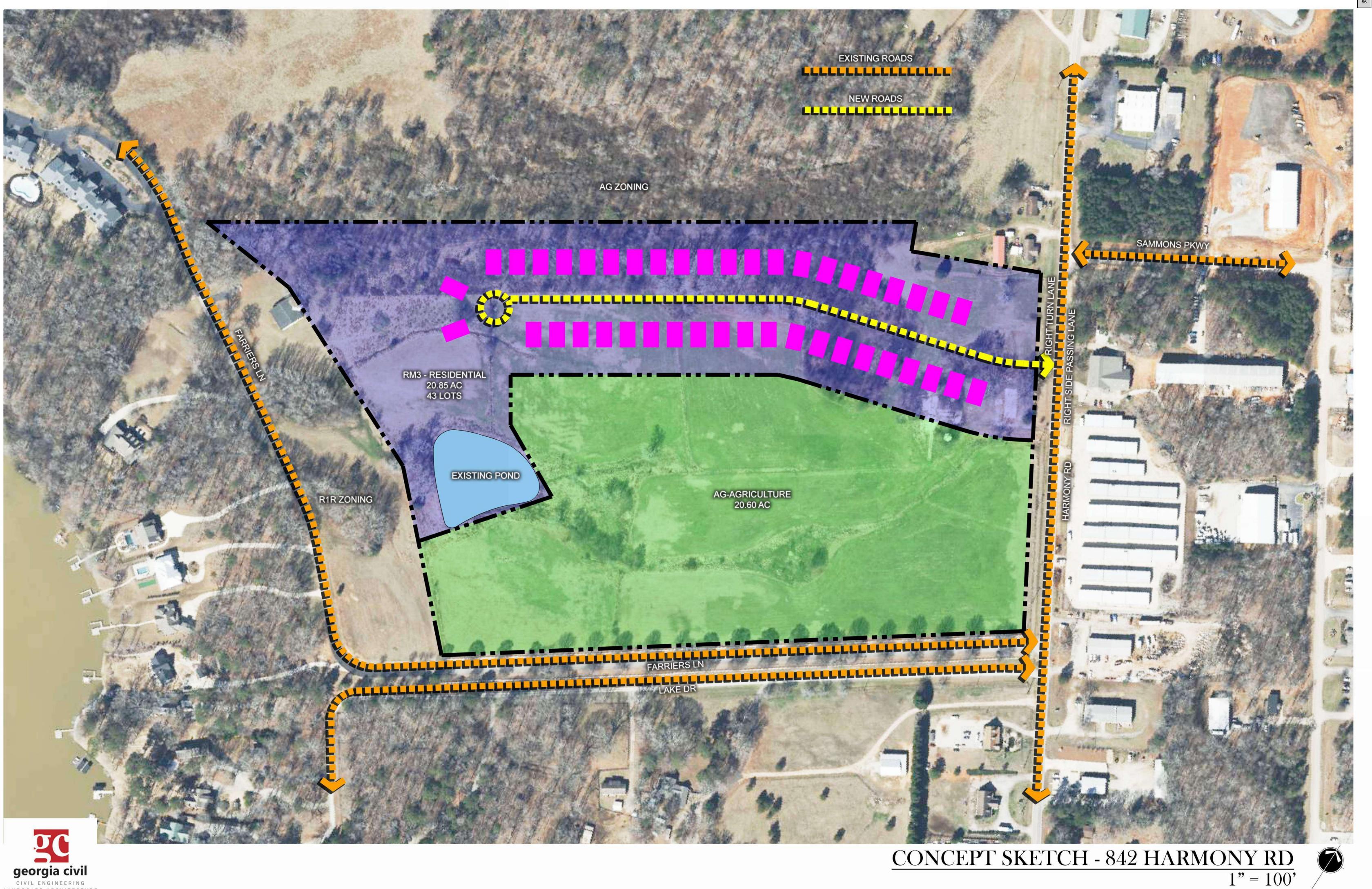








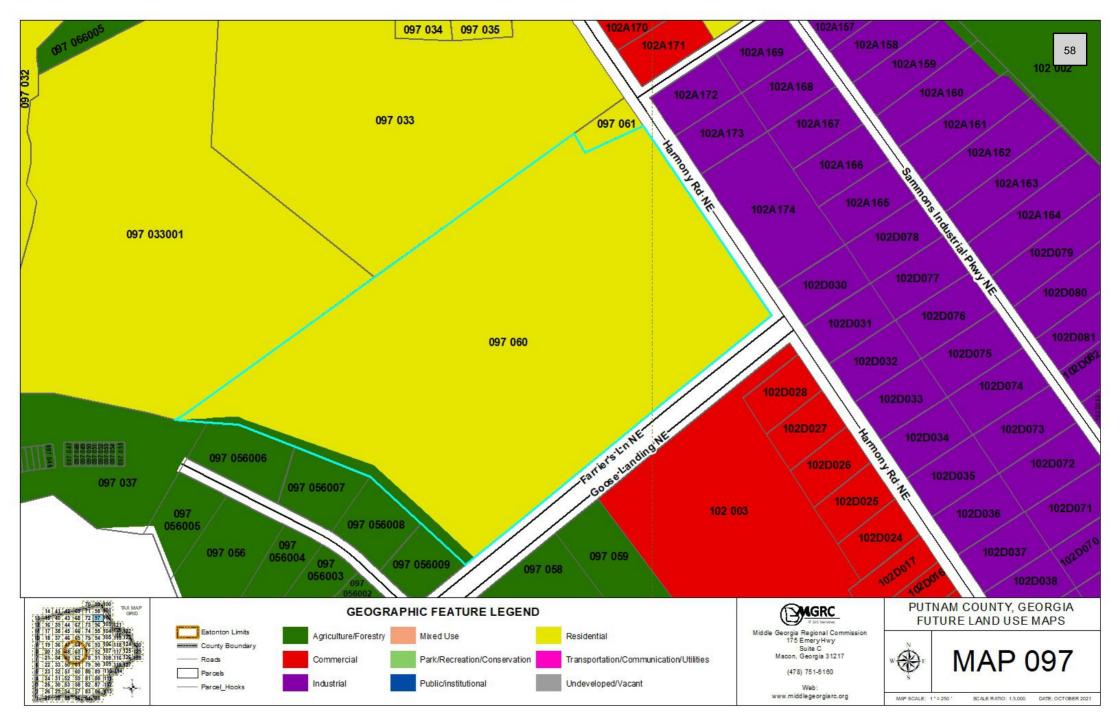
 $\overline{}$ 



CIVIL ENGINEERING LANDSCAPE ARCHITECTURE LAND SURVEYING









### **PUTNAM COUNTY PLANNING & DEVELOPMENT**

117 Putnam Drive, Suite B & Eatonton, GA 31024 Tel: 706-485-2776 & 706-485-0552 fax & www.putnamcountyga.us

> Staff Recommandations Thursday, October 5, 2023, ◊ 6:30 PM Putnam County Administration Building – Room 203

TO: Planning & Zoning Commission

FROM: Lisa Jackson

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

Requests

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

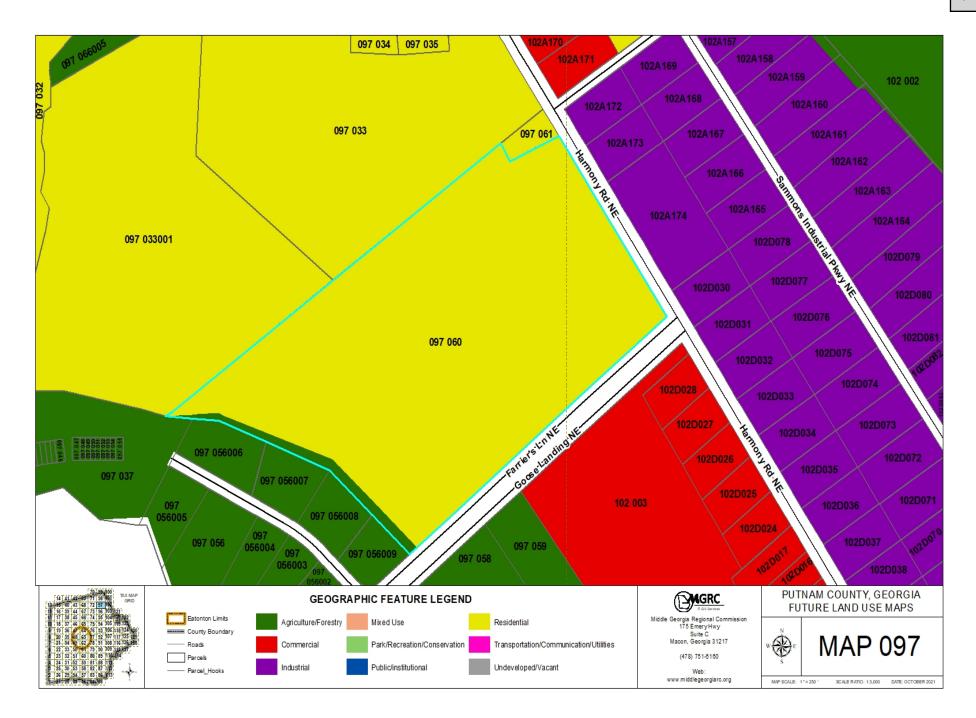
The subject property is located on Harmony road and is located near multiple residential zoned properties on Farriers Lane. There are 10 R-1R zoned lots and an RM-1 townhome development located in close proximity to the subject parcel. The intended use is consistent with the stated purpose of the RM-3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

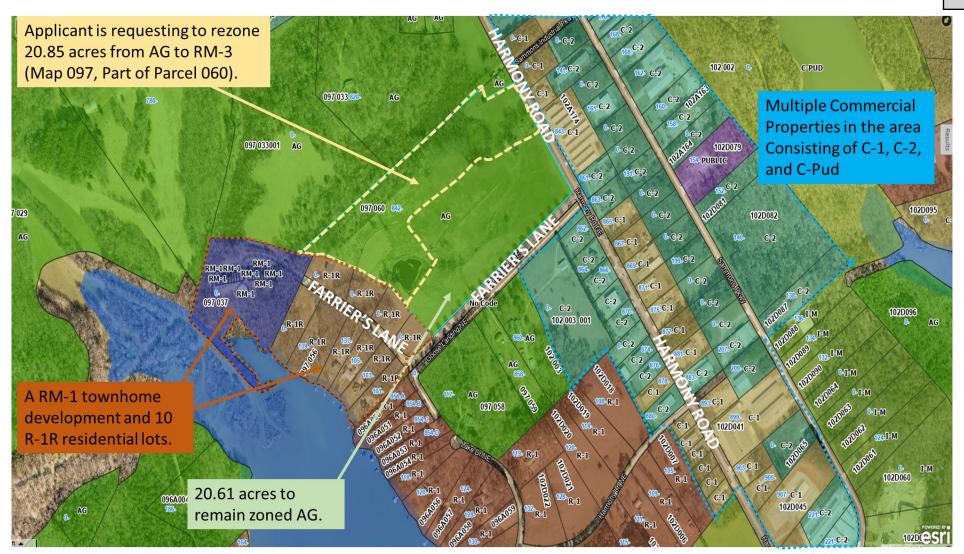
As stated in the traffic study, Harmony Road is a two-lane road with multiple driveways between the proposed development and GA Hwy 44. The 2022 AADT (Annual Average Daily Traffic) from the GDOT Traffic Data website on Harmony Road West of the site was 4,590 of two-way traffic. Per the study, a typical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

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

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

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





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

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

- 2. The developer should also install a right-hand turning lane and a right-hand passing lane at the entrance of the development based on GDOT guidelines.
- 3. This rezoning approval shall be conditioned upon the resurveying and recordation in the Superior Court of Putnam County of an accurate plat within 60 days of approval by the board of commissioners. A copy of the recorded plat shall be filed with the planning and development department director. Failure to file a plat pursuant to this subsection shall have the effect of invalidating the rezoning action as stated in Section 66-165(e)(3) of the Putnam County Code of Ordinances.

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

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

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

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

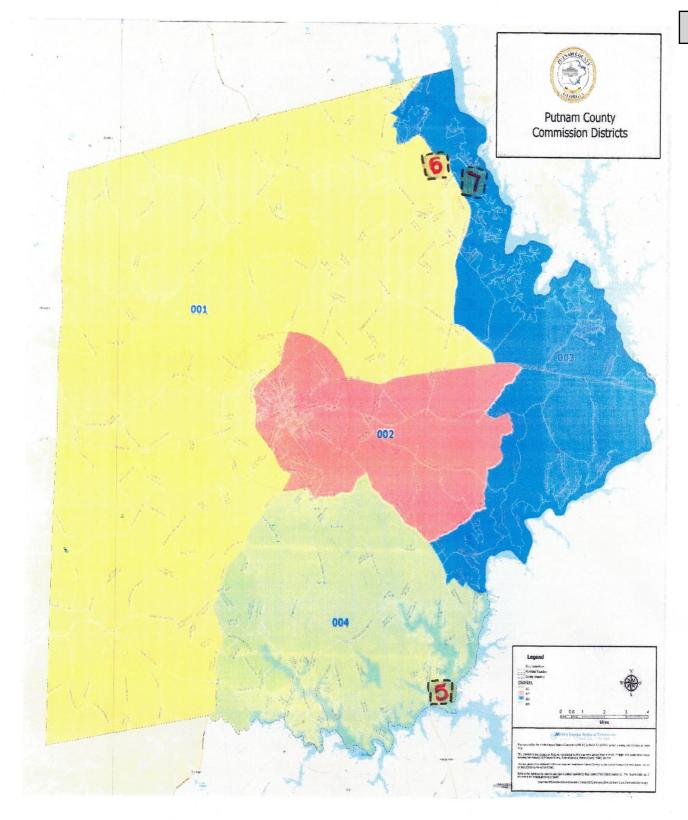
The Board of Commissioners reserves the right to continue the meeting to another time and place in the event the number of people in attendance at the meeting, including the Board of Commissioners, staff, and members of the public exceeds the legal limits.

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

Individuals with disabilities who require certain accommodations in order to allow them to observe and/or participate in this meeting, or who have questions regarding the accessibility of the meeting, or the facilities are required to contact the ADA Compliance Officer, at least three business days in advance of the meeting at 706-485-2776 to allow the County to make reasonable accommodations for those persons.

#### File Attachments for Item:

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



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



### **PUTNAM COUNTY PLANNING & DEVELOPMENT**

117 Putnam Drive, Suite B & Eatonton, GA 31024 Tel: 706-485-2776 & 706-485-0552 fax & www.putnamcountyga.us

APPLICATION FOR REZONING

REZONING					
APPLICATION NO. 2023-REZONE-32 DATE: 8-31-2023					
MAP 103 PARCEL 015 ZONING DISTRICT Dual Zoning C-1 / AG					
I. Owner Name:Shaifer Griffin, LLC					
2. Applicant Name (If different from above): Rick McAllister					
3. Mailing Address: 1341 Beverly Drive Athens GA 30606					
4. Email Address: mcallister.msc@gmail.com					
5. Phone: (home) (office) (cell) 706-206-5030					
6. The location of the subject property, including street number, if any: 1024 Lake Oconee Parkway					
7. The area of land proposed to be rezoned (stated in square feet if less than one acre): 15.30 +/- AC of the 87.85 ac tract					
8. The proposed zoning district desired: C-1					
9. The purpose of this rezoning is (Attach Letter of Intent) Expand existing C-1 portion of tract to develop commercial use					
10. Present use of property: Undeveloped woodland Desired use of property: Commercail					
11. Existing zoning district classification of the property and adjacent properties:					
Existing: <u>C-1 /AG</u> North: <u>C1 - R1</u> South: <u>C-1, RM-1, RM-3<sub>East</sub>: RM3</u> West: <u>C-1</u>					
12. Copy of warranty deed for proof of ownership and if not owned by applicant, please attach a signed and notarized letter of agency from each property owner for all property sought to be rezoned.					
13. Legal description and recorded plat of the property to be rezoned.					
14. The Comprehensive Plan Future Land Use Map category in which the property is located. (If more than one category applies, the areas in each category are to be illustrated on the concept plan. See concept plan insert.):					
15. A detailed description of existing land uses:Undeveloped woodlands					
16. Source of domestic water supply: well, community water, or private provider					

RECEIVED AUG 8 1 2023



### PUTNAM COUNTY PLANNING & DEVELOPMENT 117 Putnam Drive, Suite B & Eatonton, GA 31024 Tel: 706-485-2776 & 706-485-0552 fax & www.putnamcountyga.us

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

17. Provision for sanitary sewage disposal: septic system \_\_\_\_\_, or sewer  $\frac{x}{x}$ . If sewer, please provide name of company providing same, or, if new development, provide a letter from sewer provider.

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

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

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

21. Concept plan.

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

22. Impact analysis.

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

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

A COLORY	te (Property Owner) (Date)	Signature Applicant) (Date)	
PUBLIC PUBLIC	WILLING USPOCKEZY	Win Country Public	
	Office Use		
	Paid: \$ 275 <sup>°°</sup> (cash) _ Receipt No, Date Application Received: Reviewed for completeness by:	Date Paid: <u>9 - 1 - 73</u> <u>8 - 31 - 2023</u>	
	Date of BOC hearing:	Date submitted to newspaper:	
	Date sign posted on property: _	Picture attached: yes no	



August 17, 2023

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

Subject: Putnam Development Center

Dear Ms. Jackson:

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

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

Sincerely,

AMet

W. J. Matthews Vice President of Operations

P.O. Box 913 • Greensboro, Georgia 30642 404-235-4035 • 800-248-7689 • FAX 404-235-4977 032554

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JESSE COPELAN, JR. (1) Circi of Superior Court

Eatonton, Georgia WARRANTY DEED

Attorney at law

STATE OF GEORGIA COUNTY OF PUTNAM

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

WITNESSETH that: Grantor, for and in consideration of the sum of ONE AND NO/100 (\$1.00) DOLLAR and other good and valuable consideration in hand paid at and before the scaling and delivery of these presents, the receipt whereof is hereby acknowledged, has granted, bargained, sold, aliened, conveyed and confirmed, and by these presents does grant, bargain, sell, alien, convey and confirm onto the said Grantes. and confirm unto the said Grantee:

All that tract or parcel of land, lying and being in the 309th and 389th G. M. District, Putnam County, Georgia, and containing 88.09 acres, more or less, said tract is bound on the west by S. R. #44; bound on the north by property of J. Ire and Connie W. George; on the northeast by property of Rudy F. Riesz and Allyn A. Riesz, property now or formerly of Norris Perego, and property formerly of T. H. Resseau, Jr., now Gabriel Bencivenga and Gene Dale; and on the south by property of Martin, Park and Whitman, property of Georgia Kraft Company, property of C. B. Collis, and property, now or formerly of Floyd C. Culver.

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

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

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

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

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

Signed, sealed & delivered 36 C. A.K. LA. Come with \_L.S. Corrine H. Hallman these Notary Public

GSCCCA.org - Image Index

70

BUCH 002585 FILED IN OFFICE 7/25/2016 01:57 PH BK:964 PG:777-779 SHEILA H. PERRY CLERK OF COURT PUTNAN COUNTY Sem Shile H. Kerry REAL ESTATE TRANSFER TAX PAID: \$0.00

PT61-117-2016-000847

**QUITCLAIM DEED** 

AFTER RECORDING, RETURN TO:

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

E-DATANNOBOCS/216529009/Cheming/Quitching\_Deed\_3G\_Harmony\_LLC\_Shullar\_Gat/In\_LLC\_168715.dot

#### OUITCLAIM DEED

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

#### WITNESSETH:

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

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

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

SG HARMONY, LLC a Georgia limited lightity company Liager

Signed, sealed, and delivered in the presence of: NFS

NOTARY PUBLIC My Commission Expires:

-

[AFFIX NOTARY SEAL]

E \DATA:WPD0CSt2165700011Cholog'Quinclains\_Deel\_SG\_Harmony\_LLC\_Shaller\_Griffin\_LLC\_160715.doc

GSCCCA.org - Image Index

72

#### EXHIBIT "A"

#### LEGAL DESCRIPTION

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

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

EVDATAWPDOCS1216520001/Clusing/Quicking\_Deed\_SG\_Harmony\_LLC\_Shuifer\_Griffin\_LLC\_160715.dox



PUTNAM COUNTY PLANNING & DEVELOPMENT 117 Putnam Drive, Suite B & Eatonton, GA 31024

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

LETTER OF AGENCY- Re- Zone

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

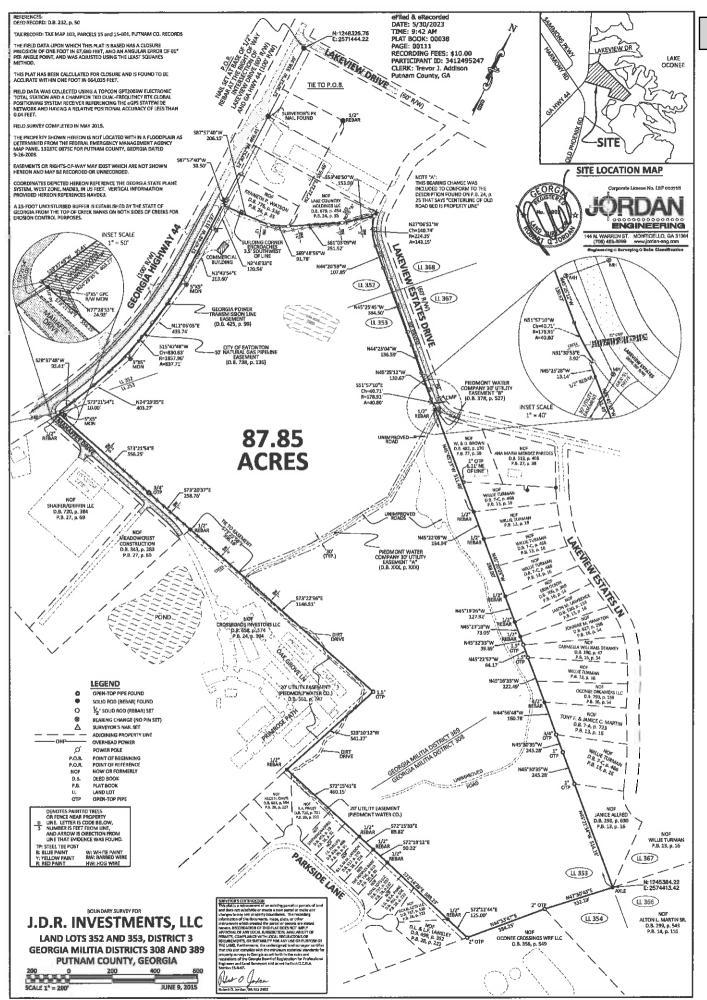
THE ABOVE NAMED AGENT HEREBY IS AUTHORIZED TO COMPLETE AND SIGN THE CITY OF EATONTON/PUTNAM COUNTY APPLICATION FOR <u>Re-Zone</u> ON OUR BEHALF. WE UNDERSTAND THAT THIS LETTER OF AGENCY WILL BE ATTACHED TO AND MADE PART OF SAID FORM AND WILL BE RELIED UPON BY THE CITY OF EATONTON/PUTNAM COUNTY. FOR AND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

ABOVE NAMED AGENT SHOULD MISUSE THIS LETTER OF AGENCY AND WE SUFFER DAMAGES

AS A RESULT.	- th	Geo A
THIS	7711	DAY OF HUANST, 2023.

PROPERTY OWNER(S): Shars	e Griffin	HC.	JEPTY	Sharles
Dott	in Man	NAME (PRINTE	D) /	
ADDRESS:	9	SIGNATURE		
PHONE: 404 316.6	1421			

ALL SIGNATURES WERE HEREBY SWORN TO AND SUBSCRIBED BEFORE ME THIS 2023 AREA DEVICE 2023 NOTAN MY COUNTINING BEFORES: 0330 [01/2



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S:\ZARCHIVES\SURVEY ARCHIVES\2015\HALLMAN TRACT FORTIS - HWY 44



#### **PUTNAM COUNTY PLANNING & DEVELOPMENT**

117 Putnam Drive, Suite B & Eatonton, GA 31024 Tel: 706-485-2776 & 706-485-0552 fax & www.putnamcountyga.us

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DISCLOSURE OF APPLICANT'S CAMPAIGN CONTRIBUTION

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

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

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

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

I. Name: \_\_\_\_Rick McAllister

2. Address: 1341 Beverly Drive Athens, GA 30606

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

Rechterlistae Signature of Applicant: Date: 08 / 06

Item #19 – Supplemental Information

Application for Rezoning – Parcel 103-015

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

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



#### **PUTNAM COUNTY PLANNING & DEVELOPMENT**

117 Putnam Drive, Suite B & Eatonton, GA 31024 Tel: 706-485-2776 & 706-485-0552 fax & www.putnamcountyga.us

#### Agenda

Thursday, July 06, 2023 ◊ 6:30 PM

Putnam County Administration Building - Room 203

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

Opening

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

Minutes

4. Approval of Minutes- 5/4/2023

Requests

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

New Business Adjournment



Taxes

2022 021178	
SHAIFER/GRIFFIN	ЦČ

#### INTERNET TAX RECEIPT GODBEE TRACT 103 015

DESCRIPTION	TAX AMOUNT	EXEMPTION	MILLAGE
FAIR MARKET VALUE	\$1,324,339		
COUNTY	\$3.591.08	\$0.00	0.779
SCHOOL	\$6,833.59	\$0.00	12.9
SPEC SERV	\$211,89	\$0.00	Ü.4

	1
ORIGINAL TAX DUE	
\$10,636.56	5
INTEREST	. Salar
COLLECTION COST	
FIFA CHARGE	Laurent
PENALTY	Return and
TOTAL PAID	and and
\$10,636.56	Y.
TOTAL DUE	1
\$0.00	
	4

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

FROM Putnam County Tax Commissioner 100 South Jefferson Ave Suite 207 Eatonton, GA 31024-1061 (708) 485-5441



Date Paid: 11/22/2022



Scan this code with your mobile phone to view this bill

INTERNET TAX RECEIPT

78



# PUTNAM COUNTY PLANNING & DEVELOPMENT

117 Putnam Drive, Suite B & Eatonton, GA 31024 Tel: 706-485-2776 & 706-485-0552 fax & www.putnamcountyga.com

April 26, 2017

Rick McAllister, Agent 106 Mahaffey Drive Eatonton, Georgia

Reference: Map 103, Parcel 015

Dear Mr. McAllister:

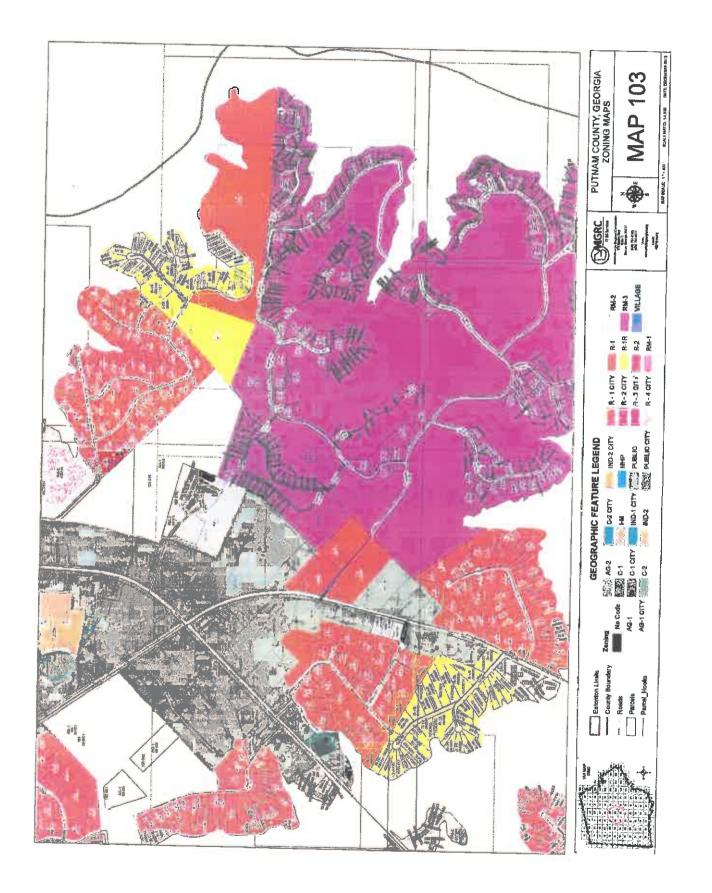
In accordance to the Putnam County Official Zoning Maps, the above referenced map and parcel has a dual zoning classification. Starting from the road frontage of said property that abuts Hwy 44/Lake Oconee Pkwy up 500 feet in depth, the property is currently zoned C-1. The remaining acreage is currently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

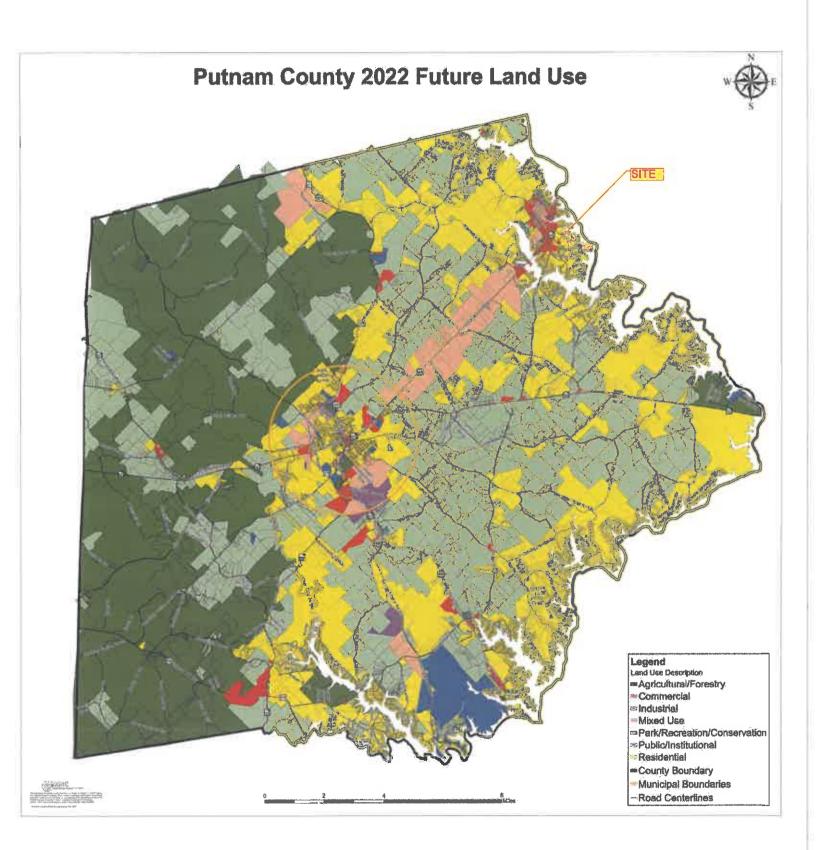
If I can be of further assistance, please call 706-485-2776.

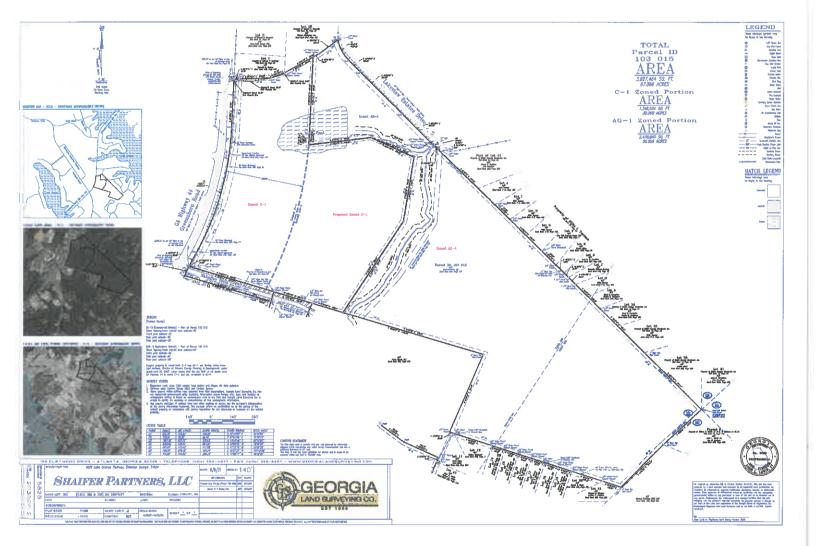
Sincerely,

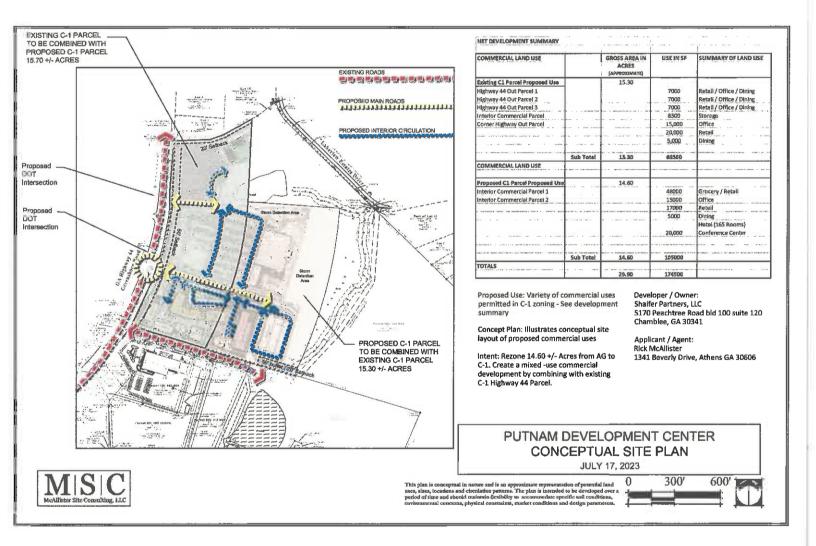
jacks

Lisa Jackso Director









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

#### REZONING REQUEST FOR SHAIFER PARTNERS, LLC

August 6, 2023

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



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

#### **TABLE OF CONTENTS**

Letter of Intent	Page 3
Impact Study Information	Page 4
Traffic Study	Attachment
Plat of Property	pplication
Base Map /Existing Conditions	Attachment
Existing Zoning	Attachment
Conceptual Site Plan	Attachment
Boundary Survey for proposed zoning area	Attachment

#### **LETTER OF INTENT**

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

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

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

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

Shaifer Partners, LLC

#### **IMPACT ANALYSIS INFORMATION**

#### ITEM #1

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

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

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

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

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

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

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

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

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

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

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

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

- 4 -

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

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

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

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

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

#### ITEM# 3

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

Non- Residential use - Estimated 174,000 SF

#### ITEM #4

#### Effect on environment surrounding the area:

Natural:

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

Erosion:

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

#### Historic:

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

#### ITEM #5

#### Impact on fire protection

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

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

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

#### TRAFFIC IMPACT STUDY FOR Lake Oconee Town Center Mixed-Use Development

#### PUTNAM COUNTY, GEORGIA



Prepared for:

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

**Prepared By:** 



#### A&R Engineering Inc.

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

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

#### TABLE OF CONTENTS

lten	n	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 Mahaffey Drive	4
3.0	Study Methodology	5
3.1	Unsignalized Intersections	5
3.2	Signalized Intersections	6
4.0	Existing 2021 Traffic Analysis	7
4.1	Existing Traffic Volumes	7
4.2	Existing Traffic Operations	
5.0	Proposed Development	11
5.1	Trip Generation	
5.2	Trip Distribution	
6.0	Future 2025 Traffic Analysis	16
6.1	Future "No-Build" Conditions	
6.1.	1 Annual Traffic Growth	
6.2	Future "Build" Conditions	166
6.2.	1 Auxiliary Lane Analysis	
6.2.	2 Future Traffic Operations	
7.0	Conclusions and Recommendations	222
7.1	Recommendations for Site Access Configuration	23
A		

Appendix

#### LIST OF TABLES

ltem	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	
Table 4 – Trip Generation	
Table 5 - GDOT Requirements for Deceleration Lanes	
Table 6 – Future Intersection Operations	
Table 7 - Future Intersection Operations - Improved	20

#### LIST OF FIGURES

# ItemPageFigure 1 – Location Map.3Figure 2 – Existing (2023) Weekday Peak Hour Volumes8Figure 3 – Existing Traffic Control and Lane Geometry9Figure 4 – Site Plan.12Figure 5 – Outer Leg Trip Distribution and Site Generated Peak Hour Volumes14Figure 6 – Site Peak Hour Pass-by Volumes15Figure 7 – Future (No-Build) Peak Hour Volumes17Figure 8 – Future (Build) Peak Hour Volumes18Figure 9 – Future Traffic Control and Lane Geometry21

#### **1.0** INTRODUCTION

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

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



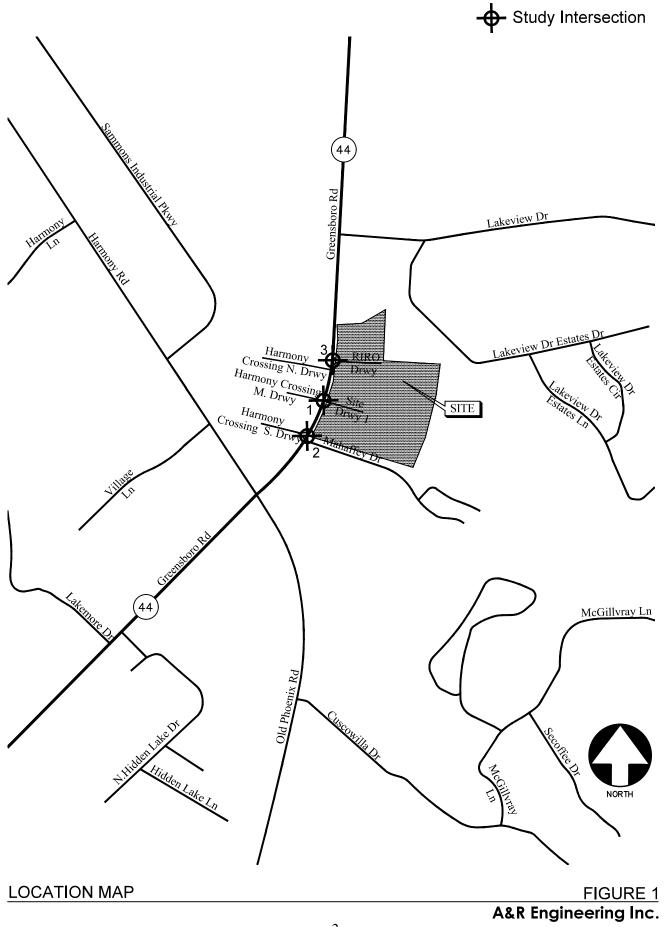
The development proposes access at the following locations:

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

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

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

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



#### 2.0 EXISTING FACILITIES / CONDITIONS

#### 2.1 Roadway Facilities

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

#### 2.1.1 SR 44 (Greensboro Road)

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

#### 2.1.2 Mahaffey Drive

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

#### 3.0 STUDY METHODOLOGY

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

#### **3.1 Unsignalized Intersections**

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

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

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

TABLE 1 – LEVEL-OF-SERVICE CRITERIA FOR UNSIGNALIZED INTERSECTIONS					
Control Delay (sec/vehicle)	LOS by Volume-to-Capacity Ratio*				
	v/c ≤ 1.0	v/c > 1.0			
$\leq$ 10	А	F			
$>$ 10 and $\leq$ 15	В	F			
$>$ 15 and $\leq$ 25	С	F			
$>$ 25 and $\leq$ 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 are used to characterize LOS for a lane group. A volume-to-capacity ratio of greater than 1.0 for a lane group indicates failure from capacity perspective. Therefore, such a lane group is assigned LOS F regardless of the amount of control delay.

TABLE 2 – LEVEL-OF-SERVICE CRITERIA FOR SIGNALIZED INTERSECTIONS					
Control Delay (sec/vehicle) *	LOS for Lane Group by Volume-to-Capacit Ratio*				
	v/c ≤ 1.0	v/c > 1.0			
≤ <b>10</b>	А	F			
$>$ 10 and $\leq$ 20	В	F			
$>$ 20 and $\leq$ 35	С	F			
$>$ 35 and $\leq$ 55	D	F			
$>$ 55 and $\leq$ 80	E	F			
> 80	F	F			

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

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

Source: Highway Capacity Manual, 6<sup>th</sup> edition, Exhibit 19-8 LOS Criteria: Motorized Vehicle Mode

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

#### 4.0 EXISTING 2021 TRAFFIC ANALYSIS

#### 4.1 Existing Traffic Volumes

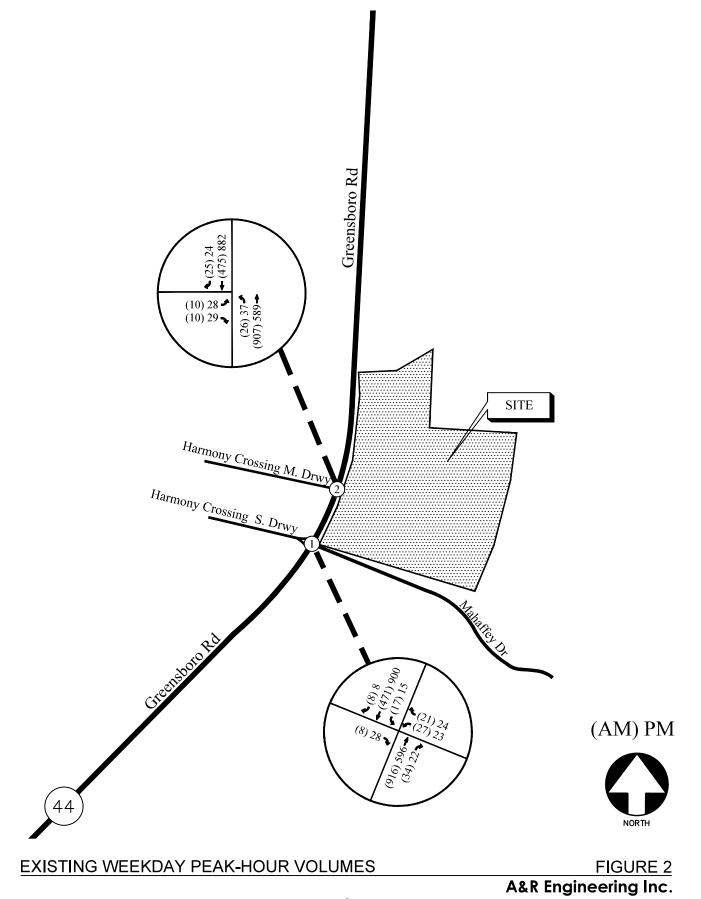
Existing traffic counts were obtained at the following study intersections:

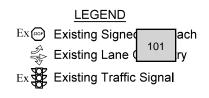
- 1. SR 44 (Greensboro Road) at Mahaffey Drive
- 2. SR 44 (Greensboro Road) at Harmony Crossing Main Driveway

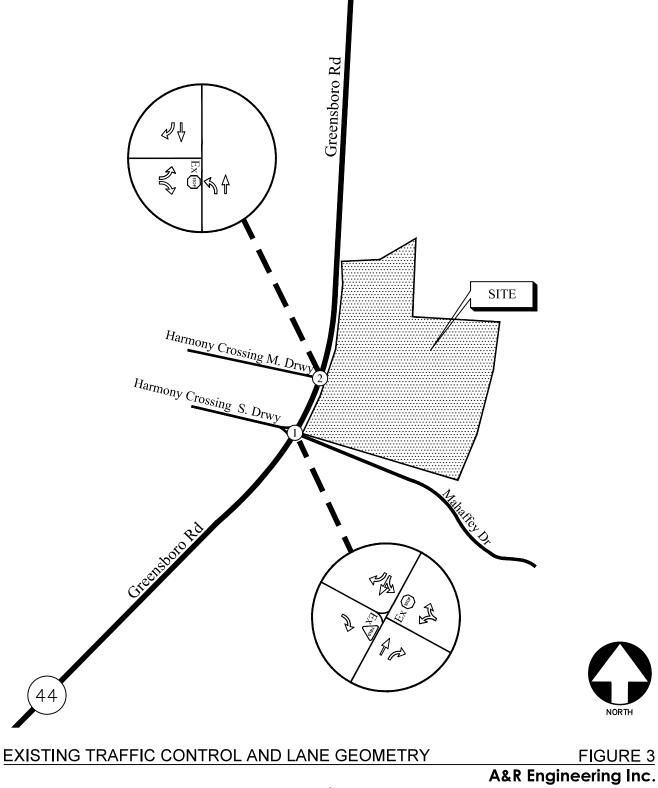
Turning movement counts were collected on Wednesday, April 26, 2023. All turning movement counts were recorded during the AM and PM peak hours between 7:00am to 9:00am and 4:00pm to 6:00pm, respectively. The four consecutive 15-minute interval volumes that produced the highest volume at the intersections were then determined. These volumes make up the peak hour traffic volumes for the intersections counted and are shown in Figure 3.

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

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







#### 4.2 Existing Traffic Operations

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

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

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

#### 5.0 PROPOSED DEVELOPMENT

The proposed development will consist of:

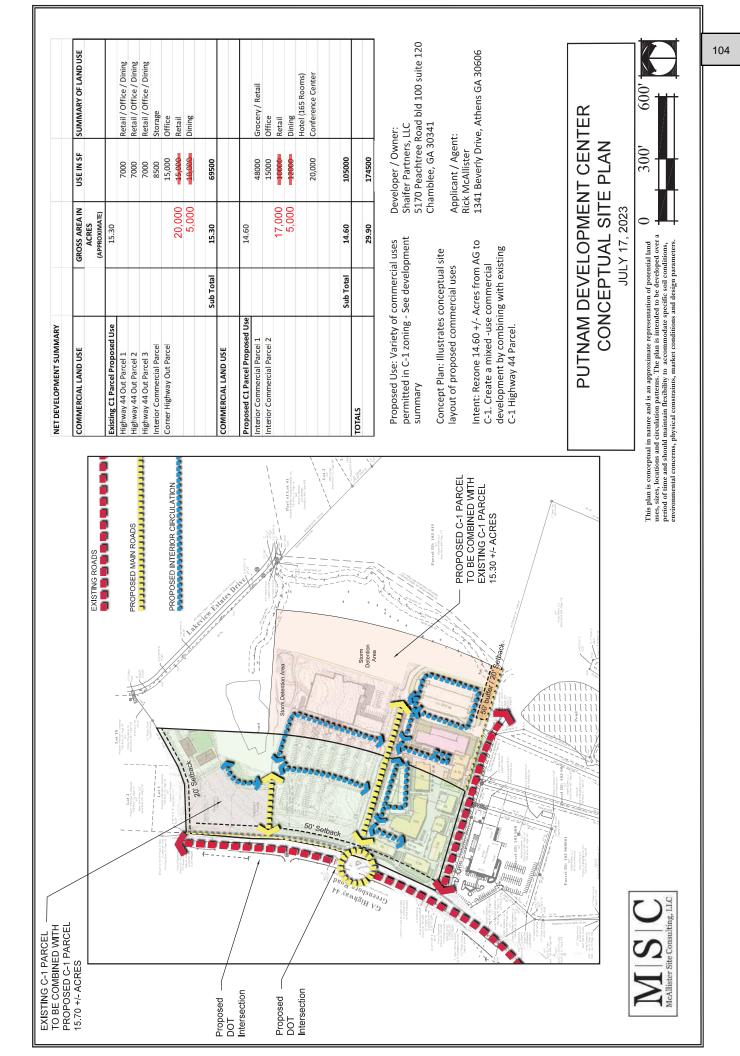
- Mini-Warehouse: 8,500 sf
- Hotel: 165 rooms
- General Office Building: 37,000 sf
- Retail & Grocery Store: 92,000 sf
- Fine Dining Restaurant: 10,000 sf
- Fast-Food Restaurant with Drive-Through Window: 7,000 sf



The development proposes access at the following locations:

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

A site plan is shown in Figure 5.



#### 5.1 Trip Generation

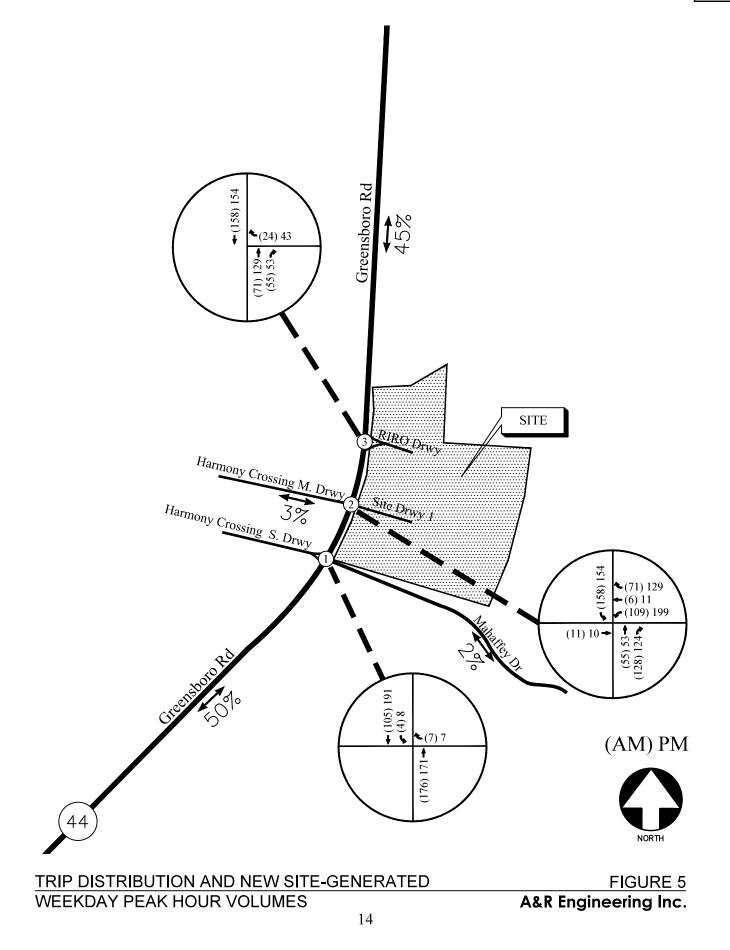
Trip generation estimates for the project were based on the rates and equations published in the 10<sup>th</sup> edition of the Institute of Transportation Engineers (ITE) Trip Generation report. This reference contains traffic volume count data collected at similar facilities nationwide. The trip generation was based on the following ITE Land Uses: 151 – *Mini-Warehouse, 310 – Hotel, 710 – General Office Building, 821 – Shopping Plaza (40-150k) - Supermarket – Yes, 931 – Fine Dining Restaurant, 934 – Fast-food restaurants with drive-through window.* The calculated total trip generation for the proposed development is shown in Table 4.

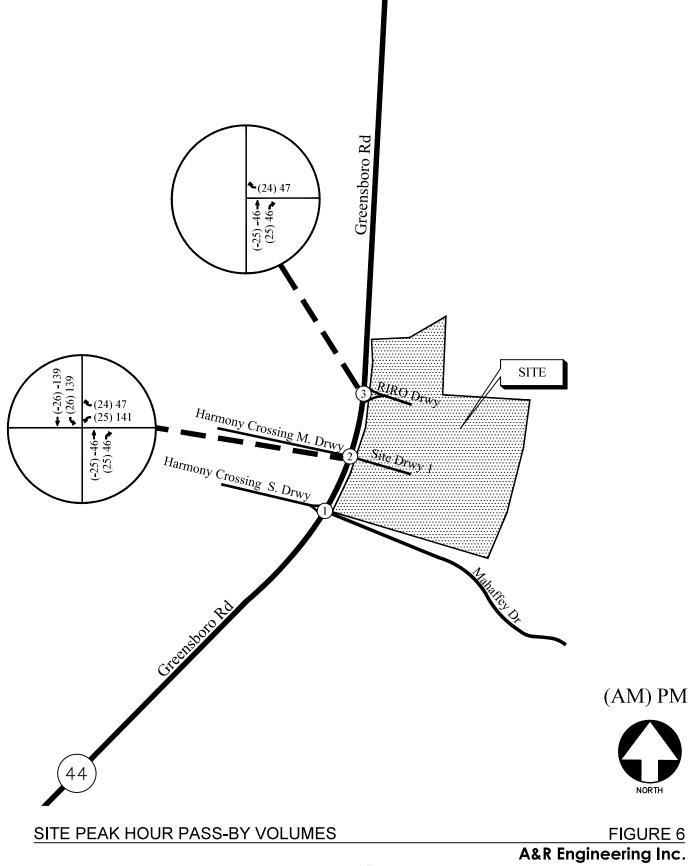
	Table 4 – T	[rip G	ENERA	TION				
Land Use	Size	A	AM Peak Hour		PM Peak Hour		24 Hour	
Land Ose	5120	Enter	Exit	Total	Enter	Exit	Total	Total
ITE 151 – Mini-Warehouse	8,500 sf	0	1	1	1	0	1	12
Mixed	d-use reduction	0	0	0	0	0	0	0
ITE 310 - Hotel	165 rooms	42	33	75	48	46	94	1.365
Mixed	d-use reduction	-13	-17	-30	-16	-24	-40	-489
ITE 710 – General Office Building	37,000 sf	63	8	71	12	61	73	489
Mixed	d-use reduction	-8	-2	-10	-4	-12	-16	-96
ITE 821 – Shopping Plaza (40-150k) – Supermarket - Yes	92,000 sf	201	124	325	396	429	825	8,493
Mixed	d-use reduction	-13	-14	-27	-24	-13	-37	-387
Pass-by	Trips (0%) 40%	0	0	0	-149	-166	-315	-3,150
ITE 931 – Fine Dining restaurant	10,000 sf	4	3	7	52	26	78	838
Mixed	d-use reduction	-1	-1	-2	-2	-1	-3	-36
Pass-by	Trips (0%) 43%	0	0	0	-22	-11	-33	-330
ITE 934 – Fast-food restaurants with drive-through window	7,500 sf	159	153	312	120	111	231	3,272
Mixed-use reduction		-5	-6	-11	-9	-5	-14	-140
Pass-by Trips (50%) 55%		-77	-74	-151	-61	-58	-119	-1190
Total Trips without Reductio	ns	469	323	792	629	672	1,301	14,469
Total Trips with Reductions	Total Trips with Reductions		209	561	342	382	724	8,639

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

#### 5.2 Trip Distribution

The trip distribution describes how traffic arrives and departs from the site. An overall trip distribution was developed for the site based on a review of the existing travel patterns in the area and the locations of major roadways and highways that will serve the development. The site-generated peak hour traffic volumes, shown in Table 4, were assigned to the study area intersections based on this distribution. The outer-leg distribution and AM and PM peak hour new traffic generated by the site are shown in Figure 6. Pass-by volumes have also been distributed based on existing travel patterns and are shown in Figure 7.





#### 6.0 FUTURE 2025 TRAFFIC ANALYSIS

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

#### 6.1 Future "No-Build" Conditions

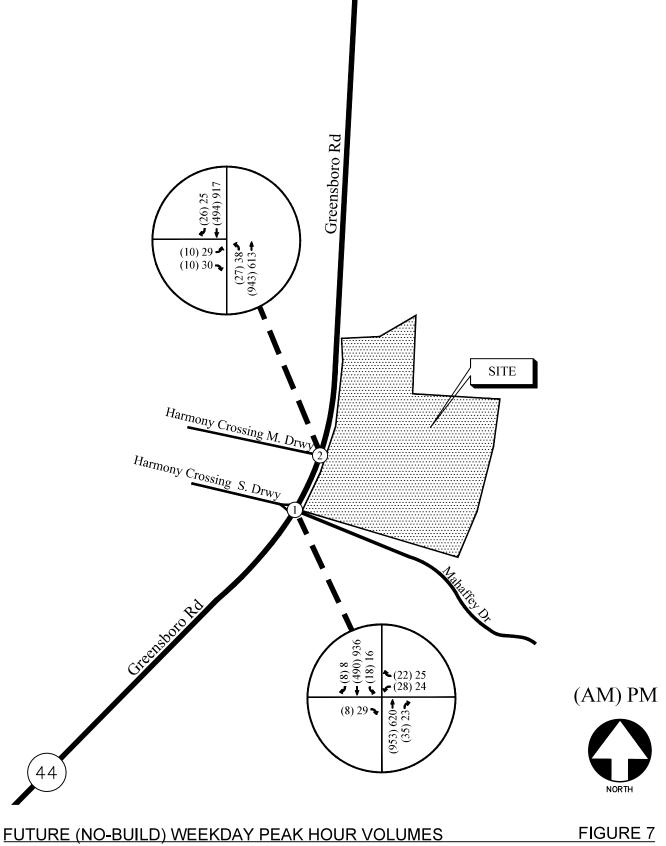
The "No-Build" (or background) conditions provide an assessment of how traffic will operate in the study horizon year without the study site being developed as proposed, with projected increases in through traffic volumes due to normal annual growth. The Future "No-Build" volumes consist of the existing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

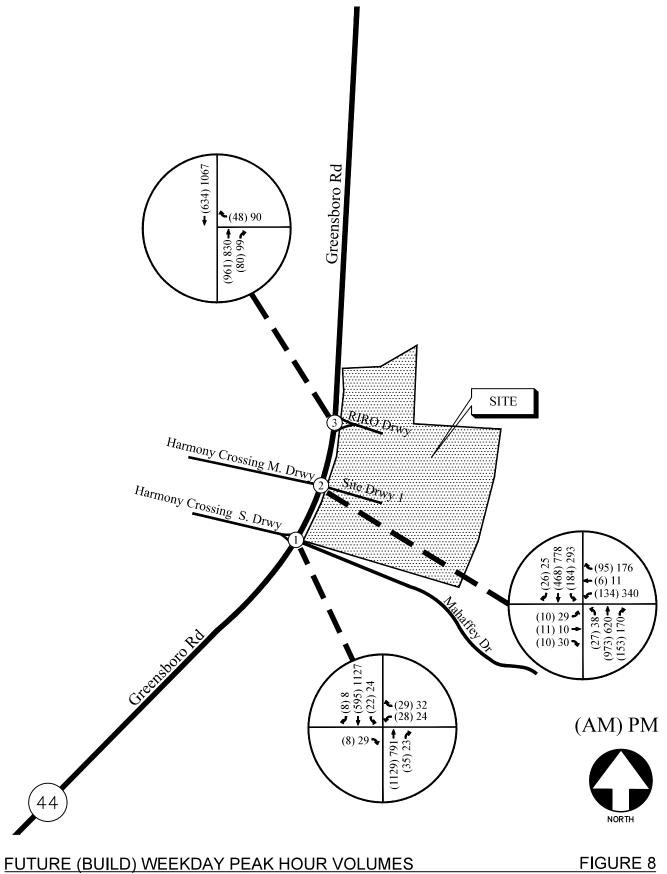
#### 6.1.1 Annual Traffic Growth

In order to evaluate future traffic operations in this area, a projection of normal traffic growth was applied to the existing volumes. The Georgia Department of Transportation recorded average daily traffic volumes at several locations in the vicinity of the site. Reviewing the growth over the last three years revealed growth of approximately 2% in the area. This growth factor was applied to the existing traffic volumes between collector and arterial roadways to estimate the future year traffic volumes prior to the addition of site-generated traffic.

#### 6.2 Future "Build" Conditions

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





### 6.2.1 Auxiliary Lane Analysis

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

## 6.2.1.1 Left Turn Lane Analysis

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

### 6.2.1.2 Right Turn Lane Analysis

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

Tabi	LE 5 — GDOT RE	EQUIREMENTS FOR DEC	CELERATI	on Lanes	
Intersection	Right-turn traffic (% total entering)	Right-turn Volume (vehicles/day)	Roadway Speed/ # Ianes / ADT	GDOT Threshold (vehicles/day)	Warrants met?
SR 44 @ Site Drwy 1	36.4% (Northbound)	<b>2422</b> (Total Trips) ÷ 2 × 0.364 = (13309) ÷ 2 × 0.364 = 2422	45 mph / 2-Lane / ≥ 6,000	75	Yes
SR 44 @ Site Drwy 2 (RIRO)	15.6% (Northbound)	<b>1038</b> (Total Trips) ÷ 2 × 0.156 = (13309) ÷ 2 × 0.156 = 1038	45 mph / 2-Lane / ≥ 6,000	75	Yes

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

### 6.2.2 Future Traffic Operations

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

TABLE 6 — FUTURE INTE	ERSECTION	OPERATION	S		
		Future Conditi	on: LOS (Delay)		
Intersection	NO B	UILD	BUILD		
	AM Peak	PM Peak	AM Peak	PM Peak	
SR 44 @ Harmony Crossing S. Drwy/ Mahaffey Dr					
-Eastbound Approach	B (11.4)	C (19.0)	B (12.4)	C (24.3)	
- Westbound Approach	E (46.6)	F (67.1)	F (90.0)	F (241.6)	
-Southbound Left	B (10.4)	A (9.1)	B (11.4)	A (9.9)	
SR 44 @ Harmony Crossing Drwy/Site Driveway 1					
-Eastbound Approach	C (16.0)	C (22.0)	F (*)	F (*)	
-Westbound Approach	-	-	F (*)	F (*)	
-Northbound Left	A (8.5)	B (10.6)	A (8.5)	A (9.9)	
-Southbound Left	-	-	B (14.1)	B (13.1)	
SR 44 @ Site Drwy 2 (Right-in/ Right-out)					
-Westbound Approach	-	-	C (20.9)	C (20.1)	
	Intersection          SR 44 @ Harmony Crossing S. Drwy/ Mahaffey Dr         -Eastbound Approach         - Westbound Approach         -Southbound Left         SR 44 @ Harmony Crossing Drwy/Site Driveway 1         -Eastbound Approach         -Westbound Approach         -Westbound Approach         -Westbound Approach         -Westbound Approach         -Southbound Left         Southbound Left         -Southbound Left         -Southbound Left         SR 44 @ Site Drwy 2 (Right-in/ Right-out)	Intersection NO B AM Peak SR 44 @ Harmony Crossing S. Drwy/ Mahaffey Dr -Eastbound Approach B (11.4) - Westbound Approach E (46.6) -Southbound Left B (10.4) SR 44 @ Harmony Crossing Drwy/Site Driveway 1 -Eastbound Approach C (16.0) -Westbound Approach - -Northbound Left A (8.5) -Southbound Left - Sn 44 @ Site Drwy 2 (Right-in/ Right-out)	Intersection       NO BULD         AM Peak       PM Peak         SR 44 @ Harmony Crossing S. Drwy/ Mahaffey Dr       AM Peak         -Eastbound Approach       B (11.4)       C (19.0)         -Westbound Approach       E (46.6)       F (67.1)         -Southbound Left       B (10.4)       A (9.1)         SR 44 @ Harmony Crossing Drwy/Site Driveway 1       C (16.0)       C (22.0)         -Westbound Approach       -       -         -Eastbound Approach       C (16.0)       C (22.0)         -Westbound Approach       -       -         -Southbound Left       A (8.5)       B (10.6)         -Northbound Left       A (8.5)       B (10.6)         -Southbound Left       -       -         -Southbound Left       -       -	AM PeakPM PeakAM PeakSR 44 @ Harmony Crossing S. Drwy/ Mahaffey Dr -Eastbound ApproachB (11.4)C (19.0)B (12.4)- Westbound ApproachB (11.4)C (19.0)B (12.4)- Westbound LeftB (10.4)A (9.1)B (11.4)SR 44 @ Harmony Crossing Drwy/Site Driveway 1 -Eastbound ApproachC (16.0)C (22.0)F (*)- Westbound ApproachF (*)-Westbound ApproachF (*)-Westbound ApproachF (*)-Northbound LeftA (8.5)B (10.6)A (8.5)-Southbound LeftB (14.1)SR 44 @ Site Drwy 2 (Right-in/ Right-out)B (14.1)	

\* Delay exceeds 300 seconds

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

Results of the future "Build" traffic operations analysis indicate the following:

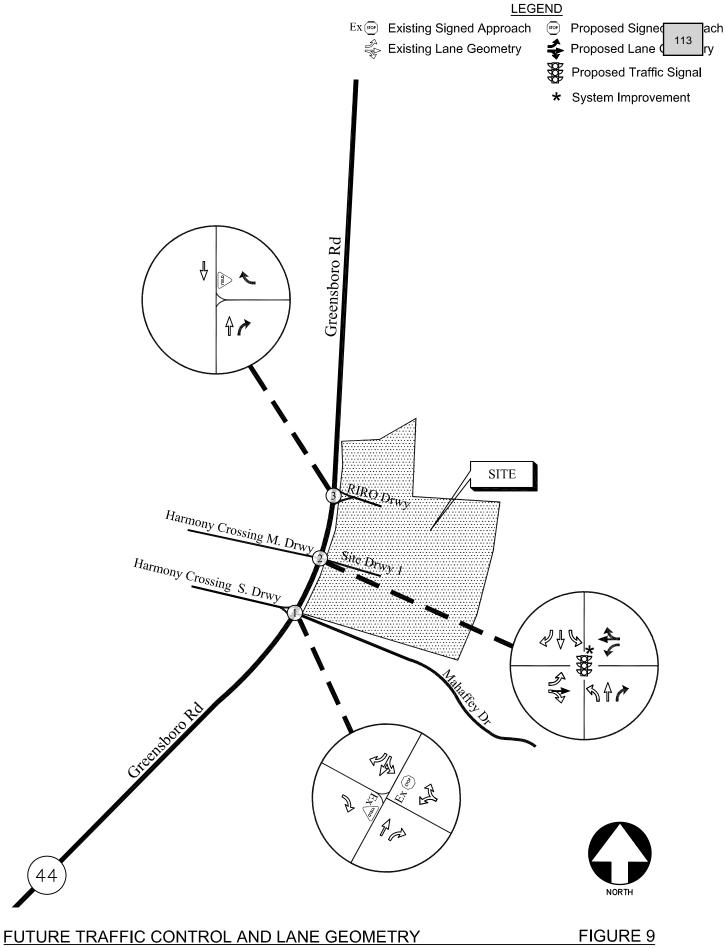
#### SR 44 (Greensboro) Road @ Mahaffey Drive

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

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

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

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



A&R Engineering Inc.

# 7.0 CONCLUSIONS AND RECOMMENDATIONS

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

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

The development proposes access at the following locations:

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

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

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

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

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

Results of the future "Build" traffic operations analysis indicate the following:

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

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

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

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

## 7.1 Recommendation for Site Access Configuration

The following improvements are recommended at the site driveway intersections.

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

# Appendix

Existing Intersection Traffic Counts
inear Regression of Daily Traffic
Existing Intersection Analysis
Future "No-Build" Intersection Analysis
Future "Build" Intersection Analysis
Fraffic Volume Worksheets

# **EXISTING INTERSECTION TRAFFIC COUNTS**

#### Location: SR 44/Greensboro Rd & Harmony Crossing Main Entrance City: Eatonton Control: 1-Way Stop(EB)

Control:	1-Way Stop	(EB)						Data	Total					Date:	4/26/2023		
NS/EW Streets:		SR 44/Gree	nshoro Rd			SR 44/Gree	nshoro Rd	Data -	- Total	ony Crossin	g Main Entr	ance	Harn	nony Crossi	ng Main Ent	rance	1
NS/EW Streets.		NORTH				SOUTH			Harris	-		ance	TialTi			rance	
AM	1	1		0	0	1	1	0	0	1	1	0	0	0		0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	wu	TOTAL
7:00 AM 7:15 AM	3 6	121 182	0	0 0	0	88 116	2 2	0	1 3	0	0 1	0 0	0 0	0	0	0	215 310
7:30 AM	2	211	0	0	0	125	6	0	3	0	2	0	0	0	0	0	349
7:45 AM 8:00 AM	4 10	239 221	0	0	0	117 108	5	0	3	0	2	0	0	0	0	0	370 350
8:15 AM	10	236	ŏ	ŏ	ŏ	125	9	ŏ	1	ŏ	3	ŏ	ŏ	ŏ	ŏ	ŏ	384
8:30 AM 8:45 AM	6	209 206	0	0	0	107 130	5	0	7	0	3	0	0 0	0	0	0 0	337
9:00 AM	6	164	0	0	0	112	4 10	0	4	0	1	0	0	0	0	0	351 297
9:15 AM	5	156	0	0	0	123	7	0	4	0	0	0	0	0	0	0	295
9:30 AM 9:45 AM	6	156 203	0	0 0	0	143 132	5 12	0	3 2	0	3 7	0 0	0 0	0 0	0 0	0 0	316 362
										-							
TOTAL VOLUMES :	NL 70	NT 2304	NR 0	NU 0	SL 0	ST 1426	SR 72	SU 0	EL 38	ET 0	ER 26	EU	WL 0	WT 0	WR 0	WU 0	TOTAL 3936
APPROACH %'s :	2.95%	97.05%	0.00%	0.00%	0.00%	95.19%	4.81%	0.00%	59.38%	0.00%	40.63%	0.00%					TOTAL
PEAK HR : PEAK HR VOL :	26	07:30 AM - 907	08:30 AM 0	0	o	475	25	0	10	0	10	0	0	0	0	0	TOTAL 1453
PEAK HR FACTOR :	0.650	0.949	0.000	0.000	0.000	0.950	0.694	0.000	0.833	0.000	0.833	0.000	0.000	0.000	0.000	0.000	0.946
		0.9	48			0.9	33			0.8	33						
NOON	1	NORTH 1	BOUND	0	0	SOUTH	BOUND 1	0	0	EASTE 1	BOUND	0	0	WEST 0		0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	wu	TOTAL
10:00 AM	11	140	0	0	0	128	9	0	4	0	4	0	0	0	0	0	296
10:15 AM 10:30 AM	8	149 160	0	0 0	0	121 150	6 13	0 0	3 5	0	6	0 0	0	0 0	0 0	0 0	291 339
10:45 AM	9	158	0	0	0	121	7	0	5	0	4	0	0	0	0	0	304
11:00 AM 11:15 AM	8 13	138 151	0	0 0	0	152 160	12 4	0	9 3	0	4 2	0 0	0	0	0	0 0	323 333
11:30 AM	9	157	0	0	0	171	12	0	4	Ō	3	0	0	0	0	0	356
11:45 AM 12:00 PM	17 10	166 154	0	0	0	167 174	15 14	0	7	0	6 10	0	0	0	0	0	378 371
12:15 PM	8	167	0	0	0	180	9	0	8	ŏ	9	0	0	0	0	0	381
12:30 PM 12:45 PM	9 10	176 171	0 0	0 0	0	147	11 5	0 0	12 9	0	8	0	0 0	0	0	0 0	363 367
12:45 PM 1:00 PM	10	171	0	0	0	163 178	10	0	11	0	15	0	0	0	0	0	400
1:15 PM	7	168	0	0	0	164	10	0	12	0	5	0	0	0	0	0	366
1:30 PM 1:45 PM	13 18	164 150	0	0 0	0	178 153	7 8	0	7 9	0	18 7	0 0	0 0	0 0	0 0	0 0	387 345
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	167	2543	0	0	0	2507	152	0	117	0	114	0	0	0	0	0	5600
APPROACH %'s : PEAK HR :	6.16%	93.84% 12:45 PM -	0.00% 01:45 PM	0.00%	0.00%	94.28%	5.72%	0.00%	50.65%	0.00%	49.35%	0.00%					TOTAL
PEAK HR VOL :	42	677	0	0	0	683	32	0	39	0	47	0	0	0	0	0	1520
PEAK HR FACTOR :	0.808	0.973 0.9	0.000 66	0.000	0.000	0.959 0.9!	0.800 51	0.000	0.813	0.000 0.8	0.653 27	0.000	0.000	0.000	0.000	0.000	0.950
		NORTH			1	SOUTH				EACT	BOUND			WECT	FBOUND		
PM	1	1	0	0	0	1	1	0	0	1	1	0	0	0	0	0	
2:00 PM	NL 11	NT 151	NR 0	NU 0	SL 0	ST 169	SR 15	<u>SU</u>	EL 13	ET 0	ER	EU 0	<u></u>	<u>WT</u>	<u>WR</u>	<u></u> 0	TOTAL 367
2:15 PM	6	150	0	0	0	162	4	0	11	0	7	0	0	0	0	0	340
2:30 PM 2:45 PM	8	156 125	0 0	0 1	0	140 139	6 10	0 0	6 8	0	10 3	0 0	0 0	0	0	0 0	326 292
3:00 PM	8	156	0	0	0	181	5	0	6	0	9	0	0	0	0	0	365
3:15 PM 3:30 PM	8	160 155	0 0	0 0	0	186 187	6 12	0 0	8	0 0	8 13	0 0	0 0	0 0	0	0 0	376 382
3:30 PM 3:45 PM	9 10	138	0	0	0	204	12	0	9	0	13 5	0	0	0	0 0	0	376
4:00 PM	5	152	0	0	0	196	3	0	9	0	9	0	0	0	0	0	374
4:15 PM 4:30 PM	12 5	134 126	0	0 0	0	174 203	8 5	0 0	6 8	0	4 7	0 0	0 0	0 0	0 0	0 0	338 354
4:45 PM	4	149	0	0	0	193	5	0	2	0	9	0	0	Ō	0	0	362
5:00 PM 5:15 PM	9 13	156 165	0	0	0	226 241	9 7	0	10 11	0	7 6	0	0	0	0	0	417 443
5:30 PM	11	119	0	0	0	222	3	0	5	0	7	0	0	0	0	0	367
5:45 PM 6:00 PM	12 10	120 122	0	0	0	210 194	7 7	0	1 10	0	<u>3</u> 5	0	0	0	0	0	353 348
6:15 PM	14	112	0	0	0	178	4	0	4	0	3	0	0	0	0	0	315
6:30 PM 6:45 PM	5 1	100 84	0 0	0 0	0	126 107	6 3	0 0	6 5	0 0	2 4	0 0	0 0	0 0	0	0 0	245 204
U-13 PM																	
TOTAL VOLUMES :	NL 167	NT 2730	NR 0	NU 1	SL 0	ST 3638	SR 135	SU 0	EL 144	ET 0	ER 129	EU 0	WL 0	WT 0	WR 0	WU 0	TOTAL 6944
APPROACH %'s :	5.76%	94.20%	0.00%	0.03%	0.00%	96.42%	3.58%	0.00%	52.75%	0.00%	47.25%	0.00%		<u> </u>	<u> </u>		
PEAK HR : PEAK HR VOL :	37	04:45 PM - 589	05:45 PM 0	0	0	882	24	0	28	0	29	0	0	0	0	0	TOTAL 1589
PEAK HR FACTOR :		0.892	0.000	0.000	0.000	0.915	0.667	0.000	0.636	0.000	0.806	0.000	0.000	0.000	0.000	0.000	0.897
FLAK IIK TACTOR .		0.8				0.9				0.8							

#### Location: SR 44/Greensboro Rd & Harmony Crossing Main Entrance City: Eatonton Control: 1-Way Stop(EB)

	1-Way Stop	(EB)						Data	Care						4/26/2023		
		CD 44/C===	ashawa Dal			CD 44/C	aabawa Dal	Data	- Cars	Currentia	- Main Entr		Lieur		- Main Eat		1
NS/EW Streets:		SR 44/Gree				SR 44/Gree			Harmo		g Main Entr	ance	Harn	nony Crossi	-	trance	
AM	1	NORTH 1	BOUND 0	0	0	SOUTH		0	0	1 EASTE	SOUND	0	0	0	BOUND	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	wu	TOTAL
7:00 AM 7:15 AM	1 6	109 172	0 0	0 0	0	81 108	2 2	0 0	1 3	0	0 1	0 0	0	0 0	0 0	0	194 292
7:30 AM	2	199	0	0	0	117	6	0	3	0	2	0	0	0	0	0	329
7:45 AM 8:00 AM	4 10	219 210	0	0	0	109 95	5 5	0	3	0	2	0	0	0	0	0	342 326
8:15 AM	10	222	0	0	0	113	9	0	1	0	3	0	0	0	0	0	358
8:30 AM 8:45 AM	6 6	192 190	0	0 0	0	96 111	5 4	0	7 4	0	3 1	0 0	0	0	0 0	0	309 316
9:00 AM	6	146	0	0	0	98	9	0	4	0	1	0	0	0	0	0	264
9:15 AM 9:30 AM	5 6	140 139	0	0 0	0	116 131	7 4	0	4	0	0 2	0 0	0	0	0 0	0	272 285
9:45 AM	6	182	Ō	Ő	ō	122	12	õ	2	Ő	7	ŏ	ŏ	ŏ	ŏ	ŏ	331
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	68	2120	0	0 0.00%	0 0.00%	1297	70 5.12%	0 0.00%	38 60.32%	0 0.00%	25	0 0.00%	0	0	0	0	3618
APPROACH %'s : PEAK HR :	3.11%	96.89% 07:30 AM -	0.00% 08:30 AM	0.00%	0.00%	94.88%	5.12%	0.00%	60.32%	0.00%	39.68%	0.00%					TOTAL
PEAK HR VOL : PEAK HR FACTOR :	26 0.650	850 0.957	0 0.000	0 0.000	0 0.000	434 0.927	25 0.694	0 0.000	10 0.833	0 0.000	10 0.833	0 0.000	0 0.000	0 0.000	0 0.000	0 0.000	1355
PEAK HR FACTOR :	0.050	0.937		0.000	0.000	0.927		0.000	0.055	0.000		0.000	0.000	0.000	0.000	0.000	0.946
		NORTH	BOUND			SOUTH	BOUND			EASTE	BOUND			WEST	BOUND		
NOON	1	1	0	0	0	1	1	0	0	1	1	0	0	0	0	0	TOT
10:00 AM	NL 11	NT 127	<u>NR</u>	NU 0	SL 0	ST 113	SR 9	<u>SU</u>	EL 4	ET	ER	EU 0	WL 0		<u>WR</u>	<u></u> 0	TOTAL 268
10:15 AM	8	140	0	0	0	107	6	0	3	0	3	0	0	0	0	0	267
10:30 AM 10:45 AM	5 9	147 144	0 0	0 0	0	137 114	13 6	0	5 5	0	6 4	0 0	0	0 0	0 0	0	313 282
11:00 AM	7	123	0	0	0	134	12	0	9	0	4	0	0	0	0	0	289
11:15 AM 11:30 AM	13 9	138 145	0	0 0	0	146 152	4 12	0 0	3	0	2 2	0 0	0	0	0 0	0	306 324
11:45 AM	17	154	0	0	0	152	15	0	7	0	6	0	0	0	0	0	351
12:00 PM 12:15 PM	9 7	138 146	0	0 0	0	159 158	14 9	0 0	9 7	0	10 9	0 0	0	0 0	0 0	0	339 336
12:30 PM	9	164	ŏ	ŏ	ő	133	11	ŏ	11	Ő	8	0	0	ŏ	ŏ	ŏ	336
12:45 PM	9	158 155	0	0	0	150	5 10	0	9 11	0	8	0	0	0	0	0	339
1:00 PM 1:15 PM	11 7	155	0	0	0	161 148	10	0	11	0	15 5	0	0	0	0	0	363 332
1:30 PM	13	150 133	0	0 0	0	162	7	0	6 9	0	16	0 0	0	0 0	0	0 0	354
1:45 PM	18		0		0	142	8	0		0	6		0		0		316
TOTAL VOLUMES :	NL 162	NT 2312	NR 0	NU O	SL 0	ST 2268	SR 151	SU 0	EL 114	ET 0	ER 108	EU	WL 0	WT 0	WR 0	WU O	TOTAL 5115
APPROACH %'s :	6.55%	93.45%	0.00%	0.00%	0.00%	93.76%	6.24%	0.00%	51.35%	0.00%	48.65%	0.00%					
PEAK HR : PEAK HR VOL :	40	12:45 PM - 613	01:45 PM 0	0	0	621	32	0	38	0	44	0	0	0	0	0	TOTAL 1388
PEAK HR FACTOR :	0.769	0.970 0.9	0.000	0.000	0.000	0.958 0.9!	0.800	0.000	0.792	0.000	0.688	0.000	0.000	0.000	0.000	0.000	0.956
РМ	1	NORTH 1	BOUND 0	0	0	SOUTH	BOUND 1	0	0	EASTE 1	SOUND	0	0	WEST 0	BOUND	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
2:00 PM 2:15 PM	11 6	135 133	0 0	0 0	0	156 150	15 4	0 0	13 11	0 0	8 6	0 0	0	0 0	0 0	0	338 310
2:30 PM	8	142	0	0	0	129	6	0	6	0	10	0	0	0	0	0	301
2:45 PM 3:00 PM	6 8	113 145	0	1 0	0	127 168	10 5	0	8	0	<u>3</u> 9	0	0	0	0	0	268 341
3:15 PM	8	152	0	0	0	165	6	0	8	0	8	0	Ō	0	0	0	347
3:30 PM 3:45 PM	9 10	149 130	0	0 0	0	174 191	12 10	0	6 9	0	13 5	0 0	0	0	0 0	0	363 355
4:00 PM	5	141	0	0	0	187	3	0	9	0	9	0	0	0	0	0	354
4:15 PM 4:30 PM	12 5	126 120	0	0 0	0	163 187	8 5	0 0	6 8	0	4	0 0	0	0	0 0	0	319 332
4:45 PM	4	136	0	0	0	176	5	0	2	0	9	0	0	0	0	0	332
5:00 PM 5:15 PM	9 13	148 159	0	0 0	0	214 234	9 7	0 0	10 11	0	7 6	0 0	0	0 0	0 0	0	397 430
5:30 PM	10	111	0	0	0	208	3	0	5	0	7	0	0	0	0	0	344
5:45 PM 6:00 PM	12 10	117 117	0	0	0	195 180	7	0	1 10	0	3	0	0	0	0	0	335 329
6:15 PM	12	110	0	0	0	175	4	0	3	0	3	0	Ō	0	0	0	307
6:30 PM 6:45 PM	5 1	97 80	0 0	0 0	0	124 98	6 3	0 0	6 5	0 0	2 4	0 0	0	0 0	0 0	0 0	240 191
0.73 PM																	
TOTAL VOLUMES :	NL 164	NT 2561	NR 0	NU 1	SL 0	ST 3401	SR 135	SU 0	EL 143	ET 0	ER 128	EU 0	WL 0	WT 0	WR 0	WU O	TOTAL 6533
APPROACH %'s :	6.02%	93.95%	0.00%	0.04%	0.00%	96.18%	3.82%	0.00%	52.77%	0.00%	47.23%	0.00%	L Ť	~ 	v		
PEAK HR : PEAK HR VOL :	36	04:45 PM - 554	05:45 PM 0	0	0	832	24	0	28	0	29	0	0	0	0	0	TOTAL 1503
PEAK HR FACTOR :	0.692	0.871	0.000	0.000	0.000	0.889	0.667	0.000	0.636	0.000	0.806	0.000	0.000	0.000	0.000	0.000	0.874
		0.8	50			0.8	30			0.8	50						1

Location:	SR 44/Greensboro Rd & Harmony Crossing Main Entrance
City:	Eatonton
Control	1-Way Ston(EB)

	1-Way Stop	(EB)						Data	ит						4/26/2023		
		SB 44/Crook	achara Dd			CD 44/Cross	nchoro Dd	Data	- HT	any Crossin	a Main Entr	-	Have	any Crossi	ng Main En	trança	1
NS/EW Streets:		SR 44/Gree				SR 44/Gree			Harmo	-	g Main Entra	ance	Harn	nony Crossi	-	trance	
AM	1	NORTH 1		0	0	1 SOUTH	BOUND 1	0	0	1 EASTE	BOUND	0	0	0 0	FBOUND	0	
	NL	NT	NR	NU	SL	ST 7	SR	SU	EL 0	ET	ER	EU	WL	WT	WR	wu	TOTAL
7:00 AM 7:15 AM	2 0	12 10	0 0	0 0	0	8	0 0	0 0	0	0	0 0	0 0	0 0	0 0	0 0	0	21 18
7:30 AM	0	12	0	0	0	8	0	0	0	0	0	0	0	0	0	0	20
7:45 AM 8:00 AM	0	20 11	0	0	0	8 13	0	0	0	0	0	0	0	0	0	0	28 24
8:15 AM	0	14	0	0	0	12	0	0	0	0	0	0	0	0	0	0	26
8:30 AM 8:45 AM	0	17 16	0	0 0	0	11 19	0	0	0	0	0	0 0	0	0 0	0 0	0	28 35
9:00 AM	0	18	0	0	0	14	1	0	0	0	0	0	0	0	0	0	33
9:15 AM 9:30 AM	0	16 17	0	0 0	0	7 12	0 1	0 0	0	0	0 1	0 0	0	0 0	0 0	0	23 31
9:45 AM	Ő	21	ŏ	ŏ	ŏ	10	ō	ŏ	Ő	ŏ	ō	õ	ŏ	ŏ	ŏ	ŏ	31
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	2	184	0	0	0	129	2	0	0	0	1	0	0	0	0	0	318
APPROACH %'s : PEAK HR :	1.08%	98.92% 07:30 AM -	0.00% 08:30 AM	0.00%	0.00%	98.47%	1.53%	0.00%	0.00%	0.00%	100.00%	0.00%					TOTAL
PEAK HR VOL :	0	57	0	0	0	41	0	0	0	0	0	0	0	0	0	0	98
PEAK HR FACTOR :	0.000	0.713 0.7	0.000 13	0.000	0.000	0.788 0.7	0.000 88	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.875
		NORTH				SOUTU	BOUND			FVCT	BOUND			WEC	FBOUND		
NOON	1	1	0	0	0	1	1	0	0	1	1	0	0	0	0	0	
10:00 AM		NT 13	<u>NR</u>	<u>NU</u>	SL 0	ST 15	SR 0	<u>SU</u>	EL	<u>ET</u>	<u>ER</u>	EU	WL 0	<u>WT</u>	<u>WR</u>	<u></u> 0	TOTAL 28
10:15 AM	0	9	0	0	0	14	0	0	0	0	1	0	0	0	0	0	24
10:30 AM 10:45 AM	0	13 14	0 0	0 0	0	13 7	0 1	0	0	0	0	0 0	0	0 0	0 0	0	26 22
11:00 AM	1	15	0	0	0	18	0	0	0	Ő	Ō	0	0	0	0	0	34
11:15 AM 11:30 AM	0	13 12	0	0 0	0	14 19	0 0	0 0	0	0	0 1	0 0	0	0 0	0 0	0	27 32
11:45 AM	0	12	0	0	0	15	0	0	0	0	0	0	0	0	0	0	27
12:00 PM 12:15 PM	1	16 21	0	0 0	0	15 22	0 0	0 0	0	0	0	0 0	0 0	0 0	0 0	0	32 45
12:30 PM	ō	12	ŏ	ŏ	0	14	0	ŏ	1	ŏ	ŏ	0	ő	ŏ	ő	ŏ	27
12:45 PM 1:00 PM	1	13 19	0	0	0	13 17	0	0	0	0	<u> </u>	0	0	0	0	0	28 37
1:15 PM	0	19	ŏ	0	0	16	Ő	0	0	0	ŏ	0	0	0	0	0 0	34
1:30 PM 1:45 PM	0	14 17	0 0	0 0	0	16 11	0 0	0 0	1	0 0	2 1	0 0	0 0	0 0	0 0	0	33 29
1.175 PP																	
TOTAL VOLUMES :	NL 5	NT 231	NR 0	NU O	SL 0	ST 239	SR 1	SU 0	EL 3	ET 0	ER 6	БO	WL O	WT 0	WR 0	WU 0	TOTAL 485
APPROACH %'s :	2.12%	97.88%	0.00%	0.00%	0.00%	99.58%	0.42%	0.00%	33.33%	0.00%	66.67%	0.00%	-			-	
PEAK HR : PEAK HR VOL :	2	12:45 PM - 64	01:45 PM 0	0	0	62	0	0	1	0	3	0	0	0	0	0	TOTAL 132
PEAK HR FACTOR :	0.500	0.842 0.82	0.000	0.000	0.000	0.912 0.9	0.000	0.000	0.250	0.000 0.3	0.375	0.000	0.000	0.000	0.000	0.000	0.892
PM	1	NORTH		0	0	SOUTH	BOUND 1	0	0	EASTE 1	BOUND 1	0	0	WES <sup>-</sup>	FBOUND	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	wu	TOTAL
2:00 PM 2:15 PM	0 0	16 17	0 0	0 0	0	13 12	0 0	0 0	0	0 0	0 1	0 0	0 0	0 0	0 0	0 0	29 30
2:30 PM	0	14	0	0	0	11	0 0	0	0	0	0	0	0	0	0	0	25
2:45 PM 3:00 PM	0	12 11	0	0	0	12 13	0	0	0	0	0	0	0	0	0	0	24 24
3:15 PM	0	8	0	0	0	21	0	0	0	0	0	0	0	0	0	0	29
3:30 PM 3:45 PM	0	6 8	0 0	0 0	0	13 13	0 0	0 0	0	0 0	0	0 0	0 0	0 0	0 0	0	19 21
4:00 PM	0	11	0	0	0	9	0	0	0	0	0	0	0	0	0	0	20
4:15 PM 4:30 PM	0	8 6	0 0	0 0	0	11 16	0 0	0 0	0	0 0	0	0 0	0 0	0 0	0 0	0	19 22
4:45 PM	0	13	0	0	0	17	0	0	0	0	0	0	0	0	0	0	30
5:00 PM 5:15 PM	0	8 6	0 0	0 0	0	12 7	0 0	0 0	0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	20 13
5:30 PM 5:45 PM	1 0	8	0	0	0	14 15	0 0	0	0	0	0	0	0	0 0	0	0	23 18
6:00 PM	0	3 5	0	0	0	15	0	0	0	0	0	0	0	0	0	0	18
6:15 PM	2 0	2 3	0 0	0 0	0	3	0 0	0	1	0	0	0 0	0	0 0	0 0	0	8
6:30 PM 6:45 PM	0	3 4	0	0	0	2 9	0	0 0	0 0	0 0	0 0	0	0 0	0	0	0 0	5 13
0.15111	0																
		NT	NR	NU	SI	ST	SR	SU	EI	ET	ER	EU	WI	WT	WR	WH	
TOTAL VOLUMES :	NL 3	NT 169	NR 0	NU 0	SL 0	ST 237	SR 0	SU 0	EL 1	ET 0	ER 1	EU 0	WL O	WT 0	WR 0	WU 0	TOTAL 411
	NL 3 1.74%		0 0.00%		0												
TOTAL VOLUMES : APPROACH %'s :	NL 3 1.74%	169 98.26%	0 0.00%	0	0	237	0	0	1	0	1	0					411

Location:	SR 44/Greensboro Rd & Harmony Crossing Main Entrance
City:	Eatonton
Control	1-Way Stop(EB)

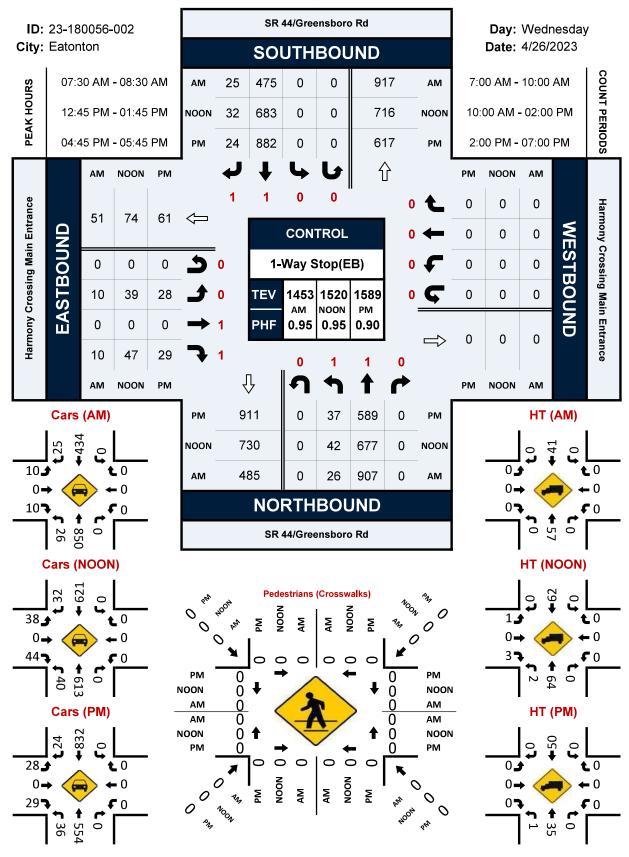
	Eatonton	ensboro Rd 8 p(EB)	& Harmony	Crossing M	ain Entranc	e		Data -	Bikes				P		23-180056 4/26/2023	-002		
NS/EW Streets:		SR 44/Gree	ensboro Rd			SR 44/Gre	ensboro Rd		Harm	iony Crossir	ng Main Ent	rance	Harn	nony Crossii	ng Main Ent	ance		
AM	1	NORTH 1		0	0	SOUTI 1	HBOUND	0	0	EAST 1	BOUND	0	0	WESTBOUND 0 0 0 0				
7:00 AM	NL	NT		NU	SL 0	ST 0	SR	SU	EL 0	<u>ET</u>	ER	EU	WL 0	<u></u> 0	WR	WU	TOTAL	
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
7:30 AM 7:45 AM	0 0	1 0	0	0 0	0	0	0	0	0	0 0	0 0	0 0	0	0 0	0	0 0	1	
8:00 AM 8:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
8:30 AM	0 0	0	0	0 0	0	0 0	0	0	0	0	0 0	0 0	0	0 0	0	0	0	
8:45 AM 9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	Ö	0	0	0	
9:15 AM 9:30 AM	0 0	0 0	0	0 0	0	0	0 0	0	0	0 0	0 0	0 0	0	0	0	0 0	0	
9:45 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
TOTAL VOLUMES :	NL 0	NT 1	NR 0	NU 0	SL 0	ST 0	SR 0	SU 0	EL 0	ET 0	ER 0	EU 0	WL 0	WT 0	WR 0	WU 0	TOTA	
APPROACH %'s : PEAK HR :		100.00%	0.00%	0.00%	-					-							TOTA	
PEAK HR VOL :	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1	
PEAK HR FACTOR :	0.000	0.250 0.2	0.000 50	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250	
NOON	1	NORTH 1		0	0	SOUTI 1	HBOUND	0	0	EAST 1	BOUND 1	0	0	WEST 0	BOUND	0		
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTA	
10:00 AM 10:15 AM	0 0	0 0	0 0	0 0	0	0 0	0 0	0 0	0	0 0	0 0	0 0	0	0 0	0 0	0 0	0	
10:30 AM 10:45 AM	0 0	0 0	0	0 0	0	0	0	0	0	0	0	0	0	0	0	0 0	0	
11:00 AM 11:15 AM	0	0	0	0	0	0	0	0	0	0 0	0	0	0	0 0	0	0	0	
11:30 AM	0 0	0	0	0	0	0 0	0 0	0	0	0	0	0 0	0	0	0	0	0	
11:45 AM 12:00 PM	0	0	0	0	0	0	0	0	0	0	Ō	0	0	Ō	0	0	0	
12:15 PM 12:30 PM	0 0	0 0	0	0 0	0	0	0 0	0	0	0 0	0 0	0 0	0	0	0 0	0 0	0	
12:45 PM 1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1:15 PM 1:30 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
1:45 PM	ŏ	Ö	0	ŏ	0	0	0	0	0	Ő	0	0	0	0	0	0 0	0	
TOTAL VOLUMES : APPROACH %'s :	NL O	NT 0	NR 0	NU O	SL 0	ST 0	SR 0	SU 0	EL O	ET 0	ER 0	EU 0	WL 0	WT 0	WR 0	WU 0	тота 0	
PEAK HR : PEAK HR VOL :	0	<b>12:45 PM</b> - 0	01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	TOTA 0	
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	Ū	
РМ	1	NORTH		0	0	SOUTI 1	HBOUND	0	0	EAST 1	BOUND	0	0	WEST	BOUND	0		
2:00 PM	NL	NT	NR	NU	SL 0	ST 0	SR	SU	EL	ET	ER	EU	WL 0	<u></u> 0	WR	WU	TOTA	
2:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
2:30 PM 2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
3:00 PM 3:15 PM	0 0	0 0	0	0 0	0	0	0 0	0 0	0	0 0	0 0	0 0	0	0 0	0	0 0	0	
3:30 PM 3:45 PM	0 0	0	0	0 0	0	0	0	0 0	0	0 0	0	0	0	0	0	0	0	
4:00 PM 4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
4:30 PM	0	Ō	0	0	0	õ	0	0	ō	0	0	0	0	ō	ō	0	0	
4:45 PM 5:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
5:15 PM 5:30 PM	0 0	0 0	0 0	0 0	0	0 0	0 0	0 0	0	0 0	0 0	0 0	0	0 0	0 0	0 0	0	
5:45 PM 6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
6:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
6:30 PM 6:45 PM	0 0	0 0	0 0	0 0	0 0	0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0	
TOTAL VOLUMES :	NL 0	NT 0	NR 0	NU 0	SL 0	ST 0	SR 0	SU 0	EL 0	ET 0	ER 0	EU 0	WL 0	WT 0	WR 0	WU 0	TOTA 0	
APPROACH %'s : PEAK HR :	0	04:45 PM -		0		0	0	0	5	0	0	0		0	0	0	TOTA	
PEAK HR : PEAK HR VOL : PEAK HR FACTOR :	0 0.000	04:45 PM - 0 0.000	0.000	0 0.000	0 0.000	0 0.000	0 0.000	0 0.000	0 0.000	0 0.000	0 0.000	0 0.000	0 0.000	0 0.000	0 0.000	0 0.000	0	
	2.000	0.000	5.000	5.000	0.000	0.000	0.000	0.000		0.000	0.000	0.000	0.000	0.000	0.000	0.000		

				Cou	nt				
	SR 44/Green Eatonton	sboro Rd & Ha	rmony Crossin	g Main Entran	ce		23-180056-00 4/26/2023	2	
city	Latonton		Data - F	Pedestria	ns (Cros		1/20/2023		
NS/EW Streets:	SR 44/Gre	ensboro Rd		ensboro Rd	Harmony C	rossing Main	Harmony Cr Entra		
AM		TH LEG		'H LEG	EAS	T LEG	WEST	Г LEG	
	EB	WB	EB	WB	NB	SB	NB	SB	
7:00 AM 7:15 AM	0	0 0	0	0 0	0	0 0	0 0	0 0	0
7:30 AM	0	0	0	0	0	0	0 0	0	0 0
7:45 AM	Ō	Õ	Ő	Ō	Ō	Ō	Õ	Ő	Ő
8:00 AM	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0
8:30 AM	0	0 0	0	0 0	0	0 0	0 0	0 0	0
8:45 AM 9:00 AM	0	0	0	0	0	0	0	0	0
9:15 AM	0	ŏ	0	ŏ	0	Ő	ŏ	ŏ	Ő
9:30 AM	0	0	0	0	0	0	0	0	0
9:45 AM	0	0	0	0	0	0	0	0	0
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	0
APPROACH %'s :									
PEAK HR :		- 08:30 AM							TOTAL
PEAK HR VOL : PEAK HR FACTOR :	0	0	0	0	0	0	0	0	0
PEAK HR FACTOR :									
	NOR		00117		-	5150			1
NOON	EB NOR	TH LEG WB	EB	TH LEG WB	NB EAS	T LEG SB	NB	r leg Sb	TOTAL
10:00 AM		0	0	0		0		0	
10:15 AM	ŏ	ŏ	ŏ	ŏ	ŏ	ŏ	ŏ	ŏ	ŏ
10:30 AM	0	0	0	0	0	0	0	0	0
10:45 AM	0	0	0	0	0	0	0	0	0
11:00 AM	0	0	0	0	0	0	0	0	0
11:15 AM 11:30 AM	0	0 0	0	0 0	0	0 0	0 0	0 0	0
11:45 AM	0	0	0	0	0	0	0	0	0 0
12:00 PM	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0
12:30 PM	0	0	0	0	0	0	0	0	0
12:45 PM 1:00 PM	0	0	0	0	0	0	0	0	0
1:15 PM	0	0	0	0	0	0	0	0	0
1:30 PM	ŏ	ŏ	0	ŏ	ŏ	ŏ	ŏ	ŏ	ŏ
1:45 PM	0	0	0	0	0	0	0	0	0
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
TOTAL VOLUMES :	0	0	0	0	0	0	0	0	0
APPROACH %'s :									
PEAK HR :		- 01:45 PM	6	0		6	C	6	TOTAL
PEAK HR VOL : PEAK HR FACTOR :	0	0	0	0	0	0	0	0	0
	NOP	TH LEG		TH LEG	EAC	T LEG	\\/ECT	r leg	
PM	EB	WB	EB	WB	NB EAS	SB	NB	SB	TOTAL
2:00 PM	0	0	0	0	0	0	0	0	0
2:15 PM	0	0	0	0	0	0	0	0	0
2:30 PM 2:45 PM	0	0 0	0	0 0	0	0 0	0 0	0 0	0
2:45 PM 3:00 PM		0	0	0	0	0	0	0	0
3:15 PM	0	0	0	0	0	0	0	0	0
3:30 PM	0	0	0	Ő	Ő	Ő	Õ	0	0
3:45 PM	0	0	0	0	0	0	0	0	Ō

PEAK HR VOL : PEAK HR FACTOR :	0	0	0	0	0	0	0	0	0
PEAK HR :		- 05:45 PM	04:45 PM						TOTAL
APPROACH %'s :									
TOTAL VOLUMES :		0	0	0	0	0	0	0	0
	EB	WB	EB	WB	NB	SB	NB	SB	TOTAL
0.40 FM	, v	U	U	U	U	U	U	v	
6:45 PM		0	0	0	0	0	0	0	
6:15 PM 6:30 PM		0	0	0	0	0	0	0	
6:00 PM		0	0	0	0	0	0	0	
5:45 PM		0	0	0	0	0	0	0	
5:30 PM		0	0	0	0	0	0	0	0
5:15 PM		0	0	0	0	0	0	0	0
5:00 PM		0	0	0	0	0	0	0	0
4:45 PM		0	0	0	0	0	0	0	0
4:30 PM	0	0	0	0	0	0	0	0	0
4:15 PM		0	0	0	0	0	0	0	Ō
4:00 PM		0	0	0	0	0	0	0	0
3:45 PM		ŏ	ő	õ	õ	õ	õ	õ	ŏ
3:30 PM		0	0	0	0	0	0	0	Ő
3:15 PM		0	0	0	0	0	0	0	
2:45 PM 3:00 PM		0	0	0	0	0	0	0	
2:30 PM 2:45 PM		0	0	0	0	0	0	0	
2:15 PM		0	0	0	0	0	0	0	0
2.00111									Ĩ

# SR 44/Greensboro Rd & Harmony Crossing Main Entrance

Peak Hour Turning Movement Count



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

### Day: Wednesday Date: 4/26/2023

		SR 4	4/Green	nsboro	Rd	Т		SR	44/Gree	nsboro	Rd	- Cars,	PU, Van Ha				Entrance	e T	Ha	armonv	Crossing	Main E	ntrance		
			Northb	ound					South	oound				-	Eastb	ound		-		-	Westbo	und			
rt Time	Left	Thru	Rgt			App. Total	Left	Thru		Uturn		App. Total	Left	Thru				pp. Total		Thru			Peds App		
7:00 AM	3 6	121 182	0	0	0	124 188	0 0	88	2 2	0	0	90 118	1	0	0 1	0	0	4	0	0	0	0	0	0	2
7:15 AM 7:30 AM	2	211	0	0	0	213	0	116 125	6	0	0	131	3	ő	2	0	0	5	ő	0	0	0	0	0	3
7:45 AM	4	239	0	ő	0	243	0	125	5	0	0	122	3	ő	2	0	0	5	ő	0	0	0	0	0	3
Total	15	753	0	0	0	768	0	446	15	0	0	461	10	0	5	0	0	15	0	0	0	0	0	0	12
8:00 AM	10	221	ŏ	ŏ	Ő	231	Ő	108	5	ŏ	ŏ	113	3	ŏ	3	ŏ	ŏ	6	ŏ	ŏ	ő	ŏ	ŏ	ŏ	3
8:15 AM	10	236	ŏ	ŏ	0	246	ő	125	9	ŏ	Ő	134	1	ŏ	3	ŏ	ŏ	4	ŏ	ő	ő	ŏ	ŏ	ŏ	3
8:30 AM	6	209	ő	ŏ	ŏ	215	0	107	5	ő	Ő	112	7	ő	3	ŏ	ő	10	ő	ñ	õ	ő	ŏ	ŏ	3
8:45 AM	6	206	õ	ő	õ	212	Ő	130	4	ő	ő	134	4	ő	1	ň	ő	5	ő	ő	õ	ő	õ	ő	3
Total	32	872	0	0	0	904	0	470	23	0	0	493	15	Ő	10	0	0	25	0	0	0	0	0	Ő	14
9:00 AM	6	164	ŏ	ő	Ő	170	Ő	112	10	ő	ŏ	122	4	ő	1	ő	ŏ	5	ŏ	ő	ő	ő	õ	Ő	2
9:15 AM	5	156	0	ō	0	161	0	123	7	0	0	130	4	ō	O	ō	ō	4	0	0	0	0	0	0	2
9:30 AM	6	156	0	0	ō	162	0	143	5	ō	0	148	3	ō	3	ō	ō	6	ō	ō	0	ō	ō	0	
9:45 AM	6	203	ō	ō	ō	209	ō	132	12	ō	ō	144	2	ō	7	ō	ō	9	ō	ō	ō	ō	ō	ō	
Total	23	679	0	0	0	702	0	510	34	0	0	544	13	0	11	0	0	24	0	0	0	0	0	Ő	1:
BREAK***			•	-	-						-			-		-	•	1	•	-	•	-	•	- 1	
10:00 AM	11	140	0	0	0	151	0	128	9	0	0	137	4	0	4	0	0	8	0	0	0	0	0	0	:
10:15 AM	8	149	ŏ	ŏ	ő	157	ő	121	6	ŏ	ŏ	127	3	ŏ	4	ŏ	ŏ	7	ŏ	ő	ő	ŏ	ŏ	ŏ	
10:30 AM	5	160	ŏ	ŏ	ŏ	165	ő	150	13	ŏ	ŏ	163	5	ŏ	6	ŏ	ŏ	11	ŏ	ŏ	ő	ŏ	ŏ	ŏ	
10:45 AM	9	158	ŏ	ŏ	ŏ	167	ő	121	7	ŏ	ŏ	128	5	ŏ	4	ŏ	ŏ	9	ŏ	ŏ	ő	ŏ	ŏ	ŏ	
Total	33	607	0 0	ŏ	Ő	640	0	520	35	ő	Ő	555	17	ő	18	ő	ő	35	0	ő	0	ő	0	ŏ	1
11:00 AM	8	138	ŏ	ŏ	ŏ	146	ő	152	12	ŏ	ŏ	164	9	ŏ	4	ŏ	ŏ	13	ŏ	ŏ	ő	ŏ	ŏ	ŏ	
11:15 AM	13	151	ŏ	ő	ŏ	164	Ő	160	4	ő	ő	164	3	ő	2	ő	ŏ	5	õ	ő	õ	ő	õ	ő	
11:30 AM	.0	157	ŏ	ő	ŏ	166	ő	171	12	ő	õ	183	4	ő	3	ő	ŏ	7	ŏ	ő	ő	ő	ŏ	ő	
11:45 AM	17	166	ŏ	ő	ŏ	183	ő	167	15	ő	ŏ	182	7	ő	6	ő	ŏ	13	ŏ	ő	õ	ő	ŏ	ő	
Total	47	612	Ő	0	0	659	0	650	43	0	0	693	23	Ő	15	0	0	38	Ő	0	0	Ő	Ő	0	1
12:00 PM	10	154	ŏ	ő	ŏ	164	Ő	174	14	ő	ŏ	188	9	ő	10	ő	ő	19	ŏ	ő	ő	ő	ŏ	ő	
12:15 PM	. 8	167	ŏ	ő	ŏ	175	Ő	180	9	ő	ŏ	189	8	ő	9	ő	ő	17	ŏ	ő	ő	ő	ŏ	ő	
12:30 PM	ğ	176	ŏ	ő	ő	185	Ő	147	11	ő	ŏ	158	12	ő	8	ň	ŏ	20	ő	ő	õ	ő	ŏ	ő	
12:45 PM	10	171	ŏ	ŏ	õ	181	ő	163	5	ő	ő	168	9	ő	ğ	ŏ	ŏ	18	ő	ő	õ	ő	õ	ő	
Total	37	668	0	0	0	705	0	664	39	0	0	703	38	Ő	36	0	0	74	Ő	0	0	Ő	Ő	Ő	1
1:00 PM	12	174	ŏ	ő	ŏ	186	ő	178	10	ő	ŏ	188	11	ő	15	ŏ	ŏ	26	ŏ	ő	ő	ő	ő	ő	
1:15 PM	7	168	ŏ	Ő	ŏ	175	Ő	164	10	ő	ŏ	174	12	ő	5	ŏ	ŏ	17	ŏ	ő	õ	ő	õ	ő	
1:30 PM	13	164	0	0	ō	177	0	178	7	ō	0	185	7	0	18	ō	ō	25	0	0	0	0	0	0	
1:45 PM	18	150	0	ō	ō	168	ō	153	8	ō	0	161	9	ō	7	ō	0	16	ō	0	0	0	0	ō	
Total	50	656	0	0	0	706	0	673	35	0	0	708	39	0	45	0	0	84	0	0	0	0	0	0	1
BREAK***																									
2:00 PM	11	151	0	0	0	162	0	169	15	0	0	184	13	0	8	0	0	21	0	0	0	0	0	0	
2:15 PM	6	150	0	0	0	156	0	162	4	0	0	166	11	0	7	0	0	18	0	0	0	0	0	0	
2:30 PM	8	156	0	0	0	164	0	140	6	0	0	146	6	0	10	0	0	16	0	0	0	0	0	0	
2:45 PM	6	125	0	1	0	132	0	139	10	0	0	149	8	0	3	0	0	11	0	0	0	0	0	0	
Total	31	582	0	1	0	614	0	610	35	0	0	645	38	0	28	0	0	66	0	0	0	0	0	0	1
3:00 PM	8	156	0	0	0	164	0	181	5	0	0	186	6	0	9	0	0	15	0	0	0	0	0	0	
3:15 PM	8	160	ō	ō	0	168	0	186	6	ō	0	192	8	0	8	ō	ō	16	0	Ō	Ō	0	0	0	
3:30 PM	9	155	ō	ō	0	164	0	187	12	ō	0	199	6	ō	13	ō	ō	19	Ō	Ō	Ō	Ō	Ō	0	
3:45 PM	10	138	ō	ō	Ō	148	Ō	204	10	ō	0	214	9	ō	5	ō	ō	14	Ō	ō	Ō	ō	Ō	0	
Total	35	609	0	0	0	644	0	758	33	0	0	791	29	0	35	0	0	64	0	0	0	0	0	0	
4:00 PM	5	152	ō	ō	0	157	Ō	196	3	ō	0	199	9	ō	9	ō	ō	18	Ō	ō	Ō	ō	Ō	0	
4:15 PM	12	134	ō	ō	0	146	Ō	174	8	ō	0	182	6	ō	4	ō	ō	10	Ō	ō	Ō	ō	Ō	0	
4:30 PM	5	126	ō	Ō	Ō	131	Ō	203	5	0	ō	208	8	ō	7	ō	ō	15	ō	ō	Ō	ō	ō	0	
4:45 PM	4	149	0	0	0	153	0	193	5	0	0	198	2	0	9	0	0	11	0	0	0	0	0	0	
Total	26	561	0	0	0	587	0	766	21	0	0	787	25	0	29	0	0	54	0	0	0	0	0	0	
5:00 PM	9	156	0	0	0	165	0	226	9	0	0	235	10	0	7	0	0	17	0	0	0	0	0	0	
5:15 PM	13	165	ō	ō	ō	178	0	241	7	0	ō	248	11	ō	6	ō	ō	17	0	ō	ō	ō	ō	ō	
5:30 PM	11	119	0	0	0	130	0	222	3	0	0	225	5	0	7	0	0	12	0	0	0	0	0	0	
5:45 PM	12	120	ō	ō	ō	132	0	210	7	0	ō	217	1	ō	3	ō	ō	4	0	0	0	ō	0	ō	
Total	45	560	0	0	0	605	0	899	26	0	0	925	27	0	23	0	0	50	0	0	0	0	0	0	
6:00 PM	10	122	0	ō	0	132	0	194	7	0	0	201	10	ō	5	ō	ō	15	0	0	0	0	0	ō	
6:15 PM	14	112	0	0	ō	126	0	178	4	0	0	182	4	0	3	ō	0	7	0	0	0	0	0	0	
6:30 PM	5	100	0	ō	0	105	0	126	6	0	0	132	6	ō	2	ō	0	8	0	0	0	0	0	0	
6:45 PM	1	84	0	0	ō	85	0	107	3	ō	ō	110	5	ō	4	ō	ō	9	0	0	0	0	0	ō	
Total	30	418	0	0	0	448	0	605	20	0	0	625	25	0	14	0	0	39	0	0	0	0	0	0	
Grand Total	404	7577	0	1	0	7982	0	7571	359	0	0	7930	299	0	269	0	0	568	0	0	0	0	0	0	1
Apprch %	5.1	94.9	0.0	0.0	0.0		0.0	95.5	4.5	0.0	0.0		52.6	0.0	47.4	0.0	0.0		0.0	0.0	0.0	0.0	0.0		
Total %	2.5	46.0	0.0	0.0	0.0	48.4	0.0	45.9	2.2	0.0	0.0	48.1	1.8	0.0	1.6	0.0	0.0	3.4	0.0	0.0	0.0	0.0	0.0	0.0	
rs, PU, Vans	394	6993	0	1		7388	0	6966	356	0		7322	295	0	261	0		556	0	0	0	0		0	1
Cars, PU, Vans	97.5	92.3	0.0	100.0		92.6	0.0	92.0	99.2	0.0		92.3	98.7	0.0	97.0	0.0		97.9	0.0	0.0	0.0	0.0		0.0	
Heavy trucks	10	584	0	0		594	0	605	3	0		608	4	0	8	0		12	0	0	0	0		0	
	2.5	7.7	0.0	0.0		7.4	0.0	8.0	0.8	0.0		7.7	1.3	0.0	3.0	0.0		2.1	0.0	0.0	0.0	0.0		0.0	

Project ID: Location: City: AM		ireensb	oro Rd i	& Harm	ony Cro	ossing M	ain En	F	PEA	к нс	OURS	8							Wednes 4/26/202		
	5		reensbo rthboun			5	SR 44/G Sou	reensb uthbour			Harmo		sing Ma stbound	ain Entrance I	Ha	armo		ssing M estboun		ance	
Start Time			Rgt		App. Total	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn App. To	tal Le	eft	Thru	Rgt	Uturn	App. Total	Int. Total
Peak Hour Analys Peak Hour for Ent					AM																
7:30 AM	2	211	0	0	213	0	125	6	0	131	3	0	2		5	0	0	0	0	0	349
7:45 AM	4	239	0	0	243	0	117	5	0	122	3	0	2		5	0	0	0	0	0	370
8:00 AM	10	221	0	0	231	0	108	5	0	113	3	0	3		6 4	0	0	0	0	0	350
8:15 AM Total Volume	10 26	236 907	0	0	246 933	0	125 475	9 25	0	134 500	1	0	3		4	0	0	0	0	0	384 1453
% App. Total	2.8	97.2	0.0	0.0	100	0.0	95.0	5.0	0.0	100	50.0	0.0	50.0	0.0 10		0.0	0.0	0.0	0.0	0	1455
PHF	2.0	51.2	0.0	0.0	0.948	0.0	55.0	5.0	0.0	0.933	50.0	0.0	30.0	0.0 10		0.0	0.0	0.0	0.0		0.946
Cars, PU, Vans	26	850	0	0	876	0	434	25	0	459	10	0	10	0.00		0	0	0	0	0	1355
% Cars, PU, Vans	100.0	93.7	0.0	0.0	93.9	0.0	91.4	100.0	0.0	91.8	100.0	0.0	100.0	0.0 100		0.0	0.0	0.0	0.0	0.0	93.3
Heavy trucks	0	57	0	0	57	0	41	0	0	41	0	0	0		0	0	0	0	0	0	98
%Heavy trucks	0.0	6.3	0.0	0.0	6.1	0.0	8.6	0.0	0.0	8.2	0.0	0.0	0.0	0.0 0.	0	0.0	0.0	0.0	0.0	0.0	6.7
NOON																					
	5		reensb			5	SR 44/G				Harmo			in Entrance	Ha	armo		ssing M		ance	
0	Left	Thru I	rthboun			Left	Thru	thbou			Left	Thru	stbound		tai Le	0	Thru	estboun			
Start Time Peak Hour Analys				Uturn	App. Total	Len	Inru	Rgt	Uturn	App. Total	Leπ	Inru	Rgt	Uturn App. To	tal LE	m	Inru	Rgt	Uturn	App. Total	Int. Total
Peak Hour for Ent					PM																
12:45 PM	10	171	0	0	181	0	163	5	0	168	9	0	9		8	0	0	0	0	0	367
1:00 PM	12	174	0	0	186	0	178	10	0	188	11	0	15		6	0	0	0	0	0	400
1:15 PM	7	168	0	0	175	0	164	10	0	174	12	0	5		7	0	0	0	0	0	366
1:30 PM	13	164	0	0	177	0	178	7	0	185	7	0	18	0 2		0	0	0	0	0	387
Total Volume	42	677	0	0	719 100	0	683	32	0	715	39	0	47	3 0		0	0	0	0	0	1520
% App. Total PHF	5.8	94.2	0.0	0.0	0.966	0.0	95.5	4.5	0.0	100 0.951	45.3	0.0	54.7	0.0 10		0.0	0.0	0.0	0.0	U	0.950
Cars. PU. Vans	40	613	0	0	653	0	621	32	0	653	38	0	44	0.82		0	0	0	0	0	1388
% Cars, PU, Vans	95.2	90.5	0.0	0.0	90.8	0.0	90.9	100.0	0.0	91.3	97.4	0.0	93.6	0.0 95.		0.0	0.0	0.0	0.0	0.0	91.3
Heavy trucks	2	64	0.0	0.0	66	0.0	62	0	0.0	62	1	0.0	3		4	0.0	0.0	0.0	0.0	0.0	132
%Heavy trucks	4.8	9.5	0.0	0.0	9.2	0.0	9.1	0.0	0.0	8.7	2.6	0.0	6.4	0.0 4		0.0	0.0	0.0	0.0	0.0	8.7
PM																					
	5		reensborth rthboun			5	SR 44/G Sou	reensb uthbour			Harmo		sing Ma stbound	ain Entrance I	Ha	armo		ssing M estboun		ance	
Start Time		Thru	Rgt		App. Total	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn App. To	tal Le	eft	Thru	Rgt	Uturn	App. Total	Int. Total
Peak Hour Analys Peak Hour for Ent					PM																
4:45 PM	4	149	0	0	153	0	193	5	0	198	2	0	9	0 1	11	0	0	0	0	ol	362
5:00 PM	9	156	ō	ō	165	ō	226	9	õ	235	10	ō	7		7	õ	ō	ō	õ	ō	417
5:15 PM	13	165	ō	õ	178	ő	241	7	õ	248	11	ō	6		7	ō	ō	õ	õ	ő	443
5:30 PM	11	119	0	Ó	130	0	222	3	0	225	5	Ō	7		2	0	0	0	0	0	367
Total Volume	37	589	0	0	626	0	882	24	0	906	28	0	29	0 5		0	0	0	0	0	1589
% App. Total	5.9	94.1	0.0	0.0	100	0.0	97.4	2.6	0.0	100	49.1	0.0	50.9	0.0 10		0.0	0.0	0.0	0.0	0	
PHF					0.879					0.913				0.83							0.897
Cars, PU, Vans	36	554	0	0	590	0	832	24	0	856	28	0	29	0 5		0	0	0	0	0	1503
% Cars, PU, Vans	97.3	94.1	0.0	0.0	94.2	0.0	94.3	100.0	0.0	94.5	100.0	0.0	100.0	0.0 100.		0.0	0.0	0.0	0.0	0.0	94.6
Heavy trucks	1	35	0	0	36	0	50	0	0	50	0	0	0		0	0	0	0	0	0	86
%Heavy trucks	2.7	5.9	0.0	0.0	5.8	0.0	5.7	0.0	0.0	5.5	0.0	0.0	0.0	0.0 0.	U I	0.0	0.0	0.0	0.0	0.0	5.4

Location: SR 44/Greensboro Rd & Mahaffey Dr City: Eatonton Control: 1-Way Stop(WB)

	1-Way Stop	(WB)						Data -	Total						4/26/2023	501	
NS/EW Streets:		SR 44/Gree	nsboro Rd			SR 44/Greer	nsboro Rd	Dutu	Total	Mahaff	ey Dr			Mahaff	ey Dr		
-		NORTH	BOUND			SOUTH	BOUND			EASTE	SOUND			WESTE	BOUND		
AM	0	1	1	0	0	1	1	0	0	0	1	0	0	1	0	0	
7:00 AM	NL 1	NT 125	<u>NR</u> 3	NU 0	SL 3	ST 97	<u>SR</u>	SU 0	<u>EL</u>	<u>ET</u>	ER 0	EU	<u>WL</u>	<u>WT</u>	<u>WR</u>	<u></u> 0	TOTAL 237
7:15 AM	2	172	3	0	2	99	ŏ	0	0	0	0	Ō	2	0	11	0	291
7:30 AM 7:45 AM	1	219 227	9 9	0 0	1	139 112	1	0 0	0 0	0	2 4	0	6 11	0	4 6	0	382 377
8:00 AM	2	227	7	0	4	105	3	0	0	0	- 4	0	6	0	7	0	371
8:15 AM	0	231	9	0	5	115	3	0	0	0	1	0	4	0	4	0	372
8:30 AM 8:45 AM	0	210 196	10 13	0 0	5	107 107	3 5	0 0	0 0	1 0	5 0	0 0	8 6	0 0	8 12	0 0	357 345
9:00 AM	1	160	16	0	7	118	2	Ő	0	Ő	1	0	7	0	13	0	325
9:15 AM 9:30 AM	0	146 172	7 4	0 0	5 12	117 127	1	0 0	0 0	0 0	1 2	0 0	5 4	0 0	10 7	0 0	292 329
9:45 AM	1	172	7	0 0	10	126	5	ŏ	0	1	3	ŏ	6	0	16	ŏ	351
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	9	2270	97	0	66	1369	25	0	0	2	20	0	69	0	102	0	4029
APPROACH %'s : PEAK HR :	0.38%	95.54% 07:30 AM -	4.08%	0.00%	4.52%	93.77%	1.71%	0.00%	0.00%	9.09%	90.91%	0.00%	40.35%	0.00%	59.65%	0.00%	TOTAL
PEAK HR VOL :	3	913	34	0	17	471	8	0	0	0	8	0	27	0	21	0	1502
PEAK HR FACTOR :	0.375	0.967	0.944	0.000	0.607	0.847	0.667	0.000	0.000	0.000	0.500	0.000	0.614	0.000	0.750	0.000	0.983
		0.9	09			0.87	/9			0.5	00			0.7	0		
NOON			BOUND		_	SOUTH				EASTE			_	WESTE		_	
NOON	0 NL	1 NT	1 NR	0 NU	0 SL	1 ST	1 SR	0 SU	0 EL	0 ET	1 ER	0 EU	0 WL	1 WT	0 WR	0 WU	TOTAL
10:00 AM	1	154	9	0	4	123	5	1	0	0	4	0	8	0	5	0	314
10:15 AM 10:30 AM	0	141 156	5 6	0	9	115 149	0 3	0 0	0	0 1	3 4	0 0	5 3	0 2	9 9	0	287 340
10:45 AM	0	155	11	0	6	114	3	0	0	ō	1	0	6	0	11	0	307
11:00 AM	0	138 144	8 9	0	8	145	4	0 0	1	0	4	0 0	4 8	0	17 9	0 0	329 337
11:15 AM 11:30 AM	2	161	9	0 0	8 10	144 157	6 4	0	0 0	ō	7	0	10	0	10	0	370
11:45 AM	1	168	13	0	9	165	8	0	1	0	3	0	4	0	11	0	383
12:00 PM 12:15 PM	1	148 167	11 7	0 0	7	168 173	5 6	0 0	1	0	8 5	0 0	5 7	0	13 10	0 0	367 383
12:30 PM	0	169	5	0	7	143	11	0	0	1	8	0	4	1	14	0	363
12:45 PM 1:00 PM	0	176 167	11 14	0	10 9	160 167	4 4	0	0	0	8	0	7	0	10 14	0	386 389
1:15 PM	0	169	10	0	14	161	6	1	0	0	13	0	11	0	17	0	402
1:30 PM 1:45 PM	0	155 157	10 7	0 0	9 11	171 156	5 4	0	0 0	0	2 15	0 0	13 10	0 1	11 9	0 0	376 371
1.45 PM								-									
TOTAL VOLUMES :	NL 9	NT 2525	NR 145	NU	SL 133	ST 2411	SR 78	SU 2	EL 4	ET 4	ER 100	БÜ	WL 110	WT 4	WR 179	WU O	TOTAL 5704
APPROACH %'s :	0.34%	94.25%	5.41%	0.00%	5.07%	91.88%	2.97%	0.08%	3.70%	3.70%	92.59%	0.00%	37.54%	1.37%	61.09%	0.00%	
PEAK HR : PEAK HR VOL :	1	12:45 PM - 667	01:45 PM 45	0	42	659	19	1	0	0	31	0	36	0	52	0	TOTAL 1553
PEAK HR FACTOR :	0.250	0.947	0.804	0.000	0.750	0.963	0.792	0.250	0.000	0.000	0.596	0.000	0,692	0.000	0.765	0.000	0.966
		0.9	53			0.97	74			0.5	96			0.7	36		
DNA			BOUND			SOUTH				EASTE				WESTE			
PM	0 NL	1 NT	1 NR	0 NU	0 SL	1 ST	1 SR	0 SU	0 EL	0 ET	1 ER	0 EU	0 WL	1 WT	0 WR	0 WU	TOTAL
2:00 PM	0	147	11	0	12	171	6	0	1	0	10	0	3	0	12	0	373
2:15 PM 2:30 PM	03	155 142	9 12	0 0	10 10	151 143	0 5	0 0	1 0	0	777	0 0	7	0	11 13	0 0	351 342
2:45 PM	2	130	3	1	8	125	4	0	0	0	9	0	7	0	13	0	302
3:00 PM 3:15 PM	2	149 163	7 5	0 0	6 9	188 177	2 4	0 0	0 0	1 0	5 8	0 0	8 4	0 0	2 11	0	370 382
3:30 PM	0	152	13	0	8	191	5	0	0	0	9	0	7	1	6	0	392
3:45 PM	1	142	9	0	14	183	3	0	1	0	9	0	8	0	13	0	383
4:00 PM 4:15 PM	10	136 145	9 6	0 0	15 10	194 155	5 2	0 0	0 0	0	9 3	0 0	9 13	0 0	13 5	0 0	391 339
4:30 PM	1	125	6	0	6	213	2	0	0	0	6	0	8	0	4	0	371
4:45 PM 5:00 PM	0	151 152	7 4	0	4	179 242	3 4	0	0	1	4 9	0	6 10	0	5 10	0	360 435
5:15 PM	2	182	4	ō	2	233	Ó	Ō	ō	ō	7	õ	4	õ	4	ō	438
5:30 PM 5:45 PM	3	113 136	4 10	0	4	235 190	1 3	0 0	0	0	3	0	1 8	0	7 3	0	371 372
6:00 PM	4	135	2	Ō	0	209	1	0	0	Ō	4	0	7	0	4	0	366
6:15 PM 6:30 PM	1 0	106 119	4 6	0 1	2	168 124	4 6	0 0	1 0	0 1	5 5	0 0	1 1	0 0	5 1	0 0	297 270
6:45 PM	2	70	9	0	7	87	5	0	0	0	7	0	0	0	1	0	188
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
TOTAL VOLUMES :	30	2750	140	3	142	3558	65	0	4	3	135	0	119	1	143	0	7093
APPROACH %'s : PEAK HR :	1.03%	94.08% 05:00 PM -	4.79% 06:00 PM	0.10%	3.77%	94.50%	1.73%	0.00%	2.82%	2.11%	95.07%	0.00%	45.25%	0.38%	54.37%	0.00%	TOTAL
PEAK HR VOL :	12	583	22	1	15	900	8	0	0	0	28	0	23	0	24	0	1616
	0.500	0.801	0.550	0.250	0.625	0.930	0.500	0.000	0.000	0.000	0.778	0.000	0.575	0.000	0.600	0.000	0.922
PEAK HR FACTOR :		0.8	22			0.92	27			0.7	78			0.5	38		0.922

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

Location: City:	SR 44/Gree Eatonton	nsboro Rd 8	& Mahaffey	Dr									Pr	oject ID:	23-180056-	001	
	1-Way Stop	(WB)						Data	- Cars						4/26/2023		
NS/EW Streets:		SR 44/Gree	nsboro Rd			SR 44/Gree	nsboro Rd	Data	Cars	Mahaff	ey Dr			Mahafi	ey Dr		
AM	0	NORTH	BOUND	0	0	SOUTH	BOUND	0	0	EASTE 0	BOUND	0	0	WEST		0	
	NL	NT 113	NR	NU 0	SL	ST	SR 0	5U 0	EL 0	ET	ER 0	EU 0	WL 4	WT	WR 4	WU 0	TOTAL
7:00 AM 7:15 AM	1 2	160	3	0	3	89 92	0	0	0	0	0	0	2	0	11	0	217 272
7:30 AM 7:45 AM	1	210 205	8	0	1 6	132 103	1	0	0	0	2	0	6 10	0	3	0	364 343
8:00 AM 8:15 AM	2	227 214	7 8	0	4	92 105	3	0	0	0	1	0	5	0	7	0	348 344
8:30 AM 8:45 AM	0 1	197 179	9 13	0	5 5	94 91	3 5	0	0	1	4 0	0	8 6	0	7 11	0	328 311
9:00 AM 9:15 AM	1 0	144 130	16 7	0 0	4 5	104 110	2 1	0 0	0 0	0 0	1 1	0 0	7 5	0 0	13 10	0 0	292 269
9:30 AM 9:45 AM	0 1	153 158	4 6	0 0	11 10	115 116	1 5	0 0	0 0	0 1	2 3	0 0	4 5	0 0	7 15	0 0	297 320
TOTAL VOLUMES :	NL 9	NT 2090	NR 92	NU 0	SL 61	ST 1243	SR 25	SU 0	EL 0	ET 2	ER 19	EU 0	WL 66	WT 0	WR 98	WU 0	TOTAL 3705
APPROACH %'s : PEAK HR :	0.41%	95.39%	4.20%	0.00%	4.59%	93.53%	1.88%	0.00%	0.00%	9.52%	90.48%	0.00%	40.24%	0.00%	59.76%	0.00%	TOTAL
PEAK HR VOL : PEAK HR FACTOR :	3 0.375	856 0.943	31 0.969	0 0.000	16 0.667	432 0.818	8 0.667	0 0.000	0 0.000	0 0.000	8 0.500	0 0.000	25 0.625	0 0.000	20 0.714	0 0.000	1399 0.961
		0.9	43			0.8	51			0.5				0.7			0.961
NOON	0	NORTH 1	BOUND 1	0	0	SOUTH	BOUND 1	0	0	EASTE 0	BOUND 1	0	0	1	BOUND 0	0	
10:00 AM	NL 1	NT 143	<u>NR</u> 9	NU 0	SL 4	ST 110	SR 5	SU 1	EL 0	<u>ET</u>	ER 4	EU 0	WL 8	<u>WT</u>	<u>WR</u> 3	0 0	TOTAL 288
10:15 AM 10:30 AM	0 1	131 145	4 6	0 0	9 6	98 137	0 3	0 0	0	0 1	3 2	0 0	5 3	0 2	8 9	0 0	258 315
10:45 AM 11:00 AM	0	140 123	11 6	0	6	106 131	3	0	0	0	1 4	0	6 4	0	11 17	0	284 296
11:15 AM 11:30 AM	1 2	131 150	9 9	0 0	8 10	128 138	6 4	0 0	0	1 0	7 6	0 0	7 9	0 0	9 9	0 0	307 337
11:45 AM 12:00 PM	1	154 133	12 11	0	9 7	149 154	8	0	1	0	3	0	4 5	0	11 13	0	352 337
12:15 PM 12:30 PM	0	145 156	7 5	0	6 7	150 132	6 10	0	1	1	5 7	0	6 4	0	10 14	0	337 337
12:45 PM 1:00 PM	0	163 146	11 14	0	10 9	144 151	4	0	0	0	8	0	7	0	10 14	0	357 351
1:15 PM 1:30 PM	0	152 139	9 10	0	14 7	144 157	6 5	1	0	0	12 2	0	11 13	0	17 11	0	366 344
1:45 PM	1	143	7	0	11	142	4	0	0	0	15	0	9	1	8	0	341
TOTAL VOLUMES :	NL 9	NT 2294 93.90%	NR 140	NU 0 0.00%	SL 129 5.42%	ST 2171 91.26%	SR 77 3.24%	SU 2 0.08%	EL 4 3.96%	ET 4 3.06%	ER 93	EU	WL 106 37.32%	WT 4 1.41%	WR 174 61.27%	WU 0	TOTAL 5207
APPROACH %'s : PEAK HR :	0.37%	12:45 PM -			1.2195 PM					<u>3.96%</u> 0	92.08%	0.00%		0		0.00% 0	TOTAL
PEAK HR VOL : PEAK HR FACTOR :	1 0.250	600 0.920 0.9	44 0.786 27	0 0.000	40 0.714	596 0.949 0.91	19 0.792 70	1 0.250	0 0.000	0.000	29 0.604 04	0 0.000	36 0.692	0.000	52 0.765 86	0.000	1418 0.969
			BOUND			SOUTH					BOUND				BOUND		
PM	0 NL	1 NT	1 NR	0 NU	0 SL	1 ST	1 SR	0 SU	0 EL	0 ET	1 ER	0 EU	0 WL	1 WT	0 WR	0 WU	TOTAL
2:00 PM 2:15 PM	0 0	132 138	11 8	0 0	12 10	157 139	6 0	0	1 1	0 0	10 7	0 0	3 7	0 0	12 11	0 0	344 321
2:30 PM 2:45 PM	3 1	126 120	12 3	0 1	9 8	132 115	5 4	0 0	0	0 0	7 9	0 0	6 7	0 0	13 13	0 0	313 281
3:00 PM 3:15 PM	2 1	138 155	6 5	0 0	5 9	175 157	1 4	0 0	0 0	1 0	4 8	0 0	8 3	0 0	2 10	0 0	342 352
3:30 PM 3:45 PM	0 1	148 132	12 9	0 0	8 14	177 172	5 3	0 0	0 1	0 0	9 9	0 0	7 8	1 0	5 13	0 0	372 362
4:00 PM 4:15 PM	1 0	127 137	9 6	0	14 10	184 145	5 2	0	0	0	8 3	0 0	9 12	0	13 5	0 0	370 320
4:30 PM 4:45 PM	1	117 140	6 7	0	6 4	197 164	1 3	0	0	0	6 4	0	8 6	0	4 5	0	346 334
5:00 PM 5:15 PM	1 2	142 178	4	0	3	228 228	4	0	0	0	9 7	0	10 4	0	10 4	0	411 429
5:30 PM 5:45 PM	3	104 133	4 10	0	3	220 175	1	0	0	0	3	0	1 8	0	7	0	346 353
6:00 PM 6:15 PM	4 1	131 102	2 4	0 0	0 2	197 163	1 4	0 0	0 1	0 0	4 5	0 0	7 1	0 0	4 5	0 0	350 288
6:30 PM 6:45 PM	0 2	115 67	6 9	0	6 7	122 79	6 5	0	0 0	1 0	5 7	0 0	1 0	0	1 1	0 0	263 177
TOTAL VOLUMES :	NL 29	NT 2582	NR 137	NU 2	SL 138	ST 3326	SR 63	SU 0	EL 4	ET 3	ER 133	EU 0	WL 116	WT 1	WR 140	WU 0	TOTAL 6674
APPROACH %'s : PEAK HR :	1.05%	2382 93.89% 05:00 PM -	4.98%	2 0.07%	3.91%	94.30%	1.79%	0.00%	4 2.86%	2.14%	95.00%	0.00%	45.14%	0.39%	54.47%	0.00%	TOTAL
PEAK HR VOL : PEAK HR FACTOR :	12 0.500	557 0.782	22 0.550	1 0.250	14 0.583	851 0.933	8 0.500	0 0.000	0 0.000	0.000	28 0.778	0 0.000	23 0.575	0.000	23 0.575	0 0.000	1539 0.897
		0.8	04			0.9	29			0.7	78			0.5	/5		-

City:	SR 44/Gree Eatonton 1-Way Stop		& Mahaffey	Dr									Pr		23-180056- 4/26/2023	001	
control.	i way stop	(110)						Data	- HT					Dute.	1/20/2025		
NS/EW Streets:		SR 44/Gree	nsboro Rd			SR 44/Gree	nsboro Rd			Mahaff	ey Dr			Mahaff	ey Dr		]
		NORTH	BOUND			SOUTH	BOUND			EASTE	BOUND			WESTE			
AM	0 NL	1 NT	1 NR	0 NU	0 SL	1 ST	1 SR	0 SU	0 EL	0 ET	1 ER	0 EU	0 WL	1 WT	0 WR	0 WU	TOTAL
7:00 AM	0	12	0 0	0	0	8 7	0	0	0 0	0	0	0	0	0	0	0	20 19
7:15 AM 7:30 AM	0 0	12 9	1	0 0	0	7	0 0	0	0	0	0 0	0	0	0	1	0 0	18
7:45 AM 8:00 AM	0	22 9	1 0	0	1	9 13	0	0	0	0	0	0	1	0	0	0	34 23
8:15 AM	0	17	1	0	0	10	0	0	0	0	0	0	Ō	0	0	0	28
8:30 AM 8:45 AM	0	13 17	1 0	0	0	13 16	0 0	0	0	0	1 0	0	0 0	0	1	0	29 34
9:00 AM 9:15 AM	0	16 16	0	0 0	3	14 7	0	0 0	0 0	0	0	0	0 0	0	0 0	0 0	33 23
9:30 AM 9:45 AM	0	19 18	0	0	1	12 10	0	0	0	0	0	0	0	0	0	0	32 31
9:45 AM																	-
TOTAL VOLUMES :	NL 0	NT 180	NR 5	NU O	SL 5	ST 126	SR 0	SU 0	EL O	ET 0	ER 1	EU 0	WL 3	WT 0	WR 4	WU O	TOTAL 324
APPROACH %'s : PEAK HR :	0.00%	97.30%	2.70%	0.00%	3.82%	96.18%	0.00%	0.00%	0.00%	0.00%	100.00%	0.00%	42.86%	0.00%	57.14%	0.00%	TOTAL
PEAK HR VOL :	0	57	3	0	1	39	0	0	0	0	0	0	2	0	1	0	103
PEAK HR FACTOR :	0.000	0.648 0.6	0.750 52	0.000	0.250	0.750 0.7	0.000 59	0.000	0.000	0.000	0.000	0.000	0.500	0.000 0.7	0.250 50	0.000	0.757
		NORTH	BOUND			SOUTH	BOUND			EASTE	BOUND			WESTE	BOUND		
NOON	0 NL	1 NT	1 NR	0 NU	0 SL	1 ST	1 SR	0 SU	0 EL	0 ET	1 ER	0 EU	0 WL	1 WT	0 WR	0 WU	TOTAL
10:00 AM 10:15 AM	0	11 10	0	0	0	13 17	0	0	0	0	0	0	0	0	2	0	26 29
10:30 AM	0	11	0	0	0	12	0	0	0	0	2	0	0	0	0	0	25
10:45 AM 11:00 AM	0	15 15	0	0	0	8 14	0	0	0	0	0	0	0	0	0	0	23 33
11:15 AM 11:30 AM	0	13 11	0	0	0	16 19	0	0	0	0	0	0	1	0	0	0	30 33
11:45 AM	0	14	1	0	0	16	0	0	0	0	0	0	0	0	0	0	31
12:00 PM 12:15 PM	0	15 22	0	0 0	0	14 23	0	0 0	0 0	0 0	1 0	0	0 1	0	0	0 0	30 46
12:30 PM 12:45 PM	0	13 13	0 0	0	0	11 16	1 0	0 0	0	0	1 0	0	0	0	0	0	26 29
1:00 PM	0	21	0	0	0	16	0	0	0	0	1	0	0	0	0	0	38
1:15 PM 1:30 PM	0	17 16	1 0	0 0	0 2	17 14	0 0	0 0	0 0	0 0	1 0	0 0	0 0	0 0	0 0	0 0	36 32
1:45 PM	0	14	0	0	0	14	0	0	0	0	0	0	1	0	1	0	30
TOTAL VOLUMES :	NL 0	NT 231	NR 5	NU 0	SL 4	ST 240	SR 1	SU 0	EL 0	ET 0	ER 7	EU 0	WL 4	WT 0	WR 5	WU 0	TOTAL 497
APPROACH %'s : PEAK HR :	0.00%	97.88% 12:45 PM -	2.12%	0.00%	1.63%	97.96%	0.41%	0.00%	0.00%	0.00%	100.00%	0.00%	44.44%	0.00%	55.56%	0.00%	
PEAK HR VOL :	0	67	1	0	2	63	0	0	0	0	2	0	0	0	0	0	135
PEAK HR FACTOR :	0.000	0.798 0.8	0.250 10	0.000	0.250	0.926 0.9	0.000 56	0.000	0.000	0.000 0.5	0.500 00	0.000	0.000	0.000	0.000	0.000	0.888
		NORTH	BOUND			SOUTH	BOUND			EASTE	BOUND			WESTE	BOUND		
PM	0 NL	1 NT	1 NR	0 NU	0 SL	1 ST	1 SR	0 SU	0 EL	0 ET	1 ER	0 EU	0 WL	1 WT	0 WR	0 WU	TOTAL
2:00 PM	0	15	0	0	0	14	0	0	0	0	0	0	0	0	0	0	29
2:15 PM 2:30 PM	0 0	17 16	1 0	0 0	0 1	12 11	0 0	0 0	0 0	0 0	0 0	0 0	0 1	0 0	0 0	0 0	30 29
2:45 PM 3:00 PM	1	10 11	0	0	0	10 13	0	0	0	0	0	0	0	0	0	0	21 28
3:15 PM	Ō	8	0	0	0	20	0	0	0	Ō	ò	0	1	0	1	0	30
3:30 PM 3:45 PM	0	4 10	1	0	0	14 11	0	0	0	0	0 0	0	0	0	1	0	20 21
4:00 PM 4:15 PM	0	9 8	0	0 0	1	10 10	0	0 0	0 0	0 0	1 0	0	0 1	0 0	0	0	21 19
4:30 PM 4:45 PM	0	8 11	0	0	0	16 15	1	0	0	0	0	0	0	0 0	0	0	25 26
5:00 PM	0	10	0	0	0	14	0	0	0	0	0	0	0	0	0	0	24
5:15 PM 5:30 PM	0 0	4 9	0 0	0 0	0	5 15	0 0	0 0	0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	9 25
5:45 PM 6:00 PM	0	3	0	0	0	15 12	0	0	0	0	0	0	0	0	1	0	19 16
6:15 PM	0	4	0	0	0	5	0	0	0	Ō	0	0	õ	0	õ	0	9
6:30 PM 6:45 PM	0 0	4 3	0 0	1 0	0 0	2 8	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	7 11
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	ER	EU	WL	WT	WR	WU	TOTAL
	1	168	3	1	4	232	2	0	0	0	2	0	3	0	3	0	419
TOTAL VOLUMES : APPROACH %'s :			1.73%	0.58%	1.68%	97.48%	0.84%	0.00%	0.00%	0.00%	100.00%	0.00%	50,00%	0.00%	50.00%	0.00%	
APPROACH %'s : PEAK HR :	0.58%	97.11% 05:00 PM -		0.58%	1.68%	97.48%	0.84%	0.00%	0.00%	0.00%	100.00%	0.00%	50.00%	0.00%	50.00%	0.00%	TOTAL
APPROACH %'s :	0.58%	97.11%	06:00 PM 0 0.000	0.58% 0 0.000	1.68% 1 0.250	97.48% 49 0.817 0.7	0 0.000	0.00% 0 0.000	0.00% 0 0.000	0.00% 0 0.000	0 0.000	0.00% 0 0.000	0 0.000	0.00% 0.000 0.2	1 0.250	0.00% 0 0.000	TOTAL 77 0.770

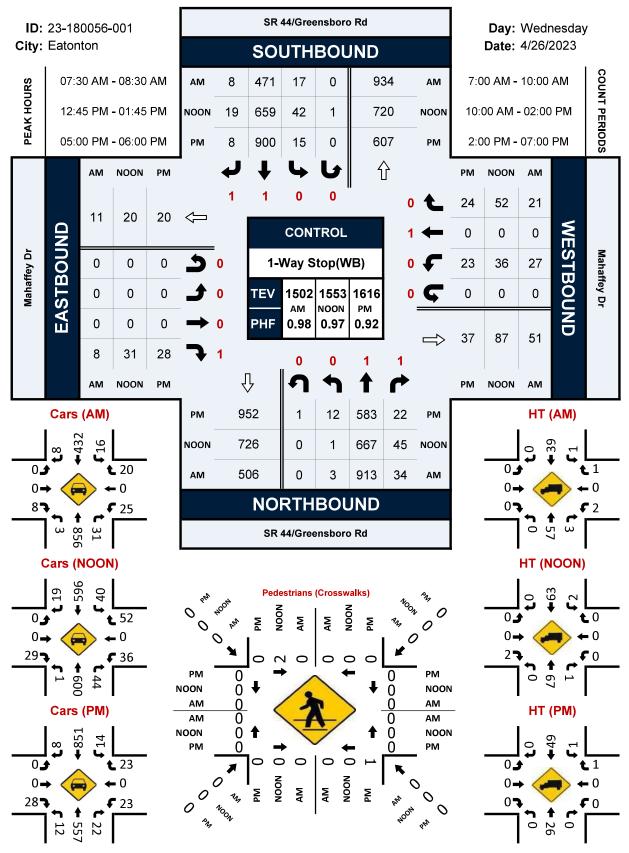
Location: SR 44/Greensboro Rd & Mahaffey Dr City: Eatonton

City:	Eatonton	ensboro Rd a	& Mahaffey	Dr									P	roject ID:		-001	
Control:	1-Way Sto	p(wB)						Data -	Bikes					Date:	4/26/2023		1
NS/EW Streets:		SR 44/Gree					ensboro Rd				fey Dr			Mahai			
AM	0	NORTH	IBOUND	0	0	SOUT 1	HBOUND 1	0	0	EAST 0	BOUND 1	0	0	WEST 1	BOUND	0	
7:00 AM	NL 0	NT 0	NR 0	NU 0	SL 0	ST 0	SR 0	SU 0	EL 0	ET 0	ER 0	EU 0	WL 0	<u>WT</u>	WR 0	<u></u>	TOTAL 0
7:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:30 AM 7:45 AM	0	1 0	0	0 0	0	0 0	0	0	0	0	0	0	0	0 0	0 0	0	1 0
8:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
8:15 AM 8:30 AM	0	0 0	0 0	0 0	0	0 0	0 0	0 0	0	0 0	0 0	0	0	0 0	0 0	0 0	0 0
8:45 AM 9:00 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:15 AM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
9:30 AM 9:45 AM	0	0 0	0	0	0	0	0	0 0	0	0 0	0 0	0	0	0 0	0 0	0 0	0
TOTAL VOLUMES :	NL 0	NT 1	NR 0	NU 0	SL 0	ST 0	SR 0	SU 0	EL 0	ET 0	ER 0	EU 0	WL 0	WT 0	WR 0	WU 0	TOTAL 1
APPROACH %'s : PEAK HR :	0.00%	100.00% 07:30 AM -	0.00%	0.00%													TOTAL
PEAK HR VOL : PEAK HR FACTOR :	0 0.000	1 0.250	0	0 0.000	0 0.000	0 0.000	0 0.000	0 0.000	0 0.000	0 0.000	0 0.000	0 0.000	0 0.000	0 0.000	0 0.000	0 0.000	1
PEAK HR FACTOR :	0.000	0.250		0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.250
NOON	0	NORTH 1	IBOUND	0	0		HBOUND 1	0	0	EAST 0	BOUND	0	0	WEST 1	BOUND	0	
	NL	NT	NR	NU	SL	1 ST	SR	SU	EL	ET	1 ER	EU	WL	WT	WR	WU	TOTAL
10:00 AM 10:15 AM	0	0	0	0 0	0	0	0	0	0	0	0	0	0	0	0 0	0	0
10:30 AM 10:45 AM	0	0	0 0	0 0	0	0	0	0	0	0 0	0	0	0	0 0	0 0	0	0
11:00 AM	Õ	0	0	0	Ō	0	0	0	0	0	Ō	0	Ō	0	0	0	Ő
11:15 AM 11:30 AM	0	0 0	0	0 0	0	0 0	0 0	0	0	0	0	0	0	0	0	0	0
11:45 AM 12:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
12:30 PM 12:45 PM	0	0	0	0 0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
1:15 PM 1:30 PM	0	0	0 0	0	0	0 0	0 0	0	0	0 0	0 0	0	0	0 0	0 0	0	0
1:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
TOTAL VOLUMES : APPROACH %'s :	NL O	NT 0	NR 0	NU O	SL 0	ST 0	SR 0	SU 0	EL O	ET 0	ER 0	EU 0	WL 0	WT 0	WR 0	WU O	TOTAL 0
PEAK HR : PEAK HR VOL :	0	12:45 PM - 0	01:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	TOTAL 0
PEAK HR FACTOR :	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0.000	0
РМ	0	NORTH	IBOUND	0	0	SOUT	HBOUND	0	0	EAST	BOUND	0	0	WEST	BOUND	0	
	NL	NT	NR	NU	SL	ST	SR	SU	EL	ET	1 ER	EU	WL	ŴТ	WR	WU	TOTAL
2:00 PM 2:15 PM	0 0	0 0	0 0	0 0	0	0 0	0 0	0 0	0	0 0	0 0	0 0	0	0 0	0 0	0 0	0
2:30 PM 2:45 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
3:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	Ō	0	0	0	0
3:15 PM 3:30 PM	0	0 0	0 0	0 0	0	0 0	0 0	0 0	0	0 0	0 0	0 0	0	0 0	0 0	0 0	0
3:45 PM 4:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:30 PM 4:45 PM	0	0 0	0	0 0	0	0 0	0 0	0 0	0	0	0 0	0 0	0	0 0	0 0	0	0
5:00 PM 5:15 PM	0	0	0	0	0	0	0	0	0	0 0	0	0	0	0 0	0 0	0	0
5:30 PM	0	Ō	Ō	Ō	0	Ō	Ō	Ō	0	0	Ō	ō	ō	0	0	Ō	Ō
5:45 PM 6:00 PM	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
6:15 PM 6:30 PM	0	0 0	0 0	0 0	0	0 0	0 0	0 0	0	0 0	0 0	0 0	0	0 0	0 0	0 0	0 0
6:45 PM	Ő	õ	ő	ŏ	Ő	õ	õ	õ	Ő	ŏ	ŏ	õ	Ő	õ	ŏ	Ő	Ő
TOTAL VOLUMES :	NL O	NT 0	NR 0	NU O	SL 0	ST 0	SR 0	SU 0	EL 0	ET 0	ER 0	EU 0	WL 0	WT 0	WR 0	WU 0	TOTAL 0
APPROACH %'s : PEAK HR :		05:00 PM -	06:00 PM														TOTAL
PEAK HR VOL : PEAK HR FACTOR :	0 0.000	0 0.000	0 0.000	0 0.000	0 0.000	0 0.000	0 0 <b>.</b> 000	0 0 <b>.</b> 000	0 0.000	0 0.000	0 0.000	0 0 <b>.</b> 000	0 0.000	0 0 <b>.</b> 000	0 0.000	0 0.000	0

	SR 44/Greens	boro Rd & Ma	haffey Dr	Cou	nτ		23-180056-00	1	
City:	Eatonton		Data - P	edestria	ns (Cros		4/26/2023		
NS/EW Streets:	SR 44/Gree	nsboro Rd	SR 44/Gree		Mahafi		Mahaf	fey Dr	
AM	NORT EB	H LEG WB	SOUTI EB	H LEG WB	EAST NB	LEG SB	WEST NB	r leg Sb	тота
7:00 AM 7:15 AM	0	0	0	0	0	0	0	0	0
7:30 AM	0	0	0	0	0 0	0	0	0	0
7:45 AM 8:00 AM	0	0	0	0	0	0	0	0	0
8:15 AM	0	0	0	0	0	0	0	0	0
8:30 AM 8:45 AM	0 0	0 0	0 0	0	0 0	0 0	0 0	0 0	0
9:00 AM	0	0	0	0	0	0	0	0	0
9:15 AM 9:30 AM	0 0	0 1	0 0	0 0	0 0	0 0	0 0	0 0	0
9:45 AM	0	0	0	0	0	0	0	0	0
	EB	WB	EB	WB	NB	SB	NB	SB	тоти
FOTAL VOLUMES : APPROACH %'s :	0 0.00%	1 100 <b>.</b> 00%	0	0	0	0	0	0	1
PEAK HR :	07:30 AM -	08:30 AM					-	_	TOT
PEAK HR VOL : PEAK HR FACTOR :	0	0	0	0	0	0	0	0	0
NOON	NORT		SOUTI		EAST		WEST		
10:00 AM	EB 0	<u>WB</u>	EB 0	WB 0	<u>NB</u> 0	SB 0	<u>NB</u> 0	SB 0	<u> </u>
10:15 AM 10:30 AM	0 0	0 0	0 0	0	0 0	0 0	0 0	0 0	0
10:45 AM	0	0	0	0	0	0	0	0	0
11:00 AM 11:15 AM	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0 0	0
11:30 AM	0	0	0	0	0	0	0	0	0
11:45 AM 12:00 PM	0	0	0	0	0	0	0	0	0
12:15 PM 12:30 PM	0 0	0 0	0 0	0	0 0	0 0	0 0	0 0	0
12:45 PM	0	0	0	0	0	0	0	0	0
1:00 PM 1:15 PM	1 1	0 0	0 0	0	0 0	0 0	0 0	0 0	1
1:30 PM 1:45 PM	0	0	0 0	0	0 0	0	0 0	0 0	0
FOTAL VOLUMES :	EB 2	WB 0	EB 0	WB 0	NB 0	SB 0	NB 0	SB 0	TOT/ 2
APPROACH %'s : PEAK HR :	100.00% 12:45 PM -	0.00%							тот
PEAK HR VOL :	2	0	0	0	0	0	0	0	2
PEAK HR FACTOR :	0.500 0.5	00							0.50
	NORT	H LEG	SOUT	H LEG	EAST	LEG	WEST	r leg	
PM	EB	WB	EB	WB	NB	SB	NB	SB	тот
2:00 PM 2:15 PM	0 0	0 0	0 1	0 0	0 0	0 0	0 0	0 0	0
2:30 PM 2:45 PM	0 0	0 1	0 0	0 1	0 0	0 0	0 0	0 0	0
3:00 PM	0	0	0	0	0	0	0	0	0
3:15 PM 3:30 PM	0 0	0 0	0 0	0	0 0	0 0	0 0	0 0	0
3:45 PM 4:00 PM	0	0	0	0	0	0	0	0	0
4:15 PM	0	0	0	0	0	0	0	0	0
4:30 PM 4:45 PM	0 0	0 0	0 0	0	0 0	0 0	0 0	0 0	0
5:00 PM	0	0	0	0	0	0	0	0	0
5:15 PM 5:30 PM	0 0	0 0	0 0	1 0	0 0	0 0	0 0	0 0	1
5:45 PM 6:00 PM	0	0	0	0	0	0	0	0	0
6:15 PM	0	0	0	0	0	0	0	0	0
6:30 PM 6:45 PM	0 0	0 0	0 0	0	0 0	0 0	0 0	0 0	0
	EB	WB	EB	WB	NB	SB	NB	SB	тоти
TOTAL VOLUMES :	0	1	1	2	NB 0	SВ 0	0	SВ 0	4
APPROACH %'s : PEAK HR :	0.00% 05:00 PM -	100.00%	33.33%	66.67%					тотя
PEAK HR VOL :	0	0	0	1	0	0	0	0	1
PEAK HR FACTOR :				0.250					

## SR 44/Greensboro Rd & Mahaffey Dr

### Peak Hour Turning Movement Count



#### Project ID: 23-180056-001 Location: SR 44/Greensboro Rd & Mahaffey Dr City: Eatonton

#### Day: Wednesday Date: 4/26/2023

		SR	44/Gree	ensboro	Rd			SR	44/Gre	Groups	Printeo Rd	I - Cars,	PU, Var	ns - Hea	vy Truc Mahaf						Mahaffe	v Dr			
			North	bound					Sout	hbound					Eastb	ound					Westbo	und			
Start Time	Left	Thru	Rgt			App. Total	Left	Thru	Rgt	Uturn	Peds	App. Total	Left	Thru	Rgt	Uturn	Peds A	pp. Total	Left	Thru	Rgt	Uturn	Peds A	pp. Total	Int. Total
7:00 AM	1	125	3	0	0	129	3	97	0		0	100	0	0	0	0	0	0	4	0	4	0	0	8	237
7:15 AM	2	172	3	0	0	177	2	99	0		0	101	0	0	0	0	0	0	2	0	11	0	0	13	291
7:30 AM 7:45 AM	1	219 227	9 9	0	0	229 236	1 7	139 112	1	0	0	141 120	0	0	2	0	0	2 4	6	0	4	0	0	10 17	382 377
7.45 AM Total	4	743	24	0	0	771	13	447	2		0	462	0	0	6	0	0	6	11 23	0	25	0	0	48	1287
8:00 AM	2	236	7	ő	0	245	4	105	3		0	112	0	0	1	0	0	1	6	ő	7	0	0	13	371
8:15 AM	ō	231	9	ŏ	ő	240	5	115	3		ő	123	0	ŏ	1	ő	ő	1	4	ŏ	4	ő	ŏ	8	372
8:30 AM	õ	210	10	ō	ō	220	5	107	3		ō	115	Ő	1	5	ō	ō	6	8	õ	8	ō	ō	16	357
8:45 AM	1	196	13	Ó	0	210	5	107	5		0	117	0	Ó	0	0	Ó	0	6	0	12	Ó	0	18	345
Total	3	873	39	0	0	915	19	434	14	0	0	467	0	1	7	0	0	8	24	0	31	0	0	55	1445
9:00 AM	1	160	16	0	0	177	7	118	2	0	0	127	0	0	1	0	0	1	7	0	13	0	0	20	325
9:15 AM	0	146	7	0	0	153	5	117	1	0	0	123	0	0	1	0	0	1	5	0	10	0	0	15	292
9:30 AM	0	172	4	0	0	176	12	127	1	0	1	140	0	0	2	0	0	2	4	0	7	0	0	11	329
9:45 AM	2	176 654	7	0	0	184	10 34	126 488	5		0	141 531	0	1	3	0	0	4	6 22	0	16 46	0	0	22 68	351
Total ***BREAK***	2	654	34	U	0	690	34	488	9	U	1	531	0	1		0	0	8	22	0	46	U	0	68	1297
10:00 AM	1	154	9	0	0	164	4	123	5	1	0	133	l o	0	4	0	0	4	8	0	5	0	0	13	314
10:15 AM	Ó	141	5	ō	Ō	146	9	115	0		ō	124	0	ō	3	ō	Ō	3	5	ō	9	ō	ō	14	287
10:30 AM	1	156	6	0	0	163	6	149	3	0	0	158	0	1	4	0	0	5	3	2	9	0	0	14	340
10:45 AM	0	155	11	0	0	166	6	114	3	0	0	123	0	0	1	0	0	1	6	0	11	0	0	17	307
Total	2	606	31	0	0	639	25	501	11	1	0	538	0	1	12	0	0	13	22	2	34	0	0	58	1248
11:00 AM	0	138	8	0	0	146	8	145	4	0	0	157	1	0	4	0	0	5	4	0	17	0	0	21	329
11:15 AM	1	144	9	0	0	154	8	144	6		0	158	0	1	7	0	0	8	8	0	9	0	0	17	337
11:30 AM 11:45 AM	2	161 168	9 13	0	0	172 182	10 9	157 165	4	0	0	171 182	0	0	7	0	0	7	10 4	0	10 11	0	0	20 15	370 383
Total	4	611	39	0	0	654	35	611	22		0	668	2	1	21	0	0	24	26	0	47	0	0	73	1419
12:00 PM	1	148	11	ő	0	160	7	168	5		0	180	1	ò	- 21	0	0	24	20	0	13	0	0	18	367
12:15 PM	o	167	7	ŏ	ő	174	6	173	6		ő	185	1	1	5	ŏ	ŏ	7	7	õ	10	ő	ŏ	17	383
12:30 PM	0	169	5	0	0	174	7	143	11		ō	161	0	1	8	ō	ō	9	4	1	14	ō	ō	19	363
12:45 PM	0	176	11	0	0	187	10	160	4	0	0	174	0	0	8	0	0	8	7	0	10	0	0	17	386
Total	1	660	34	0	0	695	30	644	26	0	0	700	2	2	29	0	0	33	23	1	47	0	0	71	1499
1:00 PM	1	167	14	0	0	182	9	167	4		1	180	0	0	8	0	0	8	5	0	14	0	0	19	389
1:15 PM	0	169	10	0	0	179	14	161	6		1	182	0	0	13	0	0	13	11	0	17	0	0	28	402
1:30 PM	0	155	10	0	0	165	9	171	5		0	185	0	0	2	0	0	2	13	0	11	0	0	24	376
1:45 PM	2	157 648	7	0	0	165 691	11 43	156 655	4		2	171 718	0	0	15 38	0	0	15 38	10 39	1	9 51	0	0	20 91	371
Total	2	048	41	0	U	091	43	000	19		2	/ 16	0	0	30	0	0	30	39		51	0	U	91	1036
	-									_	-					_				-		-			
2:00 PM	0	147 155	11 9	0	0	158 164	12 10	171	6 0		0	189 161	1	0	10 7	0	0	11 8	3 7	0	12 11	0	0	15 18	373 351
2:15 PM 2:30 PM	3	142	12	0	1 0	157	10	151 143	5		0	158	1	0	7	0	0	7	7	0	13	0	0	20	351
2:45 PM	2	130	3	1	1	136	8	145	4	ŏ	1	137	ő	ŏ	9	ő	ő	9	7	ő	13	ŏ	ő	20	302
Total	5	574	35	1	2	615	40	590	15		1	645	2	ő	33	0	0	35	24	0	49	0 0	0 0	73	1368
3:00 PM	2	149	7	Ó	0	158	6	188	2		Ó	196	0	1	5	ō	ō	6	8	ō	2	ō	ō	10	370
3:15 PM	1	163	5	0	0	169	9	177	4	0	0	190	0	0	8	0	0	8	4	0	11	0	0	15	382
3:30 PM	0	152	13	0	0	165	8	191	5		0	204	0	0	9	0	0	9	7	1	6	0	0	14	392
3:45 PM	1	142	9	0	0	152	14	183	3	0	0	200	1	0	9	0	0	10	8	0	13	0	0	21	383
Total	4	606	34	0	0	644	37	739	14		0	790	1	1	31	0	0	33	27	1	32	0	0	60	1527
4:00 PM	1	136	9	0	0	146	15	194 155	5 2		0	214 167	0	0	9	0	0	9 3	9 13	0	13	0	0	22 18	391 339
4:15 PM 4:30 PM	1	145 125	6 6	0	0	151 132	10 6	155 213	2		0	167 221	0	0	3 6	0	0	3	13	0	5 4	0	0	18 12	339 371
4:30 PM 4:45 PM	0	125	7	0	0	132	4	179	2	0	0	186	0	1	ь 4	0	0	5	8	0	4	0	0	12	360
Total	2	557	28	0	0	587	35	741	12		0	788	0	1	22	0	0	23	36	0	27	0	0	63	1461
5:00 PM	1	152	4	ŏ	ŏ	157	3	242	4		Ő	249	0	ò	9	ŏ	ő	9	10	ŏ	10	Ő	ŏ	20	435
5:15 PM	2	182	4	ő	1	188	2	233	0		Ő	235	ő	ő	7	ő	ő	7	4	õ	4	ő	ő	8	438
5:30 PM	3	113	4	0	0	120	4	235	1	0	0	240	0	0	3	0	0	3	1	0	7	0	0	8	371
5:45 PM	6	136	10	1	0	153	6	190	3	0	0	199	0	0	9	0	0	9	8	0	3	0	0	11	372
Total	12	583	22	1	1	618	15	900	8		0	923	0	0	28	0	0	28	23	0	24	0	0	47	1616
6:00 PM	4	135	2	0	0	141	0	209	1	0	0	210	0	0	4	0	0	4	7	0	4	0	0	11	366
6:15 PM	1	106	4	0	0	111	2	168	4		0	174	1	0	5	0	0	6	1	0	5	0	0	6	297
6:30 PM 6:45 PM	0	119 70	6 9	1 0	0	126 81	6 7	124 87	6	0	0	136 99	0	1	5	0	0	6 7	1	0	1	0	0	2	270 188
6:45 PM Total	7	430	21	1	0	459	15	588	5 16		0	619	1	1	21	0	0	23	9	0	11	0	0	20	188
Grand Total	48	7545	382	3	3	7978	341	7338	168	2	4	7849	8	9	255	0	0	272	298	5	424	0	0	727	16826
Apprch %	0.6	94.6	4.8	0.0	0.0		4.3	93.5	2.1	0.0	0.1		2.9	3.3	93.8	0.0	0.0		41.0	0.7	58.3	0.0	0.0		
Total %	0.3	44.8	2.3	0.0	0.0	47.4	2.0	43.6	1.0		0.0	46.6	0.0	0.1	1.5	0.0	0.0	1.6	1.8	0.0	2.5	0.0	0.0	4.3	
Cars, PU, Vans	47	6966	369	2		7384	328	6740	165			7235	8	9	245	0		262	288	5	412	0		705	15586
% Cars, PU, Vans	97.9	92.3	96.6	66.7		92.6	96.2	91.9	98.2			92.2	100.0	100.0	96.1	0.0		96.3		100.0	97.2	0.0		97.0	92.6
Heavy trucks	1	579 7.7	13	1 33.3		594 7.4	13	598	3			614 7.8	0	0	10	0 0.0		10 3.7	10	0 0.0	12	0 0.0		22 3.0	1240 7.4
%Heavy trucks	2.1	1.1	3.4	33.3		7.4	3.8	8.1	1.8	0.0		7.8	0.0	0.0	3.9	0.0		3./	3.4	0.0	2.8	0.0		3.0	7.4

Location:	23-1800 SR 44/G Eatonto	reensb	oro Rd	& Maha	ffey Dr			F	PEAP	КНС	URS	5						Day: \ Date: 4	Vednes 1/26/202		
	5	SR 44/G Nor	reensbo			s		reensbour					naffey D stbound					haffey D estbound			
Start Time	Left	Thru	Rgt	Uturn .	App. Total	Left	Thru	Rgt	Uturn	App. Total	Left	Thru		Uturn A	op. Total	Left	Thru			App. Total	Int. Total
Peak Hour Analys Peak Hour for Ent					AM										•						
7:30 AM	1	219	9	0	229	1	139	1	0	141	0	0	2	0	2	6	0	4	0	10	382
7:45 AM	0	227	9	0	236	7	112	1	0	120	0	0	4	0	4	11	0	6	0	17	377
8:00 AM	2	236	7	0	245	4	105	3	0	112	0	0	1	0	1	6	0	7	0	13	371
8:15 AM	0	231 913	9 34	0	240 950	5 17	115	3	0	123	0	0	1 8	0	1	27	0	21	0	8 48	372
Total Volume % App. Total	0.3	913 96.1	34 3.6	0.0	100	3.4	471 95.0	8 1.6	0.0	496 100	0.0		8 100.0	0.0	100	56.3	0 0.0	43.8	0.0	48	1502
PHF	0.3	30.1	5.0	0.0	0.969	5.4	90.0	1.0	0.0	0.879	0.0	0.0	100.0		0.500	00.0	0.0	43.0	0.0	0.706	0.983
Cars, PU, Vans	3	856	31	0	890	16	432	8	0	456	0	0	8	0	8	25	0	20	0	45	1399
% Cars, PU, Vans	100.0	93.8	91.2	0.0	93.7	94.1	91.7	100.0	0.0	91.9	0.0		100.0		100.0	92.6	0.0	95.2	0.0	93.8	93.1
Heavy trucks %Heavy trucks	0	57 6.2	3 8.8	0 0.0	60 6.3	1 5.9	39 8.3	0 0.0	0	40 8.1	0	0 0.0	0 0.0	0 0.0	0 0.0	2 7.4	0	1 4.8	0 0.0	3 6.3	103 6.9
NOON																					
	5	SR 44/G Noi	reensbo			s		reensbour					affey D					haffey D stbound			
Start Time	Left	Thru		Uturn .	App, Total	Left	Thru		Uturn	App. Total	Left	Thru			p. Total	Left	Thru			App. Total	Int. Total
Peak Hour Analys Peak Hour for Ent					PM						•										
12:45 PM	0	176	11	0	187	10	160	4	0	174	0	0	8	0	8	7	0	10	0	17	386
1:00 PM	1	167	14	ŏ	182	9	167	4	ŏ	180	ŏ	ő	8	ŏ	8	5	ŏ	14	ŏ	19	389
1:15 PM	0	169	10	0	179	14	161	6	1	182	0	0	13	0	13	11	0	17	0	28	402
1:30 PM	0	155	10	0	165	9	171	5	0	185	0	0	2	0	2	13	0	11	0	24	376
Total Volume	1	667	45	0	713	42	659	19	1	721	0	0	31	0	31	36	0	52	0	88	1553
% App. Total	0.1	93.5	6.3	0.0	100	5.8	91.4	2.6	0.1	100	0.0	0.0	100.0	0.0	100	40.9	0.0	59.1	0.0	100	
PHF Cars. PU. Vans	1	600	44	0	0.953	40	596	19	1	0.974	0	0	29	0	0.596 29	36	0	52	0	0.786	0.966
Cars, PU, Vans % Cars, PU, Vans	100.0	90.0	44 97.8	0.0	90.5	40 95.2	596 90.4	100.0	100.0	91.0	0.0	0.0	29 93.5	0.0	29 93.5	36 100.0	0.0	52 100.0	0.0	100.0	91.3
Heavy trucks	0	67	<u>97.0</u> 1	0.0	68	2	63	0.00	0	65	0.0	0.0	2	0.0	2	0.00	0.0	0.00	0.0	0.00	135
%Heavy trucks	0.0	10.0	2.2	0.0	9.5	4.8	9.6	0.0	0.0	9.0	0.0	0.0	6.5	0.0	6.5	0.0	0.0	0.0	0.0	0.0	8.7
PM		SR 44/G	reench	aro Pd			P 11/G	reensb	aro Pd			Mak	affey D				Ma	haffey D	<b>,</b>		
			rthboun					thbour					stbound					estbound			
		Thru	Dat			1 0	T1 1	1								Left	Thru			Area Trant	Int. Total
Start Time	Left	inru	rigi I	Uturn .	App. Total	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn Ap	p. Total		Inru	Rgt	Uturn I		
Start Time Peak Hour Analys Peak Hour for Ent	sis from C	2:00 PN	1 - 07:00	PM		Lent	Inru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn   Ar	xp. Total	Leit	Inru	Rgt	oturn	App. Totar	
Peak Hour Analys	sis from C	2:00 PN	1 - 07:00	PM		<u>Leπ</u> 3	242	Rgt	Uturn   0	App. Total	Left 0	<u>Ihru</u>	Rgt   9	Uturn   Ar	9, Total	10	<u> 1 nru</u>	Rgt	0	20	435
Peak Hour Analys Peak Hour for Ent	sis from C tire Inters	02:00 PN section B	1 - 07:00 Segins at	) PM t 05:00 F	PM		•									•			•		435 438
Peak Hour Analys Peak Hour for Ent 5:00 PM 5:15 PM 5:30 PM	sis from C tire Inters 1 2 3	2:00 PM section B 152 182 113	4 - 07:00 legins at 4 4 4	0 PM 05:00 F 0 0 0	PM 157 188 120	3 2 4	242 233 235	4 0 1	0 0 0	249 235 240	0 0 0	0 0 0	9 7 3	0 0 0	9 7 3	10 4 1	0 0 0	10 4 7	0 0 0	20 8 8	438 371
Peak Hour Analys Peak Hour for Ent 5:00 PM 5:15 PM 5:30 PM 5:45 PM	tire Inters 1 2 3 6	2:00 PM section B 152 182 113 136	4 - 07:00 Begins at 4 4 4 10	0 PM 05:00 F 0 0 0 1	PM 157 188 120 153	3 2 4 6	242 233 235 190	4 0 1 3	0 0 0 0	249 235 240 199	0 0 0 0	0 0 0 0	9 7 3 9	0 0 0 0	9 7 3	10 4 1 8	0 0 0 0	10 4 7 3	0 0 0 0	20 8 8 11	438 371 372
Peak Hour Analys Peak Hour for Ent 5:15 PM 5:30 PM 5:45 PM Total Volume	tire Inters	02:00 PM section B 152 182 113 136 583	4 - 07:00 segins at 4 4 4 10 22	0 PM 05:00 F 0 0 0 1 1	PM 157 188 120 153 618	3 2 4 6 15	242 233 235 190 900	4 0 1 <u>3</u> 8	0 0 0 0	249 235 240 199 923	0 0 0 0	0 0 0 0	9 7 3 9 28	0 0 0 0	9 7 3 9 28	10 4 1 8 23	0 0 0 0 0	10 4 7 3 24	0 0 0 0	20 8 8 11 47	438 371
Peak Hour Analys Peak Hour for Ent 5:15 PM 5:30 PM 5:45 PM Total Volume % App. Total	tire Inters 1 2 3 6	2:00 PM section B 152 182 113 136	4 - 07:00 Begins at 4 4 4 10	0 PM 05:00 F 0 0 0 1	PM 157 188 120 153 618 100	3 2 4 6	242 233 235 190	4 0 1 3	0 0 0 0	249 235 240 199 923 100	0 0 0 0	0 0 0 0	9 7 3 9	0 0 0 0 0	9 7 3 9 28 100	10 4 1 8	0 0 0 0	10 4 7 3	0 0 0 0	20 8 11 47 100	438 371 <u>372</u> 1616
Peak Hour Analys Peak Hour for Ent 5:00 PM 5:15 PM 5:30 PM 5:45 PM Total Volume % App. Total PHF	sis from C tire Inters 1 2 3 6 12 1.9	02:00 PM section B 152 182 113 136 583 94.3	1 - 07:00 legins at 4 4 4 10 22 3.6	0 PM 05:00 F 0 0 1 1 0.2	PM 157 188 120 153 618 100 0.822	3 2 4 6 15 1.6	242 233 235 190 900 97.5	4 0 1 3 8 0.9	0 0 0 0 0 0.0	249 235 240 199 923 100 0.927	0 0 0 0 0 0.0	0 0 0 0 0 0.0	9 7 3 9 28 100.0	0 0 0 0 0	9 7 3 9 28 100 0.778	10 4 1 23 48.9	0 0 0 0 0 0.0	10 4 7 3 24 51.1	0 0 0 0 0.0	20 8 8 11 47 100 0.588	438 371 372 1616 0.922
Peak Hour Analys Peak Hour for Ent 5:00 PM 5:15 PM 5:30 PM 5:45 PM Total Volume % App. Total PHF Cars, PU, Vans	sis from C tire Inters 1 2 3 6 12 1.9 12 1.9	2:00 PM section B 152 182 113 136 583 94.3 557	4 - 07:00 degins at 4 4 4 10 22 3.6 22	0 PM 05:00 F 0 0 1 1 0.2	PM 157 188 120 153 618 100 0.822 592	3 2 4 15 1.6	242 233 235 190 900 97.5	4 0 1 <u>3</u> 8 0.9	0 0 0 0 0.0	249 235 240 199 923 100 0.927 873	0 0 0 0 0.0	0 0 0 0 0.0	9 7 3 9 28 100.0	0 0 0 0 0 0 0 0 0	9 7 3 9 28 100 0.778 28	10 4 1 23 48.9 23	0 0 0 0 0.0	10 4 7 3 24 51.1 23	0 0 0 0 0.0	20 8 8 11 47 100 0.588 46	438 371 372 1616 0.922 1539
Peak Hour Analys Peak Hour for Ent 5:00 PM 5:15 PM 5:30 PM 5:45 PM Total Volume % App. Total PHF	sis from C tire Inters 1 2 3 6 12 1.9	02:00 PM section B 152 182 113 136 583 94.3	1 - 07:00 legins at 4 4 4 10 22 3.6	0 PM 05:00 F 0 0 1 1 0.2	PM 157 188 120 153 618 100 0.822	3 2 4 6 15 1.6	242 233 235 190 900 97.5	4 0 1 3 8 0.9	0 0 0 0 0 0.0	249 235 240 199 923 100 0.927	0 0 0 0 0 0.0	0 0 0 0 0.0	9 7 3 9 28 100.0	0 0 0 0 0 0 0 0 0	9 7 3 9 28 100 0.778	10 4 1 23 48.9	0 0 0 0 0 0.0	10 4 7 3 24 51.1	0 0 0 0 0.0	20 8 8 11 47 100 0.588	438 371 372 1616 0.922

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

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

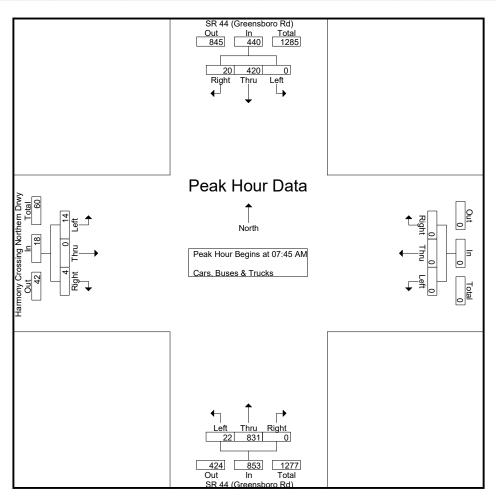
						Group	s Printe	ed- Cars									
	SR 4	14 (Gre	ensbo	ro Rd)	SR 4	14 (Gre	ensbor	o Rd)			y Cross	•					
		•	bound	,		•	bound	, ,			ern Drw	у		West	bound		
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	1	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	1	88	0	89	0	72	1	73	1	0	0	1	0	0	0	0	163
07:15 AM	1	143	0	144	0	90	0	90	0	0	0	0	0	0	0	0	234
07:30 AM	2	184	0	186	0	79	7	86	3	0	1	4	0	0	0	0	276
07:45 AM	9	197	0	206	0	108	6	114		0		2	0	0	0	0	322
Total	13	612	0	625	0	349	14	363	5	0	2	7	0	0	0	0	995
08:00 AM	7	246	0	253	0	104	5	109	5	0	1	6	0	0	0	0	368
08:15 AM	4	183	0	187	0	109	7	116	4	0	2	6	0	0	0	0	309
08:30 AM	2	205	0	207	0	99	2	101	4	0	0	4	0	0	0	0	312
08:45 AM	6	165	0	171	0	107	7	114	3	0	5_	8	0	0	0	0	293
Total	19	799	0	818	0	419	21	440	16	0	8	24	0	0	0	0	1282
09:00 AM	0	190	0	190	0	121	3	124	3	0	2	5	0	0	0	0	319
09:15 AM	2	167	0	169	0	116	3	119	3	0	1	4	0	0	0	0	292
09:30 AM	2	138	0	140	0	148	3	151	1	0	1	2	0	0	0	0	293
09:45 AM	0	187	0	187	0	133	9	142	3	0	1	4	0	0	0	0	333
Total	4	682	0	686	0	518	18	536	10	0	5	15	0	0	0	0	1237
10:00 AM	2	167	0	169	0	115	12	127	2	0	5	7	0	0	0	0	303
10:15 AM	1	177	0	178	0	135	1	136	4	0	1	5	0	0	0	0	319
10:30 AM	2	128	0	130	0	159	7	166	3	0	0	3	0	0	0	0	299
10:45 AM	2	191	0	193	0	157	5	162	4	0	0	4	0	0	0	0	359
Total	7	663	0	670	0	566	25	591	13	0	6	19	0	0	0	0	1280
11:00 AM	3	156	0	159	0	161	5	166	4	0	4	8	0	0	0	0	333
11:15 AM	4	181	0	185	0	162	6	168	4	0	3	7	0	0	0	0	360
11:30 AM	4	157	0	161	0	131	4	135	4	0	4	8	0	0	0	0	304
<u>11:45 AM</u> Total	1 12	<u>170</u> 664	0	<u>171</u> 676	0	<u>157</u> 611	<u>4</u> 19	<u>161</u> 630	<u>2</u> 14	0	<u>4</u> 15	6 29	0	0	0	0	<u>338</u> 1335
										-							
12:00 PM	2	180	0	182	0	177	10	187	3	0	2	5	0	0	0	0	374
12:15 PM	3	195	0	198	0	143	6	149	1	0	3	4	0	0	0	0	351
12:30 PM	3	193	0	196	0	196	8	204	7	0	3	10	0	0	0	0	410
12:45 PM	<u>3</u>	<u>176</u> 744	0	<u>179</u> 755	0	<u>190</u> 706	<u>7</u> 31	<u>197</u> 737	<u>5</u> 16	0	<u>2</u> 10	7 26	0	0	0	0	<u>383</u> 1518
Total										-		,					
01:00 PM	2	168	0	170	0	155	9	164	1	0	5	6	0	0	0	0	340
01:15 PM	3	175	0	178	0	186	13	199	7	0	4	11	0	0	0	0	388
01:30 PM	2	170	0	172	0	183	8	191	4	0	0	4	0	0	0	0	367
01:45 PM	2	<u>    169  </u> 682	0	<u>171</u> 691	0	<u>146</u> 670	<u>6</u> 36	<u>152</u> 706	<u>7</u> 19	0	<u>7</u> 16	14 35	0	0	0	0	<u>337</u> 1432
Total	9	002	0	091	0	070	30	700	19	0	10	30	0	0	0	0	1432
02:00 PM	4	175	0	179	0	172	6	178	4	0	5	9	0	0	0	0	366
02:15 PM	2	156	0	158	0	180	4	184	3	0	9	12	0	0	0	0	354
02:30 PM	2	187	0	189	0	150	7	157	9	0	1	10	0	0	0	0	356
02:45 PM Total	<u>1</u> 9	<u>    170  </u> 688	0	<u>171</u> 697	0	<u>176</u> 678	<u>6</u> 23	<u>182</u> 701	<u>6</u> 22	0	<u>2</u> 17	8 39	0	0	0	0	<u>361</u> 1437
03:00 PM	1	183	0	184	0	198	7	205	3	0	0	3	0	0	0	0	392
03:15 PM	4	163	0	167	0	183	3	186	7	0	8	15	0	0	0	0	368
03:30 PM	1	180	0	181	0	196	12	208	8	0	4	12	0	0	0	0	401
					-								0			5	
03:45 PM	5	189	0	194	0	183	2	185	2	0	3	5	0	0	0	0	384

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

						Group	s Print	ed- Cars	, Buse	s & Tri	ucks						
	SR 4		ensbor Ibound			I4 (Gre	ensbor nbound	o Rd)	Ha	armony Northe	/ Cross rn Drw bound	•		West	bound		
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
04:00 PM	1	183	0	184	0	187	9	196	6	0	2	8	0	0	0	0	388
04:15 PM	2	167	0	169	0	217	5	222	6	0	3	9	0	0	0	0	400
04:30 PM	0	145	0	145	0	194	8	202	9	0	4	13	0	0	0	0	360
04:45 PM	0	162	0	162	0	183	7	190	5	0	5	10	0	0	0	0	362
Total	3	657	0	660	0	781	29	810	26	0	14	40	0	0	0	0	1510
05:00 PM	0	159	0	159	0	197	4	201	3	0	3	6	0	0	0	0	366
05:15 PM	2	187	0	189	0	243	5	248	2	0	3	5	0	0	0	0	442
05:30 PM	0	169	0	169	0	202	3	205	3	0	7	10	0	0	0	0	384
05:45 PM	1	131	0	132	0	205	0	205	2	0	3	5	0	0	0	0	342
Total	3	646	0	649	0	847	12	859	10	0	16	26	0	0	0	0	1534
06:00 PM	0	122	0	122	0	190	2	192	4	0	1	5	0	0	0	0	319
06:15 PM	0	129	0	129	0	135	2	137	1	0	2	3	0	0	0	0	269
06:30 PM	2	114	0	116	0	128	8	136	2	0	0	2	0	0	0	0	254
06:45 PM	2	100	0	102	0	127	3	130	2	0	1	3	0	0	0	0	235
Total	4	465	0	469	0	580	15	595	9	0	4	13	0	0	0	0	1077
Grand Total	105	8017	0	8122	0	7485	267	7752	180	0	128	308	0	0	0	0	16182
Apprch %	1.3	98.7	0		0	96.6	3.4		58.4	0	41.6		0	0	0		
Total %	0.6	49.5	0	50.2	0	46.3	1.6	47.9	1.1	0	0.8	1.9	0	0	0	0	

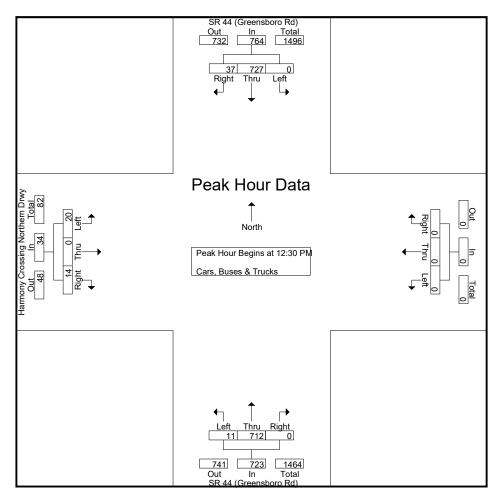
#### TMC DATA SR 44 Greensboro Rd @ Harmony Crossing Northern Drwy 7 am - 7 pm

	SR 4	•	ensbor bound	,	SR 4	•	ensbor Ibound	, ,		Northe	/ Cross rn Drw bound	•		West	bound		
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour An	alysis F	rom 07	7:00 AN	1 to 08:4	5 AM -	Peak 1	of 1										
Peak Hour for	Entire	Interse	ction Be	egins at	07:45 A	M											
07:45 AM	9	197	0	206	0	108	6	114	1	0	1	2	0	0	0	0	322
08:00 AM	7	246	0	253	0	104	5	109	5	0	1	6	0	0	0	0	368
08:15 AM	4	183	0	187	0	109	7	116	4	0	2	6	0	0	0	0	309
08:30 AM	2	205	0	207	0	99	2	101	4	0	0	4	0	0	0	0	312
Total Volume	22	831	0	853	0	420	20	440	14	0	4	18	0	0	0	0	1311
% App. Total	2.6	97.4	0		0	95.5	4.5		77.8	0	22.2		0	0	0		
PHF	.611	.845	.000	.843	.000	.963	.714	.948	.700	.000	.500	.750	.000	.000	.000	.000	.891



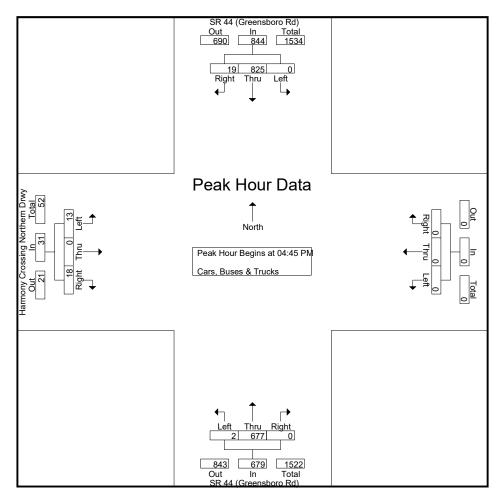
#### TMC DATA SR 44 Greensboro Rd @ Harmony Crossing Northern Drwy 7 am - 7 pm

	SR 4	•	ensbord bound	o Rd)	SR 4	•	ensbor Ibound	· · ·		Northe	/ Cross rn Drw bound			West	bound		
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour An	alysis F	From 12	2:00 PM	to 01:4	5 PM -	Peak 1	of 1										
Peak Hour for	Entire	Interse	ction Be	gins at	12:30 F	PM											
12:30 PM	3	193	0	196	0	196	8	204	7	0	3	10	0	0	0	0	410
12:45 PM	3	176	0	179	0	190	7	197	5	0	2	7	0	0	0	0	383
01:00 PM	2	168	0	170	0	155	9	164	1	0	5	6	0	0	0	0	340
01:15 PM	3	175	0	178	0	186	13	199	7	0	4	11	0	0	0	0	388
Total Volume	11	712	0	723	0	727	37	764	20	0	14	34	0	0	0	0	1521
% App. Total	1.5	98.5	0		0	95.2	4.8		58.8	0	41.2		0	0	0		
PHF	.917	.922	.000	.922	.000	.927	.712	.936	.714	.000	.700	.773	.000	.000	.000	.000	.927



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

	SR 4	•	ensbor bound	,	SR 4	•	ensbor Ibound			Northe	/ Cross rn Drw bound	•		West	bound		
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour An	alysis F	rom 04	1:00 PN	1 to 05:4	5 PM -	Peak 1	of 1										
Peak Hour for	Entire	Interse	ction B	egins at	04:45 F	PM											
04:45 PM	0	162	0	162	0	183	7	190	5	0	5	10	0	0	0	0	362
05:00 PM	0	159	0	159	0	197	4	201	3	0	3	6	0	0	0	0	366
05:15 PM	2	187	0	189	0	243	5	248	2	0	3	5	0	0	0	0	442
05:30 PM	0	169	0	169	0	202	3	205	3	0	7	10	0	0	0	0	384
Total Volume	2	677	0	679	0	825	19	844	13	0	18	31	0	0	0	0	1554
% App. Total	0.3	99.7	0		0	97.7	2.3		41.9	0	58.1		0	0	0		
PHF	.250	.905	.000	.898	.000	.849	.679	.851	.650	.000	.643	.775	.000	.000	.000	.000	.879



# LINEAR REGRESSION OF DAILY TRAFFIC

Old Phoenix Rd ( S of Wards Chapel Rd)         -0.8%         0.87         237-0178         00021800         3,880         3,830         3,820	Location	Growth Rate	<u>R Squared</u>	Station ID	Route	2017	2018	2019
Sit 44 (Jenemistro H0) H0 (Jenk Werg)       1.26       0.57       3.720								
81.44 (Line       2.86       0.83       133.021       0000440       15.800 <td>SR 44 (Greensboro Rd) (N of Loch Way)</td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td> <td></td>	SR 44 (Greensboro Rd) (N of Loch Way)							
Site 41 (Createshoor Mill (E of Waverge 1								
Notified Average         1.6%         0.76         Sum O Court Stations         35.600         35.600         35.600         35.600         35.600         35.600         35.600         35.600         35.600         35.600         35.600         35.600         35.800								
Old Pheeres Re (1 or Hweek Charge Hal)         237:0170         00021000         3.800         3.830         3.830           Old Pheeres Re (1 or Hweek Charge Hal)         237:0170         00021000         3.800         3.800           Steed (I or Let Hweek Charge Hal)         0.900         1.900         3.800         3.800           Steed (I or Let Hweek Charge Hal)         0.900         1.900         3.800         3.800           Steed (I or Let Hweek Charge Hal)         0.900         1.900         3.900         3.800           Steed (I or Let Hweek)         1.900         1.900         5.900         5.900           Steed (I or Let Hweek)         1.900         1.900         5.900         5.900           Steed (I or Let Hweek)         1.900         1.900         3.900         3.900           Steed (I or Let Hweek)         1.900         1.900         3.900         3.900           Steed (I or Let Hweek)         1.900         1.900         3.900         3.900           Steed (I or Let Hweek)         1.900         1.900         3.900         3.900           Steed (I or Let Hweek)         1.900         1.900         3.900         3.900           Steed (I hat Let Hweek)         1.900         1.900         1.900         1								
Single for the farmer         Terred Line           Single for the farmer         0.000         0.0000         0.000	Location							
1000         1000 <td< th=""><th>Old Phoenix Rd ( S of Wards Chap</th><th>oel Rd)</th><th></th><th>237-0178</th><th>00021800</th><th>3,880</th><th>3,830</th><th>3,820</th></td<>	Old Phoenix Rd ( S of Wards Chap	oel Rd)		237-0178	00021800	3,880	3,830	3,820
Image: state in the s		Y		3,900	Trei	nd Line		
3.70         207         2019         2019           Gravit Rate Trend Line         0.85         Intercept         64.88         Signer         0.00           St 41 (Greenboor Raf) (V of Loch Way)         217 (108         0.00         5,70         5,70         5,70           St 41 (Greenboor Raf) (V of Loch Way)         13%         Intercept         64.83         Signer         2019           St 41 (Greenboor Raf) (V of Loch Way)         13%         Intercept         44.53.47         Signer         75.00           St 41 (Greenboor Raf) (V of Loch Way)         13%         Intercept         44.53.47         Signer         75.00           Signer Theme Line         13%         Intercept         44.53.47         Signer         75.00           Marring Intercept         145.547         Signer         75.00         5,700 <td< th=""><th></th><th>1. P.O.</th><th></th><th>휥 3,850</th><th></th><th></th><th></th><th></th></td<>		1. P.O.		휥 3,850				
Greet Rate Trend Line         OSS         Intercept         64,383         Super         1.000           SS 44 (Greensbors Rd (H of Lock Way)         227 (156 K)         2017 2018 2019         2019         2017 2018 2019           SS 44 (Greensbors Rd (H of Lock Way)         227 (156 K)         00004400 57.05 57.40 57.00 5	Pilora				2017	2010		
Trend Line         3,873         3,843         3,813           Location         Trend Line         2018         2018         2019           SH 44 (Greenbords Rd) (N of Lock Way)         2017         2018         2019           Growth Rate Trend Line         33%         Intercept         145/5477         Stope         75.00           Signa         2017         2018         2019         2017         2018         2019           Growth Rate Trend Line         13%         Intercept         145/5477         Stope         75.00           Jagna         10000000         5,728         5,030         5,278         5,030         5,278           Marrow Rd (W of Harmony P)         2247-0181         00021800         3,570         3,550         1,500	x Rd							
S8: 44 (Greenskore Rd) (N of Loch Way)       227:0145       00004400       5,760       5,700       5,910         Growth Rate Trend Line       1330       Intercept       1.45,547       Slope       75.00         S8: 44 (Greenskore Rd) (N of Loch Way)       2019       2019       2019       2019         Growth Rate Trend Line       1.45,547       Slope       75.00       5,970       5,970       5,970         Marmony Rd (V of Harmony Pl)       2018       2019       2019       2019       2019       2019         Growth Rate Trend Line       0.07%       Intercept       5,030       2019       2019         S8: 44 (Like OconseP Plwy) [5 of slem Walk Rd)       133:0121       00004400       15,800       15,800       15,900       16,700         S8: 44 (Greenshore Rd) (K of Nerwy) [5 of slem Walk Rd)       133:0121       00004400       15,800       15,800       15,800       16,700         S8: 44 (Greenshore Rd) (E of Nerwy) [5 of slem Walk Rd)       133:0121       00004400       5,600		<u> </u>		-0.8%	Intercept			
S8: 44 (Greenskore Rd) (N of Loch Way)       227:0145       00004400       5,760       5,700       5,910         Growth Rate Trend Line       1330       Intercept       1.45,547       Slope       75.00         S8: 44 (Greenskore Rd) (N of Loch Way)       2019       2019       2019       2019         Growth Rate Trend Line       1.45,547       Slope       75.00       5,970       5,970       5,970         Marmony Rd (V of Harmony Pl)       2018       2019       2019       2019       2019       2019         Growth Rate Trend Line       0.07%       Intercept       5,030       2019       2019         S8: 44 (Like OconseP Plwy) [5 of slem Walk Rd)       133:0121       00004400       15,800       15,800       15,900       16,700         S8: 44 (Greenshore Rd) (K of Nerwy) [5 of slem Walk Rd)       133:0121       00004400       15,800       15,800       15,800       16,700         S8: 44 (Greenshore Rd) (E of Nerwy) [5 of slem Walk Rd)       133:0121       00004400       5,600	Location			Traffic Counter	DCUNK	2017	2018	2010
Single         Single<		way)						
Since         Since         Since         Since         Since           Since         Since         Since         Since         Since         Since         Since           Since	20				Tre	nd Line		
State         Treffic Courter         RCL/NK         2017         2018         2019           13%         intercept         1.45,547         Slope         5,578         Slope         5,578           13%         intercept         1.45,547         Slope         7,500         5,578           13%         intercept         1.45,547         Slope         7,500         5,578           14         14         5,728         Slope         7,500         5,578           14         14         5,728         Slope         7,500         5,578           14         14         5,728         Slope         7,500         5,778           14         15	2000 80							
Score         2017         2018         2019           Screeth Rate Trend Line         1.8%         intercept         -145,547         Slope         75.00           Screeth Rate Trend Line         1.8%         intercept         -145,547         Slope         75.00           Screeth Rate Trend Line         1.8%         intercept         -145,547         Slope         75.00           Screeth Rate Trend Line         1.8%         intercept         54.017         Slope         255.00           Screeth Rate Trend Line         2.017         2018         2019         2.018         2019           Screeth Rate Trend Line         1.00004400         10.000         10.000         3.612         3.562           Screeth Rate Trend Line         7000         2017         2018         2019         3.562           Screeth Rate Trend Line         7000         20004400         10.000         10.000         3.612         3.562           Screeth Rate Trend Line         1.00004400         10.000         10.000         10.000         10.000         10.000           Screeth Rate Trend Line         1.00004400         5.600         5.630         5.640           Screeth Rate Trend Line         1.000004400         5.600         5.630 </td <td>G15 970</td> <td></td> <td></td> <td>₽ 5,900 ₽ 5,900</td> <td></td> <td></td> <td></td> <td></td>	G15 970			₽ 5,900 ₽ 5,900				
Scott         Scott <th< td=""><td>Loon</td><td></td><td></td><td>5,800 ¥ 5,700</td><td></td><td></td><td></td><td></td></th<>	Loon			5,800 ¥ 5,700				
Since         1.3%         Intercept         1.45,547         Slope         7.5,00           Location         Trend Line         1.3%         Intercept         1.45,547         Slope         7.5,00           Location         Trend Line         237,0181         0.0021800         3.620         3.570         3.570           Location         Trend Line         1.3%         Intercept         54,037         3.590         3.570           Jacobia         3.500         20.37         20.38         20.39         20.39         20.39           Growth Rate         0.7%         Intercept         54,037         Slope         2.500           3.500         20.37         20.38         20.39         2.500         3.512           St 44 (Lake Ocone PRwyl) (5 of Stem Walk Rd)         13.30121         0.0004400         15.900         15.900         16.700           Ji.500         15.000         15.900         15.900         16.133         15.803         16.133         15.803         16.133         15.803         16.133         15.803         16.133         15.803         16.133         16.133         16.133         16.133         16.133         16.133         16.133         16.133         16.133         16.133	(EN)							
Trend Line         5,728         5,803         5,878           Location         Traffic Counter         RCUIK         20,72         20,18         2019           Harmony Rd (W of Harmony Pl)         237-0181         00021800         3,620         3,570         3,570           Signed         Growth Rate Trend Line         Operation         Trend Line         Signed         2017         2018         2019           Growth Rate Trend Line         Operation         Treffic Counter         RCUIK         20,77         2018         2019           Sine         Operation         Treffic Counter         RCUIK         20,77         2018         2019           Growth Rate Trend Line         Treffic Counter         RCUIK         20,77         2018         2019           Si 44 (Like Ocenee Plawy) (S of Salem Walk Rd)         Treffic Counter         RCUIK         20,77         2018         2019           Si 44 (Greensboro Rd) (E of Neeley Chapel Rd)         Treffic Counter         RCUIK         20,77         2018         2019           Si 44 (Greensboro Rd) (E of N Wesley Chapel Rd)         Treffic Counter         RCUIK         20,77         2018         20,99           Si 44 (Greensboro Rd) (E of N Wesley Chapel Rd)         Treffic Counter         RCUIK         20				,	2017	2018	201	19
Harmony Rd (W of Harmony Pl)         237-0181         00021800         3,620         3,570 <th< td=""><td></td><td><u> </u></td><td></td><td>1.3%</td><td>Intercept</td><td></td><td></td><td></td></th<>		<u> </u>		1.3%	Intercept			
Since         Trend Line           3,500 3,500 3,500 3,500 3,500 3,500 3,500 3,500 3,500 3,500 3,500         0,70% 3,500 3,500 3,500         Intercept 3,600 3,500         54,037 3,500         Slope 3,500 3,500         20,17 3,500         20,18 3,500         20,19           St 44 (Lake Concer Prwy) (5 of Satern Walk Rt)         133,0121         00004400         15,800         15,900         16,700           St 44 (Lake Concer Prwy) (5 of Satern Walk Rt)         133,0121         00004400         15,800         15,900         16,700           St 44 (Greensboro Rd) (5 of N Wesley Chapel Rd)         2,80%         Intercept 19,90%         91,967         50,800         5,630         5,940           St 44 (Greensboro Rd) (5 of N Wesley Chapel Rd)         237,0143         00004400         5,630         5,940           St 44 (Greensboro Rd) (5 of N Wesley Chapel Rd)         237,0143         00004400         5,630         5,940           St 44 (Greensboro Rd) (5 of N Wesley Chapel Rd)         237,0143         00004400         5,533         5,723         5,890           St 44 (Greensboro Rd) (5 of N Wesley Chapel Rd)         2017         2018         2019         2017         2018         2019           St 40 (Greensboro Rd) (5 or N Wesley Chapel Rd)         2017         2018         2019         2019         2019           <								2019
3,650 gl 3,000 gl 15,000 gl	Harmony Rd (W of Harmony F	PI)		237-0181	00021800	3,620	3,570	3,570
3,650 gl 3,000 gl 15,000 gl					Tre	nd Line		
Image: second	3,430			3.650				
growth Rate Trend Line         0.7%         Intercept         54,037         Stope         25.00           SR 44 (Lake Ocone Plwy) (5 of salem Walk Rd)         133-0121         0000400         15,800         15.900         16.700           SR 44 (Lake Ocone Plwy) (5 of salem Walk Rd)         133-0121         0000400         15,800         15,900         16.700           SR 44 (Lake Ocone Plwy) (5 of salem Walk Rd)         15,500         15,900         15,700         15,900         16,700           SR 44 (Greensboro Rd) (E of N Wesley Chapel Rd)         2.8%         Intercept         -891,967         Slope         45,503           SR 44 (Greensboro Rd) (E of N Wesley Chapel Rd)         237/0143         00004400         5,600         5,630         5,940           SR 44 (Greensboro Rd) (E of N Wesley Chapel Rd)         237/0143         00004400         5,600         5,630         5,940           SR 44 (Greensboro Rd) (E of N Wesley Chapel Rd)         237/0143         00004400         5,600         5,630         5,940           St 500         St 640         34,660         34,670         35,940         35,940         34,660         34,670         35,940           St 500         35,000         2017         2018         2019         2019         2019         2019	1					_		
3,500         2017         2018         2019           Growth Rate Trend Line         0.7%         Intercept         54,037         Stope         -25,00           SR 44 (Lake Ocone PKw)[S of Salem Walk Rd]         133:0121         00004400         125,000         15,000         15,000           SR 44 (Lake Ocone PKw)[S of Salem Walk Rd]         133:0121         00004400         125,000         15,000         15,000           Sr 44 (Lake Ocone PKw)[S of Salem Walk Rd]         135:000         15,000         2017         2018         2019           Sr 44 (Lake Ocone PKw)[S of Salem Walk Rd]         135:000         15,000         10,000         10,000		Harrison Bar				~~~~		
Srowth Rate Trend Line         0.7%         intercept         54,037         3.692         -25.00           SR 44 (Lake Conce Plwy) (5 of Salem Walk Rd)         133-0121         00004400         15,800         15,000         16,700           SR 44 (Lake Conce Plwy) (5 of Salem Walk Rd)         133-0121         00004400         15,800         15,900         16,700           SR 44 (Lake Conce Plwy) (5 of Salem Walk Rd)         133-0121         00004400         15,800         15,900         16,700           SR 44 (Lake Conce Plwy) (5 of Salem Walk Rd)         135,000         15,900         15,900         16,700           SR 44 (Lake Conce Plwy) (5 of Salem Walk Rd)         135,000         15,900         2017         2018         2019           Growth Rate         2.8%         intercept         -891,967         516,833         16,503           St 44 (Greensboro Rd) (E of N Wesley Chapel Rd)         237-013         00004400         5,600         5,930         5,940           St 44 (Greensboro Rd) (E of N Wesley Chapel Rd)         33,0%         1ntercept         337,337         Stope         170.00           St 44 (Greensboro Rd) (E of N Wesley Chapel Rd)         33,0%         1ntercept         334,660         34,670         35,940           St 500         5,000         2017         <								
Growth Rate Trend Line         -0.7%         Intercept         54,037 3,612         Slope 3,507         -25,00 3,527           SR 44 (Lake Oconce Plwy) (S of Salem Walk Rd)         133-0121         00004400         15,800         15,900         16,700           SR 44 (Lake Oconce Plwy) (S of Salem Walk Rd)         133-0121         00004400         15,800         15,900         16,700           Sr 44 (Lake Oconce Plwy) (S of Salem Walk Rd)         15,800         15,800         15,800         15,800         15,800         15,800         15,800         15,800         16,700           Sr 44 (Lake Oconce Plwy) (S of Salem Walk Rd)         15,800         15,683         Slope         450.00         15,683         16,133         16,583           Sr 44 (Greemboro Rd) (E of N Wesley Chapel Rd)         237.0143         00004400         5,600         5,630         5,940           Sr 44 (Greemboro Rd) (E of N Wesley Chapel Rd)         237.0143         00004400         5,600         5,533         5,723         5,983           Sr 44 (Greemboro Rd) (E of N Wesley Chapel Rd)         30,660         1ntercept         -337,337         5lope         170.00           Sum of Count Stations         34,670         34,670         35,940         34,670         35,940           Sum of Count Stations         34,660 <td></td> <td>- 1</td> <td></td> <td>3,500</td> <td>2017</td> <td>2018</td> <td>20</td> <td>19</td>		- 1		3,500	2017	2018	20	19
Trend Line         3,612         3,587         3,562           SR 44 (Lake Oconce Pkwy) (5 of Salem Walk Rd)         Traffic Counter         RCLINK         2017         2018         2019           SR 44 (Lake Oconce Pkwy) (5 of Salem Walk Rd)         133-0121         00004400         15,800         15,900         16,700           SR 44 (Lake Oconce Pkwy) (5 of Salem Walk Rd)         133-0121         00004400         15,800         15,900         16,700           Growth Rate Trend Line         2.8%         Intercept         -891,967         Slope         450.00           St 44 (Greensboro Rd) (E of N Wesley Chapel Rd)         237.0143         00004400         5,600         5,630         5,940           St 44 (Greensboro Rd) (E of N Wesley Chapel Rd)         237.0143         00004400         5,600         5,630         5,940           Growth Rate Trend Line         3.0%         Intercept         -337,337         Slope         170.00           Stan of Court Stations         34,660         34,670         35,940         35,940         35,940           Weighted Average         2017         2018         2019         2019         2019         2019           Stan of Court Stations         34,660         34,670         35,940         35,940         35,940	1							
Location         Traffic Counter         RCLINK         2017         2018         2019           SR 44 (Lake Oconee Plowy) (S of Salem Walk Rd)         133-0121         00004400         15,800         16,700           up         15,800         15,800         15,800         15,900         16,700           up         15,500         15,800         15,800         16,700           up         16,000         15,800         2019           Growth Rate         28%         1ntercept         -891,967         Slope         450.00           16,103         16,133         16,533         16,133         16,533         16,533           SR 44 (Greensboro Rd) (E of N Wesley Chapel Rd)         237-0143         00004400         5,630         5,940           up         5,200         2017         2018         2019           Growth Rate         3,0%         Intercept         -337,337         Slope         170.00           5,530         5,200         2017         2018         2019           Sum of Count Stations         34,660         34,670         35,940           up         35,500         2017         2018         2019           Sum of Count Stations         34,660         34,6								
SR 44 (Lake Oconce Pkwy) [5 of Salem Walk Rd)       133-0121       00004400       15,800       16,700         Image: Sign 44 (Lake Oconce Pkwy) [5 of Salem Walk Rd)       Image: Sign 44       Image: Sign 45       Image: Sign 45       Image: Sign 44       Image: Sign 45       Ima		2		-0.7%	Intercept		Slope	-25.00
Image: Signal of Count Rate         Trend Line           Srowth Rate         2.8%         Intercept         391,967         Slope         450.00           Signal of Count Rate         2.8%         Intercept         391,967         Slope         450.00           Signal of Count Rate         2.8%         Intercept         391,967         Slope         450.00           Signal of Count Rate         237.0143         00004400         5,600         5,630         5,940           Signal of Count Rate         237.0143         00004400         5,600         5,630         5,940           Signal of Count Rate         237.0143         00004400         5,600         5,630         5,940           Signal of Count Rate         2017         2018         2019         2017         2018         2019           Signal of Count Stations         30%         Intercept         337,337         Slope         170.00           Signal of Count Stations         34,660         34,660         34,660         34,660         34,660         34,660         34,660         34,660         34,660         34,660         34,660         34,660         34,660         34,660         34,660         34,660         34,660         34,660         34,660         34,6				-0.7%	Intercept		Slope	-25.00
Image: Signed State       17,000       16,500       16,500       2017       2018       2019         Image: Signed State       Image: Signed State       15,600       15,600       15,600       15,600       16,133       16,533         Image: Signed State       Image: Signed State       15,600       15,600       15,600       16,133       16,533         Image: Signed State       Image: Signed State       2017       2018       2019         Image: Signed State       11,000       15,600       5,630       5,940         Image: Signed State       2017       2018       2019         Image: Signed State       11,000       11,000       11,000       11,000         Image: Signed State       11,000       11,000       11,000       11,000       11,000         Image: Signed State       2017       2018       2019       2019       11,000         Image: Signed State       2017       2018       2019       11,000	Trend Line				RCLINK	3,612	<b>Slope</b> 3,587	-25.00 3,562
Image: Single	Trend Line			Traffic Counter	RCLINK	3,612 2017	Slope 3,587 2018	-25.00 3,562 <b>2019</b>
Image: Strowth Rate Trend Line       2.8%       Intercept       -891,967       Slope       450.00         SR 44 (Greensboro Rd) (E of N Wesley Chapel Rd)       2.37-0143       00004400       5,600       5,630       5,940         Image: Strowth Rate Trend Line       5,600       5,630       5,940       100004400       5,600       5,630       5,940         Image: Strowth Rate Trend Line       00004400       5,600       5,630       5,940       100004400       5,600       5,630       5,940         Image: Strowth Rate Trend Line       00004400       5,600       5,630       5,940       100004400       5,600       5,630       5,940         Image: Strowth Rate Trend Line       00004400       5,500       5,533       5,940       100004400       5,553       5,940         Image: Strowth Rate Trend Line       00004400       5,553       5,940       10000       5,553       5,940         Image: Strowth Rate Trend Line       00004400       34,650       34,670       35,940         Image: Strowth Rate Trend Line       00004400       34,650       34,670       35,940         Image: Strowth Rate Trend Line       00004400       00004400       00004400       00004400       00004400       00004400         Image: Strowth R	Trend Line			Traffic Counter	RCLINK 00004400	3,612 2017 15,800	Slope 3,587 2018	-25.00 3,562 <b>2019</b>
Growth Rate Trend Line       2.8%       Intercept       -891,967       Slope       450.00         SR 44 (Greensboro Rd) (E of N Wesley Chapel Rd)       2.37-0143       00004400       5,600       5,630       5,940         SR 44 (Greensboro Rd) (E of N Wesley Chapel Rd)         Growth Rate Trend Line       2.37-0143       00004400       5,600       5,630       5,940         SR 44 (Greensboro Rd) (E of N Wesley Chapel Rd)       2.37-0143       00004400       5,600       5,630       5,940         Growth Rate Trend Line         Meighted Average       2017       2018       2019         Sum of Count Stations         Stations     <	Trend Line	n Walk Rd)		Traffic Counter 133-0121	RCLINK 00004400	3,612 2017 15,800	Slope 3,587 2018	-25.00 3,562 <b>2019</b>
15,000       2017       2018       2019         Growth Rate Trend Line       2.8%       Intercept       -891,967       Slope       450.00         SR 44 (Greensboro Rd) (E of N Wesley Chapel Rd)       237.0143       00004400       5,600       5,630       5,940         Frend Line         58 44 (Greensboro Rd) (E of N Wesley Chapel Rd)       237.0143       00004400       5,600       5,630       5,940         Second down and down	Trend Line	n Walk Rd)		Traffic Counter 133-0121 17,000	RCLINK 00004400	3,612 2017 15,800 nd Line	Slope 3,587 2018 15,900	-25.00 3,562 <b>2019</b>
Srowth Rate Trend Line         2017         2018         2019           Scowth Rate Trend Line         2.8%         Intercept         -891,967         5lope         450.00           SR 44 (Greensboro Rd) (E of N Wesley Chapel Rd)         237-0143         00004400         5,600         5,630         5,940           Srowth Rate         237-0143         00004400         5,600         5,630         5,940           Srowth Rate         2017         2018         2019           Srowth Rate         30%         Intercept         -337,337         Slope         170.00           S,200         2017         2018         2019           Sum of Count Stations         34,660         34,670         35,940           Signowd S,200         2017         2018         2019           Sum of Count Stations         34,660         34,670         35,940           Signowd S,200         2017         2018         2019           Sum of Count Stations         34,660         34,670         35,940           Signowd S,200         2017         2018         2019           Sum of Count Stations         2019         2019         2019           Signowd S,200         2017         2019         2019     <	Trend Line Location SR 44 (Lake Oconee Pkwy) (5 of Salerr	n Walk Rd)		Traffic Counter 133-0121	RCLINK 00004400	3,612 2017 15,800 nd Line	Slope 3,587 2018 15,900	-25.00 3,562 <b>2019</b>
Growth Rate Trend Line         Z.8%         Intercept         -891,967 -891,967         Slope 16,183         450.00 16,583           Location         Traffic Counter 00004400         RCLINK         2017         2018         2019           SR 44 (Greensboro Rd) (E of N Wesley Chapel Rd)         237-0143         00004400         5,600         5,630         5,940           Joint Counter SR 44 (Greensboro Rd) (E of N Wesley Chapel Rd)         237-0143         00004400         5,600         5,630         5,940           Joint Counter Srowth Rate         5,000         5,800         2019         2017         2018         2019           Growth Rate Trend Line         30%         Intercept         -337,337         Slope         170.00           Signod Signod         Sum of Count Stations         34,660         34,670         35,940           Joint Count Stations         34,660         34,670         35,940         35,040           Joint Count Stations         34,660         34,670         35,940         34,060         34,670         35,940           Joint Count Stations         34,660         34,670         35,940         34,670         35,940           Joint Count Stations         34,660         34,670         35,940         34,670         35,940	Trend Line Location SR 44 (Lake Oconee Pkwy) (5 of Salerr	n Walk Rd)		Traffic Counter 133-0121 17,000 <u>#</u> 16,500 <u>#</u> 16,000	RCLINK 00004400	3,612 2017 15,800 nd Line	Slope 3,587 2018 15,900	-25.00 3,562 <b>2019</b>
Trend Line         15,683         16,133         16,583           Location         Traffic Counter         RCLINK         2017         2018         2019           SR 44 (Greensbore Rd) (E of N Wesley Chapel Rd)         237-0143         00004400         5,600         5,630         5,940           Second         Second         Second         Trend Line         Trend Line         2017         2018         2019           Srowth Rate         30%         Intercept         -337,337         Slope         170.00         5,930           Weighted Average         2017         2018         2019         2017         2018         2019         2019         2019         2019         2019         2019         2019         2019         2019         2019         2019         2019	Trend Line Location SR 44 (Lake Oconee Pkwy) (5 of Saler	n Walk Rd) Park Driv		Traffic Counter 133-0121	RCLINK 00004400 Trei	3,612 2017 15,800 nd Line	Slope 3,587 2018 15,900	-25.00 3,562 2019 16,700
Location Traffic Counter RCLINK 2017 2018 2019 SR 44 (Greensboro Rd) (E of N Wesley Chapel Rd) 237-0143 00004400 5,600 5,630 5,940	Trend Line Location SR 44 (Lake Oconee Pkwy) (5 of Saler	n Walk Rd) Park Driv		Traffic Counter 133-0121	RCLINK 00004400 Trei	3,612 2017 15,800 nd Line	Slope 3,587 2018 15,900	-25.00 3,562 2019 16,700
SR 44 (Greensboro Rd) (E of N Wesley Chapel Rd)       237-0143       00004400       5,600       5,630       5,940         Image: Strowth Rate       Image: Strowth Rate       00004400       5,600       5,200       2017       2018       2019         Strowth Rate       3.0%       Intercept       -337,337       Slope       170.00       5,533       5,723       5,893         Weighted Average       2017       2018       2019       2019       2019         Sum of Count Stations       34,660       34,670       35,940       35,940         9       35,500       35,000       34,670       35,940       34,670       35,940         9       35,000       2017       2018       2019       2019       2019       2019       2019       2019       2019       2019       2019       2019       2019       2019       2019       2019       2019       2019       2019       2019	Trend Line Location SR 44 (Lake Oconee Pkwy) (5 of Saler SR 44 (Lake Oconee Pkwy) (5 of Saler 5,80 Growth Rate	n Walk Rd) Park Driv		Traffic Counter           133-0121           17,000           16,500           16,500           15,500           15,500           15,000	RCLINK 00004400 Trei	3,612 2017 15,800 nd Line 2018 -891,967	Slope 3,587 2018 15,900 20 20 Slope	-25.00 3,562 2019 16,700 : : : : : : : : :
SR 44 (Greensboro Rd) (E of N Wesley Chapel Rd)       237-0143       00004400       5,600       5,630       5,940         Image: Street of the street of	Trend Line Location SR 44 (Lake Oconee Pkwy) (5 of Saler SR 44 (Lake Oconee Pkwy) (5 of Saler 5,80 Growth Rate	n Walk Rd) Park Driv		Traffic Counter           133-0121           17,000           16,500           16,500           15,500           15,500           15,000	RCLINK 00004400 Trei	3,612 2017 15,800 nd Line 2018 -891,967	Slope 3,587 2018 15,900 20 20 Slope	-25.00 3,562 2019 16,700 : : : : : : : : :
6,000         6,000 <td< td=""><td>Trend Line Location SR 44 (Lake Oconee Pkwy) (S of Salerr SR 44 (Lake Oconee Pkwy) (S of Salerr Growth Rate Trend Line</td><td>n Walk Rd) Park Driv</td><td></td><td>Traffic Counter           133-0121           17,000           16,500           15,500           15,500           15,000           2.8%</td><td>RCLINK 00004400 Trei 2017 Intercept</td><td>3,612 2017 15,800 nd Line 2018 -891,967 15,683</td><td>Slope 3,587 2018 15,900 20 20 Slope 16,133</td><td>-25.00 3,562 2019 16,700 16,700 19 450.00 16,583</td></td<>	Trend Line Location SR 44 (Lake Oconee Pkwy) (S of Salerr SR 44 (Lake Oconee Pkwy) (S of Salerr Growth Rate Trend Line	n Walk Rd) Park Driv		Traffic Counter           133-0121           17,000           16,500           15,500           15,500           15,000           2.8%	RCLINK 00004400 Trei 2017 Intercept	3,612 2017 15,800 nd Line 2018 -891,967 15,683	Slope 3,587 2018 15,900 20 20 Slope 16,133	-25.00 3,562 2019 16,700 16,700 19 450.00 16,583
Growth Rate Trend Line       0,000 5,800 5,000 5,200       0,000 2017       2018       2019         Weighted Average Trend Line       3.0%       Intercept       -337,337       Slope 5,723       170.00 5,893         Weighted Average Sum of Count Stations       2017       2018       2019         Job 35,500       34,670       35,940         Jacoba       0,000       0,000       0,000	Trend Line Location SR 44 (Lake Oconee Pkwy) (S of Salem SR 44 (Lake Oconee Pkwy) (S of Salem Ts.au SGrowth Rate Trend Line Location	n Walk Rd) Park Drife		Traffic Counter           133-0121           17,000           16,500           16,500           15,500           15,500           15,000           2.8%           Traffic Counter	RCLINK 00004400 Trei 2017 Intercept RCLINK	3,612 2017 15,800 nd Line 2018 -891,967 15,683 2017	Slope 3,587 2018 15,900 20 Slope 16,133 2018	-25.00 3,562 2019 16,700 : : : : : : : : : : : : : : : : : :
Weighted Average         2017         2018         2019           Sum of Count Stations         3.0%         Intercept         -337,337         Slope         170.00           Sum of Count Stations         34,660         34,670         35,940         35,500         34,660         35,500           Sum of Count Stations         34,660         34,670         35,940         55,500         57,23         5,890           Sum of Count Stations         34,660         34,670         35,940         55,500         57,500	Trend Line Location SR 44 (Lake Oconee Pkwy) (S of Salem SR 44 (Lake Oconee Pkwy) (S of Salem Trend Line Location	n Walk Rd) Park Drife		Traffic Counter           133-0121           17,000           16,500           16,500           15,500           15,500           15,000           2.8%           Traffic Counter	RCLINK 00004400 Tree 2017 Intercept RCLINK 00004400	3,612 2017 15,800 1d Line 2018 -891,967 15,683 2017 5,600	Slope 3,587 2018 15,900 20 Slope 16,133 2018	-25.00 3,562 2019 16,700 : : : : : : : : : : : : : : : : : :
Growth Rate Trend Line         2017         2018         2019           Weighted Average Trend Line         3.0%         Intercept         -337,337         Slope         170.00           Sum of Count Stations         34,660         34,670         35,940           Trend Line         55,000         35,500         34,670         35,940           Jacobia         Jacobia         2017         2018         2019           Growth Rate         1.8%         Intercept         -1,256,430         Slope         640.00	Trend Line Location SR 44 (Lake Oconee Pkwy) (S of Salem SR 44 (Lake Oconee Pkwy) (S of Salem Trend Line Location	n Walk Rd) Park Drife		Traffic Counter           133-0121           17,000           • 16,500           • 16,500           • 16,500           • 15,500           • 15,500           • 15,500           • 15,500           • 15,500           • 15,500           • 2,8%           Traffic Counter           237-0143	RCLINK 00004400 Tree 2017 Intercept RCLINK 00004400	3,612 2017 15,800 1d Line 2018 -891,967 15,683 2017 5,600	Slope 3,587 2018 15,900 20 Slope 16,133 2018	-25.00 3,562 2019 16,700 : : : : : : : : : : : : : : : : : :
Size         Size <th< td=""><td>Trend Line Location SR 44 (Lake Oconee Pkwy) (S of Salem SR 44 (Lake Oconee Pkwy) (S of Salem Trend Line Location</td><td>n Walk Rd) Park Drife</td><td></td><td>Traffic Counter           133-0121           17,000           # 16,500           # 16,500           # 15,500           15,500           15,500           2.8%           Traffic Counter           237-0143           6,000</td><td>RCLINK 00004400 Tree 2017 Intercept RCLINK 00004400</td><td>3,612 2017 15,800 1d Line 2018 -891,967 15,683 2017 5,600</td><td>Slope 3,587 2018 15,900 20 Slope 16,133 2018</td><td>-25.00 3,562 2019 16,700 : : : : : : : : : : : : : : : : : :</td></th<>	Trend Line Location SR 44 (Lake Oconee Pkwy) (S of Salem SR 44 (Lake Oconee Pkwy) (S of Salem Trend Line Location	n Walk Rd) Park Drife		Traffic Counter           133-0121           17,000           # 16,500           # 16,500           # 15,500           15,500           15,500           2.8%           Traffic Counter           237-0143           6,000	RCLINK 00004400 Tree 2017 Intercept RCLINK 00004400	3,612 2017 15,800 1d Line 2018 -891,967 15,683 2017 5,600	Slope 3,587 2018 15,900 20 Slope 16,133 2018	-25.00 3,562 2019 16,700 : : : : : : : : : : : : : : : : : :
Specific	Trend Line Location SR 44 (Lake Oconee Pkwy) (S of Salem SR 44 (Lake Oconee Pkwy) (S of Salem Trend Line Location	n Walk Rd) Park Drife		Traffic Counter           133-0121           17,000           # 16,500           # 16,500           # 15,500           15,500           15,500           2.8%           Traffic Counter           237-0143           6,000	RCLINK 00004400 Tree 2017 Intercept RCLINK 00004400	3,612 2017 15,800 1d Line 2018 -891,967 15,683 2017 5,600	Slope 3,587 2018 15,900 20 Slope 16,133 2018	-25.00 3,562 2019 16,700 : : : : : : : : : : : : : : : : : :
Growth Rate Trend Line         3.0%         Intercept         -337,337         Slope         170,00           Weighted Average         5,553         5,723         5,893           Weighted Average         2017         2018         2019           Sum of Count Stations         34,660         34,670         35,940           Trend Line           # 35,500         # 44,500         # 44,500           33,500         2017         2018         2019           Growth Rate         1.8%         Intercept         -1,256,430         Slope         640.00	Trend Line Location SR 44 (Lake Oconee Pkwy) (S of Salem SR 44 (Lake Oconee Pkwy) (S of Salem Trend Line Location	n Walk Rd) Park Drife		Traffic Counter           133-0121           17,000           16,500           16,500           15,500           15,500           2.8%           Traffic Counter           237-0143           6,000           5,500           5,500	RCLINK 00004400 Tree 2017 Intercept RCLINK 00004400	3,612 2017 15,800 1d Line 2018 -891,967 15,683 2017 5,600	Slope 3,587 2018 15,900 20 Slope 16,133 2018	-25.00 3,562 2019 16,700 : : : : : : : : : : : : : : : : : :
Trend Line         5,553         5,723         5,893           Weighted Average         2017         2018         2017           Sum of Count Stations         34,600         34,670         35,940           Jab         Trend Line	Trend Line Location SR 44 (Lake Oconee Pkwy) (S of Salem SR 44 (Lake Oconee Pkwy) (S of Salem Trend Line Location	n Walk Rd) Park Drife		Traffic Counter           133-0121           17,000           aj 16,500           H           16,500           Y           15,500           15,500           2.8%           Traffic Counter           237-0143           6,000           9,5,800           5,600           5,5400	RCLINK 00004400 Tree 2017 Intercept RCLINK 00004400 Tree	3,612 2017 15,800 1d Line 2018 -891,967 15,683 2017 5,600 nd Line	Slope 3,587 2018 15,900 20 Slope 16,133 2018 5,630	-25.00 3,562 2019 16,700 : 
Weighted Average         2017         2018         2019           Sum of Count Stations         34,660         34,670         35,940           Trend Line         Intercept         2017         2018         2019           36,500         35,500         36,000         36,000         36,000         36,000         36,000         36,000         36,000         36,000         36,000         36,000         33,500         34,000         33,500         2017         2018         2019         33,500         2017         2018         2019         36,000         33,500         34,000         33,500         2017         2018         2019         36,000         33,500         36,000         33,500         36,000	Trend Line Location SR 44 (Lake Oconee Pkvy) (S of Salerr SR 44 (Lake Oconee Pkvy) (S of Salerr SR 44 (Lake Oconee Pkvy) (S of Salerr Trend Line Location SR 44 (Greensboro Rd) (E of N Wesley	n Walk Rd) Perk Drive		Traffic Counter           133-0121           17,000           • 16,500           • 16,500           • 15,500           • 15,500           • 15,500           • 15,500           • 15,500           • 15,500           • 15,500           • 15,500           • 15,500           • 15,500           • 15,500           • 15,500           • 15,500           • 15,500           • 15,500           • 15,500           • 2.8%           • 5,600           • 5,800           • 5,600           • 5,200	RCLINK 00004400 Tree 2017 Intercept RCLINK 00004400 Tree	3,612 2017 15,800 1d Line 2018 -891,967 15,683 2017 5,600 nd Line	Slope 3,587 2018 15,900 20 Slope 16,133 2018 5,630	-25.00 3,562 2019 16,700 : : : : : : : : : : : : : : : : : :
Sum of Count Stations         34,660         34,670         35,940           Trend Line         36,000         35,500         35,500         35,500           34,500         34,000         33,500         2017         2018         2019           Growth Rate         1.8%         Intercept         -1,256,430         Slope         640,000	Trend Line Location SR 44 (Lake Oconee Pkwy) (S of Salerr SR 44 (Lake Oconee Pkwy) (S of Salerr Trend Line SR 44 (Greensboro Rd) (E of N Wesley Growth Rate	n Walk Rd) Perk Drive		Traffic Counter           133-0121           17,000           • 16,500           • 16,500           • 15,500           • 15,500           • 15,500           • 15,500           • 15,500           • 15,500           • 15,500           • 15,500           • 15,500           • 15,500           • 15,500           • 15,500           • 15,500           • 15,500           • 15,500           • 15,500           • 2.8%           • 5,600           • 5,800           • 5,600           • 5,200	RCLINK 00004400 Tree 2017 Intercept RCLINK 00004400 Tree	3,612 2017 15,800 1d Line 2018 -891,967 15,683 2017 5,600 1d Line 2018 -391,967 15,683	Slope 3,587 2018 15,900 20 Slope 16,133 2018 5,630 201 201 Slope	-25.00 3,562 2019 16,700 450.00 16,583 2019 5,940 5,940
Trend Line           36,500           38,500           33,500           2017           2018           2019           Growth Rate           1.8%           Intercept           -1,256,430           Slope           640.00	Trend Line Location SR 44 (Lake Oconee Pkwy) (S of Salerr SR 44 (Lake Oconee Pkwy) (S of Salerr Trend Line SR 44 (Greensboro Rd) (E of N Wesley Growth Rate	n Walk Rd) Perk Drive		Traffic Counter           133-0121           17,000           • 16,500           • 16,500           • 15,500           • 15,500           • 15,500           • 15,500           • 15,500           • 15,500           • 15,500           • 15,500           • 15,500           • 15,500           • 15,500           • 15,500           • 15,500           • 15,500           • 15,500           • 15,500           • 2.8%           • 5,600           • 5,800           • 5,600           • 5,200	RCLINK 00004400 Tree 2017 Intercept RCLINK 00004400 Tree	3,612 2017 15,800 1d Line 2018 -891,967 15,683 2017 5,600 1d Line 2018 -391,967 15,683	Slope 3,587 2018 15,900 20 Slope 16,133 2018 5,630 201 201 Slope	-25.00 3,562 2019 16,700 16,700 450.00 16,583 2019 5,940 5,940
36,500 36,000 35,500 34,500 34,000 33,500 2017 2018 2019 Growth Rate 1.8% Intercept -1,256,430 Slope 640,00	Trend Line Location SR 44 (Lake Oconee Pkwy) (5 of Saler Growth Rate Trend Line SR 44 (Greensboro Rd) (E of N Wesley Growth Rate Trend Line Growth Rate	n Walk Rd) Perk Diff 00 2 Chapel Rd)		Traffic Counter           133-0121           17,000           • 16,500           • 16,500           • 15,500           • 15,500           • 15,500           • 15,500           • 15,500           • 15,500           • 15,500           • 15,500           • 15,500           • 15,500           • 15,500           • 15,500           • 15,500           • 15,500           • 15,500           • 15,500           • 2.8%           • 5,600           • 5,800           • 5,600           • 5,200	RCLINK 00004400 Tree 2017 Intercept RCLINK 00004400 Tree	3,612 2017 15,800 1d Line 2018 -891,967 15,683 2017 5,600 nd Line 2018 -337,337 5,553 2017	Slope 3,587 2018 15,900 20 Slope 16,133 2018 5,630 201 Slope 5,723 2018	-25.00 3,562 2019 16,700 450.00 16,583 2019 5,940 5,940 16,583 2019 5,940
36,000         35,500           33,500         2017           2018         2019           Growth Rate           1.8%         Intercept         -1,256,430         Slope         640.00	Trend Line Location SR 44 (Lake Oconee Pkwy) (5 of Saler Growth Rate Trend Line SR 44 (Greensboro Rd) (E of N Wesley Growth Rate Trend Line Growth Rate	n Walk Rd) Perk Diff 00 2 Chapel Rd)	tions	Traffic Counter           133-0121           17,000           ∎ 16,500           ₩ 16,000           № 15,500           15,500           2.8%           Traffic Counter           237-0143           €,500           \$5,600           \$5,600           \$5,200           3.0%	RCLINK 00004400 Tree 2017 Intercept RCLINK 00004400 Tree	3,612 2017 15,800 1d Line 2018 -891,967 15,683 2017 5,600 nd Line 2018 -337,337 5,553 2017	Slope 3,587 2018 15,900 20 Slope 16,133 2018 5,630 201 Slope 5,723 2018	-25.00 3,562 2019 16,700 450.00 16,583 2019 5,940 5,940 16,583 2019 5,940
# 35,500	Trend Line Location SR 44 (Lake Oconee Pkwy) (5 of Salerr SR 44 (Lake Oconee Pkwy) (5 of Salerr Trend Line Location SR 44 (Greensboro Rd) (E of N Wesley Growth Rate Trend Line	n Walk Rd) Perk Diff 00 2 Chapel Rd)	tions	Traffic Counter           133-0121           17,000           ∎ 16,500           ₩ 16,000           № 15,500           15,500           2.8%           Traffic Counter           237-0143           €,500           \$5,600           \$5,600           \$5,200           3.0%	RCLINK 00004400 Tree 2017 Intercept RCLINK 00004400 Tree	3,612 2017 15,800 1d Line 2018 -891,967 15,683 2017 5,600 nd Line 2018 -337,337 5,553 2017	Slope 3,587 2018 15,900 20 Slope 16,133 2018 5,630 201 Slope 5,723 2018	-25.00 3,562 2019 16,700 450.00 16,583 2019 5,940 5,940 16,583 2019 5,940
B         34,500           34,000         33,500           2017         2018           Growth Rate         1.8%           Intercept         -1,256,430           Slope         640,000	Trend Line Location SR 44 (Lake Oconee Pkwy) (5 of Saler Growth Rate Trend Line SR 44 (Greensboro Rd) (E of N Wesley Growth Rate Trend Line SR 44 (Greensboro Rd) (E of N Wesley Growth Rate Trend Line Su	n Walk Rd) Perk Diff 00 2 Chapel Rd)	tions	Traffic Counter           133-0121           17,000           ∎ 16,500           ₩ 16,000           № 15,500           15,500           2.8%           Traffic Counter           237-0143           €,500           \$5,600           \$5,600           \$5,200           3.0%	RCLINK 00004400 Tree 2017 Intercept RCLINK 00004400 Tree	3,612 2017 15,800 1d Line 2018 -891,967 15,683 2017 5,600 nd Line 2018 -337,337 5,553 2017	Slope 3,587 2018 15,900 20 Slope 16,133 2018 5,630 201 Slope 5,723 2018	-25.00 3,562 2019 16,700 450.00 16,583 2019 5,940 5,940 16,583 2019 5,940
34,000         33,500         2017         2018         2019           Growth Rate         1.8%         Intercept         -1,256,430         Slope         640,000	Trend Line Location SR 44 (Lake Oconee Pkwy) (5 of Saler SR 44 (Lake Oconee Pkwy) (5 of Saler Growth Rate Trend Line Location SR 44 (Greensboro Rd) (E of N Wesley Growth Rate Trend Line State	n Walk Rd) Perk Diff 00 2 Chapel Rd)	tions	Traffic Counter           133-0121           17,000           ∎ 16,500           ₩ 16,000           № 15,500           15,500           2.8%           Traffic Counter           237-0143           €,500           \$5,600           \$5,600           \$5,200           3.0%	RCLINK 00004400 Tree 2017 Intercept RCLINK 00004400 Tree	3,612 2017 15,800 1d Line 2018 -891,967 15,683 2017 5,600 nd Line 2018 -337,337 5,553 2017	Slope 3,587 2018 15,900 20 Slope 16,133 2018 5,630 201 Slope 5,723 2018	-25.00 3,562 2019 16,700 450.00 16,583 2019 5,940 5,940 16,583 2019 5,940
2017         2018         2019           Growth Rate         1.8%         Intercept         -1,256,430         Slope         640.00	Trend Line Location SR 44 (Lake Oconee Pkwy) (5 of Salerr SR 44 (Lake Oconee Pkwy) (5 of Salerr Growth Rate Trend Line Location SR 44 (Greensboro Rd) (E of N Wesley Growth Rate Trend Line	n Walk Rd) Perk Diff 00 2 Chapel Rd)	tions	Traffic Counter           133-0121           17,000           ∎ 16,500           ₩ 16,000           № 15,500           15,500           2.8%           Traffic Counter           237-0143           €,500           \$5,600           \$5,600           \$5,200           3.0%	RCLINK 00004400 Tree 2017 Intercept RCLINK 00004400 Tree	3,612 2017 15,800 1d Line 2018 -891,967 15,683 2017 5,600 nd Line 2018 -337,337 5,553 2017	Slope 3,587 2018 15,900 20 Slope 16,133 2018 5,630 201 Slope 5,723 2018	-25.00 3,562 2019 16,700 450.00 16,583 2019 5,940 5,940 16,583 2019 5,940
Growth Rate 1.8% Intercept -1,256,430 Slope 640.00	Trend Line Location SR 44 (Lake Oconee Pkwy) (5 of Saler SR 44 (Lake Oconee Pkwy) (5 of Saler Growth Rate Trend Line Cocation SR 44 (Greensboro Rd) (E of N Wesley Growth Rate Trend Line SR 44 (Greensboro Rd) (E of N Wesley SR 44 (Gre	n Walk Rd) Perk Diff 00 2 Chapel Rd)	tions	Traffic Counter           133-0121           17,000           ∎ 16,500           ₩ 16,000           № 15,500           15,500           2.8%           Traffic Counter           237-0143           €,500           \$5,600           \$5,600           \$5,200           3.0%	RCLINK 00004400 Tree 2017 Intercept RCLINK 00004400 Tree	3,612 2017 15,800 1d Line 2018 -891,967 15,683 2017 5,600 nd Line 2018 -337,337 5,553 2017	Slope 3,587 2018 15,900 20 Slope 16,133 2018 5,630 201 Slope 5,723 2018	-25.00 3,562 2019 16,700 450.00 16,583 2019 5,940 5,940 16,583 2019 5,940
	Trend Line Location SR 44 (Lake Oconee Pkwy) (5 of Salem SR 44 (Lake Oconee Pkwy) (5 of Salem Trend Line Location SR 44 (Greensboro Rd) (E of N Wesley Growth Rate Trend Line	n Walk Rd) Perk Diff 00 2 Chapel Rd)	tions	Traffic Counter           133-0121           17,000           16,500           15,500           15,500           15,500           15,500           15,500           2.8%           Traffic Counter           237-0143           6,000           5,500           5,600           5,200           3.0%	RCLINK 00004400 Tree 2017 Intercept RCLINK 00004400 Tree	3,612 2017 15,800 and Line 2018 -891,967 15,683 2017 5,600 and Line 2018 -337,337 5,553 2017 34,660	Slope 3,587 2018 15,900 20 Slope 16,133 2018 5,630 201 Slope 5,723 2018 34,670	-25.00 3,562 2019 16,700 450.00 16,583 2019 5,940 5,940 16,583 2019 5,940
	Trend Line Location SR 44 (Lake Oconee Pkwy) (5 of Salem SR 44 (Lake Oconee Pkwy) (5 of Salem Trend Line Location SR 44 (Greensboro Rd) (E of N Wesley Growth Rate Trend Line	n Walk Rd) Perk Driv 2 Chapel Rd) Chapel Rd) Weighted Avera am of Count Sta	tions	Traffic Counter         133-0121         17,000         16,500         15,500         15,500         15,500         15,500         2.8%         Traffic Counter         237-0143         6,000         9,5,800         5,500         5,600         5,500         5,600         5,500         5,600         5,200         3,0%	RCLINK 00004400 Trei 2017 Intercept 2017 Intercept	3,612 2017 15,800 nd Line 2018 -891,967 15,683 2017 5,600 nd Line 2018 -337,337 5,553 2017 34,660	Slope 3,587 2018 15,900 200 Slope 16,133 2018 5,630 2018 5,630 2018 5,630 2018 3,670	-25.00 3,562 2019 16,700 450.00 16,583 2019 5,940 170.00 5,893 2019 35,940

# EXISTING INTERSECTION ANALYSIS

142

#### Intersection

Int Delay, s/veh

1.5

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations			1		\$			1	1		र्भ	1
Traffic Vol, veh/h	0	0	8	27	0	21	0	916	34	17	471	8
Future Vol, veh/h	0	0	8	27	0	21	0	916	34	17	471	8
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	Yield	-	-	None	-	-	None	-	-	Free
Storage Length	-	-	0	-	-	-	-	-	170	-	-	0
Veh in Median Storage,	, # -	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	98	98	98	98	98	98	98	98	98	98	98	98
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	8	28	0	21	0	935	35	17	481	8

Major/Minor	Minor2			Vinor1		Ν	1ajor1		N	lajor2			
Conflicting Flow All	-	-	481	1450	1450	935	-	0	0	970	0	0	
Stage 1	-	-	-	935	935	-	-	-	-	-	-	-	
Stage 2	-	-	-	515	515	-	-	-	-	-	-	-	
Critical Hdwy	-	-	6.22	7.12	6.52	6.22	-	-	-	4.12	-	-	
Critical Hdwy Stg 1	-	-	-	6.12	5.52	-	-	-	-	-	-	-	
Critical Hdwy Stg 2	-	-	-	6.12	5.52	-	-	-	-	-	-	-	
Follow-up Hdwy	-	-	3.318	3.518	4.018	3.318	-	-	-	2.218	-	-	
Pot Cap-1 Maneuver	0	0	585	109	131	322	0	-	-	710	-	0	
Stage 1	0	0	-	318	344	-	0	-	-	-	-	0	
Stage 2	0	0	-	543	535	-	0	-	-	-	-	0	
Platoon blocked, %								-	-		-		
Mov Cap-1 Maneuver	-	-	585	105	127	322	-	-	-	710	-	-	
Mov Cap-2 Maneuver	-	-	-	105	127	-	-	-	-	-	-	-	
Stage 1	-	-	-	318	344	-	-	-	-	-	-	-	
Stage 2	-	-	-	518	517	-	-	-	-	-	-	-	
Approach	EB			WB			NB			SB			
HCM Control Delay, s	11.2			40.6			0			0.4			
HCM LOS	В			Е									

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

#### Intersection

Int Delay, s/veh	0.3						
Movement	EBL	EBR	NBL	NBT	SBT	SBR	
Lane Configurations	7	1	7	1	1	1	
Traffic Vol, veh/h	10	10	26	907	475	25	1
Future Vol, veh/h	10	10	26	907	475	25	,
Conflicting Peds, #/hr	0	0	0	0	0	0	l
Sign Control	Stop	Stop	Free	Free	Free	Free	,
RT Channelized	-	Yield	-	None	-	Yield	l
Storage Length	0	75	230	-	-	0	I
Veh in Median Storage,	# 0	-	-	0	0	-	•
Grade, %	0	-	-	0	0	-	•
Peak Hour Factor	95	95	95	95	95	95	
Heavy Vehicles, %	2	2	2	13	13	2	
Mvmt Flow	11	11	27	955	500	26	į

Major/Minor	Minor2		Major1	Maj	jor2	
Conflicting Flow All	1509	500	500	0	-	0
Stage 1	500	-	-	-	-	-
Stage 2	1009	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	133	571	1064	-	-	-
Stage 1	609	-	-	-	-	-
Stage 2	352	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	130	571	1064	-	-	-
Mov Cap-2 Maneuver	256	-	-	-	-	-
Stage 1	594	-	-	-	-	-
Stage 2	352	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	15.6	0.2	0
HCM LOS	С		

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

144

### Intersection

Int Delay, s/veh

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations			1		\$			1	۲		र्स	1
Traffic Vol, veh/h	0	0	28	23	0	24	0	596	22	15	900	8
Future Vol, veh/h	0	0	28	23	0	24	0	596	22	15	900	8
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	Yield	-	-	None	-	-	None	-	-	Free
Storage Length	-	-	0	-	-	-	-	-	170	-	-	0
Veh in Median Storage,	# -	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	30	25	0	26	0	648	24	16	978	9

Major/Minor	Minor2			Minor1		Ν	/lajor1		Ν	lajor2			
Conflicting Flow All	-	-	978	1658	1658	648	-	0	0	672	0	0	
Stage 1	-	-	-	648	648	-	-	-	-	-	-	-	
Stage 2	-	-	-	1010	1010	-	-	-	-	-	-	-	
Critical Hdwy	-	-	6.22	7.12	6.52	6.22	-	-	-	4.12	-	-	
Critical Hdwy Stg 1	-	-	-	6.12	5.52	-	-	-	-	-	-	-	
Critical Hdwy Stg 2	-	-	-	6.12	5.52	-	-	-	-	-	-	-	
Follow-up Hdwy	-	-	3.318	3.518	4.018	3.318	-	-	-	2.218	-	-	
Pot Cap-1 Maneuver	0	0	304	78	98	470	0	-	-	919	-	0	
Stage 1	0	0	-	459	466	-	0	-	-	-	-	0	
Stage 2	0	0	-	289	317	-	0	-	-	-	-	0	
Platoon blocked, %								-	-		-		
Mov Cap-1 Maneuver		-	304	68	94	470	-	-	-	919	-	-	
Mov Cap-2 Maneuver	-	-	-	68	94	-	-	-	-	-	-	-	
Stage 1	-	-	-	459	466	-	-	-	-	-	-	-	
Stage 2	-	-	-	250	305	-	-	-	-	-	-	-	
Approach	EB			WB			NB			SB			
HCM Control Delay, s	18.2			54.9			0			0.1			
HCM LOS	С			F									

Minor Lane/Major Mvmt	NBT	NBR E	BLn1V	VBLn1	SBL	SBT	
Capacity (veh/h)	-	-	304	121	919	-	
HCM Lane V/C Ratio	-	-	0.1	0.422	0.018	-	
HCM Control Delay (s)	-	-	18.2	54.9	9	0	
HCM Lane LOS	-	-	С	F	А	А	
HCM 95th %tile Q(veh)	-	-	0.3	1.8	0.1	-	

# Intersection

Int Delay, s/veh	1						
Movement	EBL	EBR	NBL	NBT	SBT	SBR	
Lane Configurations	٦	1	٦	1	1	1	
Traffic Vol, veh/h	28	29	37	589	882	24	
Future Vol, veh/h	28	29	37	589	882	24	
Conflicting Peds, #/hr	0	0	0	0	0	0	l
Sign Control	Stop	Stop	Free	Free	Free	Free	,
RT Channelized	-	Yield	-	None	-	Yield	l
Storage Length	0	75	230	-	-	0	1
Veh in Median Storage,	# 0	-	-	0	0	-	•
Grade, %	0	-	-	0	0	-	•
Peak Hour Factor	90	90	90	90	90	90	I
Heavy Vehicles, %	2	2	2	13	13	2	
Mvmt Flow	31	32	41	654	980	27	

Major/Minor	Minor2		Vajor1	Maj	or2		
Conflicting Flow All	1716	980	980	0	-	0	
Stage 1	980	-	-	-	-	-	
Stage 2	736	-	-	-	-	-	
Critical Hdwy	6.42	6.22	4.12	-	-	-	
Critical Hdwy Stg 1	5.42	-	-	-	-	-	
Critical Hdwy Stg 2	5.42	-	-	-	-	-	
Follow-up Hdwy	3.518	3.318	2.218	-	-	-	
Pot Cap-1 Maneuver	99	303	704	-	-	-	
Stage 1	364	-	-	-	-	-	
Stage 2	474	-	-	-	-	-	
Platoon blocked, %				-	-	-	
Mov Cap-1 Maneuver	93	303	704	-	-	-	
Mov Cap-2 Maneuver	223	-	-	-	-	-	
Stage 1	343	-	-	-	-	-	
Stage 2	474	-	-	-	-	-	

Approach	EB	NB	SB
HCM Control Delay, s	21	0.6	0
HCM LOS	С		

Minor Lane/Major Mvmt	NBL	NBT E	BLn1	EBLn2	SBT	SBR
Capacity (veh/h)	704	-	223	303	-	-
HCM Lane V/C Ratio	0.058	-	0.14	0.106	-	-
HCM Control Delay (s)	10.4	-	23.7	18.3	-	-
HCM Lane LOS	В	-	С	С	-	-
HCM 95th %tile Q(veh)	0.2	-	0.5	0.4	-	-

# FUTURE "NO-BUILD" INTERSECTION ANALYSIS

07/26/2023

# Intersection

Int Delay, s/veh

1.7

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations			1		\$			1	1		ŧ	1
Traffic Vol, veh/h	0	0	8	28	0	22	0	953	35	18	490	8
Future Vol, veh/h	0	0	8	28	0	22	0	953	35	18	490	8
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	Yield	-	-	None	-	-	None	-	-	Free
Storage Length	-	-	0	-	-	-	-	-	170	-	-	0
Veh in Median Storage,	, # -	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	98	98	98	98	98	98	98	98	98	98	98	98
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	8	29	0	22	0	972	36	18	500	8

Major/Minor	Minor2			Minor1		N	lajor1		Ν	lajor2			
Conflicting Flow All	-	-	500	1508	1508	972	-	0	0	1008	0	0	
Stage 1	-	-	-	972	972	-	-	-	-	-	-	-	
Stage 2	-	-	-	536	536	-	-	-	-	-	-	-	
Critical Hdwy	-	-	6.22	7.12	6.52	6.22	-	-	-	4.12	-	-	
Critical Hdwy Stg 1	-	-	-	6.12	5.52	-	-	-	-	-	-	-	
Critical Hdwy Stg 2	-	-	-	6.12	5.52	-	-	-	-	-	-	-	
Follow-up Hdwy	-	-	3.318	3.518	4.018	3.318	-	-	-	2.218	-	-	
Pot Cap-1 Maneuver	0	0	571	99	121	306	0	-	-	687	-	0	
Stage 1	0	0	-	304	331	-	0	-	-	-	-	0	
Stage 2	0	0	-	529	523	-	0	-	-	-	-	0	
Platoon blocked, %								-	-		-		
Mov Cap-1 Maneuver		-	571	95	117	306	-	-	-	687	-	-	
Mov Cap-2 Maneuver	-	-	-	95	117	-	-	-	-	-	-	-	
Stage 1	-	-	-	304	331	-	-	-	-	-	-	-	
Stage 2	-	-	-	503	504	-	-	-	-	-	-	-	
Approach	EB			WB			NB			SB			
HCM Control Delay, s	11.4			46.6			0			0.4			
HCM LOS	В			E									

Minor Lane/Major Mvmt	NBT	NBR B	EBLn1V	VBLn1	SBL	SBT	
Capacity (veh/h)	-	-	571	136	687	-	
HCM Lane V/C Ratio	-	-	0.014	0.375	0.027	-	
HCM Control Delay (s)	-	-	11.4	46.6	10.4	0	
HCM Lane LOS	-	-	В	Е	В	А	
HCM 95th %tile Q(veh)	-	-	0	1.6	0.1	-	

### Intersection

Int Delay, s/veh	0.3						
Movement	EBL	EBR	NBL	NBT	SBT	SBR	ľ
Lane Configurations	٦	7	٦	1	1	1	
Traffic Vol, veh/h	10	10	27	943	494	26	,
Future Vol, veh/h	10	10	27	943	494	26	,
Conflicting Peds, #/hr	0	0	0	0	0	0	ł
Sign Control	Stop	Stop	Free	Free	Free	Free	;
RT Channelized	-	Yield	-	None	-	Yield	l
Storage Length	0	75	230	-	-	0	I
Veh in Median Storage,	# 0	-	-	0	0	-	•
Grade, %	0	-	-	0	0	-	
Peak Hour Factor	95	95	95	95	95	95	
Heavy Vehicles, %	2	2	2	13	13	2	
Mvmt Flow	11	11	28	993	520	27	

Major/Minor	Minor2		Vajor1	Maj	or2		
Conflicting Flow All	1569	520	520	0	-	0	
Stage 1	520	-	-	-	-	-	
Stage 2	1049	-	-	-	-	-	
Critical Hdwy	6.42	6.22	4.12	-	-	-	
Critical Hdwy Stg 1	5.42	-	-	-	-	-	
Critical Hdwy Stg 2	5.42	-	-	-	-	-	
Follow-up Hdwy	3.518	3.318	2.218	-	-	-	
Pot Cap-1 Maneuver	122	556	1046	-	-	-	
Stage 1	597	-	-	-	-	-	
Stage 2	337	-	-	-	-	-	
Platoon blocked, %				-	-	-	
Mov Cap-1 Maneuver	119	556	1046	-	-	-	
Mov Cap-2 Maneuver	244	-	-	-	-	-	
Stage 1	581	-	-	-	-	-	
Stage 2	337	-	-	-	-	-	

Approach	EB	NB	SB
HCM Control Delay, s	16	0.2	0
HCM LOS	С		

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

07/26/2023

# Intersection

Int Delay, s/veh

2.4

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations			1		\$			1	1		र्भ	1
Traffic Vol, veh/h	0	0	29	24	0	25	0	620	23	16	936	8
Future Vol, veh/h	0	0	29	24	0	25	0	620	23	16	936	8
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	Yield	-	-	None	-	-	None	-	-	Free
Storage Length	-	-	0	-	-	-	-	-	170	-	-	0
Veh in Median Storage,	, # -	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	32	26	0	27	0	674	25	17	1017	9

Major/Minor	Minor2			Vinor1		Ν	/lajor1		N	lajor2			
Conflicting Flow All	-	-	1017	1725	1725	674	-	0	0	699	0	0	
Stage 1	-	-	-	674	674	-	-	-	-	-	-	-	
Stage 2	-	-	-	1051	1051	-	-	-	-	-	-	-	
Critical Hdwy	-	-	6.22	7.12	6.52	6.22	-	-	-	4.12	-	-	
Critical Hdwy Stg 1	-	-	-	6.12	5.52	-	-	-	-	-	-	-	
Critical Hdwy Stg 2	-	-	-	6.12	5.52	-	-	-	-	-	-	-	
Follow-up Hdwy	-	-	3.318	3.518	4.018	3.318	-	-	- 1	2.218	-	-	
Pot Cap-1 Maneuver	0	0	288	70	89	455	0	-	-	898	-	0	
Stage 1	0	0	-	444	454	-	0	-	-	-	-	0	
Stage 2	0	0	-	274	304	-	0	-	-	-	-	0	
Platoon blocked, %								-	-		-		
Mov Cap-1 Maneuver	· -	-	288	60	85	455	-	-	-	898	-	-	
Mov Cap-2 Maneuver	· -	-	-	60	85	-	-	-	-	-	-	-	
Stage 1	-	-	-	444	454	-	-	-	-	-	-	-	
Stage 2	-	-	-	233	291	-	-	-	-	-	-	-	
Approach	EB			WB			NB			SB			
HCM Control Delay, s	: 19			67.1			0			0.2			
HCM LOS	С			F									

Minor Lane/Major Mvmt	NBT	NBR I	EBLn1V	VBLn1	SBL	SBT	
Capacity (veh/h)	-	-	288	108	898	-	
HCM Lane V/C Ratio	-	-	0.109	0.493	0.019	-	
HCM Control Delay (s)	-	-	19	67.1	9.1	0	
HCM Lane LOS	-	-	С	F	А	А	
HCM 95th %tile Q(veh)	-	-	0.4	2.2	0.1	-	

# Intersection

Int Delay, s/veh	1					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations	٦	7	٦	1	1	1
Traffic Vol, veh/h	29	30	38	613	917	25
Future Vol, veh/h	29	30	38	613	917	25
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Yield	-	None	-	Yield
Storage Length	0	75	230	-	-	0
Veh in Median Storage,	# 0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	13	13	2
Mvmt Flow	32	33	42	681	1019	28

Major/Minor	Minor2		Major1	Majo	or2		
Conflicting Flow All	1784	1019	1019	0	-	0	
Stage 1	1019	-	-	-	-	-	
Stage 2	765	-	-	-	-	-	
Critical Hdwy	6.42	6.22	4.12	-	-	-	
Critical Hdwy Stg 1	5.42	-	-	-	-	-	
Critical Hdwy Stg 2	5.42	-	-	-	-	-	
Follow-up Hdwy		3.318	2.218	-	-	-	
Pot Cap-1 Maneuver	90	288	681	-	-	-	
Stage 1	348	-	-	-	-	-	
Stage 2	459	-	-	-	-	-	
Platoon blocked, %				-	-	-	
Mov Cap-1 Maneuver	84	288	681	-	-	-	
Mov Cap-2 Maneuver	211	-	-	-	-	-	
Stage 1	326	-	-	-	-	-	
Stage 2	459	-	-	-	-	-	

Approach	EB	NB	SB
HCM Control Delay, s	22	0.6	0
HCM LOS	С		

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

FUTURE "BUILD" INTERSECTION ANALYSIS

07/28/2023

# Intersection

Int Delay, s/veh

3

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations			1		\$			1	1		ŧ	1
Traffic Vol, veh/h	0	0	8	28	0	29	0	1129	35	22	595	8
Future Vol, veh/h	0	0	8	28	0	29	0	1129	35	22	595	8
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	Yield	-	-	None	-	-	None	-	-	Free
Storage Length	-	-	0	-	-	-	-	-	170	-	-	0
Veh in Median Storage,	,# -	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	98	98	98	98	98	98	98	98	98	98	98	98
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	8	29	0	30	0	1152	36	22	607	8

Major/Minor	Minor2			Minor1		Ν	/lajor1		Ν	/lajor2			
Conflicting Flow All	-	-	607	1803	1803	1152	-	0	0	1188	0	0	
Stage 1	-	-	-	1152	1152	-	-	-	-	-	-	-	
Stage 2	-	-	-	651	651	-	-	-	-	-	-	-	
Critical Hdwy	-	-	6.22	7.12	6.52	6.22	-	-	-	4.12	-	-	
Critical Hdwy Stg 1	-	-	-	6.12	5.52	-	-	-	-	-	-	-	
Critical Hdwy Stg 2	-	-	-	6.12	5.52	-	-	-	-	-	-	-	
Follow-up Hdwy	-	-	3.318	3.518	4.018	3.318	-	-	-	2.218	-	-	
Pot Cap-1 Maneuver	0	0	496	62	79	241	0	-	-	588	-	0	
Stage 1	0	0	-	241	272	-	0	-	-	-	-	0	
Stage 2	0	0	-	457	465	-	0	-	-	-	-	0	
Platoon blocked, %								-	-		-		
Mov Cap-1 Maneuver	-	-	496	58	75	241	-	-	-	588	-	-	
Mov Cap-2 Maneuver	-	-	-	58	75	-	-	-	-	-	-	-	
Stage 1	-	-	-	241	272	-	-	-	-	-	-	-	
Stage 2	-	-	-	424	439	-	-	-	-	-	-	-	
Approach	EB			WB			NB			SB			
HCM Control Delay, s	12.4			90			0			0.4			
HCM LOS	В			F									

Minor Lane/Major Mvmt	NBT	NBR B	EBLn1V	VBLn1	SBL	SBT	
Capacity (veh/h)	-	-	496	95	588	-	
HCM Lane V/C Ratio	-	-	0.016	0.612	0.038	-	
HCM Control Delay (s)	-	-	12.4	90	11.4	0	
HCM Lane LOS	-	-	В	F	В	А	
HCM 95th %tile Q(veh)	-	-	0.1	2.9	0.1	-	

### Intersection

Int Delay, s/veh

161

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		र्स	۲	1	f,		1	1	1	٦	1	1
Traffic Vol, veh/h	10	11	10	134	6	95	27	973	153	184	468	26
Future Vol, veh/h	10	11	10	134	6	95	27	973	153	184	468	26
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	Yield	-	-	None	-	-	None	-	-	Yie <b>l</b> d
Storage Length	-	-	0	0	-	-	230	-	175	235	-	0
Veh in Median Storage,	, # -	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	2	13	2	2	13	2
Mvmt Flow	11	12	11	141	6	100	28	1024	161	194	493	27

Major/Minor	Minor2			Minor1		1	Major1		1	Major2			
Conflicting Flow All	2095	2122	493	1967	1961	1024	493	0	0	1185	0	0	
Stage 1	881	881	-	1080	1080	-	-	-	-	-	-	-	
Stage 2	1214	1241	-	887	881	-	-	-	-	-	-	-	
Critica <b>l</b> Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-	
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-	
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-	
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-	
Pot Cap-1 Maneuver	38	50	576	~ 47	63	286	1071	-	-	589	-	-	
Stage 1	341	365	-	264	294	-	-	-	-	-	-	-	
Stage 2	222	247	-	339	365	-	-	-	-	-	-	-	
Platoon blocked, %								-	-		-	-	
Mov Cap-1 Maneuver		33	576	~ 25	41	286	1071	-	-	589	-	-	
Mov Cap-2 Maneuver		33	-	~ 25	41	-	-	-	-	-	-	-	
Stage 1	332	245	-	257	286	-	-	-	-	-	-	-	
Stage 2	137	241	-	213	245	-	-	-	-	-	-	-	
Approach	EB			WB			NB			SB			
HCM Control Delay, s	\$ 302.9		\$	1385.1			0.2			3.8			
HCM LOS	F			F									
Minor Lane/Major Mvn	nt	NBL	NBT	NBR	EBLn1	EBLn2V	VBLn1V	VBLn2	SBL	SBT	SBR		
Capacity (veh/h)		1071	-	-	22	576	25	211	589	-	-		
HCM Lane V/C Ratio		0.027	-	-	1.005	0.018	5.642		0.329	-	-		
HCM Control Delay (s)	)	8.5	-	-\$	441.7		2400.3	38.2	14.1	-	-		
HCM Lane LOS	,	А	-	-	F	В	F	Е	В	-	-		
HCM 95th %tile Q(veh	ı)	0.1	-	-	2.9	0.1	17.5	2.5	1.4	-	-		
Notes													

~: Volume exceeds capacity

+: Computation Not Defined

\*: All major volume in platoon

\$: Delay exceeds 300s

### Intersection

Int Delay, s/veh	0.6					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations		1	1	1		1
Traffic Vol, veh/h	0	48	961	80	0	634
Future Vol, veh/h	0	48	961	80	0	634
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Yield	-	Free	-	None
Storage Length	-	0	-	175	-	-
Veh in Median Storage	,#0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehic <b>l</b> es, %	2	2	2	2	2	2
Mvmt Flow	0	52	1045	87	0	689

Major/Minor	Minor1	Ν	1ajor1	Ma	ajor2	
Conflicting Flow All	-	1045	0	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.22	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.318	-	-	-	-
Pot Cap-1 Maneuver	0	278	-	0	0	-
Stage 1	0	-	-	0	0	-
Stage 2	0	-	-	0	0	-
Platoon blocked, %			-			-
Mov Cap-1 Maneuver	r -	278	-	-	-	-
Mov Cap-2 Maneuver	r -	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
•						

Approach	WB	NB	SB	
HCM Control Delay, s	20.9	0	0	
HCM LOS	С			

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

# Intersection

Int Delay, s/veh

7.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations			۲		\$			1	1		र्भ	1
Traffic Vol, veh/h	0	0	29	24	0	32	0	791	23	24	1127	8
Future Vol, veh/h	0	0	29	24	0	32	0	791	23	24	1127	8
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	Yield	-	-	None	-	-	None	-	-	Free
Storage Length	-	-	0	-	-	-	-	-	170	-	-	0
Veh in Median Storage,	, # -	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	32	26	0	35	0	860	25	26	1225	9

Major/Minor	Minor2			Vinor1		Ν	/lajor1		Ν	lajor2			
Conflicting Flow All	-	-	1225	2137	2137	860	-	0	0	885	0	0	
Stage 1	-	-	-	860	860	-	-	-	-	-	-	-	
Stage 2	-	-	-	1277	1277	-	-	-	-	-	-	-	
Critical Hdwy	-	-	6.22	7.12	6.52	6.22	-	-	-	4.12	-	-	
Critical Hdwy Stg 1	-	-	-	6.12	5.52	-	-	-	-	-	-	-	
Critical Hdwy Stg 2	-	-	-	6.12	5.52	-	-	-	-	-	-	-	
Follow-up Hdwy	-	-	3.318	3.518	4.018	3.318	-	-	- 1	2.218	-	-	
Pot Cap-1 Maneuver	0	0	218	36	49	356	0	-	-	765	-	0	
Stage 1	0	0	-	351	373	-	0	-	-	-	-	0	
Stage 2	0	0	-	204	237	-	0	-	-	-	-	0	
Platoon blocked, %								-	-		-		
Mov Cap-1 Maneuver	-	-	218	28	44	356	-	-	-	765	-	-	
Mov Cap-2 Maneuver	-	-	-	28	44	-	-	-	-	-	-	-	
Stage 1	-	-	-	351	373	-	-	-	-	-	-	-	
Stage 2	-	-	-	156	212	-	-	-	-	-	-	-	
Approach	EB			WB			NB			SB			
HCM Control Delay, s	24.3			241.6			0			0.2			

HCM LOS С

Minor Lane/Major Mvmt	NBT	NBR B	EBLn1V	VBLn1	SBL	SBT	
Capacity (veh/h)	-	-	218	59	765	-	
HCM Lane V/C Ratio	-	-	0.145	1.032	0.034	-	
HCM Control Delay (s)	-	-	24.3	241.6	9.9	0	
HCM Lane LOS	-	-	С	F	А	А	
HCM 95th %tile Q(veh)	-	-	0.5	4.9	0.1	-	

F

### Intersection

Int Delay, s/veh 3440.9

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		ŧ	1	1	4		1	1	1	1	1	1
Traffic Vol, veh/h	29	10	30	340	11	176	38	620	170	293	778	25
Future Vol, veh/h	29	10	30	340	11	176	38	620	170	293	778	25
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	Yield	-	-	None	-	-	None	-	-	Yield
Storage Length	-	-	0	0	-	-	230	-	175	235	-	0
Veh in Median Storage	, # -	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	13	2	2	13	2
Mvmt Flow	32	11	33	378	12	196	42	689	189	326	864	28

Major/Minor	Minor2		ļ	Minor1		1	Major1		]	Major2				
Conflicting Flow All	2488	2478	864	2295	2289	689	864	0	0	878	0	0		
Stage 1	1516	1516	-	773	773	-	-	-	-	-	-	-		
Stage 2	972	962	-	1522	1516	-	-	-	-	-	-	-		
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-		
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-		
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-		
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018		2.218	-	-	2.218	-	-		
Pot Cap-1 Maneuver	~ 20	30	354	~ 27	39	446	779	-	-	769	-	-		
Stage 1	149	182	-	392	409	-	-	-	-	-	-	-		
Stage 2	304	334	-	~ 148	182	-	-	-	-	-	-	-		
Platoon blocked, %								-	-		-	-		
Mov Cap-1 Maneuver		16	354	~ 7	21	446	779	-	-	769	-	-		
Mov Cap-2 Maneuver		16	-	~ 7	21	-	-	-	-	-	-	-		
Stage 1	141	105	-	~ 371	387	-	-	-	-	-	-	-		
Stage 2	156	316	-	~ 69	105	-	-	-	-	-	-	-		
Approach	EB			WB			NB			SB				
HCM Control Delay, \$	2751.1		\$ 1	6085.3			0.5			3.5				
HCM LOS	F			F										
Minor Lane/Major Mvr	nt	NBL	NBT	NBR	EBLn1	EBLn2V	VBLn1V	VBLn2	SBL	SBT	SBR			
Capacity (veh/h)		779	-	-	5	354	7	204	769	-	-			
HCM Lane V/C Ratio		0.054	-	-	8.667	0.094 5	53.968	1.019	0.423	-	-			
HCM Control Delay (s	)	9.9	-	\$-	4854.9	16.3	24868	116.8	13.1	-	-			
HCM Lane LOS		А	-	-	F	С	F	F	В	-	-			
HCM 95th %tile Q(veh	ı)	0.2	-	-	7.1	0.3	49.2	9.1	2.1	-	-			
Notes														
	a a a thu c	¢. D.			00		1.12		<b>C</b> 1	* • • •				

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

# Intersection

Int Delay, s/veh	0.9					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations		1	1	1		1
Traffic Vol, veh/h	0	90	830	99	0	1067
Future Vol, veh/h	0	90	830	99	0	1067
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Yield	-	Free	-	None
Storage Length	-	0	-	175	-	-
Veh in Median Storage	, # 0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	98	902	108	0	1160

Major/Minor	Minor1	Ν	/lajor1	Ma	ijor2	
Conflicting Flow All	-	902	0	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.22	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy		3.318	-	-	-	-
Pot Cap-1 Maneuver	0	336	-	0	0	-
Stage 1	0	-	-	0	0	-
Stage 2	0	-	-	0	0	-
Platoon blocked, %			-			-
Mov Cap-1 Maneuver	r -	336	-	-	-	-
Mov Cap-2 Maneuver	r -	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	20.1	0	0
HCM LOS	С		

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

Timings 4a. Future Build 2025 AM - Improved 2: SR 44 (Greensboro Rd) & Harmony Crossing M Drwy/Site Drwy 1

158 07/26/2023

	٦	-+	7	1	-	1	Ť	1	1	ŧ	1	
ane Group.	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR	
ane Configurations		÷.	1	1	t,	7	1	1	1	1	1	
raffic Volume (vph)	10	11	10	134	6	27	973	153	184	468	26	
uture Volume (vph)	10	11	10	134	6	27	973	153	184	468	26	
ane Group Flow (vph)	0	23	11	141	106	28	1024	161	194	493	27	
urn Type	Perm	NA	Perm	pm+pt	NA	Perm	NA	Perm	pm+pt	NA	Perm	
rotected Phases		4		3	8		2		1	6		
Permitted Phases	4		4	8		2		2	6		6	
etector Phase	4	4	4	3	8	2	2	2	1	6	6	
witch Phase												
1inimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	
1inimum Split (s)	23.5	23.5	23.5	15.0	23.5	23.5	23.5	23.5	15.0	23.5	23.5	
otal Split (s)	20.5	20.5	20.5	15.5	36.0	69.0	69.0	69.0	15.0	84.0	84.0	
otal Split (%)	17.1%	17.1%	17.1%	12.9%	30.0%	57.5%	57.5%	57.5%	12.5%	70.0%	70.0%	
ellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	
II-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	
ost Time Adjust (s)		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
otal Lost Time (s)		5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	
ead/Lag	Lag	Lag	Lag	Lead	010	Lag	Lag	Lag	Lead	010	010	
ead-Lag Optimize?	Yes	Yes	Yes	Yes		Yes	Yes	Yes	Yes			
Recall Mode	None	None	None	None	None	Min	Min	Min	None	Min	Min	
/c Ratio	Nono	0.23	0.05	0.66	0.31	0.05	1.03	0.16	0.86	0.40	0.02	
Control Delay		55.2	0.4	55.4	11.0	11.5	59.5	4.0	58.9	7.5	0.0	
Queue Delay		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
otal Delay		55.2	0.4	55.4	11.0	11.5	59.5	4.0	58.9	7.5	0.0	
Queue Length 50th (ft)		16	0	89	4	9	~822	12	88	133	0	
Queue Length 95th (ft)		43	0	150	50	23	#1107	43	#233	209	0	
nternal Link Dist (ft)		260	Ū	100	171	20	353	10	11200	261	Ŭ	
furn Bay Length (ft)		200				230	000	175	235	201		
Base Capacity (vph)		207	327	218	527	534	998	990	226	1234	1181	
tarvation Cap Reductn		0	0	0	0	0	000	000	0	0	0	
pillback Cap Reductn		0	0	0	0	0	0	0	0	0	0	
itorage Cap Reductn		0	0	0	0	0	0	0	0	0	0	
Reduced v/c Ratio		0.11	0.03	0.65	0.20	0.05	1.03	0.16	0.86	0.40	0.02	
ntersection Summary												
cycle Length: 120												
ctuated Cycle Length: 107	.4											
latural Cycle: 150												
Control Type: Actuated-Unc	coordinated											
Volume exceeds capac			cally infin	ite.								
Queue shown is maximu			· ,									
95th percentile volume			Jeue may	be longe	er.							
Queue shown is maximu				se longe								
nlite and Dhasses 0:00	14 (Cross	ahara D-	\ 0 Llaws	0-0-0-			)mun / 4					
plits and Phases: 2: SR	44 (Green	SUULO KO	) ∝ ⊓arm	UNY UTOS	sing ivi Dr	wy/Site L	nwy I	8		A		



A&R Engineering. Inc 23-047 - Lake Oconee Town Center Mixed-Use Development - TIS Synchro 11 Report Page 2 HCM 6th Signalized Intersection Summary

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

07/26/2023

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Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		र्स	1	3	t,		7	1	1	7	Ť	۲
Traffic Volume (veh/h)	10	11	10	134	6	95	27	973	153	184	468	26
Future Volume (veh/h)	10	11	10	134	6	95	27	973	153	184	468	26
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1707	1870	1870	1707	1870
Adj Flow Rate, veh/h	11	12	0	141	6	100	28	1024	161	194	493	0
Peak Hour Factor	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95	0.95
Percent Heavy Veh, %	2	2	2	2	2	2	2	13	2	2	13	2
Cap, veh/h	73	48		325	17	278	589	988	917	220	1221	
Arrive On Green	0.04	0.04	0.00	0.09	0.18	0.18	0.58	0.58	0.58	0.09	0.72	0.00
Sat Flow, veh/h	544	1080	1585	1781	91	1508	904	1707	1585	1781	1707	1585
Grp Volume(v), veh/h	23	0	0	141	0	106	28	1024	161	194	493	0
Grp Sat Flow(s), veh/h/ln	1624	0	1585	1781	0	1599	904	1707	1585	1781	1707	1585
Q Serve( $g_s$ ), s	0.0	0.0	0.0	8.0	0.0	6.4	1.5	63.5	5.2	7.7	12.7	0.0
Cycle Q Clear(g_c), s	1.3	0.0	0.0	8.0	0.0	6.4	1.5	63.5	5.2	7.7	12.7	0.0
Prop In Lane	0.48	010	1.00	1.00	010	0.94	1.00	0010	1.00	1.00		1.00
Lane Grp Cap(c), veh/h	121	0	1100	325	0	295	589	988	917	220	1221	1100
V/C Ratio(X)	0.19	0.00		0.43	0.00	0.36	0.05	1.04	0.18	0.88	0.40	
Avail Cap(c_a), veh/h	263	0		328	0	444	589	988	917	220	1221	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	50.7	0.0	0.0	42.8	0.0	39.1	10.1	23.1	10.9	36.3	6.3	0.0
Incr Delay (d2), s/veh	0.8	0.0	0.0	0.9	0.0	0.7	0.0	38.6	0.1	31.5	0.2	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/In	0.6	0.0	0.0	3.6	0.0	2.6	0.3	32.3	1.8	4.8	3.6	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	51.5	0.0	0.0	43.7	0.0	39.8	10.1	61.7	10.9	67.8	6.5	0.0
LnGrp LOS	D	A		D	A	D	В	F	В	E	A	
Approach Vol, veh/h		23			247			1213			687	
Approach Delay, s/veh		51.5			42.0			53.8			23.8	
Approach LOS		D			D			D			C	
		_	_								•	
Timer - Assigned Phs	1	2	3	4		6		8				
Phs Duration (G+Y+Rc), s	15.0	69.0	15.4	10.4		84.0		25.8				
Change Period (Y+Rc), s	5.5	5.5	5.5	5.5		5.5		5.5				
Max Green Setting (Gmax), s	9.5	63.5	10.0	15.0		78.5		30.5				
Max Q Clear Time (g_c+l1), s	9.7	65.5	10.0	3.3		14.7		8.4				_
Green Ext Time (p_c), s	0.0	0.0	0.0	0.0		3.2		0.6				
Intersection Summary												
HCM 6th Ctrl Delay			42.9									
HCM 6th LOS			D									
Notes												

User approved pedestrian interval to be less than phase max green.

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

Timings 4b. Future Build 2025 PM - Improved 2: SR 44 (Greensboro Rd) & Harmony Crossing M Drwy/Site Drwy 1

07/26/2023

160

	٦	-	7	1	4	1	Ť	1	1	ŧ	1	
ane Group	EBL	EBT	EBR	WBL	WBT	NBL	NBT	NBR	SBL	SBT	SBR	
ane Configurations		ŧ	7	7	ţ,	٦	1	1	7	1	۲	
Fraffic Volume (vph)	29	10	30	340	11	38	620	170	293	778	25	
<sup>-</sup> uture Volume (vph)	29	10	30	340	11	38	620	170	293	778	25	
ane Group Flow (vph)	0	43	33	378	208	42	689	189	326	864	28	
Furn Type	Perm	NA	Perm	pm+pt	NA	Perm	NA	Perm	pm+pt	NA	Perm	
Protected Phases		4		3	8		2		1	6		
Permitted Phases	4		4	8		2		2	6		6	
Detector Phase	4	4	4	3	8	2	2	2	1	6	6	
Switch Phase												
Vinimum Initial (s)	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	5.0	
vlinimum Split (s)	23.5	23.5	23.5	15.0	23.5	23.5	23.5	23.5	15.0	23.5	23.5	
Fotal Split (s)	23.5	23.5	23.5	19.0	42.5	57.5	57.5	57.5	20.0	77.5	77.5	
Total Split (%)	19.6%	19.6%	19.6%	15.8%	35.4%	47.9%	47.9%	47.9%	16.7%	64.6%	64.6%	
(ellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	
ost Time Adjust (s)		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Lost Time (s)		5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	
.ead/Lag	Lag	Lag	Lag	Lead		Lag	Lag	Lag	Lead			
ead-Lag Optimize?	Yes	Yes	Yes	Yes		Yes	Yes	Yes	Yes			
Recall Mode	None	None	None	None	None	Min	Min	Min	None	Min	Min	
r/c Ratio		0.41	0.13	1.18	0.39	0.18	0.90	0.24	0.87	0.79	0.03	
Control Delay		60.0	1.1	144.5	7.9	20.6	43.7	7.8	44.6	21.2	0.0	
Queue Delay		0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	
Total Delay		60.0	1.1	144.5	7.9	20.6	43.7	7.8	44.6	21.2	0.0	
Queue Length 50th (ft)		30	0	~247	7	17	431	25	132	410	0	
Queue Length 95th (ft)		67	0	#515	64	45	#707	72	#324	673	0	
nternal Link Dist (ft)		260			171		353			261		
Furn Bay Length (ft)						230		175	235			
Base Capacity (vph)		213	378	320	701	260	849	861	373	1176	1130	
Starvation Cap Reductn		0	0	0	0	0	0	0	0	0	0	
Spillback Cap Reductn		0	0	0	0	0	0	0	0	0	0	
Storage Cap Reductn		0	0	0	0	0	0	0	0	0	0	
Reduced v/c Ratio		0.20	0.09	1.18	0.30	0.16	0.81	0.22	0.87	0.73	0.02	
ntersection Summary												
Cycle Length: 120												
Actuated Cycle Length: 105												
Vatural Cycle: 110												
Control Type: Actuated-Unc												
<ul> <li>Volume exceeds capacit</li> </ul>			cally infin	ite.								
Queue shown is maximu												
4 95th percentile volume e			leue may	be longe	er.							
Queue shown is maximu	m after two	o cycles.	•	5								
Splits and Phases: 2: SR	44 (Green	sboro Rd	) & Harm	onv Cros	sina M Dr	wv/Site D	irwv 1					
	Ø2		<u>/ ur : iui : ii</u>			ny/olio D		Ø3	3	404		

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HCM 6th Signalized Intersection Summary

161

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2: SR 44 (Greensb					ng M [	Drwy/S	ite Drv	vy 1		-0 - 11
	٨	+	7	4	+	•	1	Ť	1	1
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL
Lane Configurations		4	1	1	ħ		7	1	1	7
Traffic Volume (veh/h)	29	10	30	340	11	176	38	620	170	293
Future Volume (veh/h)	29	10	30	340	11	176	38	620	170	293
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0
Ded Diles Adi(A shT)	4 00		4 00	4.00		4 00	4 00		4 00	4 00

	00	10	20	240	44	470	20	000	470	000	770	0
Traffic Volume (veh/h)	29	10	30	340	11	176	38	620	170	293	778	25
Future Volume (veh/h)	29	10	30	340	11	176	38	620	170	293	778	25
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	4.00	1.00	1.00	4 00	1.00	1.00	4 00	1.00	1.00	4 00	1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	1070	No	4070	4070	No	1070	4070	No	4070	4070	No	4070
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1707	1870	1870	1707	1870
Adj Flow Rate, veh/h	32	11	0	378	12	196	42	689	189	326	864	0
Peak Hour Factor	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	13	2	2	13	2
Cap, veh/h	114	23		443	23	380	240	759	705	360	1081	
Arrive On Green	0.05	0.05	0.00	0.14	0.25	0.25	0.44	0.44	0.44	0.13	0.63	0.00
Sat Flow, veh/h	906	427	1585	1781	92	1507	640	1707	1585	1781	1707	1585
Grp Volume(v), veh/h	43	0	0	378	0	208	42	689	189	326	864	0
Grp Sat Flow(s),veh/h/ln	1333	0	1585	1781	0	1599	640	1707	1585	1781	1707	1585
Q Serve(g_s), s	2.6	0.0	0.0	13.5	0.0	10.7	5.0	35.9	7.2	10.2	35.9	0.0
Cycle Q Clear(g_c), s	3.0	0.0	0.0	13.5	0.0	10.7	22.9	35.9	7.2	10.2	35.9	0.0
Prop In Lane	0.74		1.00	1.00		0.94	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	136	0		443	0	403	240	759	705	360	1081	
V/C Ratio(X)	0.32	0.00		0.85	0.00	0.52	0.18	0.91	0.27	0.91	0.80	
Avail Cap(c_a), veh/h	312	0		443	0	619	303	929	863	398	1287	
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	0.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	44.2	0.0	0.0	37.4	0.0	30.7	28.2	24.7	16.7	22.9	13.0	0.0
Incr Delay (d2), s/veh	1.3	0.0	0.0	14.8	0.0	1.0	0.3	10.9	0.2	22.5	3.1	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/In	1.0	0.0	0.0	10.6	0.0	4.2	0.7	15.2	2.6	5.9	11.7	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	45.5	0.0	0.0	52.2	0.0	31.8	28.6	35.6	16.9	45.4	16.1	0.0
LnGrp LOS	D	А		D	А	С	С	D	В	D	В	
Approach Vol, veh/h		43			586			920			1190	
Approach Delay, s/veh		45.5			44.9			31.4			24.2	
Approach LOS		D			D			C			C	
					5						Ū	
Timer - Assigned Phs	1	2	3	4		6		8				
Phs Duration (G+Y+Rc), s	18.0	48.0	19.0	10.6		66.0		29.6				
Change Period (Y+Rc), s	5.5	5.5	5.5	5.5		5.5		5.5				
Max Green Setting (Gmax), s	14.5	52.0	13.5	18.0		72.0		37.0				
Max Q Clear Time (g_c+l1), s	12.2	37.9	15.5	5.0		37.9		12.7				
Green Ext Time (p_c), s	0.2	4.6	0.0	0.1		7.0		1.4				
Intersection Summary												
HCM 6th Ctrl Delay			31.4									
HCM 6th LOS			с С									
			5									

### Notes

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

# **TRAFFIC VOLUME WORKSHEETS**

1. SR 44 @ Mahaffey Dr

A&R Engineering July 2023

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	SR	14 (Gree.	SR 44 (Greensboro Road)	toad)	SR 4	SR 44 (Greensboro Road)	isboro R	toad)	Harm	ony Cro Driv	Harmony Crossing Southern Driveway	uthern		Mahaffe	Mahaffey Drive	
		North	Northbound			South	Southbound			Eastb	Eastbound			West	Westbound	
Condition	Γ	Н	R	Tot	Г	Н	R	Tot	Г	Τ	R	Tot	L	н	ч	Tot
2021 Counts:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing 2023 Traffic Counts:	0	916	34	950	17	471	8	496	0	0	8	ø	27	0	21	48
Growth Factor (%):	2	2	2		2	2	2		2	2	2		2	2	2	
No-Build 2025 Volumes:	0	953	35	988	18	490	8	516	0	0	8	8	28	0	22	50
Total New Trips:	0	176	0	176	4	105	0	109	0	0	0	0	0	0	4	4
Pass-by Trips:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Future 2025 Traffic Volumes:	0	1129	35	1164	22	595	8	625	0	0	8	8	28	0	29	57
					P.M. Pe	P.M. Peak Hour	L I									
	SR 4	14 (Gree.	SR 44 (Greensboro Road)	toad)	SR 4	SR 44 (Greensboro Road)	sboro R	(oad)	Harm	ony Cro Driv	Harmony Crossing Southern Driveway	uthern		Mahaff	Mahaffey Drive	
		North	Northbound			South	Southbound			Eastb	Eastbound			West	Westbound	
Condition	Γ	F	R	Tot	Γ	Т	Я	Tot	Г	Τ	R	Tot	Г	Т	R	Tot
2021 Counts:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing 2023 Traffic Counts:	0	596	22	618	15	006	8	923	0	0	28	28	23	0	24	47

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0 0 0

0 0

Growth Factor (%): No-Build 2025 Volumes:

Total New Trips: Pass-by Trips:

0 0 0

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0 0

Future 2025 Traffic Volumes:

0 0 8

8 0

0 0 

0 0 0 0 0

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<sup>23-047 -</sup> Lake Oconee Town Center Mixed-Use Development - TIS Traffic Volumes

A&R Engineering July 2023

	SR	14 (Gree	SR 44 (Greensboro Road)	toad)	SR 4	SR 44 (Greensboro Road)	nsboro F	(oad)	Har	mony C Driv	Harmony Crossing Main Driveway	Main		Site Dr	Site Driveway 1	_
		North	Northbound			South	Southbound			Easth	Eastbound			West	Westbound	
Condition	Г	Г	ы	Tot	Г	н	Я	Tot	Г	н	К	Tot	L	н	R	Tot
2021 Counts:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing 2023 Traffic Counts:	26	907	0	933	0	475	25	500	10	0	10	20	0	0	0	0
Growth Factor (%):	2	7	2		2	2	7		2	2	7		2	7	7	
No-Build 2025 Volumes:	27	943	0	670	0	494	26	520	10	0	10	20	0	0	0	0
Total New Trips:	0	55	128	183	158	0	0	158	0	11	0	11	109	9	71	186
Pass-by Trips:	0	-25	25	0	26	-26	0	0	0	0	0	0	25	0	24	49
Future 2025 Traffic Volumes:	27	973	153	1153	184	468	26	678	10	11	10	31	134	9	95	235
					P.M. Peak Hour	ak Hou	H									

					P.M. Peak Hour	ık Houı										
	SR 4	SR 44 (Greensboro Road	sboro R	oad)	SR 44	SR 44 (Greensboro Road	boro Rc	ad)	Harm	ony Crossin Driveway	Harmony Crossing Main Driveway	ain		Site Driveway	eway 1	
		Northbound	punoc			Southbound	puno			Eastbound	pun			Westbound	punc	
Condition	Γ	Т	Я	Tot	Γ	Τ	R	Tot	L	L	R	Tot	Ļ	H	R	Tot
2021 Counts:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing 2023 Traffic Counts:	37	589	0	626	0	882	24	906	28	0	29	57	0	0	0	0
Growth Factor (%):	7	7	2		2	2	7		2	2	7		2	2	2	
No-Build 2025 Volumes:	38	613	0	651	0	917	25	942	29	0	30	59	0	0	0	0
Total New Trips:	0	53	124	177	154	0	0	154	0	10	0	10	199	11	129	339
Pass-by Trips:	0	-46	46	0	139	-139	0	0	0	0	0	0	141	0	47	188
Future 2025 Traffic Volumes:	38	620	170	828	293	778	25	1096	29	10	30	69	340	11	176	527

<sup>23-047 -</sup> Lake Oconee Town Center Mixed-Use Development - TIS Traffic Volumes

23-047 - Lake Oconee Town Center Mixed-Use Development - TIS Traffic Volumes 3.SR 44 @ Site Drwy (N) (RIRO)

A&R Engineering July 2023

A.M. Peak Hour

	SR /	SR 44 (Greensboro Road)	nsboro F	toad)	SR 4	SR 44 (Greensboro Road)	sboro R	(pad)					Site	e Drivev	Site Driveway 2 (RIRO)	RO)
		North	Northbound			Southbound	punoc			Eastl	Eastbound			West	Westbound	
Condition	Γ	Т	Ч	Tot	Г	н	Ч	Tot	Г	H	R	Tot	Г	H	R	Tot
2021 Counts:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing 2023 Traffic Counts:	0	880	0	880	0	458	0	458	0	0	0	0	0	0	0	0
Growth Factor (%):	2	2	2		2	2	7		2	7	7		2	2	2	
No-Build 2025 Volumes:	0	915	0	915	0	476	0	476	0	0	0	0	0	0	0	0
Total New Trips:	0	71	55	126	0	158	0	158	0	0	0	0	0	0	24	24
Pass-by Trips:	0	-25	25	0	0	0	0	0	0	0	0	0	0	0	24	24
Future 2025 Traffic Volumes:	0	961	80	1041	0	634	0	634	0	0	0	0	0	0	48	48
					P.M. P6	P.M. Peak Hour	_									
	SR 4	SR 44 (Greensboro Road) Northbound	(Greensboro R Northbound	toad)	SR 4	SR 44 (Greensboro Road) Southbound	sboro R	(oad)		East	- Fastbound		Site	e Drivev West	Site Driveway 2 (RIRO) Westhound	RO)
Condition	-	F	Я	Tot	-	F	ď	tot	-	F	ď	$T_{o+}$	┝	E	٩	Tot

	SR 4	SR 44 (Greensboro Road)	sboro R	oad)	SR 4	SR 44 (Greensboro Road)	sboro Rc	ad)		'			Site I	Drivewa	Site Driveway 2 (RIRO)	ñ
		Northbound	punoc			Southbound	puno			Eastbound	pund			Westbound	punc	
Condition	Γ	Т	R	Tot	Γ	Г	R	Tot	Γ	Ι	R	Tot	Г	H	R	Tot
2021 Counts:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Existing 2023 Traffic Counts:	0	718	0	718	0	878	0	878	0	0	0	0	0	0	0	0
Growth Factor (%):	2	7	2		7	7	7		7	7	7		7	7	7	
No-Build 2025 Volumes:	0	747	0	747	0	913	0	913	0	0	0	0	0	0	0	0
Total New Trips:	0	129	53	182	0	154	0	154	0	0	0	0	0	0	43	43
Pass-by Trips:	0	-46	46	0	0	0	0	0	0	0	0	0	0	0	47	47
Future 2025 Traffic Volumes:	0	830	66	929	0	1067	0	1067	0	0	0	0	0	0	90	90

A&R Engineering July 2023

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

Hour	
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	SR 4	SR 44 (Greensboro Road)	sboro R	(pad)	SR (	SR 44 (Greensboro Road)	nsboro F	Road)	Harmo	Harmony Crossing Northern Driveway	sing Nc eway	orthern				
		Northbound	puno			South	Southbound			Eastbound	puno			West	Westbound	
Condition	Γ	Τ	R	Tot	Г	H	R	Tot	Г	H	R	Tot	Г	н	R	Tot
2021 Counts:	22	831	0	853	0	420	20	440	14	0	4	18	0	0	0	0
Existing 2023 Traffic Counts:	23	865	0	888	0	437	21	458	15	0	4	19	0	0	0	0
Growth Factor (%):	2	7	7		7	7	7		2	7	7		7	7	7	
No-Build 2025 Volumes:	24	006	0	924	0	454	22	476	16	0	4	20	0	0	0	0
Total New Trips:	0	125	0	125	0	158	0	158	0	0	0	0	0	0	0	0
Pass-by Trips:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Future 2025 Traffic Volumes:	24	1025	0	1049	0	612	22	634	16	0	4	20	0	0	0	0
					P.M. P(	P.M. Peak Hour	L H									

				-		P.M. Peak Hour	L									
	SR 4	SR 44 (Greensboro Road)	sboro R	oad)	SR 4	SR 44 (Greensboro Road)	sboro Rc	ad)	Harmor	ny Crossing Driveway	Harmony Crossing Northern Driveway	thern				
		Northbound	punoc			Southbound	puno			Eastbound	pun			Westbound	pun	
Condition	Γ	Т	R	Tot	Γ	H	R	Tot	Γ	Г	R	Tot	Ц	H	Я	Tot
2021 Counts:	2	677	0	679	0	825	19	844	13	0	18	31	0	0	0	0
Existing 2023 Traffic Counts:	7	704	0	706	0	858	20	878	14	0	19	33	0	0	0	0
Growth Factor (%):	7	7	2		7	2	7		7	2	2		7	7	5	
No-Build 2025 Volumes:	2	732	0	734	0	892	21	913	15	0	20	35	0	0	0	0
Total New Trips:	0	182	0	182	0	154	0	154	0	0	0	0	0	0	0	0
Pass-by Trips:	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Future 2025 Traffic Volumes:	7	914	0	916	0	1046	21	1067	15	0	20	35	0	0	0	0

<sup>23-047 -</sup> Lake Oconee Town Center Mixed-Use Development - TIS Traffic Volumes



July 22, 2021

Mr. Rick McAllister McAllister Site Consulting, LLC

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

Dear Mr. McAllister,

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

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

Sincerely,

Kim Metcalf

Kim Metcalf Partner

# Introduction

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

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

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

# **Site Description**

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

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

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

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

## Results

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

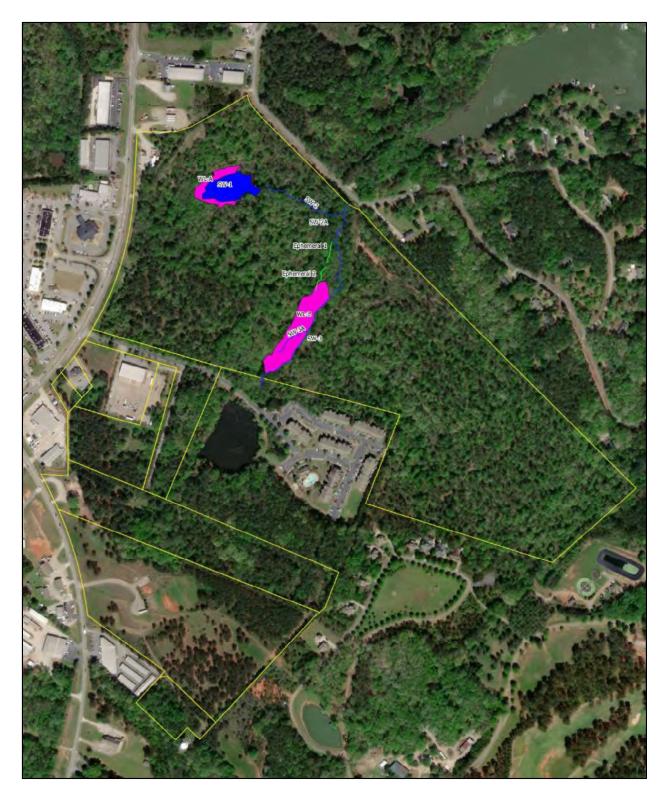
To begin, state waters area one is labeled SW-1 and the feature is the pond on the northern property located at approximately 33.425441° & -83.263989°. The footprint of SW-1 appears to be shrinking, but the feature is still a state water due to subsurface contributions and a point of wrested vegetation.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

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

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

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

# **Feature Locations**



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

Photos SW-1



**SW-2** 



SW-2A



**SW-3** 



SW-3A



# Wetland

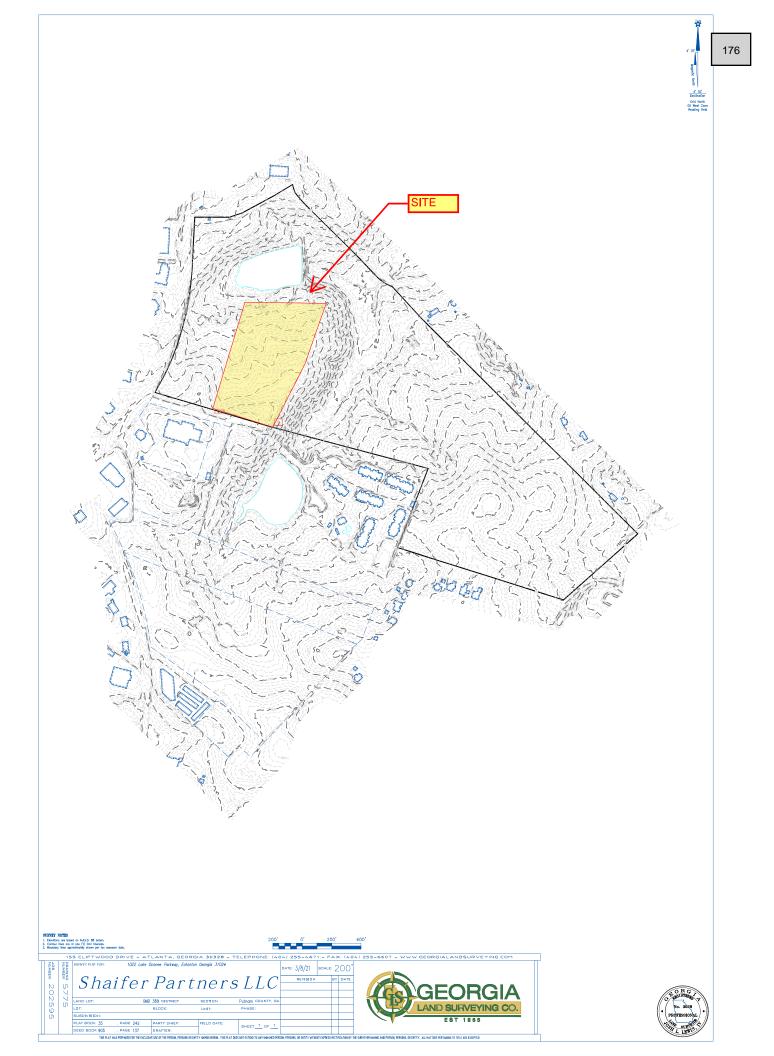


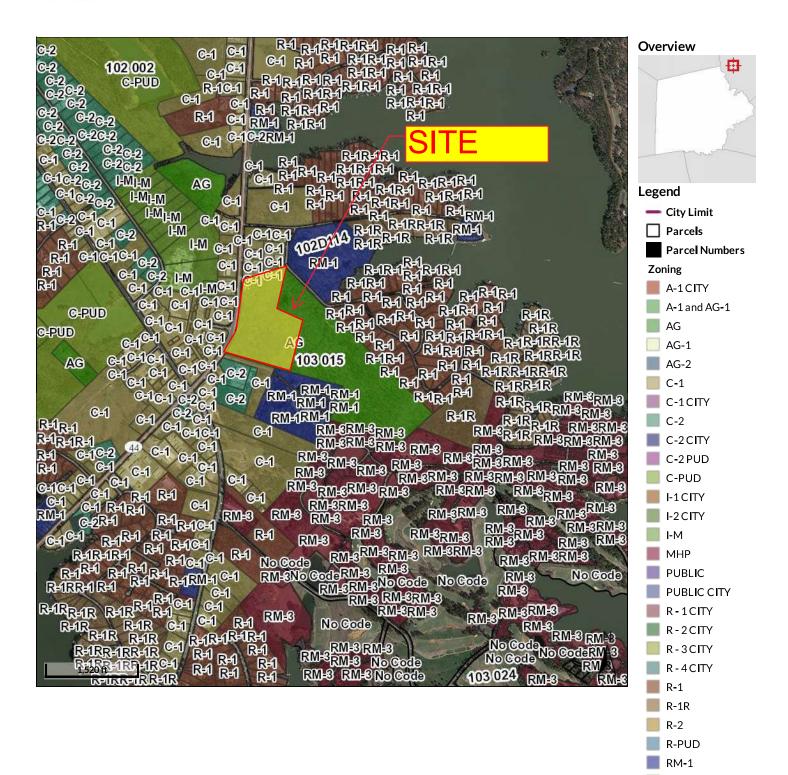
© 2021 Riverbend Environmental Inc.

# Conclusions

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

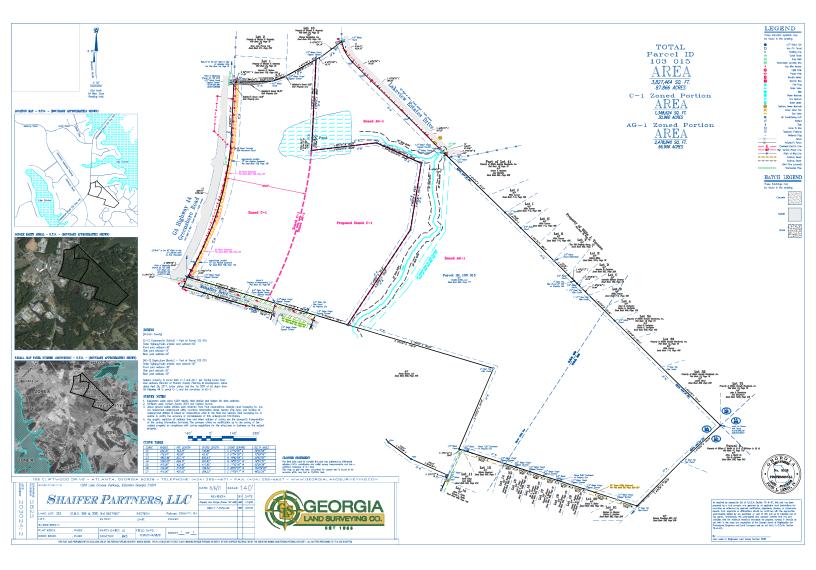
State buffer variances will be required for non-exempt activities in the state mandated 25' warm water buffer areas. USACOE permitting may be required for any impacts to streambed or wetlands. Please contact Riverbend Environmental Inc. for assistance.

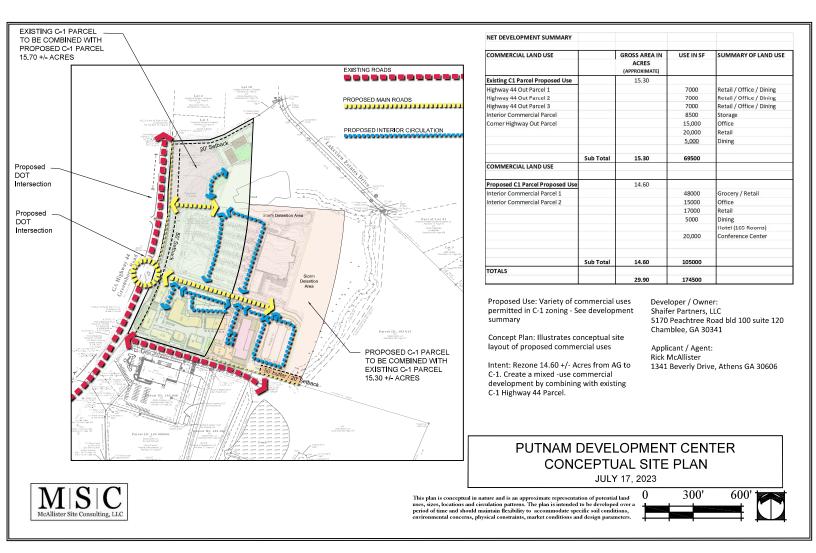


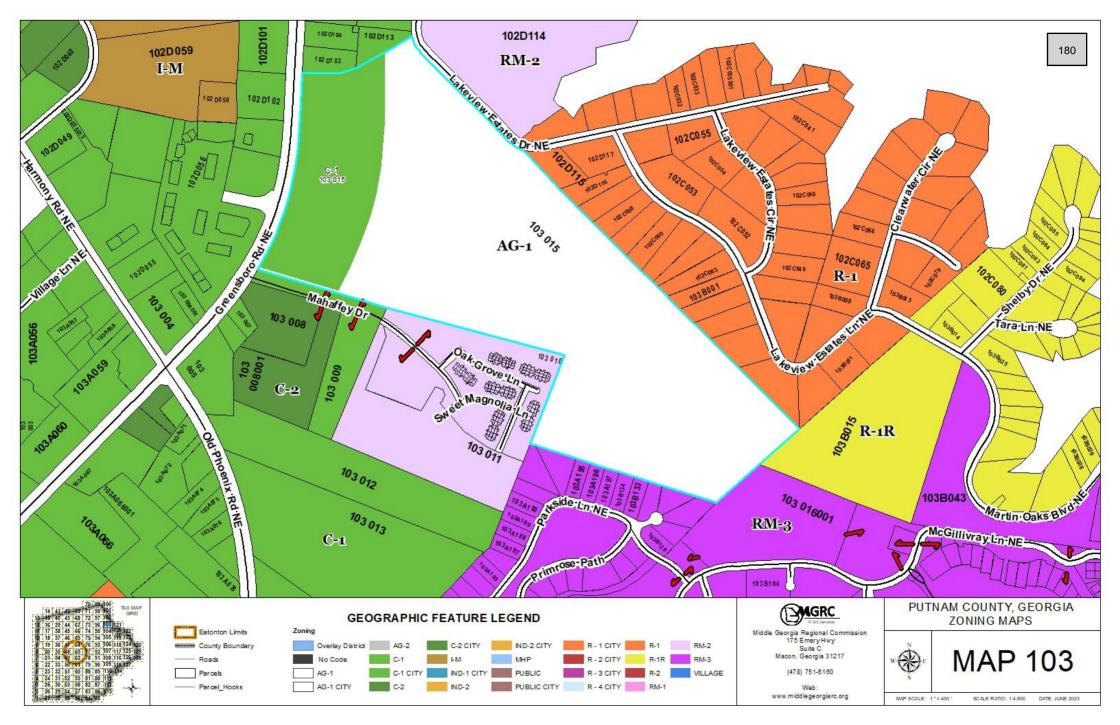


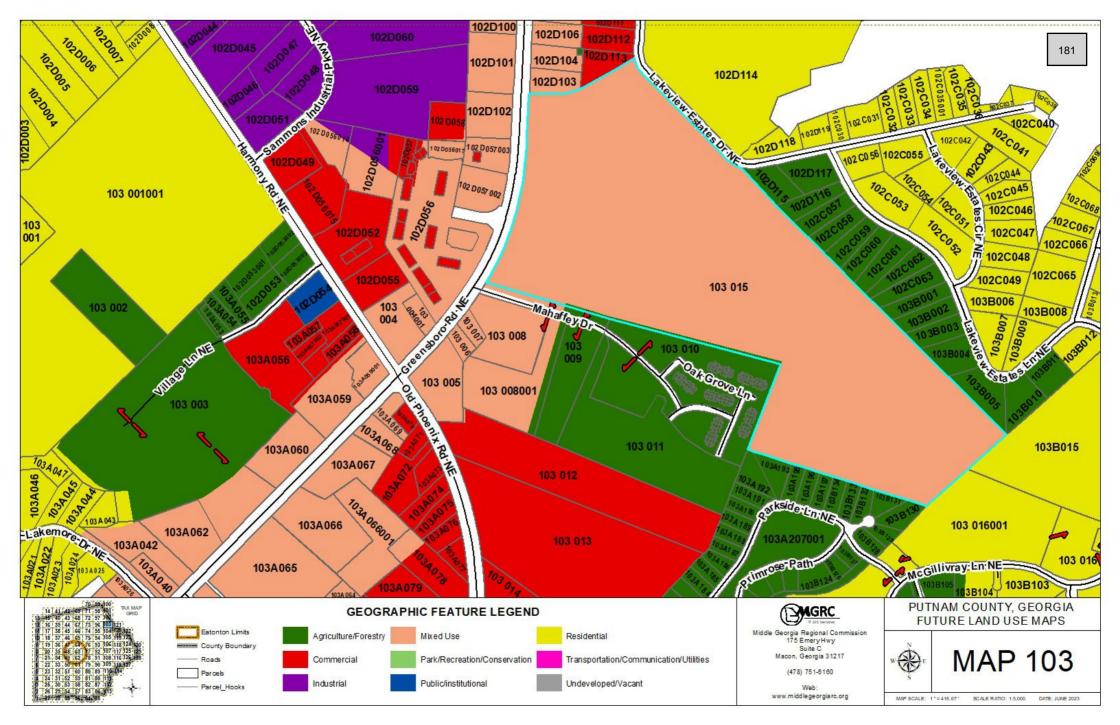
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VILLAGE Roads











# **PUTNAM COUNTY PLANNING & DEVELOPMENT**

117 Putnam Drive, Suite B & Eatonton, GA 31024 Tel: 706-485-2776 & 706-485-0552 fax & www.putnamcountyga.us

> Staff Recommandations Thursday, October 5, 2023, ◊ 6:30 PM Putnam County Administration Building – Room 203

# TO: Planning & Zoning Commission

FROM: Lisa Jackson

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

# Requests

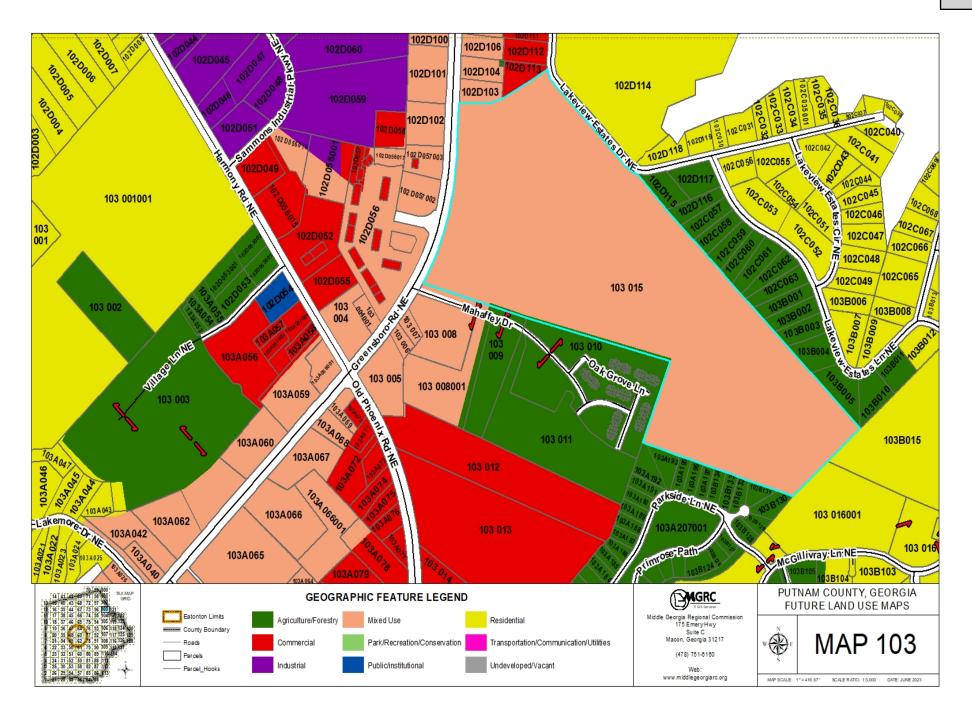
7. Request by Rick McAllister, agent for Shaifer Griffin, LLC to rezone 15.30 acres at 1024 Lake Oconee Parkway from C-1/AG to C-1. [Map103, Part of Parcel 015, District 3].\* Mr. McAllister is requesting to rezone this property on behalf of Shaifer Griffin, LLC. Currently, from the road frontage of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

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

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

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

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





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

- 1. The developer shall develop and maintain a 50-foot undisturbed buffer or berm along the property lines that abut remaining AG zoned acres of Map 103 Parcel 015 and Map 103 Parcel 010 as stated in Section 66-104(g) of the Putnam County Code of Ordinances.
- 2. Site driveway -1: Full-access driveway on SR 44, aligned with Harmony Crossing Main Driveway, one entering and two exiting lanes, install a traffic signal, if approved by GDOT, provide a "protected+permissive" phase for southbound left-turn and westbound left-turn movements, provide a right-turn land for entering traffic, convert the lane geometry of Harmony Crossing Driveway to a left-turn lane and a shared through/right-turn lane, and provide adequate sight distance per AASHTO (American Association of State Highway and Transportation Officials) standards.
- 3. Site driveway -2: Right-In/ Right-Out driveway on SR 44, one entering and one exiting lane, stop-sign controlled on the driveway approach with SR 44 remaining free flow, provide a right-turn lane for entering traffic, and provide adequate sight distance per AASHTO standards.
- 4. This rezoning approval shall be conditioned upon the resurveying and recordation in the Superior Court of Putnam County of an accurate plat within 60 days of approval by the board of commissioners. A copy of the recorded plat shall be filed with the planning and development department director. Failure to file a plat pursuant to this subsection shall have the effect of invalidating the rezoning action as stated in Section 66-165(e)(3) of the Putnam County Code of Ordinances.

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

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

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

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

The Board of Commissioners reserves the right to continue the meeting to another time and place in the event the number of people in attendance at the meeting, including the Board of Commissioners, staff, and members of the public exceeds the legal limits.

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

Individuals with disabilities who require certain accommodations in order to allow them to observe and/or participate in this meeting, or who have questions regarding the accessibility of the meeting, or the facilities are required to contact the ADA Compliance Officer, at least three business days in advance of the meeting at 706-485-2776 to allow the County to make reasonable accommodations for those persons.