



City of Cartersville

P.O Box 1390 – 10 Public Square – Cartersville, Georgia 30120
Telephone: 770-387-5616 – Fax 770-386-5841 – www.cityofcartersville.org

COUNCILPERSONS:

Matt Santini – Mayor
Dianne Tate – Mayor Pro Tem
Kari Hodge
Lindsey McDaniel, Jr.
Jayce Stepp
Louis Tonsmeire, Sr.
Taff Wren

AGENDA

Council Chamber, Third Floor of City Hall– 7:00
PM – 8/4/2016
Work Session – 6:00 P.M.

CITY MANAGER:
Sam Grove

CITY ATTORNEY:
David Archer

CITY CLERK:
Connie Keeling

I. Opening of Meeting

- Invocation
- Pledge of Allegiance
- Roll Call

II. Regular Agenda

A. Council Meeting Minutes

1. July 21, 2016 (Pages 1-14)

[Attachments](#)

B. Public Hearing - 2nd Reading of Zoning/Annexation Requests

1. File 16-02: Rezoning application by William Wright for property located at 118 Old Mill Road (approximately 65 acres) from R-20 (Single Family Residential) to L-I (Light Industrial) with conditions (Pages 15-91)

[Attachments](#)

C. Second Reading of Ordinances

1. Amendment to Alcohol Ordinance Pertaining to Supermarkets (Pages 92-103)

[Attachments](#)

D. Appointments

1. Historic Preservation Commission (Page 104)

[Attachments](#)

2. Cartersville Building Authority (Page 105)

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3. Ethics Committee (Pages 106-108)

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4. Airport Authority (Page 109)

[Attachments](#)

E. Contracts/Agreements

1. Grant for Cartersville-Bartow Airport (Pages 110-112)

[Attachments](#)

F. Change Order

1. Douthit Ferry Engineering Change Order (Pages 113-123)

[Attachments](#)

G. Bid Award/Purchases

1. 4 inch Tap & Stop (Pages 124-130)

[Attachments](#)

2. Soil Compactor for Electric Department (Pages 131-135)

[Attachments](#)

3. Postage Machine (Pages 136-139)

[Attachments](#)

4. Folder and Stuffing Machine (Pages 140-142)

[Attachments](#)

5. 6 Police Vehicles (Pages 143-144)

[Attachments](#)

H. Surplus Equipment

1. Surplus Items - Parks and Recreation (Pages 145-146)

[Attachments](#)

PERSONS WITH DISABILITIES NEEDING ASSISTANCE TO PARTICIPATE IN ANY OF THESE PROCEEDINGS SHOULD CONTACT THE HUMAN RESOURCES OFFICE, ADA COORDINATOR, 48 HOURS IN ADVANCE OF THE MEETING AT 770-387-5616.



City of Cartersville

City Council Meeting
8/4/2016 7:00:00 PM
July 21, 2016

SubCategory:	Council Meeting Minutes
Department Name:	Clerk
Department Summary Recommendation:	Attached are the minutes for your review and approval.
City Manager's Remarks:	The minutes are recommended for your approval.
Financial/Budget Certification:	
Legal:	
Associated Information:	

City Council Meeting
 10 N. Public Square
 July 21, 2016
 6:00 P.M. – Work Session 7:00 P.M.

I. Opening Meeting

Invocation by Council Member Tonsmeire

Pledge of Allegiance led by Council Member Hodge

The City Council met in Regular Session with Matt Santini, Mayor presiding and the following present: Kari Hodge, Council Member Ward One; Louis Tonsmeire, Sr., Council Member Ward Three; Dianne Tate, Council Member Ward Five; Taff Wren, Council Member Ward Six; Sam Grove, City Manager; Connie Keeling, City Clerk and Keith Lovell, Assistant City Attorney. Jayce Stepp, Council Member Ward Two and Lindsey McDaniel Council Member Ward Four were absent.

II. Regular Agenda

A. Council Meeting Minutes

1. July 7, 2016

A motion to approve the July 7, 2016 City Council Meeting Minutes as presented was made by Council Member Tate and seconded by Council Member Wren. Motion carried unanimously. Vote 4-0

B. Public Hearing – 1st Reading of Zoning/Annexation Requests

1. File Z16-02: Rezoning application by William Wright for property located at 118 Old Mill Road (approximately 65 acres) from R-20 (Single Family Residential) to L-I (Light Industrial with conditions).

Randy Mannino, Planning and Development Director, stated that the Public Official Forms have been received and there are no conflicts of interest. All adjacent property owners have been notified and the required legal notices have been advertised. Mr. Mannino requested that the application and zoning ordinance be made part of the official record. Copies of the adopted procedures and zoning standards are available upon request. Mr. Mannino stated that this property is located at 118 Old Mill Road. The applicant seeks to rezone a 63.5 acre portion of this property from R-20 (single family residential) to L-I (light industrial) with conditions “to allow uses consistent with the neighboring and nearby properties”. Because the application noted that they are seeking up to a million square feet, the request met the threshold for requiring it to proceed through the States Development Regional Impact (DRI) review process. The Northwest Georgia Regional Commission (NWGRC) did return a favorable recommendation noting that the proposed project is consistent with local and regional plans. Mr. Mannino stated that the Planning Commission recommended denial of application.

Mayor Santini opened the floor for a public hearing. David Flynt, Harris Robinson, and Cole Law all came forward to speak for the rezoning. Robert Carroll, Herb Upton, and David Hayes came forward to speak against the rezoning. With no further comments Mayor Santini closed the public hearing.

NO ACTION REQUIRED

C. First Reading of Ordinances

1. Amendment to Alcohol Ordinance Pertaining to Supermarkets

Keith Lovell, Assistant City Attorney stated that this is an amendment to the Alcohol Ordinance as it pertains to Supermarkets over 100,000 square feet. The Alcohol Control Board has recommended approval.

Mayor Santini opened the floor for a public hearing. Kevin Leff came forward to speak for the ordinance change. With no further comments Mayor Santini closed the public hearing.

NO ACTION REQUIRED

D. Other

1. Annual Assessment for Membership in the Northwest Georgia Regional Commission

Sam Grove, City Manager stated that this is the request for the annual dues for membership and participation in the Northwest Georgia Regional Commission in the amount of \$20,319.00. This is for the fiscal year July 1, 2016 through June 30, 2017.

A motion to approve the annual membership dues was made by Council Member Tonsmeire and seconded by Council Member Hodge. Motion carried unanimously. Vote 4-0

E. Contracts/Agreements

1. Center Road Sewer Replacement

Bob Jones, Water and Sewer Superintendent stated that this agreement is for engineering services for Phase II of the Center Road Sewer Replacement Project. Sweitzer Engineering has agreed to provide design, permitting and bidding services on the project for a fee not to exceed \$39,000. Mr. Jones recommended approval.

A motion to approve as presented was made by Council Member Tonsmeire and seconded by Council Member Hodge. Motion carried unanimously. Vote 4-0

2. Annual EPD Drinking Water Lab Contract

Bob Jones, Water and Sewer Superintendent stated that this invoice is for water quality testing performed by the Department of Natural Resources – Drinking Water Program. The State

laboratory has performed this testing for the City annually for several years. Mr. Jones stated that the annual fee is the same as last year at \$9,200 and is cheaper than contracting the same analyses with a private lab and has the added benefit of being 100% compliant for regulatory purposes. Mr. Jones recommended approval.

A motion to approve annual contract was made by Council Member Tonsmeire and seconded by Council Member Tate. Motion carried unanimously. Vote 4-0

3. General Release and Indemnity Agreement

Dan Porta, Assistant City Manager stated that the Jordan family, located at 115 Woodland Drive, has discussed with city staff an issue they have experienced with stormwater flowing over and through their property. After meeting with them and discussing an agreement regarding this matter, an indemnity agreement prepared by the City Attorney was agreed upon in the amount of \$3,000 which would release the city from further claims. The Jordan Family stated that they were not comfortable with this agreement and had the attorney draw up another agreement omitting the part about future claims. Mr. Porta recommended approval of the original agreement.

A motion to approve the original agreement which would release the city from any future claims regarding this matter was made by Council Member Wren and seconded by Council Member Tonsmeire. Motion carried unanimously. Vote 4-0

4. Annual Software Support and Maintenance Agreement for 2016

Jason DiPrima, Assistant Police Chief requested approval of the USA Software support agreement in the amount of \$28,876.30. USA Software is the records management system used to maintain all records of the police department. Chief DiPrima stated that this will be the last year for this system since they will be switching to New World Software in the coming year. Chief DiPrima recommended approval.

A motion to approve the software maintenance agreement was made by Council Member Tonsmeire and seconded by Council Member Wren. Motion carried unanimously. Vote 4-0

5. Emerson Intergovernmental Agreement

Wade Wilson, City Engineer stated that this is an intergovernmental agreement with the City of Emerson which allows the City of Cartersville to do their MS4 required street sweeping for them annually. They are required to sweep 24 miles of streets annually which will take one day per year and the City of Emerson will reimburse the City of Cartersville for the cost. Mr. Wilson recommended approval.

A motion to approve the intergovernmental agreement with the City of Emerson was made by Council Member Hodge and seconded by Council Member Tate. Motion carried unanimously. Vote 4-0

F. Grant Application;/Acceptance

1. GDOT 2017 LMIG

Wade Wilson, City Engineer stated that this is the application for the GDOT FY 2017 Local Maintenance Improvement Grant (LMIG) in the amount of \$233,233.34. The grant has been increased 30% over past years due to the passage of HB 170 last year. We are required to provide a 30% match which is budgeted. As part of the grant we are required to designate what we will use the money for and staff has recommended resurfacing nine (9) city streets for a total of 4.34 miles. The streets are as follows:

Old Mill Road - (South of	Brookwood Drive
Douthit Ferry Road)	Oak Hill Circle
Summit Ridge Drive	Camillia Lane
Morningside Drive	Pettit Road
Rowland Springs Road	Dogwood Drive

Mr. Wilson stated according to his records the majority of these streets were last resurfaced between 1987 and 1996 and he recommended approval.

A motion to approve GDOT 2017 LMIG Application was made by Council Member Tonsmeire and seconded by Council Member Hodge. Motion carried unanimously. Vote 4-0

G. Bid Award/Purchases

1. Property & Casualty Insurance Renewal

Dan Porta, Assistant City Manager stated that at the June 16 City Council Meeting he brought forward the property and casualty insurance renewal which initially came in at \$403,205. At that time staff was working with the insurance agent and broker on updating city buildings contents and values, plus having to add a special flood insurance coverage for the Public Safety Headquarters building, the total premium is \$433,360. Mr. Porta recommended approval.

A motion to approve the Property & Casualty Insurance Renewal was made by Council Member Tate and seconded by Council Member Tonsmeire. Motion carried unanimously. Vote 4-0

2. Canon Copier

Randy Mannino, Planning and Development Director stated that he had received a price for a new Canon Copier for his department. The current copier is eleven (11) years old with over 650,000 copies and is in constant need of repair. To be consistent with the other equipment within the city this will be the same machine recently purchased by the Gas and Water Departments. Mr. Mannino recommended approval.

A motion to approve the Canon Copier Purchase was made by Council Member Tonsmeire and seconded by Council Member Hodge. Motion carried unanimously. Vote 4-0

H. Resolutions

1. Requesting Creation of a Festival Zone

Lillie Reed, DDA Director stated that the DDA is continuing to house music events into the month of August and would like to request the creation of a festival zone for these events. Ms. Reed recommended approval.

A motion to approve the creation of a Festival Zone was made by Council Member Tate and seconded by Council Member Tonsmeire. Motion carried unanimously. Vote 4-0

Resolution No. 15-16

WHEREAS, the Cartersville City Council approved a Festival Ordinance in 2014; and

WHEREAS, the Downtown Development Authority (DDA) wishes to establish a Festival Zone for the following events to be held downtown:

Music Event	August 19 & 27
	September 3 & 17
	October 8 & 22
	November 5 & 12
	December 3 & 10

WHEREAS, the DDA Board recommends that for the MUSIC EVENT Friendship Plaza be designated a controlled Festival Zone; and

WHEREAS said Festival Zone will allow those of 21 years and older, who show proof of identification and receive a wristband, be allowed to consume purchased alcoholic beverages within the Festival Zone; and

WHEREAS, DDA board and staff will, in conjunction with event staff and volunteers, keep those with alcoholic beverages inside the allotted Festival Zone; and

WHEREAS, the Director of Planning and Development has received the proposal and application and approved the event with the understanding that alcoholic beverages will only be sold by an approved alcohol-license holding businesses.

NOW, THEREFORE BE IT RESOLVED by the City of Cartersville that the Downtown Cartersville MUSIC EVENT, as planned and implemented by the DDA, and approval by the Director of Planning and Development, be designated a Community Festival Zone.

ADOPTED this the 22nd day of July 2016.

/s/ Matthew J. Santini
Matthew J. Santini
Mayor

ATTEST:

/s/ Connie Keeling
Connie Keeling

City Clerk

2. 98 Lease Pool Program Trustee Change and Amendment to Equipment List Resolutions

Tom Rhinehart, Finance Director stated that this is two resolution amendments that need to be approved by council. Both of the resolution amendments involve the 98 Lease Pool Loan Program with GMA that the city is currently a member.

The first resolution amendment is a change in the trustee. Since June 1, 1998, the current trustee has been the Bank of New York Mellon Trust Company. GMA has appointed a new trustee, Regions Bank, to administer the lease pool loan program. This resolution amendment specifies the change of trustee and appoints Regions Bank as the new trustee for the program.

The second resolution amendment also involves the 98 Lease Pool Loan Program with GMA. This change is to amend Exhibit F of the Original Lease to increase the percentage amount of software that may be acquired and leased pursuant to the Original Lease. Currently the lease agreement stipulates that 10% of software purchase price may be loaned by GMA and the amendment is to allow up to 50% of the purchase price.

Mr. Rhinehart stated that the City Attorney had reviewed the documents and found no changes needed and recommended approval of both resolutions.

A motion to approve Resolutions No. 13-16 and 14-16 was made by Council Member Tonsmeire and seconded by Council Member Hodge. Motion carried unanimously. Vote 4-0

Resolution No. 13-16_

A RESOLUTION OF THE MAYOR AND COUNCIL OF CARTERSVILLE, GEORGIA TO AUTHORIZE THE EXECUTION OF A FIRST AMENDMENT TO 1998A MASTER LEASE AND OPTION AGREEMENT

WHEREAS, Cartersville, Georgia (the “City”) is a legally created, valid and existing municipal corporation of the State of Georgia, created and existing under the Constitution and laws of the State of Georgia; and

WHEREAS, the City is a participant in the (GMA) 1998 Georgia Local Government Equipment Loan Program (the “Loan Program”); and

WHEREAS, in connection with the Loan Program, the City entered into a 1998A Master Lease and Option Agreement Georgia, dated as of June 1, 1998 (the “Lease”), between the City and Georgia Municipal Association (“GMA”), under the terms of which GMA leases to the City various items of Equipment (as defined in the Original Lease) of the types described in Exhibit F of the Original Lease and the City agrees to make certain rental payments to GMA; and

WHEREAS, it is proposed that the City enter into a First Amendment to 1998A Master Lease and Option Agreement (the “First Amendment”), between GMA and the City, the form of which is attached hereto as Exhibit A, to amend Exhibit F of the Original Lease
Item # 1

to increase the percentage amount of software that may be acquired and leased pursuant to the Original Lease.

NOW, THEREFORE, BE IT RESOLVED by the Mayor and Council of Cartersville, Georgia, as follows:

Section 1. The execution, delivery and performance of the First Amendment are hereby authorized. The Mayor of the City (the “Mayor”) is hereby authorized to execute and deliver the First Amendment on behalf of the City, which First Amendment shall be in substantially the form attached hereto as Exhibit A with such minor changes, insertions or omissions as may be approved by the Mayor, and the execution of the First Amendment by the Mayor as hereby authorized shall be conclusive evidence of any such approval.

Section 2. From and after the execution and delivery of the First Amendment herein authorized, the Mayor and such other proper officers, agents and employees of the City are hereby authorized, empowered and directed to do all such acts and things and to execute all such documents and certificates as may be necessary to carry out and comply with the provisions of the First Amendment herein authorized and are further authorized to take any and all further actions and to execute and deliver any and all further documents and certificates as may be necessary or desirable in connection with the execution, delivery and performance of the First Amendment herein authorized. Without limiting the foregoing, if the Mayor is not available to execute the First Amendment herein authorized, the Mayor Pro Tem shall execute such document on the Mayor’s behalf.

Section 3. All acts and doings of the officers, agents and employees of the City which are in conformity with the purposes and intents of this resolution and in furtherance of the execution, delivery and performance of the First Amendment shall be, and the same hereby are, in all respects, approved and confirmed.

Section 4. No stipulation, obligation or agreement herein contained or contained in the First Amendment shall be deemed to be a stipulation, obligation or agreement of the Mayor or the Clerk of the City in their individual capacity, and neither the Mayor nor the Clerk of the City shall be personally liable under the First Amendment or be subject to personal liability or accountability by reason of the issuance thereof.

Section 5. This resolution shall take effect immediately upon its adoption. All resolutions or parts thereof in conflict with this resolution are hereby repealed.

ADOPTED this the 21st day of July 2016.

/s/ Matthew J. Santini
Matthew J. Santini
Mayor

ATTEST:

/s/ Connie Keeling
Connie Keeling

City Clerk

EXHIBIT A

FIRST AMENDMENT TO 1998A MASTER LEASE AND OPTION AGREEMENT

FIRST AMENDMENT TO 1998A MASTER LEASE AND OPTION AGREEMENT

This FIRST AMENDMENT TO 1998A MASTER LEASE AND OPTION AGREEMENT (this “First Amendment”) is entered into as of the 1st day of _____, 2016, between the GEORGIA MUNICIPAL ASSOCIATION, INC., a nonprofit corporation organized and existing under the laws of the State of Georgia (the “Lessor”), and Cartersville, Georgia, a municipal corporation of the State of Georgia (the “Lessee”).

WHEREAS, the Lessor and the Lessee have previously entered into a 1998A Master Lease and Option Agreement, dated as of June 1, 1998 (the “Original Lease”), pursuant to which the Lessor leases to the Lessee various items of Equipment (as defined in the Original Lease) of the types described in Exhibit F of the Original Lease and the Lessee agrees to make certain rental payments to the Lessor; and

WHEREAS, the Lessor and the Lessee propose to enter into this First Amendment to amend Exhibit F of the Original Lease to increase the percentage amount of software that may be acquired and leased pursuant to the Original Lease; and

WHEREAS, Section 15.04 of the Original Lease provides that the Lessor and the Lessee may amend or supplement Exhibit F of the Original Lease from time to time with the Insurer’s (as defined in the Original Lease) written consent, but without the consent of Lessor’s assignee.

NOW THEREFORE, in consideration of the premises and the undertakings set forth in this First Amendment, the parties hereto agree as follows:

1.

Exhibit F of the Original Lease is hereby amended by deleting row “e” in its entirety and replacing it with the following:

“e -1. Telecommunications systems, 911 systems, voice or voice-data systems, computer systems and weather warning systems and devices (including (i) operating software and (ii) applications of software acquired in connection with the upgrading or installation which does not represent more than 10% of the total cost of such upgrading or installation) when such equipment constitutes a system-wide or department-wide upgrading or new installation, and when a feasibility study supports the installation of such system.

“e-2. Telecommunications systems, 911 systems, voice or voice-data systems, computer systems and weather warning systems and devices (including (i) operating software and (ii) applications of software acquired in connection with the upgrading or installation which does not represent more than 50% of the total cost of such upgrading or

Item # 1

installation) when such equipment constitutes a system-wide or department-wide upgrading or new installation, and when a feasibility study supports the installation of such system.

2.

Except as herein specifically modified and amended, all of the terms, conditions and provisions of the Original Lease shall remain unchanged and in full force and effect.

3.

Should any phrase, clause, sentence or paragraph herein contained be held invalid or unconstitutional, it shall in no way affect the remaining provisions of this First Amendment, which said provisions shall remain in full force and effect.

4.

This First Amendment may be executed in several counterparts, each of which shall be an original but all of which shall constitute but one and the same instrument.

5.

This First Amendment shall be construed and enforced in accordance with the laws of the State of Georgia.

LESSEE:
CARTERSVILLE, GEORGIA

/s/ Matthew J. Santini
Matthew J. Santini
Mayor

(SEAL)
Attest:

/s/ Connie Keeling
Connie Keeling
City Clerk

[First Amendment to 1998A Master Lease and Option Agreement]

Resolution No. 14-16

A RESOLUTION OF THE MAYOR AND COUNCIL OF CARTERSVILLE, GEORGIA TO AUTHORIZE THE EXECUTION AND DELIVERY OF A SUBSTITUTION OF ESCROW AGENT AND TO AUTHORIZE THE CONSENT TO AN ASSIGNMENT OF MASTER REPURCHASE AGREEMENT AND AN ASSIGNMENT OF REIMBURSEMENT AND INDEMNITY AGREEMENT

WHEREAS, Cartersville, Georgia (the “City”) is a legally created, valid and existing municipal corporation of the State of Georgia, created and existing under the Constitution and laws of the State of Georgia; and

WHEREAS, the City is a participant in the (GMA) 1998 Georgia Local Government Equipment Loan Program (the “Loan Program”); and

WHEREAS, in connection with the Loan Program, the City entered into (a) an Escrow Agreement, dated as of June 1, 1998, among GMA, The Bank of New York Mellon Trust Company (“BNY Mellon”) and the City (the “Escrow Agreement”) and (b) a Master Repurchase Agreement, dated as of July 21, 1998, by and among BNY Mellon, as buyer, the City and Societe Generale, New York Branch, as seller (the “Master Repurchase Agreement”); and

WHEREAS, in connection with the Loan Program, GMA entered into a Reimbursement and Indemnity Agreement, dated as of June 1, 1998, by and among GMA, BNY Mellon and National Public Finance Guarantee Corporation (formerly, MBIA Insurance Corporation) (“NPFGC”) (the “Reimbursement and Indemnity Agreement”); and

WHEREAS, it is proposed that BNY Mellon be removed from the Loan Program, and all agreements in connection therewith, including, but not limited to, the Escrow Agreement, the Master Repurchase Agreement and the Reimbursement and Indemnity Agreement, and that Regions Bank be appointed in its place; and

WHEREAS, to effect such substitution, the City proposes to authorize the execution and delivery of a Substitution of Escrow Agent, by GMA and the City, as consented to by NPFGC (the “Substitution of Escrow Agent”) and to authorize the consent to (a) an Assignment of Master Repurchase Agreement, between BNY Mellon and Regions Bank (the “Assignment of Master Repurchase Agreement”) and (b) an Assignment of Reimbursement and Indemnity Agreement, between BNY Mellon and Regions Bank (the “Assignment of Reimbursement and Indemnity Agreement”).

NOW, THEREFORE, BE IT RESOLVED by the Mayor and Council of Cartersville, Georgia, as follows:

Section 1. The execution, delivery and performance of the Substitution of Escrow Agent are hereby authorized. The Mayor of the City (the “Mayor”) is hereby authorized to execute and deliver the Substitution of Escrow Agent on behalf of the City, which Substitution of Escrow Agent shall be in substantially the form attached hereto as Exhibit A with such minor changes, insertions or omissions as may be approved by the Mayor, and the execution of the Substitution of Escrow Agent by the Mayor as hereby authorized shall be conclusive evidence of any such approval.

Section 2. The execution and delivery of the consent to the Assignment of Master Repurchase Agreement are hereby authorized. The Mayor is hereby authorized to execute and deliver the consent to the Assignment of Master Repurchase Agreement on behalf of the City, which Assignment of Master Repurchase Agreement shall be in substantially the form attached hereto as Exhibit B with such minor changes, insertions or omissions as may be approved by the Mayor, and the execution of the Assignment of Master Repurchase Agreement by the Mayor as hereby authorized shall be conclusive evidence of any such approval.

Section 3. The execution and delivery of the consent to the Assignment of Reimbursement and Indemnity Agreement are hereby authorized. The Mayor is hereby authorized to execute and deliver the consent to the Assignment of Reimbursement and Indemnity Agreement on behalf of the City, which Assignment of Reimbursement and Indemnity Agreement shall be in substantially the form attached hereto as Exhibit C with such minor changes, insertions or omissions as may be approved by the Mayor, and the execution of the Assignment of Reimbursement and Indemnity Agreement by the Mayor as hereby authorized shall be conclusive evidence of any such approval.

Section 4. From the date hereof, the Mayor and such other proper officers, agents and employees of the City are hereby authorized, empowered and directed to do all such acts and things and to execute all such documents and certificates as may be necessary to carry out and comply with the purposes of this resolution and are further authorized to take any and all further actions and to execute and deliver any and all further documents and certificates as may be necessary or desirable in connection with the removal of BNY Mellon from the Loan Program and the appointment of Regions Bank. Without limiting the foregoing, if the Mayor is not available to execute the Substitution of Escrow Agent and the consent to the Assignment of Master Repurchase Agreement and the consent to the Assignment of Reimbursement and Indemnity Agreement herein authorized, the Mayor Pro Tem shall execute such document on the Mayor's behalf.

Section 5. All acts and doings of the officers, agents and employees of the City which are in conformity with the purposes and intents of this resolution shall be, and the same hereby are, in all respects, approved and confirmed.

Section 6. No stipulation, obligation or agreement herein contained or contained in the Substitution of Escrow Agent, Assignment of Master Repurchase Agreement and the Assignment of Reimbursement and Indemnity Agreement shall be deemed to be a stipulation, obligation or agreement of the Mayor or the Clerk of the City in their individual capacity, and neither the Mayor nor the Clerk of the City shall be personally liable under the Substitution of Escrow Agent, Assignment of Master Repurchase Agreement and the Assignment of Reimbursement or Indemnity Agreement or be subject to personal liability or accountability by reason of the issuance thereof.

Section 7. GMA is hereby authorized to provide any notices on behalf of the City as required in connection with the removal of BNY Mellon from the Loan Program and the appointment of Regions Bank.

Section 8. This resolution shall take effect immediately upon its adoption. All resolutions or parts thereof in conflict with this resolution are hereby repealed.

ADOPTED this the 21st day of July 2016.

**/s/ Matthew J. Santini
Matthew J. Santini
Mayor**

ATTEST:

Item # 1

/s/ Connie Keeling

Connie Keeling

City Clerk

(All attachments are on file at the City Clerks Office)

I. Added Item

1. Deed of Gift – Property 16 South Erwin Street

Keith Lovell, Assistant City Attorney stated that the city had received a deed of gift from Corbitt Properties, LLC for the property located at 16 South Erwin Street for its appraised value of \$76,300.00. Mr. Lovell recommended approval of the attached Resolution accepting this property.

A motion to approve Resolution No. 12-16 was made by Council Member Hodge and seconded by Council Member Tonsmeire. Motion carried unanimously. Vote 4-0 (Attachment on file at the City Clerk's Office)

Resolution No. 12-16

WHEREAS, the property owner of that property described in the Deed of Gift attached hereto and incorporated herein as Exhibit "A" (hereinafter referred to as the "Property") has approached the City of Cartersville;

WHEREAS, the Mayor and City Council of the City of Cartersville have reviewed the request and determined that acceptance of the Property by the City furthers its objectives to renew underutilized and dilapidated properties in the Downtown Development District in compliance with the Cartersville Downtown Master Plan 2024;

WHEREAS, the acceptance of the donation is recommended by the City Manager;

WHEREAS, the Property is currently appraised at \$76,300.00 by the Bartow County Tax Assessor's Office as of December 31, 2015;

WHEREAS, Corbitt Properties, LLC has agreed to donate the Property to the City for its appraised value of \$76,300.00.

NOW, THEREFORE BE IT AND IS HEREBY RESOLVED by the Mayor and City Council that it accepts the donation by Corbitt Properties, LLC of the Property at its appraised value as determined by the Bartow County Tax Assessor's Office of \$76,300.00 and the Mayor and City Council hereby accepts the donated value of \$76,300.00 for said Property. Additionally, the Mayor and City Clerk are authorized to sign any necessary documents requested by Corbitt Properties, LLC in regard to the acceptance of this donation and for tax purposes.

ADOPTED this the 21st day of July 2016.

/s/ Matthew J. Santini
Matthew J. Santini
Mayor

ATTEST:

/s/ Connie Keeling
Connie Keeling
City Clerk

J. Monthly Financial Statement

1. May 2016 Financial Report

Tom Rhinehart, Finance Director presented the May 2016 monthly financial statement with comparisons from the previous year of May 2015 by fund, along with supplemental financial information comparing the year to date revenues and expenses for each fund and a report of cash position through May 2016. No action is needed by Council.

After announcements a motion to adjourn the meeting was made by Council Member Hodge and needing no second. Motion carried unanimously. Vote 4-0

Meeting Adjourned

/s/ _____
Matthew J. Santini
Mayor

ATTEST:

/s/ _____
Connie Keeling
City Clerk



City of Cartersville

City Council Meeting

8/4/2016 7:00:00 PM

File Z16-02: Rezoning application by William Wright for property located at 118 Old Mill Road (approximately 65 acres) from R-20 (Single Family Residential) to L-I (Light Industrial with conditions)

SubCategory:	Public Hearing - 2nd Reading of Zoning/Annexation Requests
Department Name:	Planning and Development
Department Summary Recommendation:	This property is 118 Old Mill Road, located on the south side of the road near the intersection with S. Erwin Street. There are a variety of uses adjacent to the property – industrial, restaurant, gas station, office, and residential south of this portion of the property. There are no structures on this section of the property proposed for rezoning – the houses, barns, and other structures are to the south of the area proposed for rezoning and are proposed to remain as such. The adjacent 17 acres to the east of the subject request was annexed and zoned (AZ08-13) to the H-I zoning district in 2008. The applicant seeks to rezone a 63.5 acre portion of the property from R-20 to L-I with conditions “ to allow uses consistent with the neighboring and nearby properties” based on the application. Because the original (as well as new) application noted that they are seeking up to a million square feet, the request met the threshold for requiring it to proceed through the States Development of Regional Impact (DRI) review process. The Northwest Georgia Regional Commission (NWGRC) did return a favorable recommendation noting the proposed project is consistent with local and regional plans, and encouraged to review and implement comments and guidelines presented. PLANNING COMMISSION RECOMMENDATION: DENIAL
City Manager's Remarks:	The Planning Commission recommends denial of this item.
Financial/Budget Certification:	
Legal:	
Associated Information:	



City of Cartersville

PLANNING AND DEVELOPMENT

P.O. Box 1390 • 10 North Public Square • Cartersville, Georgia 30120

Telephone: 770-387-5600 • Fax: 770-387-5605 • www.cityofcartersville.org

File # **Z16-02**

DISCLOSURE OF INTERESTS BY LOCAL OFFICIAL

(To be completed by Mayor, City Council, and Planning Commission)

William Wright has made a Rezoning request on the following property: Approximately 63.5 acres located at 118 Old Mill Road in Land Lot(s) 625 & 672 of the 4th District, 3rd Section, from the R20 (Single Family Residential) zoning district to the LI* (Light Industrial w/ conditions) zoning district.

Pursuant to O.C.G.A § 36-67A-2 any local government official considering a rezoning request must disclose if he has any of the following interest:

1. A Property interest in any real property affected by a rezoning request.
Yes _____ No _____ If the answer is Yes, please disclose the nature and extent of such interest.

2. A financial interest in any business entity which has a property interest in any real property affected by a rezoning action.
Yes _____ No _____
If the answer is Yes, please disclose the nature and extent of such interest.

3. A spouse, mother, father, brother, sister, son, or daughter with either of the above interests.
Yes _____ No _____ If the answer is Yes, please disclose the nature and extent of such interest.

TITLE: _____

DATE: _____

ZONING SYNOPSIS

Petition Number(s): **Z16-02**

APPLICANT INFORMATION AND PROPERTY DESCRIPTION

Applicant: **William Wright**

Representative: **David Flint**

Property Owner: **William Wright**

Property Location: **118 Old Mill Road**

Access to the Property: **Old Mill Road**

Site Characteristics:

Tract Size: Acres: **63.5 acres** District: **4th** Section: **3rd** LL(S): **625, 672**

Ward: **3** Council Member: **Louis Tonsmeire, Sr.**

LAND USE INFORMATION

Current Zoning: **R-20 (Residential)**

Proposed Zoning: **L-I (Light Industrial) with conditions * See attached conditions as proposed by the applicant as part of the application package**

Proposed Use: **To allow uses consistent with neighboring and nearby properties**

Current Zoning of Adjacent Property:

North: **H-I (Heavy Industrial)**

South: **R-20 (Residential)**

East: **H-I**

West: **L-I (Light Industrial)**

The Future Development Plan designates the subject property as: **Suburban Living**

ZONING ANALYSIS

City Departments Reviews

Water and Sewer:

No objections.

Public Works:

(Comments from Z-15-04) Per the traffic study the Level of Service at South Bridge and SR 3 will go below acceptable levels due to the increase in EB traffic on South Bridge. This is an off-site impact that we recommend be addressed. It should be noted that this is on GDOT right-of-way therefore plans would have to be submitted to and coordinated with GDOT for approval to revise the signal permit before any improvements could commence.

We do not concur with the conclusion that no turn lanes are necessary at the driveways, but that is on-site impact and can be addressed through the regular plan review process.

Gas:

No objections.

Electric:

No objections.

Fire:

No objections.

Police:

No comments.

This property is 118 Old Mill Road, located on the south side of the road near the intersection with S. Erwin Street. There are a variety of uses adjacent to the property – industrial, restaurant, gas station, office, and residential south of this portion of the property. There are no structures on this section of the property proposed for rezoning – the houses, barns, and other structures are to the south of the area proposed for rezoning and are proposed to remain as such. The adjacent 17 acres to the east of the subject request was annexed and zoned (AZ08-13) to the H-I zoning district in 2008. The applicant seeks to rezone a 63.5 acre portion of the property from R-20 to L-I with conditions “ to allow uses consistent with the neighboring and nearby properties” based on the application. Because the original (as well as new) application noted that they are seeking up to a million square feet, the request met the threshold for requiring it to proceed through the States Development of Regional Impact (DRI) review process. The Northwest Georgia Regional Commission (NWGRC) did return a favorable recommendation noting the proposed project is consistent with local and regional plans, and encouraged to review and implement comments and guidelines presented.

STANDARDS FOR EXERCISE OF ZONING POWERS.

(SEE application for applicants responses to each standard)

1. *The existing land uses and zoning of nearby property.*
There are a variety of zoning districts adjacent to this property – H-I, L-I, G-C, O-C, R-20, and Bartow County jurisdiction. Uses vary from industrial, gas station, restaurant, office use, as well as residential on the south end of the subject property.
2. *The suitability of the subject property for the zoned purposes.*
The subject property may not be that suitable for low density R-20 type development given the primary access location in an industrial area, and more heavy industrial and commercial property than residential directly adjacent..
3. *The relative gain to the public, as compared to the hardship imposed upon the individual property owner.*
The proposal does leave extensive residential property with an expanded buffer adjacent to the developed residential property which is 1,500+/- feet from the proposed light industrial. It could be difficult to market new residential development (if the subject property was developed as such) which accesses a neighborhood from a primarily industrial area.
4. *Whether the subject property has a reasonable economic use as currently zoned.*
As currently zoned for single-family residential development, the property is unusual in that a large portion of the property is touching or adjacent to commercial and industrial zoning, and the primary access would be from an industrial area.
5. *Whether the zoning proposal will permit a use that is suitable in view of the use and development of adjacent and nearby property.*

There are a variety of uses adjacent to this property – heavy industrial, light industrial, restaurant, gas station, power substation, office, and residential.

6. *Whether the proposed zoning will adversely affect the existing use or usability of adjacent or nearby property.*

The biggest concern about use or usability would be the portion of the tract that is not being requested for re-zoning. The remaining portion of this tract (approximately 60 acres) will remain zoned residential, and is situated directly adjacent to the closest nearby residential development.

7. *Whether the zoning proposal is in conformity with the current future development plan and community agenda of the comprehensive land use plan as currently adopted or amended in the future.*

The proposal is not in conformity with the “Character Area – Future Development Map” portion of the Comprehensive Plan.

8. *Whether the zoning proposal will result in a use which will or could adversely affect the environment, including but not limited to drainage, wetlands, groundwater recharge areas, endangered wildlife habitats, soil erosion and sedimentation, floodplain, air quality, and water quality and quantity.*

Utility, Public Works, and Planning & Development staff would review any future development/redevelopment based on the adopted regulations.

9. *Whether the zoning proposal will result in a use which will or could cause an excessive or burdensome use of existing streets, transportation facilities, utilities, or schools.*

Utility, Public Works, and Planning & Development staff would review any future development/redevelopment based on possible use on roads, utilities, and other factors. The City’s utility departments had no objections to the application. The applicant has submitted a traffic study that does identify impacts to the roadway network.

10. *Whether there are other existing or changing conditions affecting the use and development of the property which give supporting grounds for either approval or disapproval of the zoning proposal.*

The fact that large portions of touching and adjacent properties are zoned nonresidential and are used for industrial and commercial purposes may affect potential approval or disapproval of the proposal. The annexation and zoning to H-I in 2008 of the 17 acres directly adjacent to the eastern boundary of the subject application does provide for changing conditions.

STAFF RECOMMENDATION:

Though there are some conflicting standards, L-I with the applicant submitted conditions does seem more appropriate than the previous H-I request and the existing R-20 zoning.

The conditions proposed by the applicant do seem more reasonable, eliminating many of the L-I uses that could be of concern in the future, as well as adding additional buffer standards, lighting standards, and updated traffic study.

There is still concern about the traffic impact as mentioned in the Public Works Department comments and submitted traffic study. Again, the applicant has tried to address those concerns in the proposed conditions.

PLANNING COMMISSION RECOMMENDATION:

LAW OFFICES
SCHREEDER, WHEELER & FLINT, LLP
1100 PEACHTREE STREET, NE
SUITE 800
ATLANTA, GEORGIA 30309-4516

(404) 681-3450
FACSIMILE: (404) 681-1046

Mark W. Forsling

E-Mail: mforsling@swflfp.com

June 2, 2016

Mr. Randy Mannino
City of Cartersville Planning
and Development Director
10 North Public Square
Cartersville, Georgia 30120

Re: Rezoning Application of William Wright

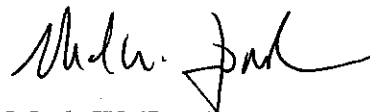
Dear Mr. Mannino:

Enclosed please find the rezoning application of our client, William Wright, for 63.5 acres of his property located at 118 Old Mill Road. Mr. Wright seeks rezoning of this portion of his property from R-20 to L-I, subject to the conditions which we have attached as a part of the application. Also enclosed is a check payable to the City of Cartersville for the \$400 filing fee.

In connection with the application, we have prepared responses to the ten standards for governing the exercising of the zoning power set forth in section 22.9 of the Cartersville zoning ordinance. Each of these standards supports the grant of the rezoning application.

In the event the property is rezoned as requested, Mr. Wright agrees to apply for conservation use valuation assessment (CUVA) under state law (O.C.G.A. §48-5-7.4) by entering into a ten year CUVA covenant for agricultural lands.

Sincerely,



Mark W. Forsling

MWF
Enclosures

cc: William Wright

K:\9397\1\Correspondence\ltr. w rezoning app.docx

Item # 2

Application for Rezoning

Planning and Development Department
 10 North Public Square
 City of Cartersville
 (770) 387-5600

Application Number Z16-02

Hearing Dates PC - 7/12/16 cc1 7/21/16
cc2 8/4/16

Applicant <u>William Wright</u> (applicant's printed name)		Business/Cell Phone <u>770-547-8916</u>	
Address <u>118 Old Mill Road</u>		Home Phone <u>n/a</u>	
City <u>Cartersville</u>	State <u>GA</u>	Zip <u>30120</u>	Email <u>mforsling@swfllp.com</u>
Representative <u>David H. Flint</u>		Phone <u>404-681-3450</u>	Fax # <u>404-681-1046</u>
(Representative's printed name (if other than applicant))			
<u>David H. Flint</u>		<u>William Wright</u>	
Representative's signature		Applicant's signature	
Signed, sealed and delivered in presence of:			
<u>Mark Forsling</u>			
Notary Public		My commission expires:	

Titleholder <u>William Wright</u> (titleholder's printed name)	Business Phone <u>770-547-8916</u>	Home <u></u>
*attach additional notarized signatures as needed on separate application page Address <u>118 Old Mill Road</u>		
Signature <u></u> <u>Cartersville, GA 30120</u>		
Signed, sealed, delivered in presence of:		
<u>Mark Forsling</u>		
Notary Public		

Present Zoning District(s) <u>R-20</u>	Requested Zoning <u>L-I with conditions</u>
Acreage <u>63.5</u>	Land Lot(s) <u>625 & 672</u>
District(s) <u>4th</u>	Section(s) <u>3rd</u>
Location of Property <u>118 Old Mill Road (Erwin St. & Old Mill Rd.)</u> (street address, nearest intersections, etc)	
Reason for requested Rezoning: <u>To allow uses consistent with the neighboring and nearby properties.</u> (attach additional statement as necessary)	

Attach a copy of a current boundary survey showing metes and bounds and indicating all existing site improvements and confirmation of the availability of all public utilities. Said site must meet the proposed zoning district development standards and access requirements of the City's regulations.

ZONING CONDITIONS – WILLIAM WRIGHT PROPERTY

The applicant proposes that the rezoning of the subject property be subject to the following conditions as provided by Cartersville Zoning Ordinance § 22.2.7:

1. A berm shall be constructed with tree plantings as shown on the attached drawing provided that the building proposed on the subject property, once constructed, is 500,000 square feet or greater. At a minimum, said buffer standards shall be in accordance with section 4.17 of the City Zoning Ordinance. Also, in addition to the berm shown, the landowner or his agent will extend the berm and tree plantings around the detention pond on the east side of the property as depicted on attached drawing. The proposed road will be below the berm as shown on the drawing.
2. Exterior lighting will be designed and installed so that all site and building-mounted luminaires produce a maximum initial illuminance value no greater than 0.20 horizontal and vertical foot candles (2.0 horizontal and vertical lux) at the LEED project boundary which is defined as the dividing line between that portion of applicant's property being rezoned to L-I and the portion remaining zoned R-20, exclusive of other ambient, third party light noise.
3. Once an end-user of the property is determined, the landowner or his agent will perform a future traffic study to be provided as part of the City's plan review process provided the following conditions are met: (1) the actual use is not office/warehouse; (2) a traffic engineer at Robinson Transportation Consultants, LLC, is used to conduct the study; and (3) the baseline travel data from the October 21, 2015 traffic study previously prepared by Robinson Transportation Consultants is used. Compliance with the traffic study's recommended on-site improvements shall be required, provided there is a cap of \$75,000 required to be spent by the end-user.
4. On-site noise shall be not exceed the limits set forth in the Cartersville noise ordinance (Cartersville Code § 11-101).
5. The light industrial building to be constructed on the subject property shall not exceed 1,000,000 square feet.
6. The following uses which are otherwise allowed in the L-I Zoning District under § 10.1.2(A) of the Cartersville Zoning Ordinance are prohibited:
 - Adult entertainment establishments (SU).*
 - Amateur radio transmitter.
 - Automotive storage yards and wrecker service.

- Aviation airports.
- Bus stations.
- Cheerleading/gymnastics facilities and indoor athletic training facilities.
- Clinic or hospital, animal.
- Clubs or lodges (noncommercial) (SU)*
- Construction contractors: general contractors, heavy equipment contractors, and special trade contractors (including, but not limited to, construction subcontractors, engineers, architects, and land surveyors).
- Indoor recreation facilities.
- Outdoor golf driving ranges.
- Public utility facilities.
- Radio, television, or other communication towers.
- Religious institutions (SU)*
- Repair garage, automotive (no outdoor storage of inoperable and/or dismantled vehicles).
- Repair garage, heavy equipment (no outdoor storage of inoperable and/or dismantled trucks and equipment).
- Research facilities.
- Schools, private (SU).*
- Tatoo/body piercing parlors (SU)*
- Taxi stands.

*Special use approval required.

7. Truck loading and unloading at the building to be constructed on-site shall be prohibited on the side of the building facing The Waterford subdivision. This shall not prohibit truck traffic on all sides of the building.

REZONING APPLICATION OF WILLIAM WRIGHT

STANDARDS FOR GOVERNING THE EXERCISE OF ZONING POWER

Section 22.9 of the Cartersville Zoning Ordinance sets forth the following standards for governing the exercise of the zoning power. This rezoning application meets each of the standards as set forth below:

1. The existing land uses and zoning classification of nearby property.

Applicant's response: The subject property is immediately adjacent to an existing BP gasoline/convenience store; across Old Mill Road from a tract zoned and used as H-I (Heavy Industrial); and across S. Erwin Street from a tract zoned and used as L-I (Light Industrial). A 17 acre tract east of and adjacent to the property was zoned H-I in 2008. **Thus, the existing land uses and zoning classifications of nearby properties favor the grant of the rezoning request.**

2. The suitability of the subject property for the zoned purposes.

Applicant's response: The subject property is presently zoned R-20, which is a low density residential district. R-20 is the lowest density residential zoning district in the City of Cartersville. It requires the largest residential minimum lot (20,000 square feet) in the City. **Given its proximity to heavy and light industrial uses, development of the property for residential purposes is not suitable.**

3. The relative gain to the public, as compared to the hardship imposed upon the individual property owner.

Applicant's response: There is no gain to the public by requiring the property to remain zoned for residential uses because residential use and development is not desirable or economically feasible given the heavy and light industrial uses in the immediate vicinity of the property. **The hardship imposed upon the owner is his inability to sell or use the property under its current zoning, even though he is required to pay property taxes annually.**

4. Whether the subject property has a reasonable economic use as currently zoned.

Applicant's response: The property does not have a reasonable economic use under its current R-20 residential zoning.

5. Whether the proposed zoning will be a use that is suitable in view of the use and development of adjacent and nearby property.

Applicant's response: The proposed light industrial zoning will be a use that is suitable in view of the use and development of adjacent and nearby properties. Nearby properties are used for commercial, light industrial and industrial purposes.

6. Whether the proposed zoning will adversely affect the existing use or usability of adjacent or nearby property.

Applicant's response: The proposed zoning will not adversely affect the use or usability of adjacent or nearby properties which are currently used for commercial, light industrial and heavy industrial purposes. **The conditions the applicant is requesting in connection with the rezoning will ensure that the proposed rezoning does not adversely affect any existing residences in the vicinity of the property.**

7. Whether the zoning proposal is in conformity with the then current future development plan and community agenda of the comprehensive land use plan as currently adopted or as amended in the future.

Applicant's response: While the zoning proposal is not in conformity with the City's future development map (dated October 25, 2007) because it is in an area labeled Suburban Living, it is in the same position as the adjacent light and heavy industrial uses. Those properties, which are currently zoned **and used** for industrial purposes, are also in the City's comprehensive plan under the label "Suburban Living." **However, the DRI report of the Northwest Georgia Regional Commission states that the proposed development is consistent with the Regional Development Map.**

8. Whether the zoning proposal will result in a use which will or could adversely affect the environment, including, but not limited to, drainage wetlands, groundwater recharge areas, endangered wildlife habitats, soil erosion and sedimentation, floodplain, air quality, and water quality and quantity.

Applicant's response: The zoning conditions proposed by the applicant will ensure that use of the property under a light industrial zoning will not adversely affect the environment.

9. Whether the zoning proposed will result in a use which will or could cause an excessive or burdensome use of existing streets, transportation facilities, utilities, or schools.

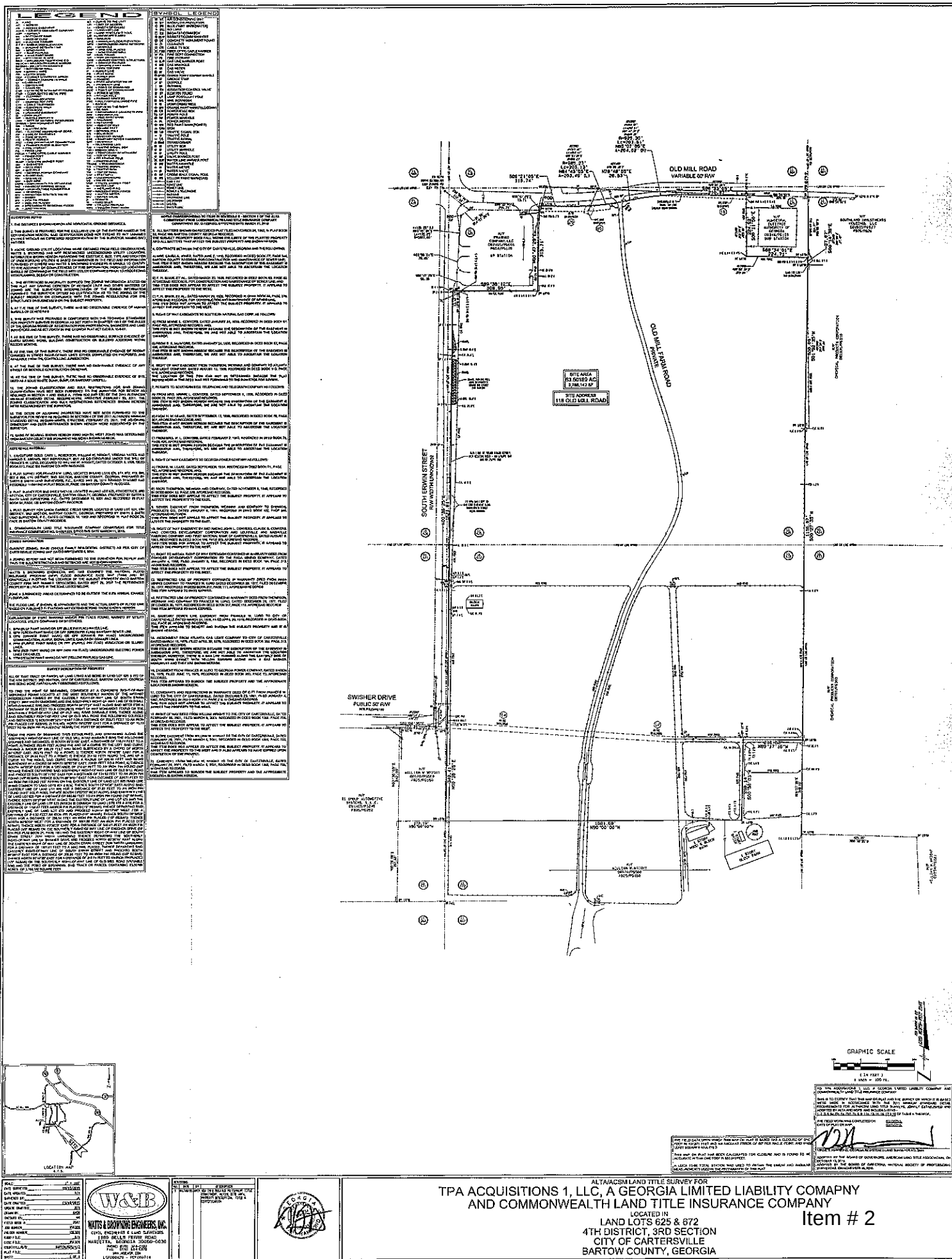
Applicant's response: The infrastructure of the City of Cartersville and Bartow County provides adequate streets, transportation facilities, and utilities for a new light industrial use of the property. The intersection of State Hwy. 293 and Red Top Mountain Road has recently been improved to provide direct access to Interstate

Hwy. 75. The DRI report prepared by the Northwest Georgia Regional Commission states that the economic returns associated with the development will offset the local costs for any infrastructure and service enhancements necessary to serve the development. The DRI report also requires a traffic study for the eventual user of the site. Finally, truck traffic is regulated by Cartersville Code § 12-1014.

The proposed use of the property will have no impact on Bartow County schools, whereas development of the property as a residential community would have an impact on schools.

10. Whether there are other existing or changing conditions affecting the use and development of the property which give supporting grounds for either approval or disapproval of the zoning proposal.

Applicant's response: The existing uses of the adjacent and nearby properties for commercial and heavy and light industrial uses gives supporting grounds for the approval of the zoning proposal. The separation of the property from any existing residential subdivisions by distance, trees and vegetation and the proposed berm show that there are no conditions giving supporting grounds for disapproval of the zoning proposal.



The following are all of the individuals, firms, or corporations owning property on the sides, rear, and in front of (across street from) the property sought to be rezoned:

NAMEADDRESS

1.

	Name	Physical Address	Mailing Address
1	Georgia Power Company	Uninc Bartow County	241 Ralph McGill BLVD NE, Atlanta, GA 30308-3374
2	Mill Road Partners LLC	101 Old Mill Road, Cartersville, GA 30120	2175 Union Blvd, Bay Shore, NY 11706
3	Southland Investment Holdings, LLC	114 Old Mill Road, Cartersville, GA 30120	114 Old Mill Road, Cartersville, GA 30120
4	Chemical Products Co.	106 Old Mill Road, Cartersville, GA 30120	PO Box 2470, Cartersville, GA 30120
5	Chemical Products Co.	108 Old Mill Road, Cartersville, GA 30120	PO Box 2470, Cartersville, GA 30120
6	William Wright	Old Mill Road, Cartersville, GA 30120	PO Box 68, Cartersville, GA 30120
7	Ti Group Automotive System, LLC	2 Swisher Drive, Cartersville, GA 30120	1272 Doris Rd, Auburn Hills, MI 48326
8	Albemarle Corporation	Swisher Drive, Cartersville, GA 30120	451 Florida Street, Baton Rouge, LA 70801
9	Immanuel Broadcasting Network	779 Erwin St, Cartersville, GA 30120	PO Box 1090, Cartersville, GA 30120
10	Springs Commerce Center 1	765 Erwin St, Cartersville, GA 30120	Tax Dept, PO Box 70, Fort Mill, SC 29716
11	Atco Rubber Products Inc	765 Erwin St, Cartersville, GA 30120	PO Box 850186, Mesquite, TX 75185-0186
12	ATR Realty LLC	707 Erwin St, Cartersville, GA 30120	6112 Canoe Ct, Fowery Branch, GA 30542
13	Prashad Company LLC	122 Old Mill Road, Cartersville, GA 30120	122 Old Mill Road, Cartersville, GA 30120

13.

14.

15.

16.

17.

18.

19.

20.

Attach additional names if necessary

(Indicate property owned by the above persons on plat accompanying this application.)

Advertisement of Public Hearing

NOTICE OF PUBLIC HEARING

The City of Cartersville Planning Commission will hold a public meeting on 7 /12/16 at 6:00 p.m. in the City Hall Council Chambers, 3rd Floor, City Hall at 10 North Public Square, Cartersville, Georgia.

The Planning Commission will review an application by William Wright requesting rezoning for property located at 118 Old Mill Road in Land Lot(s) 625 and 672 of the 4th District, 3rd Section, from the R-20 zoning district to the L-I zoning district. Said property contains 63.5 acres.

The Cartersville City Council will hold the first reading on 7/21/16 at 7:00 p.m. in the City Hall Council Chambers to consider the recommendation of the Planning Commission on the above mentioned application. The Cartersville City Council will have a second reading and final action on said application. The Cartersville City Council will have a second reading and final action on said application on 8/4/16 at 7:00 p.m. in the City Hall Council Chambers.

Please contact the City of Cartersville Planning & Development at City Hall, 2nd Floor, 10 North Public Square, Cartersville, Georgia 30120 or (770) 387-5600 to receive information on the filing thereof.

If you have interest in the proposed rezoning as stated above, you are encouraged to attend the meetings as stated herein.

CITY OF CARTERSVILLE

Case # 216-02

APPLICANT FOR REZONING ACTION CAMPAIGN DISCLOSURE REPORT

Pursuant to O.C.G.A. 36-67A-3 any and all applicants to a rezoning action must make the following disclosures:

Date of Application: 6/2/16
 Date Two Years Prior to Application: 6/2/14
 Date Five Years Prior to Application: 6/2/11

1. Has the applicant within the five (5) years preceding the filing of the rezoning action made campaign contributions aggregating \$250.00 or more to any of the following:

	YES	NO
Mayor: Matt Santini	<u> </u>	<u>X</u>
Council Member:	<u> </u>	<u>X</u>
Kari Hodge	<u> </u>	<u>X</u>
Jayce Stepp	<u> </u>	<u>X</u>
Louis Tonsmeire, Sr.	<u> </u>	<u>X</u>
Lindsey McDaniel, Jr.	<u> </u>	<u>X</u>
Dianne Tate	<u> </u>	<u>X</u>
Taff Wren	<u> </u>	<u>X</u>
Planning Commission		
Sandra Cline	<u> </u>	<u>X</u>
Harrison Dean	<u> </u>	<u>X</u>
Robert Ed Hicks	<u> </u>	<u>X</u>
Ralph H. Miller, Jr.	<u> </u>	<u>X</u>
Lamar Pendley	<u> </u>	<u>X</u>
Travis Popham	<u> </u>	<u>X</u>
Jeffery Ross	<u> </u>	<u>X</u>

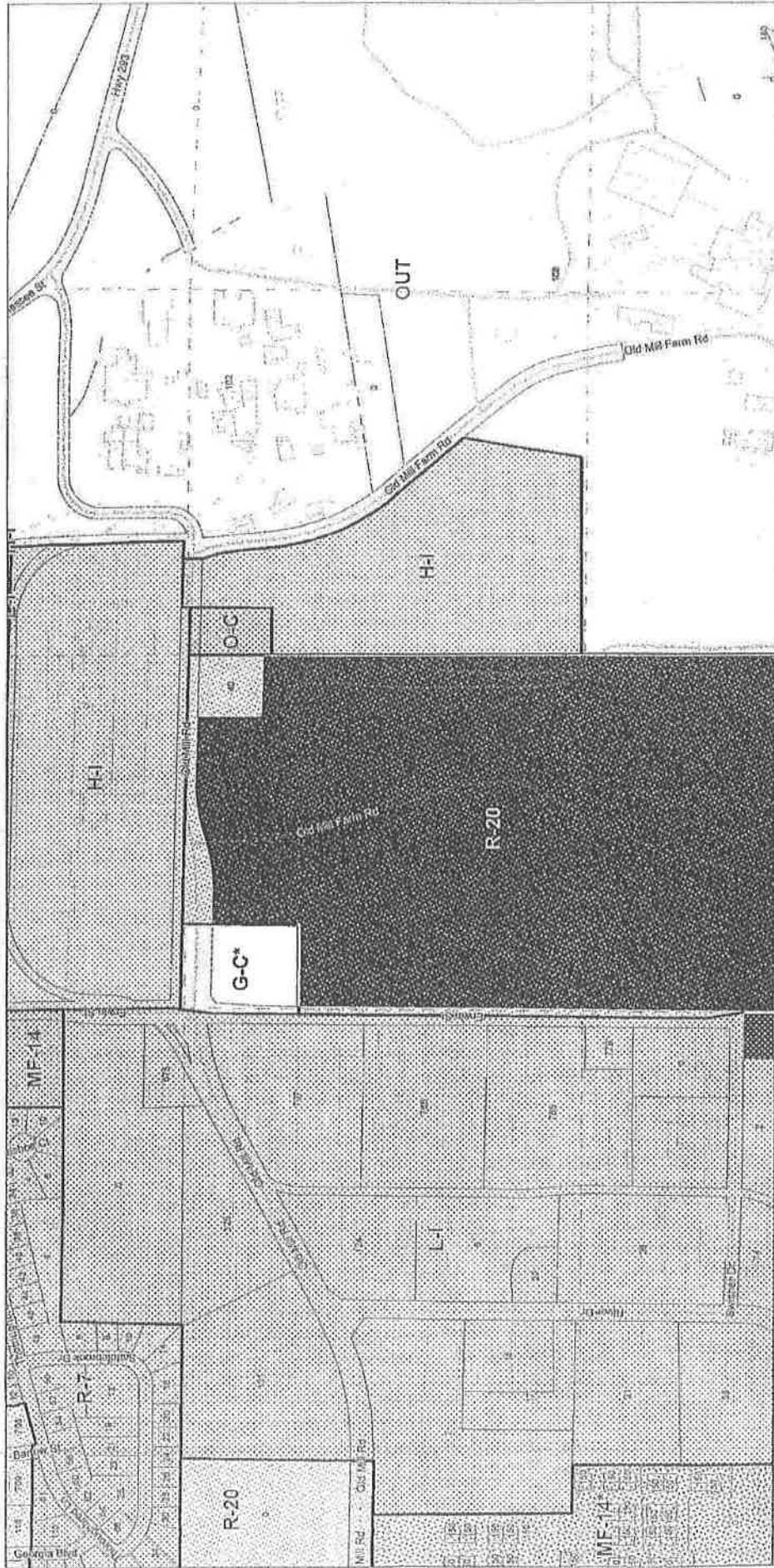
2. If the answer to any of the above is Yes, please indicate below to whom, the dollar amount, date, and description of each campaign contribution, during the past five (5) years.

William Wright 6/2/16
 Signature Date

William Wright
 Print Name

Old Mill Rd & S. Erwin St - rezoning R-20 to L-I

Item # 2



ZONING – CONSTITUTIONAL OBJECTIONS

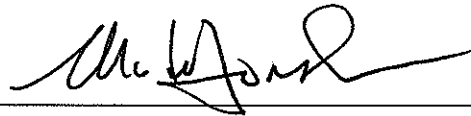
The failure to allow applicant's proposed use or to grant the requested zoning would constitute a taking of private property without just compensation and without due process in violation of the Fifth Amendment and Fourteenth Amendment of the Constitution of the United States, and Article I, Section I, Paragraph I and Article I, Section III, Paragraph I of the Constitution of the State of Georgia. Denial of the application would constitute an arbitrary, irrational abuse of discretion and unreasonable use of the zoning power because it would bear no substantial relationship to the public health, safety, morality or general welfare of the public and substantially harm the Applicant in violation of the due process and equal protection rights guaranteed by the Fifth Amendment and Fourteenth Amendment of the Constitution of the United States, and Article I, Section I, Paragraph I and Article I, Section III, Paragraph I of the Constitution of the State of Georgia.

The Applicant respectfully submits that the Cartersville City Council's failure to approve the requested rezoning would be unconstitutional and would discriminate in an arbitrary, capricious and unreasonable manner between the Subject Property's owner and owners of similarly situated property in violation of Article I, Section III, Paragraph I of the Constitution of the State of Georgia and the Equal Protection Clause of the Fourteenth Amendment of the Constitution of the United States.

A refusal to allow the use in question would be unjustified from a fact-based standpoint and instead would result only from constituent opposition, which would be an unlawful delegation of authority in violation of Article IX, Section II, Paragraph IV of the Georgia Constitution.

A refusal to allow the use in question would be invalid inasmuch as it would be denied pursuant to an ordinance which is not in compliance with the Zoning Procedures Law, O.C.G.A. § 36-66-1 et seq., due to the manner in which the Ordinance as a whole and its map(s) have been adopted.

This 2 day of June, 2016.



MARK W. FORSLING
Attorney for Applicant

Schreeder, Wheeler & Flint, LLP
1100 Peachtree Street, N.E.
Suite 800
Atlanta, Georgia 30303
(404) 681-3450



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Owner and Parcel Information

Owner Name

WRIGHT WILLIAM W

Today's Date

June 23, 2016

Mailing Address

P O BOX 68

Account Number

36373 (Parcel #: C040-0001-001)

CARTERSVILLE, GA 30120

Tax District

(District)

Location Address

118 OLD MILL RD

2015 Millage Rate

Legal Description

LL625 ETAL LD04 S 3

Acres

0

Property Usage

0120 (0120)

Parcel Map

Show Parcel Map

Neighborhood

Homestead

N

Plat Book/Page

/

Lot # / Block #

/

Tax Year Value Information

Tax Year

2016

2015

Land Value

\$ 630,400

\$ 630,400

Building Value

\$ 606,500

\$ 512,300

Misc Value

\$ 169,900

\$ 169,900

Total Market Value

\$ 1,406,800

\$ 1,312,600

Land Information

Land Use

0120 (0120)

9612 (9612)

0120 (0120)

9612 (9612)

0120 (0120)

9612 (9612)

0120 (0120)

9612 (9612)

0120 (0120)

9612 (9612)

0120 (0120)

Number Units

152.56

5

0

0

0

0

0

0

0

0

Unit Type

Acres

Acres

Acres

Acres

Acres

Acres

Acres

Acres

Acres

Acres

Land Type

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Frontage

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Depth

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Building Information

Style

SingleFamily

Foundation

Continuous Ft

Gross Sq Ft

6,210

Roof Type

Hip

Finished Sq Ft

5,137

Roof Coverage

AsphComp Shg

Stories

1 story house

Flooring Type

Carpet with 50% Hardwood

Interior Walls

Drywal/Shtrk

Heating Type

Air-Ducted

Exterior Walls

Stucco on Concrete Block

Bathrooms

5.5

Year Built

1955

Grade

AbvAv/Custom

Effective Year Built

0

Number Fire PI

1

Style

SingleFamily

Foundation

Continuous Ft

Gross Sq Ft

4,389

Roof Type

Hip

Finished Sq Ft

3,778

Roof Coverage

AsphComp Shg

Stories

1 and a half story house

Flooring Type

Carpet with 50% Ceramic TI

Interior Walls

Drywal/Shtrk

Heating Type

Air-Ducted

Exterior Walls

Stucco or Tile on Wood Frame

Bathrooms

4.0

Year Built

1988

Grade

Average

Effective Year Built

0

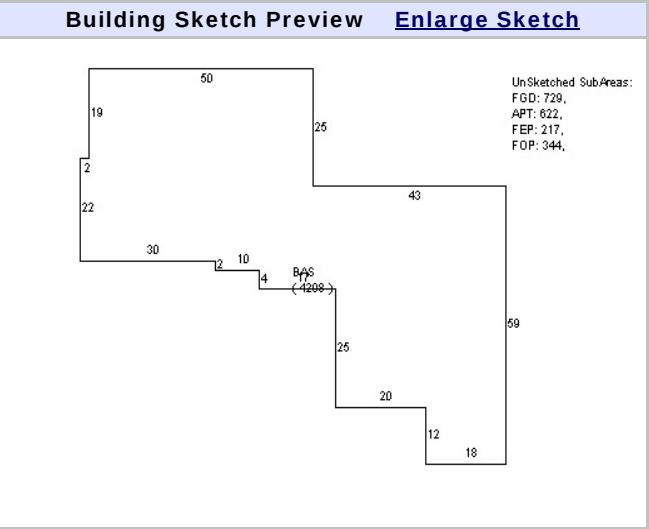
Number Fire PI

0

Item # 2

http://qpublic7.qpublic.net/ga_display_dw.php?county=ga_bartow&KEY=36373[6/23/2016 11:14:28 AM]

Style	Gross Sq Ft	Finished Sq Ft	Stories	Interior Walls	Exterior Walls	Year Built	Effective Year Built
SingleFamily	1,382	1,327	1 and a half story house	Drywal/Shtrk	Stucco on Concrete Block	1960	0
Foundation	Roof Type	Roof Coverage	Flooring Type	Heating Type	Bathrooms	Grade	Number Fire Pl
Continuous Ft	Gable	AsphComp Shg	Sheet Vinyl	Air-Ducted	2.0	Minimum	0
Style	Gross Sq Ft	Finished Sq Ft	Stories	Interior Walls	Exterior Walls	Year Built	Effective Year Built
SingleFamily	1,092	784	1 story house	Drywal/Shtrk	Wood on Sheathing or Plywood	1965	0
Foundation	Roof Type	Roof Coverage	Flooring Type	Heating Type	Bathrooms	Grade	Number Fire Pl
Continuous Ft	Gable	AsphComp Shg	Carpet with 50% PlywdLino	Air-Ducted	1.0	BelowAverage	0
Style	Gross Sq Ft	Finished Sq Ft	Stories	Interior Walls	Exterior Walls	Year Built	Effective Year Built
SingleFamily	2,256	2,044	1 story house	Drywal/Shtrk	Stucco or Tile on Wood Frame	1965	0
Foundation	Roof Type	Roof Coverage	Flooring Type	Heating Type	Bathrooms	Grade	Number Fire Pl
Continuous Ft	Gable	AsphComp Shg	Carpet with 50% PlywdLino	Air-Ducted	1.0	Average	1
Style	Gross Sq Ft	Finished Sq Ft	Stories	Interior Walls	Exterior Walls	Year Built	Effective Year Built
SingleFamily	3,200	1,792	2 story house	Drywal/Shtrk	Log Base	1986	0
Foundation	Roof Type	Roof Coverage	Flooring Type	Heating Type	Bathrooms	Grade	Number Fire Pl
Continuous Ft	Gmbri/Mansrd	AsphComp Shg	Sheet Vinyl with 50% Carpet	Air-Ducted	3.0	Average	1

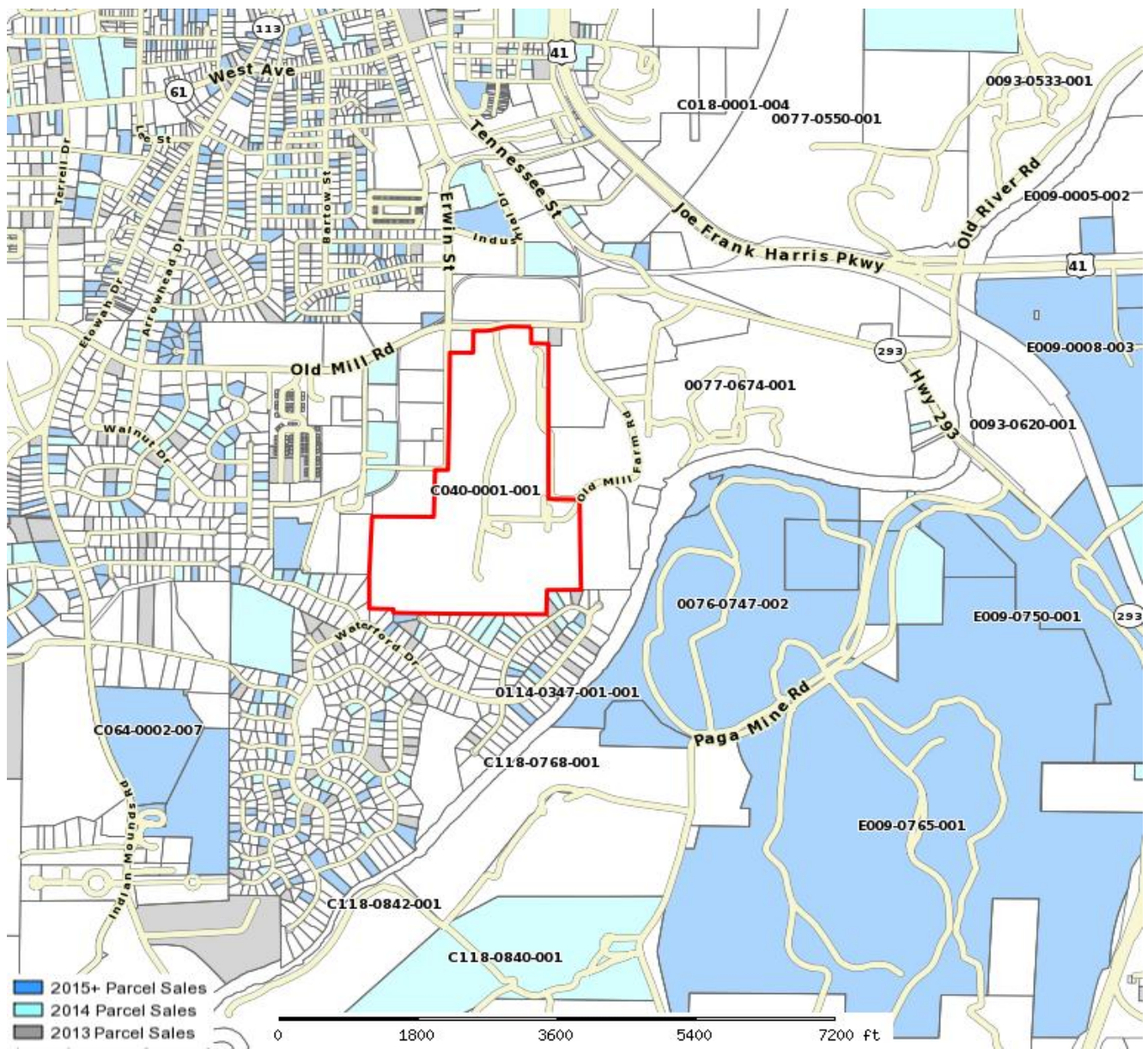


Misc Information			
Out Building Type	Quantity	Units	Year Built
BARN (25)	1	1440.00	1970
BARN (25)	1	2520.00	1970
STABLE (99)	1	3200.00	1970
STABLE (99)	1	8250.00	1969
STORAGE (01)	1	1180.00	1961
SHED (24)	1	1800.00	Item #20
STABLE (99)	1	2400.00	

Sale Information								
Sale Date	Sale Price	Instrument	Deed Book	Deed Page	Sale Qualification	Vacant or Improved	Grantor	Grantee
2001-02-01		DR	01368	0708	OTHER OTHER, UNKNOWN, PLEASE ADD NOTES (X)	0		
1990-10-01		WD	00670	0568	OTHER OTHER, UNKNOWN, PLEASE ADD NOTES (X)	0		

Recent Sales in Area	Previous Parcel	Next Parcel	Field Definitions	Return to Main Search Page	Bartow Home
The Bartow County Assessor's Office makes every effort to produce the most accurate information possible. No warranties, expressed or implied, are provided for the data herein, its use or interpretation. Website Updated: June 18, 2016					

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Bartow County Assessor

Parcel: 36373 Acres: 0

Name:	WRIGHT WILLIAM W	Land Value	\$ 630,400
Site:	118 OLD MILL RD	Building Value	\$ 606,500
Sale:	0 on 2001-02-01 Reason=U Qual=X	Misc Value	\$ 169,900
Mail:	P O BOX 68 CARTERSVILLE, GA 30120	Total Value:	\$ 1,406,800



The Bartow County Assessor's Office makes every effort to produce the most accurate information possible. No warranties, expressed or implied, are provided for the data herein, its use or interpretation. The assessment information is from the last certified taxroll. All data is subject to change before the next certified taxroll. PLEASE NOTE THAT THE PROPERTY APPRAISER MAPS ARE FOR ASSESSMENT PURPOSES ONLY NEITHER BARTOW COUNTY NOR ITS EMPLOYEES ASSUME RESPONSIBILITY FOR ERRORS OR OMISSIONS ---THIS IS NOT A SURVEY---

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Item # 2

Y LINE

15.00' BUFFER PLANTING STRIP

12.00' 14.49'

40.00' ACCESS ROAD

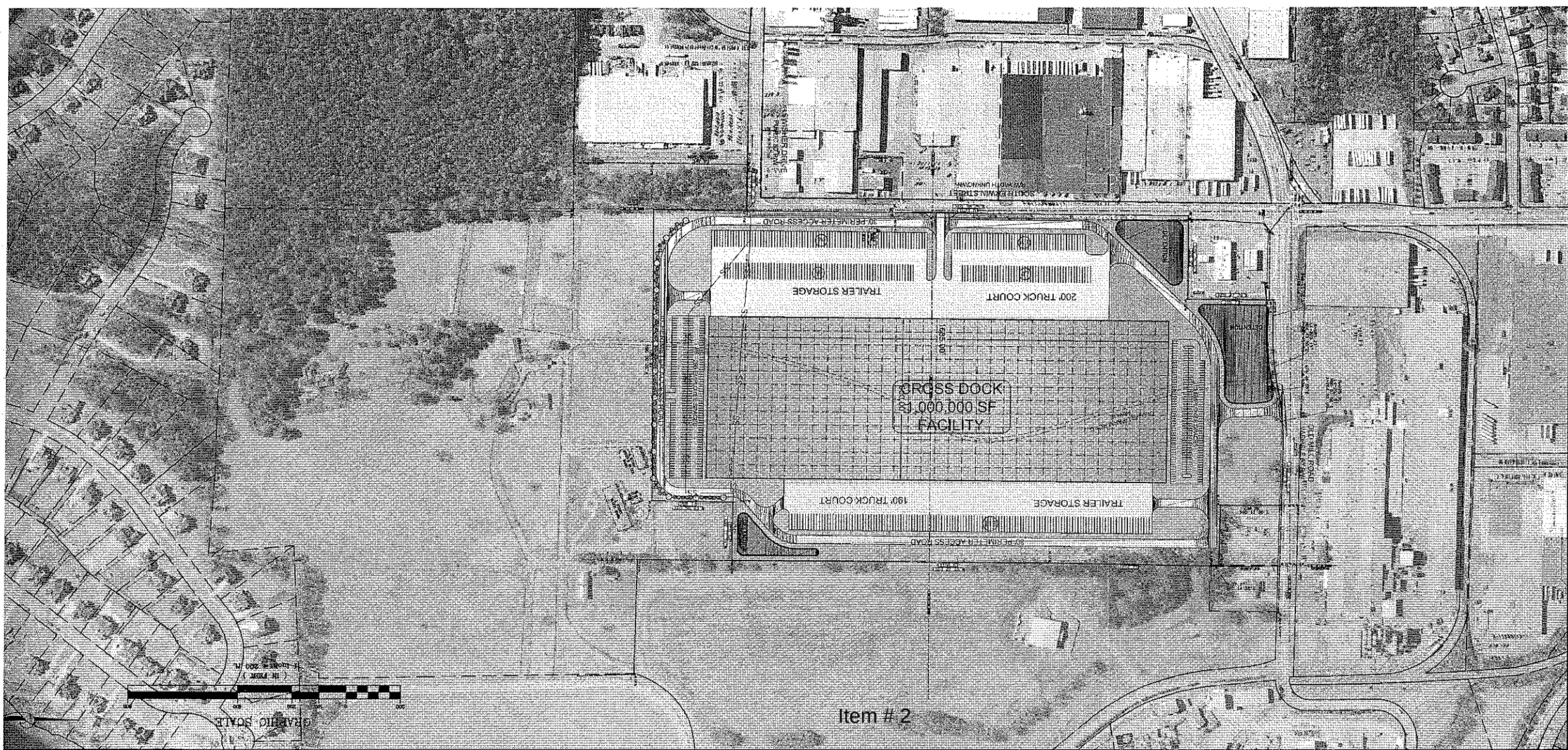
40.07'

112.93' PARKING AREA

Item # 2

DRAWING SCALE

1" = 100' (SEE NOTE 1)



TRAFFIC IMPACT STUDY
OLD MILL DISTRIBUTION CENTER
CARTERSVILLE, BARTOW COUNTY, GEORGIA

Submitted October 21, 2015

Prepared By:
Robinson Transportation Consultants,
LLC
3010 Andora Drive
Marietta, GA 30064
770-630-4640

Prepared For:
Southland Engineering, Inc.
114 Old Mill Road
Cartersville, GA 30120
770-387-0440

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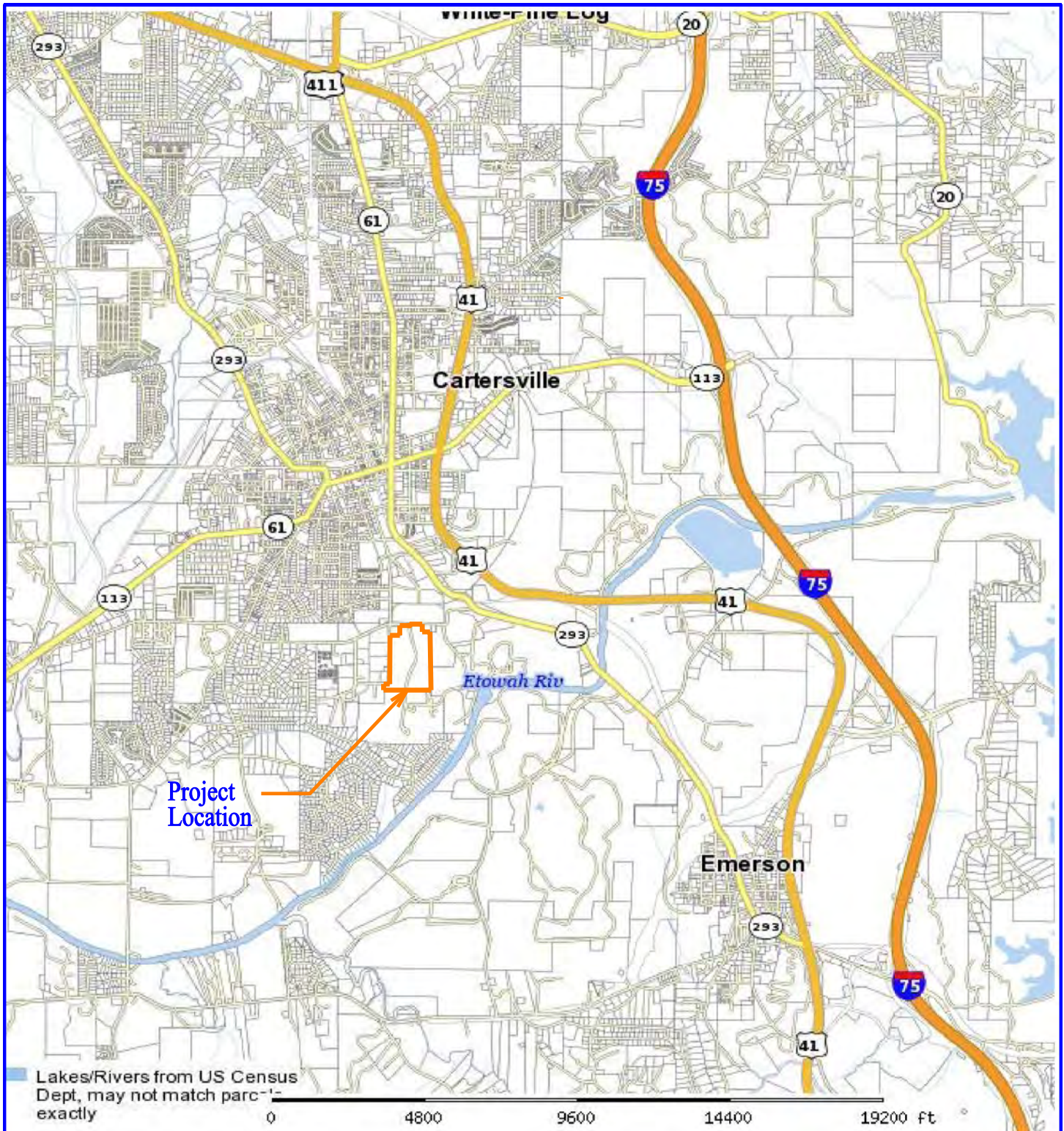
Study Overview

This study is being prepared for a zoning revision for a 60 acre site in Cartersville, GA fronting on Old Mill Road and Erwin Street. The location of the site is shown in Figure 1, Location Map. The site is being proposed to be developed as a 1,000,000 square foot distribution center with approximately 300 employees. The site for the Old Mill Road Distribution Center is surrounded on three sides with Industrial development with the fourth side, to the south of the site, being farmland. The primary regional access to this site is to and from I-75 by way of Joe Frank Harris Parkway (US 41) to Main Street (SR 113) and SR 293. This study is to determine the impact of the development on three nearby intersections: Erwin Street at Old Mill Road, Old Mill Road at State Route (SR) 293 and South Bridge Drive at Joe Frank Harris Parkway (US 41). The proposed development is shown in Figure 2, Site Plan.

Existing Traffic

To determine the impact of the proposed Old Mill Road Distribution Center on the three study intersections Erwin Street at Old Mill Road, Old Mill Road at State Route (SR) 293 and South Bridge Drive at Joe Frank Harris Parkway (US 41) two hours of a.m. and p.m. peak period turning movement counts were collected at the intersections. The peak periods were determined to be 7:00 to 9:00 a.m. and 4:00 to 6:00 p.m. based on traffic counts conducted by the Georgia Department of Transportation on Old Mill Road, SR 293 and Joe Frank Harris Parkway. The peak hour turning movement counts were totaled and are identified in Figure 3, Existing Peak Hour Traffic. The two hour peak period traffic counts are in the appendix.

The existing traffic was analyzed at the three identified study intersections: Erwin Street at Old Mill Road, Old Mill Road at State Route (SR) 293 and South Bridge Drive at Joe Frank Harris Parkway (US 41). The analysis was conducted using Synchro, a traffic engineering industry-accepted traffic analysis software package, which utilizes the Transportation Research Board's (TRB) "Highway Capacity Manual" procedures to determine intersection levels of service. The level of service (LOS) at an intersection is a qualitative measure of the operation of an intersection based on delay. Level of service ranges from LOS A which equates to little to no delay at an intersection to LOS F which represents total breakdown of the intersection with high traffic congestion and long delays. LOS C is generally accepted as the minimum acceptable level of service at an intersection.



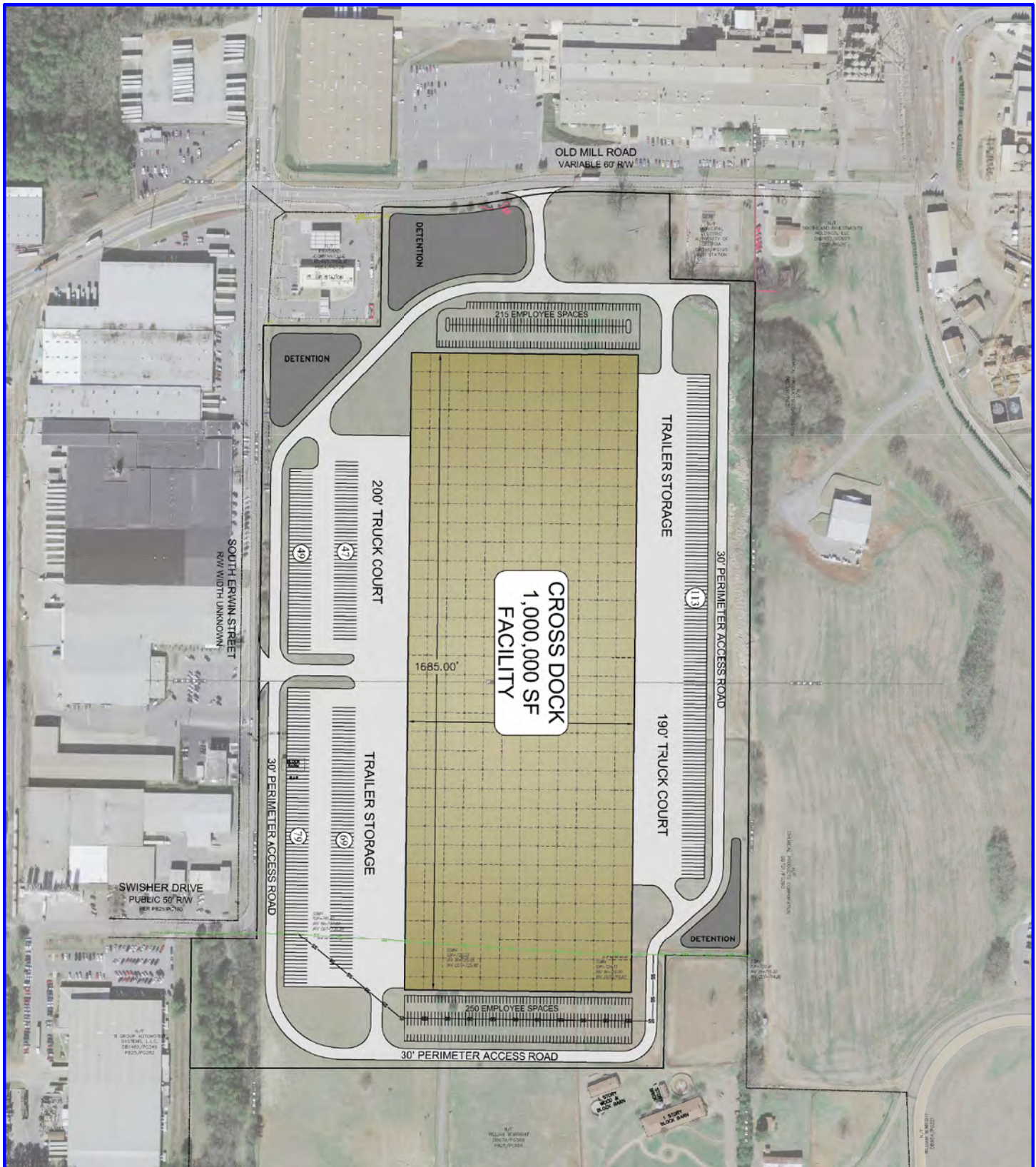
Robinson Transportation
Consultants, LLC



NTS

FIGURE 1
Project Location Map
Old Mill Road
Distribution Center
Cartersville, GA

Item # 2



Source:
Southland Engineering
Old Mill Distribution Center

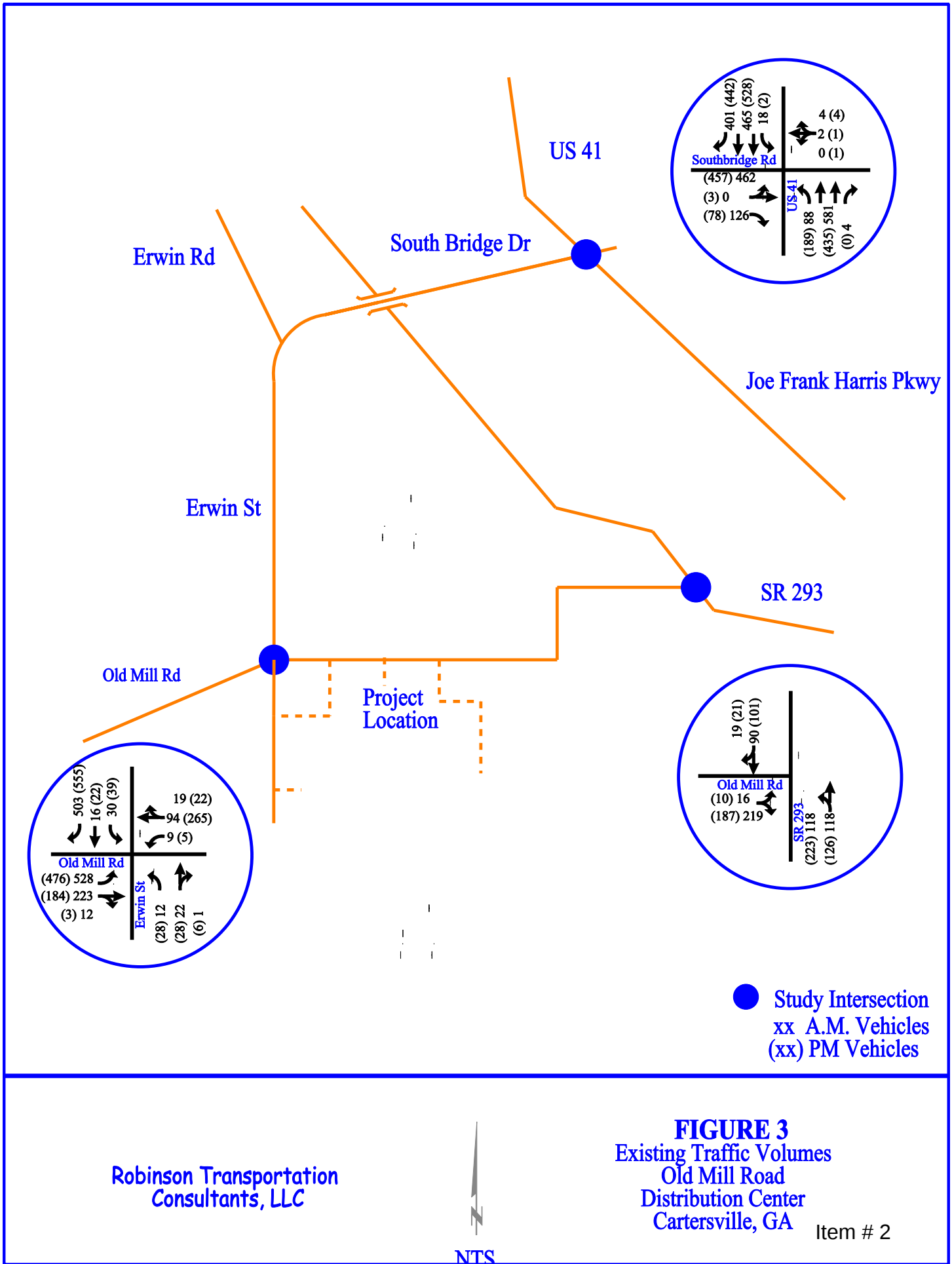
Robinson Transportation
Consultants, LLC



NTS

FIGURE 2
Site Plan
Old Mill Road
Distribution Center
Cartersville, GA

Item # 2



The signalized intersection of Old Mill Road and Erwin Street is the intersection of two two-lane roadways that widen out at the intersection to provide left turn lanes on all four approaches. In addition there is a channelized southbound right on Erwin Street. The heaviest movement at this intersection is the eastbound left turn movement and southbound right turn lane which provides a bypass around the City of Cartersville from US 41 on the east side of the city to SR 61 and SR 113 on the west side of the city. With the existing peak hour traffic the intersection of Old Mill Road and Erwin Street operates at LOS B during both the a.m. and p.m. peak hours. This intersection is the main intersection for the access to the proposed distribution center since there will be driveway access to the site east and west of the intersection.

The intersection of South Bridge Drive and Joe Frank Harris Parkway (SR 3 / US 41) is the intersection of a 4-lane divided state highway with a two lane roadway. The eastbound approach of South Bridge Drive is a railroad overpass and is along a major route for trucks and vehicles to travel from the industrial area along Old Mill to I-75. With the existing peak hour traffic the intersection of South Bridge Drive and Joe Frank Harris Parkway operates at LOS C during both the a.m. and p.m. peak hours.

The third intersection is the unsignalized intersection of SR 293 and Old Mill Road. This intersection is a key intersection to the access to the site since the shorter route to southbound I-75 is by way of SR 293 utilizing several routes. This intersection is the intersection of two two-lane roads with northbound SR 293 widening at the intersection to provide a left turn lane. The eastbound Old Mill Road approach is stop sign controlled with northbound and southbound SR 293 being free flow. The eastbound Old Mill Road approach operates at LOS B during both the a.m. and p.m. peak hour.

Background Traffic

The Distribution Center is not proposed to be opened and in operation until 2018. Therefore to show the impact of the Distribution Center existing traffic needs to be increased by the anticipated growth in traffic during the three years from 2015 to 2018. The growth in traffic is related to the anticipated growth in population within the area. The City Cartersville Comprehensive Master Plan 2030 projects that the population will increase by 111% over the next 25 years which a 3% growth rate per year.

Project Trip Generation

In order to estimate the impact of the proposed Distribution Center on the roadway network, the number of trips to be generated by the site needs to be calculated. Trip Generation 9th Edition published by the Institute of Transportation Engineers was used to determine the number of new trips that will be generated

by the Distribution Center. The Trip Generation Manual has several different land uses that they have determined the trip generation rates. The land use that was used for this development is High-Cube Warehouse Distribution Center. Based on this land use the 1,000,000 square foot Old Mill Distribution Center will generate 1,680 trips per day. During the A.M. peak hour the development will generate 140 trips with 99 vehicles entering and 41 vehicles exiting. 160 trips will be generated during the P.M. peak hour with 59 trips entering and 101 trips exiting. In the trip generation manual it states that the percentage of trucks could range from 9% to 29% to provide a conservative analysis it was assumed that the truck percentage would be 29%.

The trips that were determined by the Trip Generation was distributed on the road network as shown in Figure 4, Trip Distribution. The distribution of the trips was based on the locations of potential employees and the routes to the major highways such as US 41 and I-75. The shortest route to southbound I-75 and US 41 southbound is to use SR 293. The shortest route to northbound I-75 and US 41 is to South Bridge Drive to US 41. The new trips were distributed along the road network based on the distribution provided in Figure 4, Trip Generation and shown in Figure 5, Project Trips. The total anticipated trips on the road network in the opening year of the project is provided in Figure 6, 2018 Background Traffic + Project Traffic.

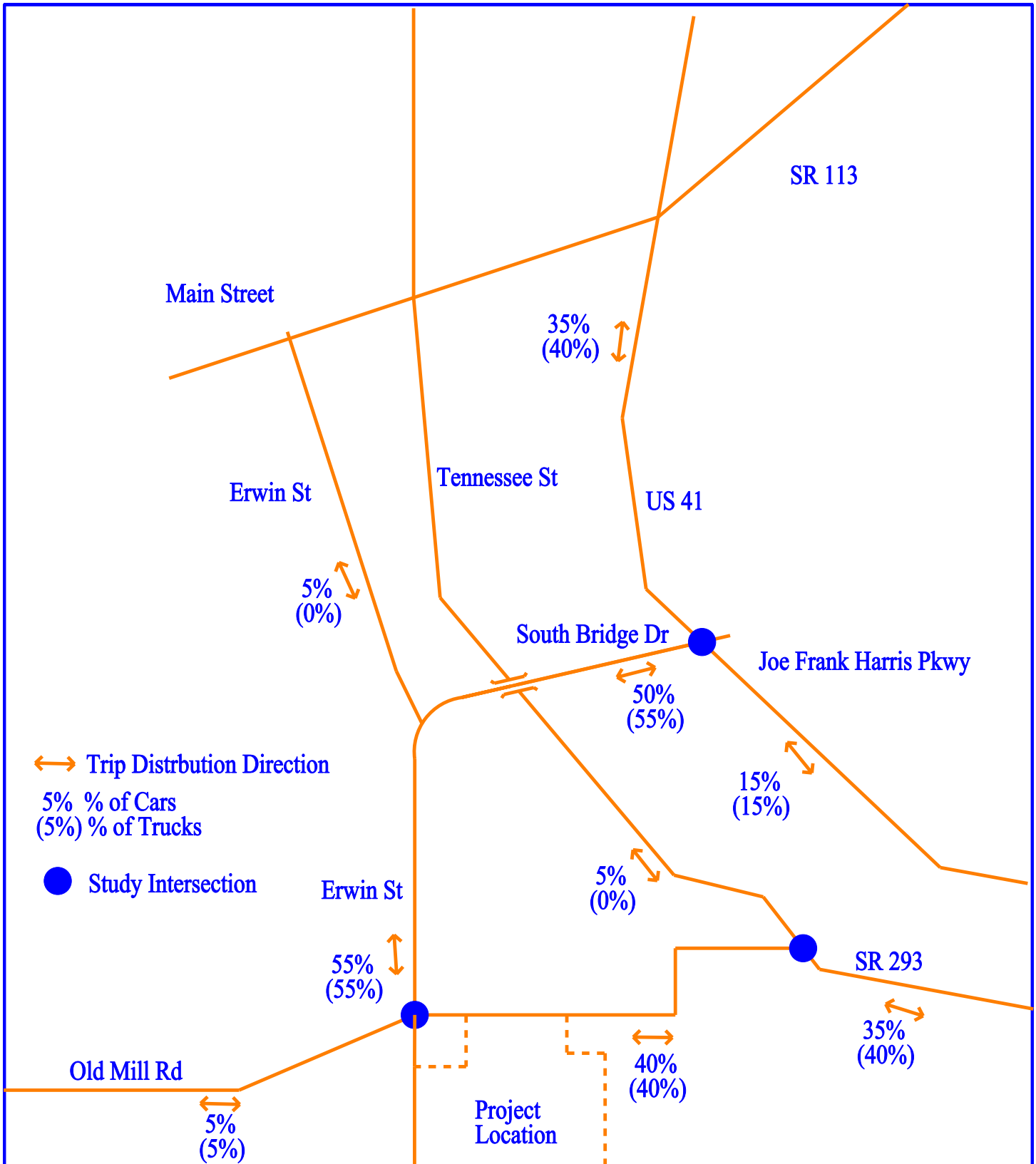
Future Traffic Analysis

With the trips distributed to the network the anticipated impact to the traffic flow at the study intersections a capacity analysis was conducted using Synchro. The results of the Synchro analysis for 2018 traffic with and without the project is shown below in Table 1. The truck percentages were increased at the key turning movement volumes to reflect the truck traffic.

Table 1
Level of Service Analysis

Intersection	A.M. Peak Hour			P.M. Peak Hour		
	2015	2018	2018 w/ Project	2015	2018	2018 w/ Project
Old Mill Rd at Erwin St	B	B	B	B	B	C
Old Mill Rd at SR 293*	B	B	B	B	B	B
South Bridge Dr at US 41	C	C	C	C	D	D

* LOS at Old Mill Road and SR 293 is the LOS for the Eastbound approach since this intersection is stop sign controlled.



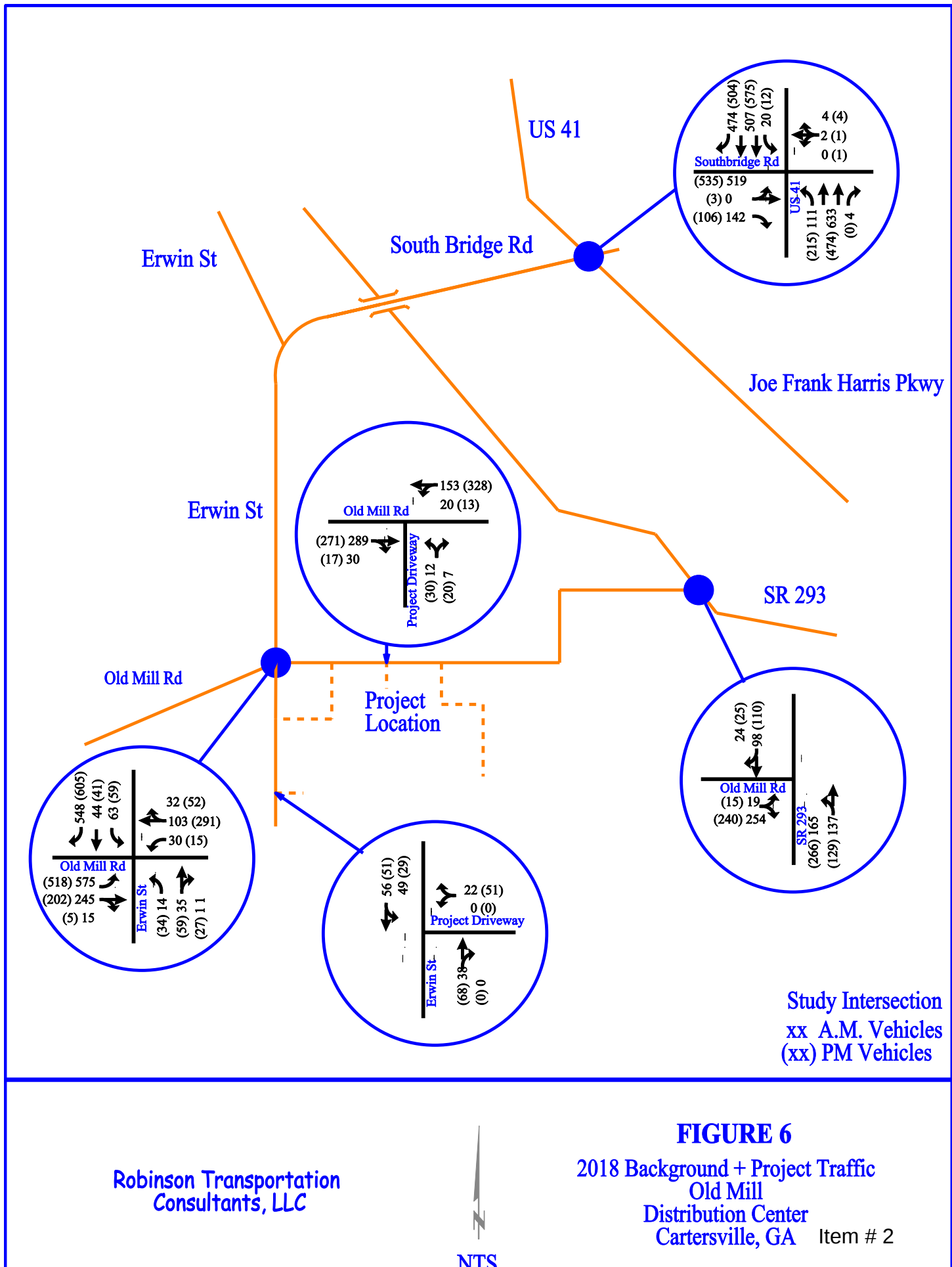
Robinson Transportation
Consultants, LLC



FIGURE 4
Trip Distribution
Old Mill Road
Distribution Center
Cartersville, GA

Item # 2

Item # 2



At the intersection of Erwin Street and Old Mill Road the LOS will be LOS B during the A.M. peak with and without the project in 2018; however; it will be reduced from LOS B to LOS C with the project during the P.M. The intersection with the project will still be working efficient and no improvements will be required.

The LOS for the intersection of Old Mill Road and SR 293 is based on the eastbound approach which is stop signed controlled. The eastbound approach will operate at LOS B in 2018 during the A.M. and P.M. peak hours with and without the project. The LOS analysis indicates that this intersection will operate efficiently with the present configuration and no improvements will be needed with the project implementation.

The intersection of US 41 and South Bridge Drive will operate at LOS C in 2018 with and without the project. During the P.M.; however; the LOS will be reduced to LOS D in 2018 without the project and with the project. To improve the intersection to LOS C the left turns would need to be made from two lanes. With the existing intersection configuration an efficient way of achieving LOS C would be to convert the exclusive right turn lane into a combined lane for the left turn, through and right turn movements and converting the existing left turn and through lane to an exclusive left turn lane. This configuration operates during the P.M. peak at LOS C without and with the project.

Driveway Analysis

Old Mill Distribution Center has a main driveway both on Old Mill Road and Erwin Street. The Erwin Street driveway will be the main truck access into and out of the complex. A capacity analysis was conducted for both driveways. During the A.M. and P.M. peak hours the Erwin Street driveway will operate at LOS A. The Old Mill Road entrance will operate at LOS B during the A.M. and LOS C during the P.M. peak hour.

Based on the capacity analysis at the entrances should operate efficiently and require no improvements on Erwin Street or Old Mill Road. To confirm that a westbound left turn lane Old Mill Road was not needed at the project driveway a left-turn lane analysis was conducted. The left turn analysis was based on the National Cooperative Highway Research Program (NCHRP) "Report 457 Evaluating Intersection Improvements: An Engineering Study Guide". The report includes a graphical procedure to determine if a left-turn lane is needed or based on the advancing traffic including the left-turn volume and the approaching traffic. The results of the analysis is that a left turn lane on Old Mill Road at the project driveway is not needed to have efficient traffic flow on Old Mill Road with the project. The left analysis for both the A.M. and P.M. Peak hours at Old Mill Road is provided the appendix.

Conclusion

The traffic analysis concludes that the proposed 1,000,000 square foot Old Mill Distribution Center will have minor impact on the traffic conditions at the three study intersections; Old Mill Road at Erwin Street, Old Mill Road at SR 293. and South Bridge Drive at US 41. The LOS at the intersection of Old Mill Road at Erwin Street during the P.M. peak hour will reduce from LOS B to LOS C. The intersection of South Bridge Drive and US 41 will be reduced to LOS D in 2018 due to increase in traffic without the project and will be LOS D with the project. The intersection can be improved to LOS C with minor lane changes to the eastbound approach to allow left turn out of two lanes.

Recommendations

This study indicates that the proposed development will have minor impact on the roadway and study intersections and only one intersection recommendation is proposed from the study which is required for the 2018 background traffic without the Old Mill Distribution Center.

- The one recommendation from the traffic analysis is that at the intersection of South Bridge Drive and US 41 the eastbound approach be modified to allow left turns to be made from the exclusive right turn lane since the eastbound and westbound approaches do not move at the same time. This would change the exiting exclusive right turn lane to a combined left turn, through and right turn lane. The existing left turn and through lane would be an exclusive left turn lane. This improvement require extending the taper into the lane and removal of the right turn channelization island.
- Another recommendation is based on field visit and public input. Old Mill road was relocated a few years ago to its present location. It initially went straight from Erwin Street to SR 293; however; now it routes around the Chemical Products Corporation site. Several GPS systems and internet maps still label the older alignment through the chemical plant as Old Mill Road; therefore; drivers not familiar to the relocated Old Mill Road alignment will turn into the Chemical Products Corporation driveway which has on a sign their Old Mill Road address. It is recommended that additional signing be installed to show drivers where the existing Old Mill Road alignment intersects with SR 293. This would included possibly installing an "Intersection Ahead" sign just north of the Chemical Products Corporation driveway with the a street name sign placard for Old Mill Road (lettering large enough to read prior to the driveway. In addition there is a "Truck Route" sign for both the northbound and southbound US 41 ramps to Old River Road directing drivers to SR 293. There are not any other truck route signs routing a driver to the truck Route. If the truck route is to take trucks to the industrial area along Old Mill Road it is recommended

that the truck route signing should be improved to include a sign at the intersection of SR 293 and Old River Road and at the intersection of Old Mill Road and SR 293. In addition an intermittent sign could be placed just south of the driveway for Chemical Products Cooperation with a through arrow to inform the drivers that they should not turn into the driveway.

Appendix A

Traffic Counts

Robinson Transportation Consultants, LLC

TMC Data
Old Mill Road & Erwin Street

09/24/15

Combined Cars + Trucks																	
Time Period	Eastbound Approach				Westbound Approach				Northbound Approach				Southbound Approach				Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	Vehicles
7:00 AM	87	59	3	149	4	17	7	28	3	9	0	12	7	4	87	98	287
7:15 AM	118	58	3	179	1	24	2	27	2	9	1	12	11	5	116	132	350
7:30 AM	158	49	2	209	2	30	2	34	3	3	0	6	10	4	149	163	412
7:45 AM	165	57	4	226	2	23	8	33	4	1	0	5	11	3	151	165	429
	528	223	12	763	9	94	19	122	12	22	1	35	39	16	503	558	1478
8:00 AM	84	43	4	131	2	34	2	38	4	3	0	7	6	4	73	83	259
8:15 AM	70	60	7	137	2	15	5	22	2	4	1	7	12	7	50	69	235
8:30 AM	57	45	2	104	0	29	1	30	2	4	3	9	8	3	52	63	206
8:45 AM	71	37	0	108	0	24	9	33	1	3	1	5	8	4	47	59	205
	282	185	13	480	4	102	17	123	9	14	5	28	34	18	222	274	905
Peak Hour																	
7:00 to 8:00 A.M.	528	223	12	763	9	94	19	122	12	22	1	35	39	16	503	558	1478
Trucks	0.8%	1.8%	33.3%	1.6%	44.4%	2.1%	0.0%	5.7%	0.0%	13.6%	0.0%	8.6%	0	18.8%	1.2%	0.6%	

Robinson Transportation Consultants, LLC

TMC Data

Old Mill Road & Erwin Street

09/24/15

Combined Cars + Trucks																	
	Eastbound Approach				Westbound Approach				Northbound Approach				Southbound Approach				Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	Vehicles
4:00 PM	111	46	2	159	2	53	11	66	3	11	1	15	9	2	148	159	399
4:15 PM	73	36	3	112	3	62	13	78	3	5	1	9	4	1	90	95	294
4:30 PM	89	36	2	127	2	40	3	45	6	11	4	21	4	6	100	110	303
4:45 PM	111	46	1	158	3	62	5	70	3	3	1	7	3	4	124	131	366
	384	164	8	556	10	217	32	259	15	30	7	52	20	13	462	495	1362
5:00 PM	163	60	0	223	1	71	10	82	12	12	3	27	8	4	139	151	483
5:15 PM	81	44	0	125	0	59	2	61	9	6	0	15	6	4	149	159	360
5:30 PM	121	34	2	157	1	73	5	79	4	7	2	13	13	10	143	166	415
5:45 PM	85	30	0	115	1	72	7	80	5	3	2	10	6	3	123	132	337
	450	168	2	620	3	275	24	302	30	28	7	65	33	21	554	608	1595
Peak Hour																	
4:45 to 5:45 P.M.	476	184	3	663	5	265	22	292	28	28	6	62	30	22	555	607	1624
	3.6%	3.3%	0.0%	3.5%	20.0%	5.7%	9.1%	6.2%	7.1%	10.7%	0.0%	8.1%	6.7%	18.2%	2.7%	3.5%	

Robinson Transportation Consultants, LLC

TMC Data

Old Mill Road & Erwin Street

09/24/15

Combined Cars + Trucks																	
	Eastbound Approach				Westbound Approach				Northbound Approach				Southbound Approach				Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	Vehicles
4:00 PM	111	46	2	159	2	53	11	66	3	11	1	15	9	2	148	159	399
4:15 PM	73	36	3	112	3	62	13	78	3	5	1	9	4	1	90	95	294
4:30 PM	89	36	2	127	2	40	3	45	6	11	4	21	4	6	100	110	303
4:45 PM	111	46	1	158	3	62	5	70	3	3	1	7	3	4	124	131	366
	384	164	8	556	10	217	32	259	15	30	7	52	20	13	462	495	1362
5:00 PM	163	60	0	223	1	71	10	82	12	12	3	27	8	4	139	151	483
5:15 PM	81	44	0	125	0	59	2	61	9	6	0	15	6	4	149	159	360
5:30 PM	121	34	2	157	1	73	5	79	4	7	2	13	13	10	143	166	415
5:45 PM	85	30	0	115	1	72	7	80	5	3	2	10	6	3	123	132	337
	450	168	2	620	3	275	24	302	30	28	7	65	33	21	554	608	1595
Peak Hour																	
4:45 to 5:45 P.M.	476	184	3	663	5	265	22	292	28	28	6	62	30	22	555	607	1624
	3.6%	3.3%	0.0%	3.5%	20.0%	5.7%	9.1%	6.2%	7.1%	10.7%	0.0%	8.1%	6.7%	18.2%	2.7%	3.5%	

Robinson Transportation Consultants, LLC

TMC Data

Old Mill Road & SR 293

10/06/15

Combined Cars + Trucks																	
Time Period	Eastbound Approach				Westbound Approach				Northbound Approach				Southbound Approach				Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	Running
7:00 AM	4	0	56	60	0	0	0	0	14	8	0	22	0	11	9	20	102
7:15 AM	3	0	40	43	0	0	0	0	34	10	0	44	0	17	4	21	108
7:30 AM	5	0	58	63	0	0	0	0	36	31	0	67	0	32	7	39	169
7:45 AM	4	0	61	65	0	0	0	0	29	32	0	61	0	16	2	18	144
	16	0	215	231	0	0	0	0	113	81	0	194	0	76	22	98	523
8:00 AM	1	0	55	56	0	0	0	0	27	28	0	55	0	21	4	25	136
8:15 AM	6	0	45	51	0	0	0	0	26	27	0	53	0	21	6	27	131
8:30 AM	3	0	53	56	0	0	0	0	23	24	0	47	0	17	2	19	122
8:45 AM	2	0	26	28	0	0	0	0	19	21	0	40	0	11	0	11	79
	12	0	179	191	0	0	0	0	95	100	0	195	0	70	12	82	468
Peak Hour																	
7:30 to 8:30 A.M.	16	0	219	235	0	0	0	0	118	118	0	236	0	90	19	109	580
Trucks	0.0%	0.0%	3.2%	0.0%	0.0%	0.0%	0.0%	0.0%	4.2%	5.1%	0.0%	0.0%	0.0%	3.3%	0.0%	0.0%	

TMC Data
South Bridge Dr & US 41

09/24/15

Combined Cars + Trucks																	
Time Period	Eastbound Approach				Westbound Approach				Northbound Approach				Southbound Approach				Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	Vehicles
7:00 AM	70	0	31	31	0	0	0	0	15	78	0	93	4	109	74	187	311
7:15 AM	102	0	34	34	2	0	0	2	15	96	0	111	1	124	97	222	369
7:30 AM	139	0	24	24	0	0	0	0	30	117	2	149	2	121	139	262	435
7:45 AM	133	3	32	35	0	0	0	0	23	124	2	149	7	130	106	243	427
	444	3	121	124	2	0	0	2	83	415	4	502	14	484	416	914	1542
8:00 AM	88	0	36	124	0	0	0	0	20	98	0	118	8	90	59	157	399
8:15 AM	69	0	29	98	0	1	1	2	18	87	0	105	2	115	59	176	381
8:30 AM	60	1	31	92	0	1	0	1	16	108	1	125	13	97	43	153	371
8:45 AM	45	2	20	67	0	0	3	3	21	86	5	112	14	107	42	163	345
	0	3	116	119	0	2	4	6	75	379	6	460	37	409	203	649	1234
Peak Hour 7:15 to 8:15 A.M.	221 4.1%	3 0.0%	126 1.6%	217 5.1%	2 0.0%	0 0.0%	0 0.0%	2 0.0%	88 2.3%	435 0.7%	4 0.0%	527 0.9%	18 0.0%	465 2.6%	401 2.2%	884 2.4%	1630

Robinson Transportation Consultants, LLC

TMC Data

South Bridge Dr & US 41

09/24/15

Combined Cars + Trucks																	
Time Period	Eastbound				Westbound Approach				Northbound Approach				Southbound Approach				Total
	L	T	R	Total	L	T	R	Total	L	T	R	Total	L	T	R	Total	
4:00 PM	111	0	13	124	0	0	1	1	35	142	1	178	1	124	98	223	526
4:15 PM	67	0	15	82	0	0	1	1	24	138	1	163	2	108	81	191	437
4:30 PM	66	0	20	86	1	1	1	3	35	144	0	179	2	132	70	204	472
4:45 PM	90	0	16	106	0	0	0	0	35	131	0	166	4	110	96	210	482
Total	334	0	64	398	1	1	3	5	129	555	2	686	9	474	345	828	1917
5:00 PM	147	0	26	173	1	1	1	3	39	167	0	206	1	150	101	252	634
5:15 PM	88	0	19	107	0	0	2	2	52	155	0	207	0	125	117	242	558
5:30 PM	117	0	19	136	0	0	0	0	59	134	0	193	1	130	110	241	570
5:45 PM	105	0	14	119	0	0	1	1	38	125	0	163	0	123	114	237	520
Total	457	0	78	535	1	1	4	6	188	581	0	769	2	528	442	972	2282
Peak Hour																	
5:00 to 6:00 PM	457	0	78	535	1	1	4	6	188	581	0	769	2	528	442	972	2282
% Trucks	2.2%		0.0%	2.1%	0.0%	0.0%	0.0%	0.0%	2.2%	1.4%	0.0%	1.6%	0.0%	1.9%	0.9%	1.4%	

Appendix B

Snychro Analysis

HCM 2010 Signalized Intersection Summary 3: Erwin St & Old Mill Rd

Existing AM Peak

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	538	223	12	9	94	19	12	22	1	39	16	503
Future Volume (veh/h)	538	223	12	9	94	19	12	22	1	39	16	503
Number	5	2	12	1	6	16	3	8	18	7	4	14
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
Adj Sat Flow, veh/h/ln	1863	1828	1900	1319	1863	1900	1863	1698	1900	1863	1597	1863
Adj Flow Rate, veh/h	672	242	16	16	121	32	16	36	4	44	20	0
Adj No. of Lanes	1	1	0	1	1	0	1	1	0	1	1	1
Peak Hour Factor	0.80	0.92	0.75	0.56	0.78	0.59	0.75	0.61	0.25	0.89	0.80	0.83
Percent Heavy Veh, %	2	2	2	44	2	2	2	13	13	2	19	2
Cap, veh/h	939	1186	78	387	477	126	266	174	19	249	185	183
Arrive On Green	0.27	0.70	0.70	0.34	0.34	0.34	0.12	0.12	0.12	0.12	0.12	0.00
Sat Flow, veh/h	1774	1696	112	791	1421	376	1386	1502	167	1362	1597	1583
Grp Volume(v), veh/h	672	0	258	16	0	153	16	0	40	44	20	0
Grp Sat Flow(s),veh/h/ln	1774	0	1808	791	0	1796	1386	0	1669	1362	1597	1583
Q Serve(g_s), s	13.1	0.0	3.0	0.8	0.0	3.7	0.6	0.0	1.3	1.8	0.7	0.0
Cycle Q Clear(g_c), s	13.1	0.0	3.0	0.8	0.0	3.7	1.3	0.0	1.3	3.1	0.7	0.0
Prop In Lane	1.00		0.06	1.00		0.21	1.00		0.10	1.00		1.00
Lane Grp Cap(c), veh/h	939	0	1265	387	0	603	266	0	193	249	185	183
V/C Ratio(X)	0.72	0.00	0.20	0.04	0.00	0.25	0.06	0.00	0.21	0.18	0.11	0.00
Avail Cap(c_a), veh/h	1038	0	1503	446	0	739	559	0	546	537	523	518
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(l)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	6.8	0.0	3.1	13.4	0.0	14.4	24.2	0.0	23.9	25.3	23.6	0.0
Incr Delay (d2), s/veh	2.1	0.0	0.1	0.0	0.0	0.2	0.1	0.0	0.5	0.3	0.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.5	0.0	1.5	0.2	0.0	1.9	0.2	0.0	0.6	0.7	0.3	0.0
LnGrp Delay(d),s/veh	8.9	0.0	3.2	13.5	0.0	14.6	24.2	0.0	24.4	25.6	23.8	0.0
LnGrp LOS	A		A	B		B	C		C	C	C	
Approach Vol, veh/h	930		169				56				64	
Approach Delay, s/veh	7.3		14.5				24.3				25.0	
Approach LOS	A		B				C				C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	2		4		5	6	8					
Phs Duration (G+Y+Rc), s	47.2		12.4		21.7	25.5	12.4					
Change Period (Y+Rc), s	5.5		5.5		5.5	5.5	5.5					
Max Green Setting (Gmax), s	49.5		19.5		19.5	24.5	19.5					
Max Q Clear Time (g_c+1), s	5.0		5.1		15.1	5.7	3.3					
Green Ext Time (p_c), s	2.7		0.3		1.1	2.3	0.3					
Intersection Summary												
HCM 2010 Ctrl Delay			10.0									
HCM 2010 LOS			B									

HCM 2010 Signalized Intersection Summary 3: Erwin St & Old Mill Rd

Existing PM Peak

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	476	184	3	5	265	22	28	28	6	30	22	555
Future Volume (veh/h)	476	184	3	5	265	22	28	28	6	30	22	555
Number	5	2	12	1	6	16	3	8	18	7	4	14
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
Adj Sat Flow, veh/h/ln	1827	1845	1900	1583	1786	1900	1776	1740	1900	1776	1610	1845
Adj Flow Rate, veh/h	652	239	8	12	291	40	48	48	12	52	40	0
Adj No. of Lanes	1	1	0	1	1	0	1	1	0	1	1	1
Peak Hour Factor	0.73	0.77	0.38	0.42	0.91	0.55	0.58	0.58	0.50	0.58	0.55	0.92
Percent Heavy Veh, %	4	3	3	20	6	6	7	11	11	7	18	3
Cap, veh/h	774	1232	41	431	502	69	253	170	42	237	203	198
Arrive On Green	0.28	0.69	0.69	0.33	0.33	0.33	0.13	0.13	0.13	0.13	0.13	0.00
Sat Flow, veh/h	1740	1775	59	959	1538	211	1298	1344	336	1275	1610	1568
Grp Volume(v), veh/h	652	0	247	12	0	331	48	0	60	52	40	0
Grp Sat Flow(s),veh/h/ln	1740	0	1835	959	0	1749	1298	0	1681	1275	1610	1568
Q Serve(g_s), s	13.3	0.0	2.9	0.5	0.0	9.6	2.1	0.0	2.0	2.4	1.4	0.0
Cycle Q Clear(g_c), s	13.3	0.0	2.9	0.5	0.0	9.6	3.5	0.0	2.0	4.3	1.4	0.0
Prop In Lane	1.00		0.03	1.00		0.12	1.00		0.20	1.00		1.00
Lane Grp Cap(c), veh/h	774	0	1273	431	0	571	253	0	212	237	203	198
V/C Ratio(X)	0.84	0.00	0.19	0.03	0.00	0.58	0.19	0.00	0.28	0.22	0.20	0.00
Avail Cap(c_a), veh/h	987	0	1633	501	0	700	502	0	535	482	513	499
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	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	9.0	0.0	3.3	14.1	0.0	17.1	25.5	0.0	24.2	26.2	24.0	0.0
Incr Delay (d2), s/veh	5.4	0.0	0.1	0.0	0.0	0.9	0.4	0.0	0.7	0.5	0.5	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.1	0.0	1.5	0.1	0.0	4.7	0.8	0.0	1.0	0.9	0.6	0.0
LnGrp Delay(d),s/veh	14.4	0.0	3.4	14.1	0.0	18.1	25.9	0.0	25.0	26.7	24.4	0.0
LnGrp LOS	B		A	B		B	C		C	C	C	
Approach Vol, veh/h	899				343				108			
Approach Delay, s/veh	11.4				17.9				25.4			
Approach LOS	B				B				C			
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	2			4		5		6		8		
Phs Duration (G+Y+Rc), s	48.0			13.2		22.5		25.5		13.2		
Change Period (Y+Rc), s	5.5			5.5		5.5		5.5		5.5		
Max Green Setting (Gmax), s	54.5			19.5		24.5		24.5		19.5		
Max Q Clear Time (g_c+I1), s	4.9			6.3		15.3		11.6		5.5		
Green Ext Time (p_c), s	3.9			0.6		1.7		2.8		0.6		
Intersection Summary												
HCM 2010 Ctrl Delay	14.9											
HCM 2010 LOS	B											

HCM 2010 TWSC
2: SR 293 & Old Mill Rd

Existing AM Peak

Intersection						
Int Delay, s/veh	6					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Traffic Vol, veh/h	16	219	118	118	90	19
Future Vol, veh/h	16	219	118	118	90	19
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	75	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	67	90	82	92	70	68
Heavy Vehicles, %	2	3	4	5	3	2
Mvmt Flow	24	243	144	128	129	28
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	559	143	157	0	-	0
Stage 1	143	-	-	-	-	-
Stage 2	416	-	-	-	-	-
Critical Hdwy	6.42	6.23	4.14	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.327	2.236	-	-	-
Pot Cap-1 Maneuver	490	902	1411	-	-	-
Stage 1	884	-	-	-	-	-
Stage 2	666	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	440	902	1411	-	-	-
Mov Cap-2 Maneuver	440	-	-	-	-	-
Stage 1	884	-	-	-	-	-
Stage 2	598	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	11.4	4.1		0		
HCM LOS	B					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1411	-	825	-	-	
HCM Lane V/C Ratio	0.102	-	0.324	-	-	
HCM Control Delay (s)	7.8	-	11.4	-	-	
HCM Lane LOS	A	-	B	-	-	
HCM 95th %tile Q(veh)	0.3	-	1.4	-	-	

HCM 2010 TWSC
2: SR 293 & Old Mill Rd

Existing PM Peak

Intersection

Int Delay, s/veh 5.9

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Traffic Vol, veh/h	10	187	223	126	101	21
Future Vol, veh/h	10	187	223	126	101	21
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	75	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	83	87	90	92	79	68
Heavy Vehicles, %	2	3	3	2	2	2
Mvmt Flow	12	215	248	137	128	31

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	776	143	159 0
Stage 1	143	-	- -
Stage 2	633	-	- -
Critical Hdwy	6.42	6.23	4.13 -
Critical Hdwy Stg 1	5.42	-	- -
Critical Hdwy Stg 2	5.42	-	- -
Follow-up Hdwy	3.518	3.327	2.227 -
Pot Cap-1 Maneuver	366	902	1414 -
Stage 1	884	-	- -
Stage 2	529	-	- -
Platoon blocked, %			- -
Mov Cap-1 Maneuver	302	902	1414 -
Mov Cap-2 Maneuver	302	-	- -
Stage 1	884	-	- -
Stage 2	436	-	- -

Approach	EB	NB	SB
HCM Control Delay, s	11.1	5.2	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1414	-	816	-	-
HCM Lane V/C Ratio	0.175	-	0.278	-	-
HCM Control Delay (s)	8.1	-	11.1	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th %tile Q(veh)	0.6	-	1.1	-	-

HCM 2010 Signalized Intersection Summary3: US 41 & South Bridge Rd

Existing AM Peak

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	462	3	126	2	0	0	88	435	4	18	465	401
Future Volume (veh/h)	462	3	126	2	0	0	88	435	4	18	465	401
Number	7	4	14	3	8	18	5	2	12	1	6	16
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
Adj Sat Flow, veh/h/ln	1900	1863	1863	1900	1863	1900	1863	1863	1863	1776	1845	1863
Adj Flow Rate, veh/h	557	12	0	8	0	0	121	494	8	32	522	0
Adj No. of Lanes	0	1	1	0	1	0	1	2	1	1	2	1
Peak Hour Factor	0.83	0.25	0.88	0.25	0.92	0.92	0.73	0.88	0.50	0.56	0.89	0.72
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	7	3	2
Cap, veh/h	644	14	587	29	0	0	350	1388	621	297	860	388
Arrive On Green	0.37	0.37	0.00	0.02	0.00	0.00	0.09	0.39	0.39	0.25	0.25	0.00
Sat Flow, veh/h	1738	37	1583	1774	0	0	1774	3539	1583	851	3505	1583
Grp Volume(v), veh/h	569	0	0	8	0	0	121	494	8	32	522	0
Grp Sat Flow(s),veh/h/ln	1776	0	1583	1774	0	0	1774	1770	1583	851	1752	1583
Q Serve(g_s), s	24.2	0.0	0.0	0.4	0.0	0.0	3.8	8.0	0.3	2.4	10.8	0.0
Cycle Q Clear(g_c), s	24.2	0.0	0.0	0.4	0.0	0.0	3.8	8.0	0.3	2.4	10.8	0.0
Prop In Lane	0.98		1.00	1.00		0.00	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	658	0	587	29	0	0	350	1388	621	297	860	388
V/C Ratio(X)	0.86	0.00	0.00	0.28	0.00	0.00	0.35	0.36	0.01	0.11	0.61	0.00
Avail Cap(c_a), veh/h	1165	0	1039	174	0	0	416	1975	884	407	1311	592
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	0.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	23.8	0.0	0.0	39.6	0.0	0.0	19.0	17.5	15.1	24.1	27.3	0.0
Incr Delay (d2), s/veh	3.6	0.0	0.0	5.1	0.0	0.0	0.6	0.2	0.0	0.2	0.7	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	12.5	0.0	0.0	0.2	0.0	0.0	1.9	3.9	0.1	0.6	5.3	0.0
LnGrp Delay(d),s/veh	27.3	0.0	0.0	44.7	0.0	0.0	19.6	17.6	15.1	24.3	28.0	0.0
LnGrp LOS	C			D			B	B	B	C	C	
Approach Vol, veh/h	569				8				623			
Approach Delay, s/veh	27.3				44.7				18.0			
Approach LOS	C				D				B			
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	2		4		5		6		8			
Phs Duration (G+Y+Rc), s	38.5		36.2		12.0		26.5		6.8			
Change Period (Y+Rc), s	6.5		6.0		4.5		6.5		5.5			
Max Green Setting (Gmax), s	45.5		53.5		10.5		30.5		8.0			
Max Q Clear Time (g_c+I1), s	10.0		26.2		5.8		12.8		2.4			
Green Ext Time (p_c), s	7.6		4.0		0.1		6.1		0.0			
Intersection Summary												
HCM 2010 Ctrl Delay	24.2											
HCM 2010 LOS	C											

HCM 2010 Signalized Intersection Summary 3: US 41 & South Bridge Rd

Existing PM Peak

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	457	0	78	1	1	4	188	581	0	2	528	442
Future Volume (veh/h)	457	0	78	1	1	4	188	581	0	2	528	442
Number	7	4	14	3	8	18	5	2	12	1	6	16
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
Adj Sat Flow, veh/h/ln	1900	1863	1863	1900	1863	1900	1863	1863	1863	1900	1863	1863
Adj Flow Rate, veh/h	586	0	0	4	4	8	235	668	0	4	600	0
Adj No. of Lanes	0	1	1	0	1	0	1	2	1	1	2	1
Peak Hour Factor	0.78	0.25	0.75	0.25	0.25	0.50	0.80	0.87	0.92	0.50	0.88	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	0	2	2
Cap, veh/h	615	0	549	13	13	25	357	1443	645	274	849	380
Arrive On Green	0.35	0.00	0.00	0.03	0.03	0.03	0.11	0.41	0.00	0.24	0.24	0.00
Sat Flow, veh/h	1774	0	1583	423	423	846	1774	3539	1583	781	3539	1583
Grp Volume(v), veh/h	586	0	0	16	0	0	235	668	0	4	600	0
Grp Sat Flow(s),veh/h/ln	1774	0	1583	1692	0	0	1774	1770	1583	781	1770	1583
Q Serve(g_s), s	26.9	0.0	0.0	0.8	0.0	0.0	7.9	11.5	0.0	0.3	12.9	0.0
Cycle Q Clear(g_c), s	26.9	0.0	0.0	0.8	0.0	0.0	7.9	11.5	0.0	0.3	12.9	0.0
Prop In Lane	1.00		1.00	0.25		0.50	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	615	0	549	50	0	0	357	1443	645	274	849	380
V/C Ratio(X)	0.95	0.00	0.00	0.32	0.00	0.00	0.66	0.46	0.00	0.01	0.71	0.00
Avail Cap(c_a), veh/h	617	0	551	172	0	0	357	1464	655	278	870	389
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(l)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	26.6	0.0	0.0	39.6	0.0	0.0	20.5	18.0	0.0	24.2	29.0	0.0
Incr Delay (d2), s/veh	24.9	0.0	0.0	3.6	0.0	0.0	4.4	0.2	0.0	0.0	2.6	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	17.3	0.0	0.0	0.4	0.0	0.0	4.2	5.6	0.0	0.1	6.6	0.0
LnGrp Delay(d),s/veh	51.5	0.0	0.0	43.2	0.0	0.0	24.9	18.3	0.0	24.2	31.6	0.0
LnGrp LOS	D			D			C	B		C	C	
Approach Vol, veh/h		586			16			903			604	
Approach Delay, s/veh		51.5			43.2			20.0			31.5	
Approach LOS		D			D			B			C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc), s		40.5		34.9	14.0	26.5		8.0				
Change Period (Y+Rc), s		6.5		6.0	4.5	6.5		5.5				
Max Green Setting (Gmax), s		34.5		29.0	9.5	20.5		8.5				
Max Q Clear Time (g_c+l1), s		13.5		28.9	9.9	14.9		2.8				
Green Ext Time (p_c), s		8.2		0.1	0.0	3.4		0.0				
Intersection Summary												
HCM 2010 Ctrl Delay			32.2									
HCM 2010 LOS			C									

2018 AM Peak

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	575	243	13	10	102	21	13	24	1	35	17	503
Future Volume (veh/h)	575	243	13	10	102	21	13	24	1	35	17	503
Number	5	2	12	1	6	16	3	8	18	7	4	14
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
Adj Sat Flow, veh/h/ln	1863	1829	1900	1319	1863	1900	1863	1697	1900	1863	1597	1863
Adj Flow Rate, veh/h	719	264	17	18	131	36	17	39	4	39	21	0
Adj No. of Lanes	1	1	0	1	1	0	1	1	0	1	1	1
Peak Hour Factor	0.80	0.92	0.75	0.56	0.78	0.59	0.75	0.61	0.25	0.89	0.80	0.83
Percent Heavy Veh, %	2	2	2	44	2	2	2	13	13	2	19	2
Cap, veh/h	942	1199	77	372	462	127	260	173	18	241	182	181
Arrive On Green	0.29	0.71	0.71	0.33	0.33	0.33	0.11	0.11	0.11	0.11	0.11	0.00
Sat Flow, veh/h	1774	1700	109	775	1408	387	1385	1514	155	1358	1597	1583
Grp Volume(v), veh/h	719	0	281	18	0	167	17	0	43	39	21	0
Grp Sat Flow(s),veh/h/ln	1774	0	1810	775	0	1794	1385	0	1669	1358	1597	1583
Q Serve(g_s), s	14.6	0.0	3.3	1.0	0.0	4.2	0.7	0.0	1.4	1.6	0.7	0.0
Cycle Q Clear(g_c), s	14.6	0.0	3.3	1.0	0.0	4.2	1.4	0.0	1.4	3.1	0.7	0.0
Prop In Lane	1.00		0.06	1.00		0.22	1.00		0.09	1.00		1.00
Lane Grp Cap(c), veh/h	942	0	1277	372	0	589	260	0	190	241	182	181
V/C Ratio(X)	0.76	0.00	0.22	0.05	0.00	0.28	0.07	0.00	0.23	0.16	0.12	0.00
Avail Cap(c_a), veh/h	1001	0	1470	430	0	722	545	0	534	521	511	507
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(l)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	7.1	0.0	3.1	14.1	0.0	15.2	24.9	0.0	24.5	25.9	24.2	0.0
Incr Delay (d2), s/veh	3.3	0.0	0.1	0.1	0.0	0.3	0.1	0.0	0.6	0.3	0.3	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.7	0.0	1.7	0.2	0.0	2.1	0.3	0.0	0.7	0.6	0.3	0.0
LnGrp Delay(d),s/veh	10.5	0.0	3.2	14.1	0.0	15.4	25.0	0.0	25.1	26.2	24.5	0.0
LnGrp LOS	B		A	B		B	C		C	C	C	
Approach Vol, veh/h	1000			185				60			60	
Approach Delay, s/veh	8.4			15.3				25.1			25.6	
Approach LOS	A			B				C			C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	2			4		5		6		8		
Phs Duration (G+Y+Rc), s	48.5			12.5		23.0		25.5		12.5		
Change Period (Y+Rc), s	5.5			5.5		5.5		5.5		5.5		
Max Green Setting (Gmax), s	49.5			19.5		19.5		24.5		19.5		
Max Q Clear Time (g_c+1l), s	5.3			5.1		16.6		6.2		3.4		
Green Ext Time (p_c), s	3.0			0.3		0.9		2.5		0.4		
Intersection Summary												
HCM 2010 Ctrl Delay	11.0											
HCM 2010 LOS	B											

2018 PM Peak

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	518	200	3	6	289	24	31	31	7	33	24	605
Future Volume (veh/h)	518	200	3	6	289	24	31	31	7	33	24	605
Number	5	2	12	1	6	16	3	8	18	7	4	14
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
Adj Sat Flow, veh/h/ln	1827	1845	1900	1583	1786	1900	1776	1741	1900	1776	1610	1845
Adj Flow Rate, veh/h	710	260	8	14	318	44	53	53	14	57	44	0
Adj No. of Lanes	1	1	0	1	1	0	1	1	0	1	1	1
Peak Hour Factor	0.73	0.77	0.38	0.42	0.91	0.55	0.58	0.58	0.50	0.58	0.55	0.92
Percent Heavy Veh, %	4	3	3	20	6	6	7	11	11	7	18	3
Cap, veh/h	780	1257	39	406	480	66	239	163	43	221	197	192
Arrive On Green	0.31	0.71	0.71	0.31	0.31	0.31	0.12	0.12	0.12	0.12	0.12	0.00
Sat Flow, veh/h	1740	1781	55	941	1536	213	1293	1328	351	1267	1610	1568
Grp Volume(v), veh/h	710	0	268	14	0	362	53	0	67	57	44	0
Grp Sat Flow(s),veh/h/ln	1740	0	1836	941	0	1749	1293	0	1679	1267	1610	1568
Q Serve(g_s), s	15.4	0.0	3.2	0.7	0.0	11.5	2.5	0.0	2.3	2.8	1.6	0.0
Cycle Q Clear(g_c), s	15.4	0.0	3.2	0.7	0.0	11.5	4.0	0.0	2.3	5.1	1.6	0.0
Prop In Lane	1.00		0.03	1.00		0.12	1.00		0.21	1.00		1.00
Lane Grp Cap(c), veh/h	780	0	1296	406	0	546	239	0	206	221	197	192
V/C Ratio(X)	0.91	0.00	0.21	0.03	0.00	0.66	0.22	0.00	0.33	0.26	0.22	0.00
Avail Cap(c_a), veh/h	1127	0	1733	443	0	614	454	0	485	432	465	453
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	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	9.6	0.0	3.2	15.4	0.0	19.1	27.2	0.0	25.7	28.0	25.4	0.0
Incr Delay (d2), s/veh	8.2	0.0	0.1	0.0	0.0	2.3	0.5	0.0	0.9	0.6	0.6	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	13.4	0.0	1.6	0.2	0.0	5.9	0.9	0.0	1.1	1.0	0.7	0.0
LnGrp Delay(d),s/veh	17.7	0.0	3.3	15.4	0.0	21.4	27.7	0.0	26.6	28.6	25.9	0.0
LnGrp LOS	B		A	B		C	C		C	C	C	
Approach Vol, veh/h	978				376			120			101	
Approach Delay, s/veh	13.8				21.2			27.1			27.5	
Approach LOS	B				C			C			C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	2			4		5		6		8		
Phs Duration (G+Y+Rc), s	50.7			13.3		25.2		25.5		13.3		
Change Period (Y+Rc), s	5.5			5.5		5.5		5.5		5.5		
Max Green Setting (Gmax), s	60.5			18.5		32.5		22.5		18.5		
Max Q Clear Time (g_c+I1), s	5.2			7.1		17.4		13.5		6.0		
Green Ext Time (p_c), s	4.3			0.7		2.3		2.6		0.7		
Intersection Summary												
HCM 2010 Ctrl Delay	17.4											
HCM 2010 LOS	B											

HCM 2010 TWSC
2: SR 293 & Old Mill Rd

2018 AM Peak

Intersection							
Int Delay, s/veh	6.2						
Movement	EBL	EBR	NBL	NBT	SBT	SBR	
Traffic Vol, veh/h	17	234	129	129	98	21	
Future Vol, veh/h	17	234	129	129	98	21	
Conflicting Peds, #/hr	0	0	0	0	0	0	
Sign Control	Stop	Stop	Free	Free	Free	Free	
RT Channelized	-	None	-	None	-	None	
Storage Length	0	-	75	-	-	-	
Veh in Median Storage, #	0	-	-	0	0	-	
Grade, %	0	-	-	0	0	-	
Peak Hour Factor	67	90	82	92	70	68	
Heavy Vehicles, %	2	3	4	5	3	2	
Mvmt Flow	25	260	157	140	140	31	
Major/Minor	Minor2	Major1		Major2			
Conflicting Flow All	610	155	171	0	-	0	
Stage 1	155	-	-	-	-	-	
Stage 2	455	-	-	-	-	-	
Critical Hdwy	6.42	6.23	4.14	-	-	-	
Critical Hdwy Stg 1	5.42	-	-	-	-	-	
Critical Hdwy Stg 2	5.42	-	-	-	-	-	
Follow-up Hdwy	3.518	3.327	2.236	-	-	-	
Pot Cap-1 Maneuver	458	888	1394	-	-	-	
Stage 1	873	-	-	-	-	-	
Stage 2	639	-	-	-	-	-	
Platoon blocked, %				-	-	-	
Mov Cap-1 Maneuver	406	888	1394	-	-	-	
Mov Cap-2 Maneuver	406	-	-	-	-	-	
Stage 1	873	-	-	-	-	-	
Stage 2	567	-	-	-	-	-	
Approach	EB	NB		SB			
HCM Control Delay, s	11.9	4.2		0			
HCM LOS	B						
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR		
Capacity (veh/h)	1394	-	803	-	-		
HCM Lane V/C Ratio	0.113	-	0.355	-	-		
HCM Control Delay (s)	7.9	-	11.9	-	-		
HCM Lane LOS	A	-	B	-	-		
HCM 95th %tile Q(veh)	0.4	-	1.6	-	-		

HCM 2010 TWSC
2: SR 293 & Old Mill Rd

2018 PM Peak

Intersection

Int Delay, s/veh 6.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Traffic Vol, veh/h	11	204	243	137	110	23
Future Vol, veh/h	11	204	243	137	110	23
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	75	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	83	87	90	92	79	68
Heavy Vehicles, %	2	3	3	2	2	2
Mvmt Flow	13	234	270	149	139	34

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	845	156	173 0
Stage 1	156	-	- -
Stage 2	689	-	- -
Critical Hdwy	6.42	6.23	4.13 -
Critical Hdwy Stg 1	5.42	-	- -
Critical Hdwy Stg 2	5.42	-	- -
Follow-up Hdwy	3.518	3.327	2.227 -
Pot Cap-1 Maneuver	333	887	1398 -
Stage 1	872	-	- -
Stage 2	498	-	- -
Platoon blocked, %			- -
Mov Cap-1 Maneuver	269	887	1398 -
Mov Cap-2 Maneuver	269	-	- -
Stage 1	872	-	- -
Stage 2	402	-	- -

Approach	EB	NB	SB
HCM Control Delay, s	11.6	5.3	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1398	-	790	-	-
HCM Lane V/C Ratio	0.193	-	0.314	-	-
HCM Control Delay (s)	8.2	-	11.6	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th %tile Q(veh)	0.7	-	1.3	-	-

2018 AM Peak

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	503	3	137	0	2	4	96	633	4	20	507	437
Future Volume (veh/h)	503	3	137	0	2	4	96	633	4	20	507	437
Number	7	4	14	3	8	18	5	2	12	1	6	16
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
Adj Sat Flow, veh/h/ln	1900	1863	1863	1900	1863	1900	1863	1863	1863	1776	1845	1863
Adj Flow Rate, veh/h	606	12	0	0	2	4	132	719	8	36	570	0
Adj No. of Lanes	0	1	1	0	1	0	1	2	1	1	2	1
Peak Hour Factor	0.83	0.25	0.88	0.25	0.92	0.92	0.73	0.88	0.50	0.56	0.89	0.72
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	7	3	2
Cap, veh/h	685	14	623	0	7	14	326	1385	620	244	891	402
Arrive On Green	0.39	0.39	0.00	0.00	0.01	0.01	0.09	0.39	0.39	0.25	0.25	0.00
Sat Flow, veh/h	1741	34	1583	0	556	1111	1774	3539	1583	691	3505	1583
Grp Volume(v), veh/h	618	0	0	0	0	6	132	719	8	36	570	0
Grp Sat Flow(s),veh/h/ln	1776	0	1583	0	0	1667	1774	1770	1583	691	1752	1583
Q Serve(g_s), s	28.8	0.0	0.0	0.0	0.0	0.3	4.5	13.8	0.3	3.7	12.9	0.0
Cycle Q Clear(g_c), s	28.8	0.0	0.0	0.0	0.0	0.3	4.5	13.8	0.3	5.3	12.9	0.0
Prop In Lane	0.98		1.00	0.00		0.67	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	699	0	623	0	0	21	326	1385	620	244	891	402
V/C Ratio(X)	0.88	0.00	0.00	0.00	0.00	0.29	0.40	0.52	0.01	0.15	0.64	0.00
Avail Cap(c_a), veh/h	1039	0	927	0	0	159	382	1852	829	314	1243	561
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(l)	1.00	0.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	25.1	0.0	0.0	0.0	0.0	43.5	20.9	20.6	16.5	27.3	29.5	0.0
Incr Delay (d2), s/veh	6.4	0.0	0.0	0.0	0.0	7.5	0.8	0.3	0.0	0.3	0.8	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	15.3	0.0	0.0	0.0	0.0	0.2	2.3	6.7	0.1	0.7	6.3	0.0
LnGrp Delay(d),s/veh	31.4	0.0	0.0	0.0	0.0	51.0	21.7	20.9	16.5	27.6	30.3	0.0
LnGrp LOS	C					D	C	C	B	C	C	
Approach Vol, veh/h		618			6			859			606	
Approach Delay, s/veh		31.4			51.0			21.0			30.1	
Approach LOS		C			D			C			C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc), s		41.3		41.0	12.2	29.1		6.6				
Change Period (Y+Rc), s		6.5		6.0	4.5	6.5		5.5				
Max Green Setting (Gmax), s		46.5		52.0	10.5	31.5		8.5				
Max Q Clear Time (g_c+l1), s		15.8		30.8	6.5	14.9		2.3				
Green Ext Time (p_c), s		10.1		4.2	0.1	7.7		0.0				
Intersection Summary												
HCM 2010 Ctrl Delay			26.8									
HCM 2010 LOS			C									

HCM 2010 Signalized Intersection Summary 3: US 41 & South Bridge Rd

2018 PM Peak w/ Dual Left
EB Dual Left Turn

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	500	0	85	1	1	4	205	633	0	3	575	482
Future Volume (veh/h)	500	0	85	1	1	4	205	633	0	3	575	482
Number	7	4	14	3	8	18	5	2	12	1	6	16
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
Adj Sat Flow, veh/h/ln	1863	1863	1900	1900	1863	1900	1863	1863	1863	1900	1863	1863
Adj Flow Rate, veh/h	641	0	0	4	4	8	256	728	0	6	653	0
Adj No. of Lanes	2	1	0	0	1	0	1	2	1	1	2	1
Peak Hour Factor	0.78	0.25	0.75	0.25	0.25	0.50	0.80	0.87	0.92	0.50	0.88	0.90
Percent Heavy Veh, %	2	2	2	2	2	2	2	2	2	0	2	2
Cap, veh/h	823	432	0	13	13	26	431	1719	769	320	1052	471
Arrive On Green	0.23	0.00	0.00	0.03	0.03	0.03	0.13	0.49	0.00	0.30	0.30	0.00
Sat Flow, veh/h	3548	1863	0	423	423	846	1774	3539	1583	738	3539	1583
Grp Volume(v), veh/h	641	0	0	16	0	0	256	728	0	6	653	0
Grp Sat Flow(s),veh/h/ln	1774	1863	0	1692	0	0	1774	1770	1583	738	1770	1583
Q Serve(g_s), s	12.1	0.0	0.0	0.7	0.0	0.0	6.6	9.5	0.0	0.4	11.4	0.0
Cycle Q Clear(g_c), s	12.1	0.0	0.0	0.7	0.0	0.0	6.6	9.5	0.0	0.4	11.4	0.0
Prop In Lane	1.00		0.00	0.25		0.50	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	823	432	0	52	0	0	431	1719	769	320	1052	471
V/C Ratio(X)	0.78	0.00	0.00	0.31	0.00	0.00	0.59	0.42	0.00	0.02	0.62	0.00
Avail Cap(c_a), veh/h	2433	1277	0	201	0	0	593	2452	1097	406	1461	654
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	0.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	25.7	0.0	0.0	33.9	0.0	0.0	14.5	11.9	0.0	17.8	21.6	0.0
Incr Delay (d2), s/veh	1.6	0.0	0.0	3.4	0.0	0.0	1.3	0.2	0.0	0.0	0.6	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.1	0.0	0.0	0.4	0.0	0.0	3.3	4.7	0.0	0.1	5.6	0.0
LnGrp Delay(d),s/veh	27.4	0.0	0.0	37.3	0.0	0.0	15.8	12.1	0.0	17.8	22.2	0.0
LnGrp LOS	C			D			B	B		B	C	
Approach Vol, veh/h	641			16			984			659		
Approach Delay, s/veh	27.4			37.3			13.0			22.2		
Approach LOS	C			D			B			C		
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	2			4		6	8					
Phs Duration (G+Y+Rc), s	41.2			22.6		27.7	7.7					
Change Period (Y+Rc), s	6.5			6.0		6.5	5.5					
Max Green Setting (Gmax), s	49.5			49.0		29.5	8.5					
Max Q Clear Time (g_c+I1), s	11.5			14.1		13.4	2.7					
Green Ext Time (p_c), s	11.2			2.5		7.9	0.0					
Intersection Summary												
HCM 2010 Ctrl Delay			19.8									
HCM 2010 LOS			B									
Notes												

HCM 2010 Signalized Intersection Summary
3: US 41 & South Bridge Rd

2018 PM Peak w/ Dual Left
EB Dual Left Turn

User approved volume balancing among the lanes for turning movement.

HCM 2010 Signalized Intersection Summary 3: Erwin St & Old Mill Rd

2018 AM Peak w/ Project

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	575	245	15	30	103	32	14	35	11	63	44	548
Future Volume (veh/h)	575	245	15	30	103	32	14	35	11	63	44	548
Number	5	2	12	1	6	16	3	8	18	7	4	14
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
Adj Sat Flow, veh/h/ln	1863	1835	1900	1242	1857	1900	1377	1386	1900	1667	1267	1863
Adj Flow Rate, veh/h	719	266	20	54	132	54	19	57	44	71	55	0
Adj No. of Lanes	1	1	0	1	1	0	1	1	0	1	1	1
Peak Hour Factor	0.80	0.92	0.75	0.56	0.78	0.59	0.75	0.61	0.25	0.89	0.80	0.83
Percent Heavy Veh, %	2	2	2	53	2	2	38	24	24	14	50	2
Cap, veh/h	875	1126	85	322	372	152	237	123	95	220	214	268
Arrive On Green	0.29	0.67	0.67	0.30	0.30	0.30	0.17	0.17	0.17	0.17	0.17	0.00
Sat Flow, veh/h	1774	1686	127	726	1254	513	993	726	561	1153	1267	1583
Grp Volume(v), veh/h	719	0	286	54	0	186	19	0	101	71	55	0
Grp Sat Flow(s),veh/h/ln	1774	0	1813	726	0	1767	993	0	1287	1153	1267	1583
Q Serve(g_s), s	17.6	0.0	4.2	3.8	0.0	5.6	1.1	0.0	4.8	4.0	2.5	0.0
Cycle Q Clear(g_c), s	17.6	0.0	4.2	3.8	0.0	5.6	3.7	0.0	4.8	8.8	2.5	0.0
Prop In Lane	1.00		0.07	1.00		0.29	1.00		0.44	1.00		1.00
Lane Grp Cap(c), veh/h	875	0	1210	322	0	524	237	0	218	220	214	268
V/C Ratio(X)	0.82	0.00	0.24	0.17	0.00	0.35	0.08	0.00	0.46	0.32	0.26	0.00
Avail Cap(c_a), veh/h	875	0	1331	371	0	642	357	0	372	359	367	458
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(l)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	9.4	0.0	4.4	18.0	0.0	18.6	25.9	0.0	25.2	29.2	24.3	0.0
Incr Delay (d2), s/veh	6.3	0.0	0.1	0.2	0.0	0.4	0.1	0.0	1.5	0.8	0.6	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	9.7	0.0	2.1	0.8	0.0	2.7	0.3	0.0	1.8	1.3	0.9	0.0
LnGrp Delay(d),s/veh	15.7	0.0	4.5	18.2	0.0	19.0	26.1	0.0	26.8	30.0	24.9	0.0
LnGrp LOS	B		A	B		B	C		C	C	C	
Approach Vol, veh/h	1005				240			120			126	
Approach Delay, s/veh	12.5				18.9			26.7			27.8	
Approach LOS	B				B			C			C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	2			4		5	6	8				
Phs Duration (G+Y+Rc), s	50.5			16.9		25.0	25.5	16.9				
Change Period (Y+Rc), s	5.5			5.5		5.5	5.5	5.5				
Max Green Setting (Gmax), s	49.5			19.5		19.5	24.5	19.5				
Max Q Clear Time (g_c+1l), s	6.2			10.8		19.6	7.6	6.8				
Green Ext Time (p_c), s	3.5			0.8		0.0	2.9	0.9				
Intersection Summary												
HCM 2010 Ctrl Delay	16.0											
HCM 2010 LOS	B											

HCM 2010 Signalized Intersection Summary 3: Erwin St & Old Mill Rd

2018 PM Peak w/ Project

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	518	202	5	15	291	52	34	59	27	59	41	605
Future Volume (veh/h)	518	202	5	15	291	52	34	59	27	59	41	605
Number	5	2	12	1	6	16	3	8	18	7	4	14
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	0.90
Adj Sat Flow, veh/h/ln	1827	1834	1900	1545	1760	1900	1652	1374	1900	1557	1462	1845
Adj Flow Rate, veh/h	691	262	7	20	320	69	45	79	36	79	55	0
Adj No. of Lanes	1	1	0	1	1	0	1	1	0	1	1	1
Peak Hour Factor	0.75	0.77	0.75	0.75	0.91	0.75	0.75	0.75	0.75	0.75	0.75	0.75
Percent Heavy Veh, %	4	3	3	23	6	6	15	33	33	22	30	3
Cap, veh/h	745	1222	33	345	397	86	264	163	74	195	266	257
Arrive On Green	0.34	0.69	0.69	0.28	0.28	0.28	0.18	0.18	0.18	0.18	0.18	0.00
Sat Flow, veh/h	1740	1778	47	917	1404	303	1191	894	407	1064	1462	1411
Grp Volume(v), veh/h	691	0	269	20	0	389	45	0	115	79	55	0
Grp Sat Flow(s),veh/h/ln	1740	0	1825	917	0	1707	1191	0	1302	1064	1462	1411
Q Serve(g_s), s	24.3	0.0	4.6	1.3	0.0	17.8	2.8	0.0	6.7	6.1	2.7	0.0
Cycle Q Clear(g_c), s	24.3	0.0	4.6	1.3	0.0	17.8	5.5	0.0	6.7	12.7	2.7	0.0
Prop In Lane	1.00		0.03	1.00		0.18	1.00		0.31	1.00		1.00
Lane Grp Cap(c), veh/h	745	0	1255	345	0	483	264	0	237	195	266	257
V/C Ratio(X)	0.93	0.00	0.21	0.06	0.00	0.81	0.17	0.00	0.49	0.41	0.21	0.00
Avail Cap(c_a), veh/h	1074	0	1939	515	0	800	323	0	301	247	338	327
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(l)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	16.7	0.0	4.8	22.2	0.0	28.1	31.6	0.0	30.9	36.6	29.3	0.0
Incr Delay (d2), s/veh	10.3	0.0	0.1	0.1	0.0	3.2	0.3	0.0	1.5	1.4	0.4	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	17.3	0.0	2.3	0.3	0.0	8.9	0.9	0.0	2.5	1.9	1.1	0.0
LnGrp Delay(d),s/veh	27.0	0.0	4.9	22.2	0.0	31.3	31.9	0.0	32.5	38.0	29.7	0.0
LnGrp LOS	C		A	C		C	C		C	D	C	
Approach Vol, veh/h	960			409			160			134		
Approach Delay, s/veh	20.8			30.8			32.3			34.6		
Approach LOS	C			C			C			C		
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	2			4			6			8		
Phs Duration (G+Y+Rc), s	63.4			20.8			29.3			20.8		
Change Period (Y+Rc), s	5.5			5.5			5.5			5.5		
Max Green Setting (Gmax), s	89.5			19.5			39.5			19.5		
Max Q Clear Time (g_c+1), s	6.6			14.7			19.8			8.7		
Green Ext Time (p_c), s	4.7			0.6			2.3			4.0		
Intersection Summary												
HCM 2010 Ctrl Delay	25.5											
HCM 2010 LOS	C											

HCM 2010 TWSC
2: SR 293 & Old Mill Rd

2018 AM Peak W/ Project

Intersection							
Int Delay, s/veh	6.8						
Movement	EBL	EBR	NBL	NBT	SBT	SBR	
Traffic Vol, veh/h	19	254	166	129	98	21	
Future Vol, veh/h	19	254	166	129	98	21	
Conflicting Peds, #/hr	0	0	0	0	0	0	
Sign Control	Stop	Stop	Free	Free	Free	Free	
RT Channelized	-	None	-	None	-	None	
Storage Length	0	-	75	-	-	-	
Veh in Median Storage, #	0	-	-	0	0	-	
Grade, %	0	-	-	0	0	-	
Peak Hour Factor	67	90	82	92	70	68	
Heavy Vehicles, %	2	4	10	5	3	2	
Mvmt Flow	28	282	202	140	140	31	
Major/Minor	Minor2	Major1		Major2			
Conflicting Flow All	700	155	171	0	-	0	
Stage 1	155	-	-	-	-	-	
Stage 2	545	-	-	-	-	-	
Critical Hdwy	6.42	6.24	4.2	-	-	-	
Critical Hdwy Stg 1	5.42	-	-	-	-	-	
Critical Hdwy Stg 2	5.42	-	-	-	-	-	
Follow-up Hdwy	3.518	3.336	2.29	-	-	-	
Pot Cap-1 Maneuver	405	886	1359	-	-	-	
Stage 1	873	-	-	-	-	-	
Stage 2	581	-	-	-	-	-	
Platoon blocked, %				-	-	-	
Mov Cap-1 Maneuver	345	886	1359	-	-	-	
Mov Cap-2 Maneuver	345	-	-	-	-	-	
Stage 1	873	-	-	-	-	-	
Stage 2	495	-	-	-	-	-	
Approach	EB	NB		SB			
HCM Control Delay, s	12.7	4.8		0			
HCM LOS	B						
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR		
Capacity (veh/h)	1359	-	775	-	-		
HCM Lane V/C Ratio	0.149	-	0.401	-	-		
HCM Control Delay (s)	8.1	-	12.7	-	-		
HCM Lane LOS	A	-	B	-	-		
HCM 95th %tile Q(veh)	0.5	-	1.9	-	-		

HCM 2010 TWSC
2: SR 293 & Old Mill Rd

2018 PM Peak w/ Project

Intersection						
Int Delay, s/veh	6.8					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Traffic Vol, veh/h	15	240	266	137	110	25
Future Vol, veh/h	15	240	266	137	110	25
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	75	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	83	87	90	92	79	68
Heavy Vehicles, %	7	4	6	2	2	4
Mvmt Flow	18	276	296	149	139	37
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	898	158	176	0	-	0
Stage 1	158	-	-	-	-	-
Stage 2	740	-	-	-	-	-
Critical Hdwy	6.47	6.24	4.16	-	-	-
Critical Hdwy Stg 1	5.47	-	-	-	-	-
Critical Hdwy Stg 2	5.47	-	-	-	-	-
Follow-up Hdwy	3.563	3.336	2.254	-	-	-
Pot Cap-1 Maneuver	304	882	1376	-	-	-
Stage 1	858	-	-	-	-	-
Stage 2	463	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	239	882	1376	-	-	-
Mov Cap-2 Maneuver	239	-	-	-	-	-
Stage 1	858	-	-	-	-	-
Stage 2	363	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	12.7	5.5		0		
HCM LOS	B					
Minor Lane/Major Mvmt	NBL	NBTLn1	SBT	SBR		
Capacity (veh/h)	1376	- 757	-	-		
HCM Lane V/C Ratio	0.215	- 0.388	-	-		
HCM Control Delay (s)	8.3	- 12.7	-	-		
HCM Lane LOS	A	- B	-	-		
HCM 95th %tile Q(veh)	0.8	- 1.8	-	-		

HCM 2010 Signalized Intersection Summary 3: US 41 & South Bridge Rd

2018 AM Peak w/Project

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	519	3	142	0	2	4	111	633	4	20	507	474
Future Volume (veh/h)	519	3	142	0	2	4	111	633	4	20	507	474
Number	7	4	14	3	8	18	5	2	12	1	6	16
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
Adj Sat Flow, veh/h/ln	1900	1845	1845	1900	1863	1900	1810	1863	1863	1863	1845	1810
Adj Flow Rate, veh/h	625	12	0	0	2	4	152	719	8	36	570	0
Adj No. of Lanes	0	1	1	0	1	0	1	2	1	1	2	1
Peak Hour Factor	0.83	0.25	0.88	0.25	0.92	0.92	0.73	0.88	0.50	0.56	0.89	0.72
Percent Heavy Veh, %	2	2	3	2	2	2	5	2	2	2	3	5
Cap, veh/h	680	13	618	0	7	14	324	1414	633	256	934	410
Arrive On Green	0.39	0.39	0.00	0.00	0.01	0.01	0.08	0.40	0.40	0.27	0.27	0.00
Sat Flow, veh/h	1726	33	1568	0	556	1111	1723	3539	1583	725	3505	1538
Grp Volume(v), veh/h	637	0	0	0	0	6	152	719	8	36	570	0
Grp Sat Flow(s),veh/h/ln	1759	0	1568	0	0	1667	1723	1770	1583	725	1752	1538
Q Serve(g_s), s	31.9	0.0	0.0	0.0	0.0	0.3	5.6	14.2	0.3	3.7	13.2	0.0
Cycle Q Clear(g_c), s	31.9	0.0	0.0	0.0	0.0	0.3	5.6	14.2	0.3	5.5	13.2	0.0
Prop In Lane	0.98		1.00	0.00		0.67	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	693	0	618	0	0	21	324	1414	633	256	934	410
V/C Ratio(X)	0.92	0.00	0.00	0.00	0.00	0.29	0.47	0.51	0.01	0.14	0.61	0.00
Avail Cap(c_a), veh/h	796	0	710	0	0	153	374	2155	964	387	1568	688
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(l)	1.00	0.00	0.00	0.00	0.00	1.00	1.00	1.00	1.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	26.7	0.0	0.0	0.0	0.0	45.4	21.6	21.0	16.8	27.7	29.8	0.0
Incr Delay (d2), s/veh	14.5	0.0	0.0	0.0	0.0	7.6	1.1	0.3	0.0	0.2	0.6	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	18.2	0.0	0.0	0.0	0.0	0.2	2.8	6.9	0.1	0.7	6.5	0.0
LnGrp Delay(d),s/veh	41.2	0.0	0.0	0.0	0.0	53.0	22.6	21.3	16.8	28.0	30.5	0.0
LnGrp LOS	D					D	C	C	B	C	C	
Approach Vol, veh/h	637			6			879			606		
Approach Delay, s/veh	41.2			53.0			21.5			30.3		
Approach LOS	D			D			C			C		
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	2			4		5	6	8				
Phs Duration (G+Y+Rc), s	43.6			42.6		12.3	31.2	6.6				
Change Period (Y+Rc), s	6.5			6.0		4.5	6.5	5.5				
Max Green Setting (Gmax), s	56.5			42.0		10.5	41.5	8.5				
Max Q Clear Time (g_c+1), s	16.2			33.9		7.6	15.2	2.3				
Green Ext Time (p_c), s	10.7			2.7		0.1	9.5	0.0				
Intersection Summary												
HCM 2010 Ctrl Delay	30.0											
HCM 2010 LOS	C											

HCM 2010 Signalized Intersection Summary 3: US 41 & South Bridge Rd

2018 PM Peak w/ Project Traffic

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	535	3	106	1	1	4	215	474	0	12	575	504
Future Volume (veh/h)	535	3	106	1	1	4	215	474	0	12	575	504
Number	7	4	14	3	8	18	5	2	12	1	6	16
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
Adj Sat Flow, veh/h/ln	1900	1828	1827	1900	1863	1900	1827	1863	1863	1900	1863	1863
Adj Flow Rate, veh/h	686	12	0	4	4	8	269	545	0	24	653	0
Adj No. of Lanes	0	1	1	0	1	0	1	2	1	1	2	1
Peak Hour Factor	0.78	0.25	0.75	0.25	0.25	0.50	0.80	0.87	0.92	0.50	0.88	0.90
Percent Heavy Veh, %	2	2	4	2	2	2	4	2	2	0	2	2
Cap, veh/h	723	13	656	12	12	23	332	1414	633	261	813	364
Arrive On Green	0.42	0.42	0.00	0.03	0.03	0.03	0.13	0.40	0.00	0.23	0.23	0.00
Sat Flow, veh/h	1712	30	1553	423	423	846	1740	3539	1583	875	3539	1583
Grp Volume(v), veh/h	698	0	0	16	0	0	269	545	0	24	653	0
Grp Sat Flow(s),veh/h/ln	1742	0	1553	1692	0	0	1740	1770	1583	875	1770	1583
Q Serve(g_s), s	46.2	0.0	0.0	1.1	0.0	0.0	13.6	13.1	0.0	2.6	20.8	0.0
Cycle Q Clear(g_c), s	46.2	0.0	0.0	1.1	0.0	0.0	13.6	13.1	0.0	2.6	20.8	0.0
Prop In Lane	0.98		1.00	0.25		0.50	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	736	0	656	47	0	0	332	1414	633	261	813	364
V/C Ratio(X)	0.95	0.00	0.00	0.34	0.00	0.00	0.81	0.39	0.00	0.09	0.80	0.00
Avail Cap(c_a), veh/h	786	0	701	120	0	0	372	1612	721	291	932	417
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(l)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	33.3	0.0	0.0	57.1	0.0	0.0	30.4	25.5	0.0	36.5	43.5	0.0
Incr Delay (d2), s/veh	20.0	0.0	0.0	4.3	0.0	0.0	11.5	0.2	0.0	0.2	4.5	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	26.2	0.0	0.0	0.6	0.0	0.0	7.6	6.4	0.0	0.6	10.7	0.0
LnGrp Delay(d),s/veh	53.3	0.0	0.0	61.4	0.0	0.0	41.9	25.7	0.0	36.6	48.1	0.0
LnGrp LOS	D			E			D	C		D	D	
Approach Vol, veh/h	698			16			814			677		
Approach Delay, s/veh	53.3			61.4			31.0			47.7		
Approach LOS	D			E			C			D		
Timer	1	2	3	4	5	6	7	8				
Assigned Phs	2			4		5	6	8				
Phs Duration (G+Y+Rc), s	54.3			56.5		20.3	34.0	8.8				
Change Period (Y+Rc), s	6.5			6.0		4.5	6.5	5.5				
Max Green Setting (Gmax), s	54.5			54.0		18.5	31.5	8.5				
Max Q Clear Time (g_c+1), s	15.1			48.2		15.6	22.8	3.1				
Green Ext Time (p_c), s	9.4			2.3		0.2	4.7	0.0				
Intersection Summary												
HCM 2010 Ctrl Delay	43.4											
HCM 2010 LOS	D											

2018 PM Peak w/ Project Traffic
EB Dual Left Turn Lane

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	535	3	106	1	1	4	215	474	0	12	575	504
Future Volume (veh/h)	535	3	106	1	1	4	215	474	0	12	575	504
Number	7	4	14	3	8	18	5	2	12	1	6	16
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
Adj Sat Flow, veh/h/ln	1827	1828	1900	1900	1863	1900	1827	1863	1863	1900	1863	1827
Adj Flow Rate, veh/h	695	0	0	4	4	8	269	545	0	24	653	0
Adj No. of Lanes	2	1	0	0	1	0	1	2	1	1	2	1
Peak Hour Factor	0.78	0.25	0.75	0.25	0.25	0.50	0.80	0.87	0.92	0.50	0.88	0.90
Percent Heavy Veh, %	4	2	2	2	2	2	4	2	2	0	2	4
Cap, veh/h	874	459	0	13	13	26	417	1677	750	344	996	437
Arrive On Green	0.25	0.00	0.00	0.03	0.03	0.03	0.13	0.47	0.00	0.28	0.28	0.00
Sat Flow, veh/h	3480	1828	0	423	423	846	1740	3539	1583	875	3539	1553
Grp Volume(v), veh/h	695	0	0	16	0	0	269	545	0	24	653	0
Grp Sat Flow(s),veh/h/ln	1740	1828	0	1692	0	0	1740	1770	1583	875	1770	1553
Q Serve(g_s), s	13.7	0.0	0.0	0.7	0.0	0.0	7.5	7.0	0.0	1.5	12.0	0.0
Cycle Q Clear(g_c), s	13.7	0.0	0.0	0.7	0.0	0.0	7.5	7.0	0.0	1.5	12.0	0.0
Prop In Lane	1.00		0.00	0.25		0.50	1.00		1.00	1.00		1.00
Lane Grp Cap(c), veh/h	874	459	0	51	0	0	417	1677	750	344	996	437
V/C Ratio(X)	0.80	0.00	0.00	0.31	0.00	0.00	0.65	0.32	0.00	0.07	0.66	0.00
Avail Cap(c_a), veh/h	2271	1193	0	196	0	0	460	2189	979	449	1419	623
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(l)	1.00	0.00	0.00	1.00	0.00	0.00	1.00	1.00	0.00	1.00	1.00	0.00
Uniform Delay (d), s/veh	25.8	0.0	0.0	34.9	0.0	0.0	15.7	12.0	0.0	19.5	23.3	0.0
Incr Delay (d2), s/veh	1.7	0.0	0.0	3.4	0.0	0.0	2.7	0.1	0.0	0.1	0.7	0.0
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	6.8	0.0	0.0	0.4	0.0	0.0	3.9	3.4	0.0	0.4	5.9	0.0
LnGrp Delay(d),s/veh	27.5	0.0	0.0	38.3	0.0	0.0	18.4	12.1	0.0	19.6	24.0	0.0
LnGrp LOS	C			D			B	B		B	C	
Approach Vol, veh/h		695			16			814			677	
Approach Delay, s/veh		27.5			38.3			14.2			23.9	
Approach LOS		C			D			B			C	
Timer	1	2	3	4	5	6	7	8				
Assigned Phs		2		4	5	6		8				
Phs Duration (G+Y+Rc), s		41.4		24.5	14.2	27.2		7.7				
Change Period (Y+Rc), s		6.5		6.0	4.5	6.5		5.5				
Max Green Setting (Gmax), s		45.5		48.0	11.5	29.5		8.5				
Max Q Clear Time (g_c+l1), s		9.0		15.7	9.5	14.0		2.7				
Green Ext Time (p_c), s		9.3		2.7	0.2	6.7		0.0				
Intersection Summary												
HCM 2010 Ctrl Delay			21.5									
HCM 2010 LOS			C									
Notes												

HCM 2010 Signalized Intersection Summary
3: US 41 & South Bridge Rd

2018 PM Peak w/ Project Traffic
EB Dual Left Turn Lane

User approved volume balancing among the lanes for turning movement.

Appendix C

Driveway Left Turn Analysis

Left Turn Lane Analysis Old Mill Road at Project Driveway A.M. Peak Hour

Figure 2 - 5. Guideline for determining the need for a major-road left-turn bay at a two-way stop-controlled intersection.

2-lane roadway (English)

INPUT

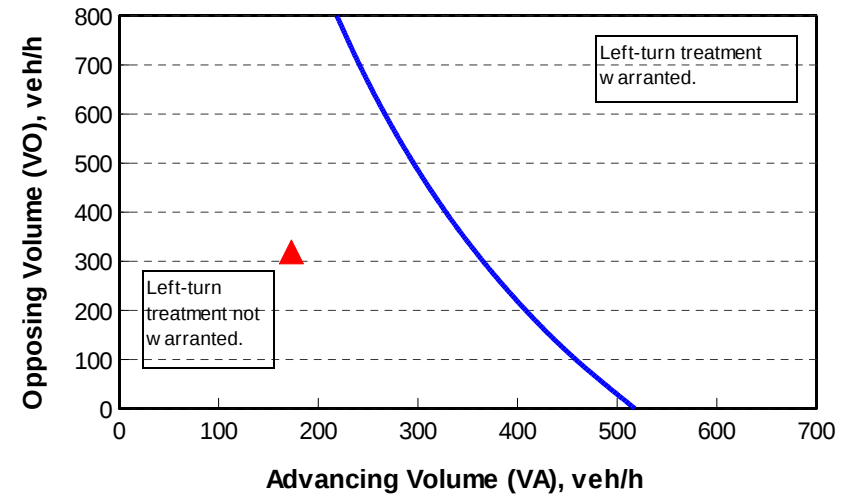
Variable	Value
85 th percentile speed, mph:	40
Percent of left-turns in advancing volume (V_A), %:	13%
Advancing volume (V_A), veh/h:	173
Opposing volume (V_O), veh/h:	319

OUTPUT

Variable	Value
Limiting advancing volume (V_A), veh/h:	358
Guidance for determining the need for a major-road left-turn bay:	
Left-turn treatment NOT warranted.	

CALIBRATION CONSTANTS

Variable	Value
Average time for making left-turn, s:	3.0
Critical headway, s:	5.0
Average time for left-turn vehicle to clear the advancing lane, s:	1.9



Left Turn Analysis Old Mill Road at Project Driveway P.M. Peak

Figure 2 - 5. Guideline for determining the need for a major-road left-turn bay at a two-way stop-controlled intersection.

2-lane roadway (English)

INPUT

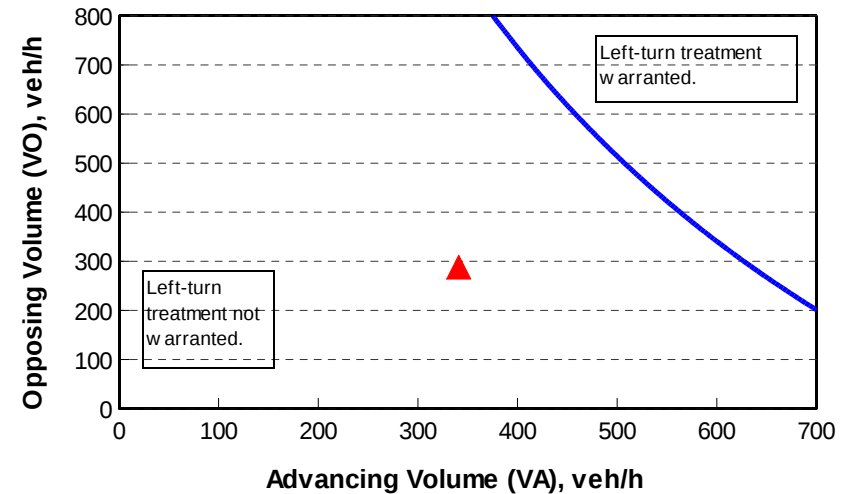
Variable	Value
85 th percentile speed, mph:	40
Percent of left-turns in advancing volume (V_A), %:	4%
Advancing volume (V_A), veh/h:	341
Opposing volume (V_O), veh/h:	288

OUTPUT

Variable	Value
Limiting advancing volume (V_A), veh/h:	635
Guidance for determining the need for a major-road left-turn bay:	
Left-turn treatment NOT warranted.	

CALIBRATION CONSTANTS

Variable	Value
Average time for making left-turn, s:	3.0
Critical headway, s:	5.0
Average time for left-turn vehicle to clear the advancing lane, s:	1.9





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July 12, 2016

VIA HAND DELIVERY

Mayor and City Council of the City of Cartersville
 City of Cartersville Planning Commissioners
 c/o Randy Mannino, AICP
 Cartersville Zoning Administrator

LETTER OF CONSTITUTIONAL OBJECTIONS

Re: Wright rezoning application
 Case # Z15—04 / Z16-02

Dear Honorable Mayor, Council, and Planning Commissioners:

As you will recall, I have previously submitted to you a letter of constitutional objections on behalf of clients for Mr. Wright's rezoning of the property on Old Mill Road. The purpose of this letter is to renew those constitutional objections and also address a few key points.

1. Rezoning too speculatively would be unconstitutional.

It is my understanding that Mr. Wright continues to seek a speculative rezoning without an identified end-user. Without a known end-user, there is no way for the City to accurately assess and mitigate the potential negatives of the development. The accepted process in jurisdictions throughout Georgia is that the applicant determines what use it will actually make of the property and then seeks rezoning that is site plan specific. This way the Planning Commission and City Council can know exactly what they are approving, and the public can have a meaningful opportunity to comment. Where appropriate, the City Council would be able to deny an application or impose reasonable conditions to mitigate concerns raised by the application. But by granting this speculative request, the City would be giving this up for no good reason and contrary to the interests of residents and other property owners in the vicinity.

2. The application is not consistent with City comprehensive planning.

As discussed in the Zoning Synopsis for this application, the request is not consistent with the City's comprehensive planning. The City's Character Area-Future Development Map

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shows this property as Suburban Living. The purpose of this character area is stated by the Comprehensive Plan as:

Preserves established suburban neighborhoods and adjacent areas with suitable land use patterns, potential infill and redevelopment opportunities where development pressure is the greatest due to the adjacency of current or proposed community infrastructure (such as sewer, water and transportation facilities). Embody the spirit of traditional neighborhoods, such as sense of place, human connectivity and safety.¹

The approved zoning classifications are R-20 (the current zoning applicable to the County), R-15, and P-D. These are all residential classifications similar to our clients' adjacent properties. We believe the existing zoning and planning is constitutional, and it would be unconstitutional to so drastically deviate from that planning for the benefit of one applicant to the detriment of the adjacent residential landowners. Moreover, making decisions that are consistent with the planning is essential to having enforceable zoning throughout the City in future years. If you rezone in a manner that is not consistent with the City's planning here, it will be more difficult to deny inconsistent rezoning applications in the future. The applicant will point to the fact that there are established industrial uses on the north side of the subject property and that the application does not seek to rezone the southern half of the property. But of course, as soon as the City rezones the north, now the southern half of the property will be adjacent to industrial property, further undermining the City's ability to remain consistent with the comprehensive plan.

3. The applicant's traffic study is deeply flawed.

The traffic study presented to the City fails to consider the traffic signal that will likely be most adversely impacted by the siting of a distribution center on Old Mill Road. I am referring to the intersection of Old Mill Road and Etowah Drive. This intersection is already very busy in the morning peak time because two of the City's schools (Cartersville Primary and Elementary) are located on Old Mill near this intersection, along with Excel Christian Academy. In addition, the Cartersville Middle School is only a short way down Pine Grove Road. Thus, much of the City's school traffic will pass through this intersection one or more times every morning of the school year between 7 and 9 a.m. Likewise, east west traffic to the subject property will use Old Mill, passing through this intersection, and the above-named schools, on the most direct route to Georgia 113 and 61. The study is fundamentally flawed in failing to consider this proposed development's impact on the level of service of this intersection.

4. Mr. Wright's proposal to apply for conservation use tax treatment on the remainder of his property is not adequate protection.

As you know, my clients' primary concern all along has been protecting the quiet enjoyment of their neighborhood from encroaching industrial development. Mr. Wright has

¹ Comprehensive Plan, page 50

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proposed that the remainder of his property will be placed under a conservation use valuation assessment through the tax assessor. It is important that you understand that this is a non-binding restriction that primarily serves to reduce the taxation on the property. It can be freely broken by the property owner, with the only penalty being the repayment of tax benefits. If the City were to rezone the property, it would be more appropriate to impose a condition on the remainder of the property that prevents future development that is not consistent with its current use or zoning.

5. It would be a violation of the Zoning Procedures Law to consider the rezoning of the property at this time.

The Zoning Procedures Law unambiguously requires that:

If the zoning decision of a local government is for the rezoning of property and the amendment to the zoning ordinance to accomplish the rezoning is defeated by the local government, *then the same property may not again be considered for rezoning* until the expiration of at least six months immediately following the defeat of the rezoning by the local government.

As you know, Mr. Wright's last application was defeated in February of this year. Therefore, under the ZPL, it would not be appropriate to even consider rezoning the property until six months after the defeat. Both the scheduled Planning Commission and City Council meeting are within this six-month period, and therefore any decision rendered will be in direct violation of the Zoning Procedures Law and void.

Moreover, the City's Zoning Ordinance extends that period before a new application may be filed to 12 months:

22.1.3. *Resubmission after denial.* In the event an application for an amendment to the zoning map has been denied, another rezoning application affecting the same property shall not be submitted nor accepted until twelve (12) months have passed from the date of the final decision by the mayor and city council. The mayor and city council may either waive or reduce the twelve-month time interval by resolution, to a minimum of six (6) months.

This ordinance does allow the period to be removed, but only by resolution of the City Council, which has not happened in this case. Therefore, it would be error for the Planning Commission or City Council to consider or take any action on Mr. Wright's application at this time.

In summary, the City's existing zoning is constitutionally applied to the subject property; deviating from the comprehensive planning to benefit a developer at the expense of residents would be an unconstitutional exercise of the zoning power and a manifest abuse of the zoning power. And the zoning application is not timely under the Zoning Procedures Law or the City's

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own zoning ordinance. We urge you to continue to stay the course and apply the sound zoning practices discussed above.

Very truly yours,

JENKINS & BOWEN, P.C.



Brandon L. Bowen

cc: Mr. David Flint (by facsimile)
Mr. Keith Lovell (by facsimile)

Item # 2



City of Cartersville

City Council Meeting

8/4/2016 7:00:00 PM

Amendment to Alcohol Ordinance Pertaining to Supermarkets

SubCategory:	Second Reading of Ordinances
Department Name:	Planning and Development
Department Summary Recommendation:	This is an amendment to the Alcohol Ordinance as it pertains to Supermarkets over 100,000 square feet . The Alcohol Control Board has recommended approval of this ordinance.
City Manager's Remarks:	Your approval of this item is recommended by the ACB.
Financial/Budget Certification:	
Legal:	
Associated Information:	

Ordinance no. _____

Now be it and it is hereby ORDAINED by the Mayor and City Council of the City of Cartersville, that the CODE OF ORDINANCES, CITY OF CARTERSVILLE CHAPTER 4. ALCOHOLIC BEVERAGES. ARTICLE I. IN GENERAL. SECTION 4-1 DEFINITIONS. AND ARTICLE II. LICENSING REQUIREMENTS. SECTION 4-56 LIMITATIONS ON ISSUANCE AND SECTION 4-59. POURING LICENSES LIMITED TO CERTAIN ESTABLISHMENTS are hereby amended as follows:

1.

Sec. 4-1. - Definitions.

The definitions in O.C.G.A. tit. 3 apply to this article. In addition, the following words, terms and phrases, when used in this article, shall have the meanings ascribed to them in this section, except where the context clearly indicates a different meaning:

Alcohol means ethyl alcohol, hydrated oxide of ethyl, or spirits of wine, from whatever source or by whatever process produced.

Alcohol control board means the board appointed by the mayor and city council to conduct hearings on the issuance, transfer, denial, fining, suspending, revoking or placing on probation; and to administer licensees, owners and licenses regarding the sale of alcoholic beverages within the city limits if a violation of the City of Cartersville Code of Ordinances has occurred or state law and to have all other powers conferred upon them by the mayor and city council.

Alcoholic beverage means and includes all alcohol, distilled spirits, beer, malt beverage, wine or fortified wine.

Distilled spirits means all beverages containing alcohol, obtained by distillation or containing more than twenty-one (21) percent alcohol by volume, including fortified wines.

Fortified wine means any alcoholic beverage containing more than twenty-one (21) percent alcohol by volume made from fruits, berries, or grapes either by natural fermentation or by natural fermentation with brandy added. "Fortified wine" includes, but is not limited to, brandy.

Growler means a glass or ceramic bottle not to exceed sixty-four (64) ounces that is filled by a licensee or employee of a package outlet with beer from a keg. This includes supermarkets which may also have a pouring license.

Hotel or motel means every building or other structure kept, used, maintained, advertised and held out to the public to be a place where food is actually served and consumed and sleeping accommodations are offered for adequate pay to travelers and guests, whether transient, permanent or residential, and whether conducted in the same building or in separate buildings or structures used in connection therewith that are on the same premises and are a part of the hotel or motel operation:

- (1) Which maintains fifty (50) or more rooms used for the sleeping accommodations of such guests;
- (2) Which maintains an adequate and sanitary kitchen and dining room equipment to serve food as required therein;
- (3) Which operates one (1) or more public dining rooms (excluding banquet rooms) with a combined seating capacity of at least fifty (50), where meals are regularly served to guests;

provided, that, consistent with the definition of lounge, in no event shall the seating capacity of the lounge exceed that of the public dining rooms;

- (4) Which employs sufficient personnel to serve food as required herein; and
- (5) Which derives at least forty-five (45) percent of its gross income from the sale of such meals prepared, served and consumed on the premises. Cover charges cannot be included in determination of gross income from food sales. The director of planning and development or his/her designee shall review the gross income figures from each establishment which shall provide such information, at the end of the third quarter of each calendar year, and at any other time requested to do so by the director of planning and development or his/her designee, and determine if the annual sales meet the required ratio and make the appropriate recommendations to the alcohol control board. Hotels shall have the privilege of granting franchises for the operation of a lounge, restaurant in their premises and the holder of such franchise shall be included in the definition of hotel.
- (6) All restaurants must include a kitchen built to commercial kitchen standards which include at a minimum:
 - a. A three-compartment sink with drainboards is required for all restaurants. The size of the sink compartments is determined by your type of operation. You must be able to immerse your largest piece of equipment or utensils to be washed in each compartment. Sink compartments in most establishments may not be smaller than fifteen (15) inches by eighteen (18) inches.
 - b. A handsink is required in all food preparation and toilet rooms.
 - c. If your operation requires washing of vegetables and meats, or, thawing food under water, a food preparation sink will be required. This sink must have an indirect sewer connection.
 - d. A mop sink or wash area is required for all restaurants.
 - e. Adequate refrigeration must be provided.
 - f. Adequate and approved work surface must be provided.
 - g. All rooms shall have sufficient mechanical ventilation to remove excessive heat, steam, condensation, vapors, obnoxious odors, smoke and fumes. Hoods and ventilation equipment must be approved by the building officials and the fire department in addition to the health department.
 - h. A commercial stove, oven, grill and/or range.

Licensee for the sale of distilled spirits by the drink on the premises means any person duly licensed to sell by the drink and for consumption only on the premises.

Lounge means a separate room connected with or a part of and adjacent to a restaurant or located in a hotel, provided that, in no event shall the seating capacity of the lounge exceed that of its connected restaurant.

Manufacturer means any maker, producer, distiller, vintner, rectifier, blender, or bottler of distilled spirits or malt beverages and wine or any other alcoholic beverage.

Nonprofit facilities. Being facilities owned or operated by a 501(c)3 organization which includes at least a sixty thousand (60,000) square foot museum and at least two (2) other nonprofit facilities which must be either a museum, educational facility, and/or theater.

Nonprofit licensee. Any 501(c)3 nonprofit corporation pursuant to the Internal Revenue Service which operates or owns at least one (1) museum of at least sixty thousand (60,000) square feet and at least two (2) other nonprofit facilities as defined herein to which a pouring license for the sell of malt beverages and wine and/or distilled spirits is issued.

Package means distilled spirits, wine or malt beverages sold, offered or stored, including but not limited to, kegs, bottles, growlers, can, or other original consumer container for sale at retail in sealed containers, not for opening or consumption upon the premises of the package outlet.

Package outlet means a store for the retail sale of either package wine or package malt beverages, distilled spirits or both, depending upon the license held, consumption on the premises not being permitted.

Package wine outlet means a store exclusively for the retail sale of package wine and no other alcoholic beverages. Said store shall be allowed to sell specialty items, including food (for example breads and cheeses). For the purpose of fees, said store shall pay the same licensing requirements as retail wine package store and for all other requirements of the ordinance unless other specified. However, food sales can be no more than thirty (30) percent of their total gross revenue sales. Additionally, a package wine outlet shall be allowed to repackage or bottle wine for sale and shall be allowed to serve samples in eight-ounce containers to patrons. Additionally, said establishment shall submit a report on its sales and samples served on the forms prescribed by the alcohol control board.

Pour means to sell alcoholic beverages for beverages purposes, to sell alcoholic beverages for consumption on the premises, and to sell alcoholic beverages by the drink or malt beverage and wine or both.

Pouring license means the authorization by the alcohol control board to engage in the sale for consumption on the premises of distilled spirits. Or sell by the drink means sell for beverage purposes for consumption on the premises.

Pouring outlet means any place where distilled spirits, wine and/or malt beverages (unless specifically modified) are poured or proposed to be poured. In the case of liquor and wine, "pouring outlet" means only a restaurant, hotel, private club or lounge.

Premises means the definite, closed-in or partitioned-in locality (whether room or building), sidewalk and right-of-way cafe, wherein pouring takes place, except as to hotels, where premises shall include guest rooms (if a state license is obtained), conference and/or banquet rooms within the hotel property.

Private club means a corporation organized and existing under the laws of the state, a private membership country club, or a fraternal or veterans organization having bylaws and a part of a national organization in existence at least ten (10) years, actively in operation within the city at least one (1) year immediately prior to the application for a license under this article, having at least one hundred (100) members regularly paying monthly, quarterly, semiannual or annual dues, organized and operated exclusively for fraternal brotherhood, pleasure, recreation and other nonprofitable purposes, no part of the net earnings of which inures to the benefit of any stockholder or member; and owning, hiring or leasing a building or space therein for the reasonable use of its members with suitable kitchen and dining room space and equipment and maintaining and using a sufficient number of personnel and employees for cooking, preparing and serving meals for its members and guests; provided, that no member or officer, agent or employee of the club is paid, or directly or indirectly receives, in the form of salary or other compensation, any profits from the sale of distilled spirits to the club or its members or guests beyond the amount of such salary as may be fixed by its members at any annual meeting or by its governing board out of the general revenue of the club.

Restaurant means any public place kept, used, maintained, advertised and held out to the public as a place where meals are actually and regularly served, without sleeping accommodations:

- (1) Which maintains an adequate and sanitary kitchen and dining room equipment to serve food as required in this article;
- (2) Which provides a regular seating capacity for at least fifty (50) persons; provided, that consistent with the definition of lounge, in no event shall the seating capacity of the lounge exceed that of its connected restaurant;
- (3) Which employs sufficient personnel to serve food as required herein;

- (4) Which serves at least one (1) meal per day at least five (5) days per week (with the exception of holidays, vacations, and period of redecorating) and said meal must be served from 11:30 a.m. to 1:30 p.m. or 7:00 p.m. to 9:00 p.m. every day the establishment is open and hours of operation must be posted on the front door of the premises.
- (5) Which derives at least forty-five (45) percent of its gross income from the sale of such meals prepared, served and consumed on the premises. Cover charges cannot be included in determination of gross income from food sales. The director of planning and development or his designee shall review the gross income figures from each establishment which shall provide such information, at the end of the third quarter of each calendar year, and at any other time requested to do so by the director of planning and development or his designee, and determine if the annual sales meet the required ratio and make appropriate recommendations to the alcohol control board.

Retail cigar shop shall mean a commercial establishment that sells full-sized, hand-rolled cigars, which derives at least seventy (70) percent of its gross income from the sale of tobacco products sold on the premises. The director of planning and development or his designee shall review the gross income figures from each establishment which shall provide such information, at the end of the third quarter of each calendar year, and at any other time requested to do so by the director of planning and development or his designee, and determine if the annual sales meet the required ratio and make appropriate recommendations to the alcohol control board.

Retail dealer means any person who sells distilled spirits or beer or wine in unbroken packages at retail only to consumers and not for resale.

Retail package store means a place of business licensed to sell and distribute distilled spirits for retail.

Sunday sales license means pouring license or license to sell by the drink malt beverage and wine and/or distilled spirits on Sundays.

Supermarket: A retail market which (a) maintains an inventory of saleable grocery products including, but not limited to: meat, dairy, vegetable, fruit, dry goods and beverages; (b) has an interior floor space and storage areas of at least one hundred thousand (100,000) square feet of which more than fifty (50) percent of such interior floor area is devoted to the display for sale of food products; (c) sells prepared food; (d) has a full service kitchen; and (e) meets all applicable building, fire and safety codes in effect for the city. Malt Beverage and Wine, package pouring and sampling are allowed in the designated areas, as established for the Supermarket.

Wholesaler means any person who sells distilled spirits to other wholesale dealers or retail dealers.

Wine means any alcoholic beverage containing no more than twenty-one (21) percent alcohol by volume, which is made from fruits, berries or grapes, either by natural fermentation or by natural fermentation with brandy added. The term "wine" includes, but is not limited to, all sparkling wines, champagnes, combinations of such beverages, vermouths, special natural wines, rectified wines, etc. The term "wine" does not include cooking wine mixed with salt or other ingredients so as to render it unfit for human consumption as a beverage. A liquid shall first be deemed to be a wine at the point in the manufacturing process when it conforms to this definition.

Wine specialty shop means:

- (1) Wine specialty shop means a retail establishment which has both sales of wine and limited consumption on the premises of wine, under the following conditions:

- a. No less than seventy-five (75) percent of the gross revenue of the business shall be derived from the package sale of table wine, fortified wines, port, sherry and/or wine accessories or other merchandise allowed to be sold in the downtown business district; (consumption on the premises sales must be twenty-five (25) percent or less of the business' gross revenue).
 - b. It shall be unlawful for a wine specialty shop to sell or have on the premises spirituous liquors or packaged malt beverages.
 - c. Free samples of wine shall not exceed one and one-half (1½) ounces nor shall any one (1) individual be offered more than three (3) samples within a calendar day.
 - d. Sampling or tasting of wine is only permitted within the designated portion of the premises.
- (2) A retail establishment operating as a wine specialty shop shall provide the city clerk's office, at the time of alcohol license renewal, a statement prepared by licensee's bookkeeper or accountant of the gross sales of the business for the preceding calendar year. The statement shall include the total gross sales for the establishment and document the percentage of sales in dollars attributed to consumption on the premises as compared to package sales and other general merchandise sales. Copies of the state sales tax returns for the same period shall be attached to the statement. The statement must be properly notarized and certified to be true and correct by the licensee or his/her agent under penalty of law, and shall accompany the renewal license fee payment on or before December 31, of each year. The city reserves the right to require, for any reasons deemed necessary by the city, a certified audit for sale of wine.

(Ord. No. 81-05, § 1, 10-6-05; Ord. No. 58-06, § 1, 8-3-06; Ord. No. 18-07, § 1, 5-3-07; Ord. No. 51-08, § 1, 12-4-08; Ord. No. 05-10, § 1, 2-4-10; Ord. No. 08-10, § 1(I—V), 3-18-10; Ord. No. 23-11, § 1, 12-1-11; Ord. No. 24-11, §§ 2, 3, 12-1-11; Ord. No. 11-14, § 1, 5-1-14)

2.

Sec. 4-56. - Limitations on issuance.

- (a) No person holding a package license for a particular location shall be granted a pouring license for the same location, or vice-versa, except for supermarkets.
- (b) No more than two (2) licenses shall be issued to any one (1) applicant, except an individual holding a pouring license at a specific location may hold both a pouring distilled spirits and pouring malt beverage and wine for said location.
- (c) The applicant must be present at the meeting of the alcohol control board at which their application is considered. If the applicant is not present, the alcohol control board cannot consider the application and may table it until the next meeting or deny it, which requires the applicant to resubmit and pay any required fees again (fees are not refunded if the application is denied).
- (d) Upon the payment of all occupation, specific, special, or ad valorem taxes due the city by such person or entity being the applicant or other parties of interest in the application for any previous year.

(Ord. No. 81-05, § 1, 10-6-05; Ord. No. 08-10, § 3, 3-18-10; Ord. No. 05-14, § 1, 1-2-14)

3.

Sec. 4-59. - Pouring licenses limited to certain establishments.

No application for a pouring license shall be considered from, and no license shall be granted to an applicant whose premises for a pouring outlet is anything other than a restaurant, hotel, motel, private club, lounge or retail cigar shop store, or supermarket as defined in this chapter. It is the intention of this division that wine and malt beverages for consumption on the premises be sold only at bona fide restaurants, hotels, motels, private clubs, and retail cigar shops, and supermarkets under the restrictions herein set out, and not at walk-in bars or sham establishments, as follows:

- A. Hotel or motel as specifically defined in this Code, means every building or other structure kept, used, maintained, advertised and held out to the public to be a place where food is actually served and consumed and sleeping accommodations are offered for adequate pay to travelers and guests, whether transient, permanent or residential, and whether conducted in the same building or in separate buildings or structures used in connection therewith that are on the same premises and are a part of the hotel or motel operation:
 - (1) Which maintains fifty (50) or more rooms used for the sleeping accommodations of such guests;
 - (2) Which maintains an adequate and sanitary kitchen and dining room equipment to serve food as required therein;
 - (3) Which operates one (1) or more public dining rooms (excluding banquet rooms) with a combined seating capacity of at least fifty (50), where meals are regularly served to guests; provided, that, consistent with the definition of lounge, in no event shall the seating capacity of the lounge exceed that of the public dining rooms;
 - (4) Which employs sufficient personnel to serve food as required herein;
 - (5) Which derives at least forty-five (45) percent of its gross income from the sale of such meals prepared, served and consumed on the premises. Cover charges cannot be included in determination of gross income from food sales. The director of planning and development or his/her designee shall review the gross income figures from each establishment which shall provide such information, at the end of the third quarter of each calendar year, and at any other time requested to do so by the director of planning and development or his/her designee, and determine if the annual sales meet the required ratio and make the appropriate recommendations to the alcohol control board. Hotels shall have the privilege of granting franchises for the operation of a lounge, restaurant in their premises and the holder of such franchise shall be included in the definition of hotel.
 - (6) All restaurants must include a kitchen built to commercial kitchen standards which include at a minimum:
 - a. A three-compartment sink with drainboards is required for all restaurants. The size of the sink compartments is determined by your type of operation. You must be able to immerse your largest piece of equipment or utensils to be washed in each compartment. Sink compartments in most establishments may not be smaller than fifteen (15) inches by eighteen (18) inches.
 - b. A handsink is required in all food preparation and toilet rooms.
 - c. If your operation requires washing of vegetables and meats, or, thawing food under water, a food preparation sink will be required. This sink must have an indirect sewer connection.
 - d. A mop sink or wash area is required for all restaurants.
 - e. Adequate refrigeration must be provided.
 - f. Adequate and approved work surface must be provided.
 - g. All rooms shall have sufficient mechanical ventilation to remove excessive heat, steam, condensation, vapors, obnoxious odors, smoke and fumes. Hoods and

ventilation equipment must be approved by the building officials and the fire department in addition to the health department.

h. A commercial stove, oven, grill and/or range.

B. Restaurant as specifically defined in this Code, means any public place kept, used, maintained, advertised and held out to the public as a place where meals are actually and regularly served, without sleeping accommodations:

- (1) Which maintains an adequate and sanitary kitchen and dining room equipment to serve food as required in this article;
- (2) Which provides a regular seating capacity for at least fifty (50) persons; provided, that consistent with the definition of lounge, in no event shall the seating capacity of the lounge exceed that of its connected restaurant;
- (3) Which employs sufficient personnel to serve food as required herein;
- (4) Which serves at least one (1) meal per day at least five (5) days per week (with the exception of holidays, vacations, and period of redecorating) and said meal must be served from 11:30 a.m. to 1:30 p.m. or 7:00 p.m. to 10:00 p.m. every day the establishment is open and hours of operation must be posted on the front door of the premises.
- (5) Which derives at least forty-five (45) percent of its gross income from the sale of such meals prepared, served and consumed on the premises. Cover charges cannot be included in determination of gross income from food sales. The director of planning and development or his designee shall review the gross income figures from each establishment which shall provide such information, at the end of the third quarter of each calendar year, and at any other time requested to do so by the director of planning and development or his designee, and determine if the annual sales meet the required ratio and make appropriate recommendations to the alcohol control board.
- (6) All restaurants must include a kitchen built to commercial kitchen standards which include at a minimum:
 - a. A three-compartment sink with drainboards is required for all restaurants. The size of the sink compartments is determined by your type of operation. You must be able to immerse your largest piece of equipment or utensils to be washed in each compartment. Sink compartments in most establishments may not be smaller than fifteen (15) inches by eighteen (18) inches.
 - b. A handsink is required in all food preparation and toilet room.
 - c. If your operation requires washing of vegetables and meats, or, thawing food under water, a food preparation sink will be required. This sink must have an indirect sewer connection.
 - d. A mop sink or wash area is required for all restaurants.
 - e. Adequate refrigeration must be provided.
 - f. Adequate and approved work surface must be provided.
 - g. All rooms shall have sufficient mechanical ventilation to remove excessive heat, steam, condensation, vapors, obnoxious odors, smoke and fumes. Hoods and ventilation equipment must be approved by the building officials and the fire department in addition to the health department.
 - h. A commercial stove, oven, grill and/or range.

C. Retail cigar shops as specifically defined in this Code, may be issued an on-premises consumption license for sales of beer, malt beverages, and wine, and distilled spirits, without meeting the requirements that forty-five (45) percent of its gross annual sales be derived from the sale of prepared meals or food, provided that at least seventy (70) percent of its gross

annual sales be derived from the sale of full-sized, hand-rolled cigars, and expressly excluding from the calculation of gross annual sales the sale of cigarettes, bongs, bubblers, glass pipes, water pipes, Turkish pipes, pipe screens, pipe filters, dug-outs, stash boxes, rolling papers, rolling devices, rolling trays, grinders, incense, pipe cleaners, and other smoking paraphernalia if all allowed to be sold pursuant to the ordinance. The director of planning and development or his designee shall review the gross income figures from each establishment which shall provide such information, at the end of the third quarter of each calendar year, and at any other time requested to do so by the director of planning and development or his designee, and determine if the annual sales meet the required ratio and make appropriate recommendations to the alcohol control board.

- (1) In regards to seating, parking and occupancy requirements, those applicable to the cigar store shall supersede those listed in chapter 4.

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D. A Supermarket, as defined in the Code, means a retail market which (a) maintains an inventory of saleable grocery products including, but not limited to: meat, dairy, vegetable, fruit, dry goods and beverages; (b) has an interior floor space and storage areas of at least one hundred thousand (100,000) square feet of which more than fifty (50) percent of such interior floor area is devoted to the display for sale of food products; (c) sells prepared food; (d) has a full service kitchen; and (e) meets all applicable building, fire and safety codes in effect for the city. Notwithstanding any other provision of the Code to the contrary, a Supermarket licensed for package wine and package malt beverages, may also be licensed to sell and serve malt beverages and wine pouring in specifically designated seating areas. A supermarket licensed for malt beverage and wine pouring shall also be allowed to provide samples of malt beverages and wine in specifically designated seating areas in conjunction with educational classes and sampling for consumption on the premises designed to promote wine or malt beverage appreciation and education. Sampling shall be limited to no more than one (1) time per day per customer. Samples shall not exceed two (2) ounces, and no customer shall consume more than eight (8) ounces in any two-hour period.

(Ord. No. 81-05, § 1, 10-6-05; Ord. No. 18-07, § 2, 5-3-07; Ord. No. 51-08, § 1, 12-4-08; Ord. No. 08-10, § 5, 3-18-10; Ord. No. 16-10, § 1, 6-3-10; Ord. No. 03-15, § 1, 3-5-15)

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4.

It is the intention of the city council and it is hereby ordained that the provisions of this ordinance shall become and be made a part of the Code of Ordinances, City of Cartersville, Georgia, and the sections of this ordinance may be renumbered to accomplish such intention.

BE IT AND IT IS HEREBY ORDAINED

FIRST READING: _____
SECOND READING: _____

MATTHEW J. SANTINI, MAYOR

ATTEST: CONNIE KEELING, CITY CLERK

annual sales be derived from the sale of full-sized, hand-rolled cigars, and expressly excluding from the calculation of gross annual sales the sale of cigarettes, bongs, bubblers, glass pipes, water pipes, Turkish pipes, pipe screens, pipe filters, dug-outs, stash boxes, rolling papers, rolling devices, rolling trays, grinders, incense, pipe cleaners, and other smoking paraphernalia if all allowed to be sold pursuant to the ordinance. The director of planning and development or his designee shall review the gross income figures from each establishment which shall provide such information, at the end of the third quarter of each calendar year, and at any other time requested to do so by the director of planning and development or his designee, and determine if the annual sales meet the required ratio and make appropriate recommendations to the alcohol control board.

- (1) In regards to seating, parking and occupancy requirements, those applicable to the cigar store shall supersede those listed in chapter 4.

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(Ord. No. 81-05, § 1, 10-6-05; Ord. No. 18-07, § 2, 5-3-07; Ord. No. 51-08, § 1, 12-4-08; Ord. No. 08-10, § 5, 3-18-10; Ord. No. 16-10, § 1, 6-3-10; Ord. No. 03-15, § 1, 3-5-15)

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It is the intention of the city council and it is hereby ordained that the provisions of this ordinance shall become and be made a part of the Code of Ordinances, City of Cartersville, Georgia, and the sections of this ordinance may be renumbered to accomplish such intention.

BE IT AND IT IS HEREBY ORDAINED

FIRST READING: _____
SECOND READING: _____

Ordinance no. _____

Now be it and it is hereby ORDAINED by the Mayor and City Council of the City of Cartersville, that the CODE OF ORDINANCES, CITY OF CARTERSVILLE CHAPTER 4. ALCOHOLIC BEVERAGES. ARTICLE I. IN GENERAL. SECTION 4-1 DEFINITIONS. AND ARTICLE II. LICENSING REQUIREMENTS. SECTION 4-56 LIMITATIONS ON ISSUANCE AND SECTION 4-59. POURING LICENSES LIMITED TO CERTAIN ESTABLISHMENTS are hereby amended as follows:

1.

Sec. 4-1. - Definitions.

The definitions in O.C.G.A. tit. 3 apply to this article. In addition, the following words, terms and phrases, when used in this article, shall have the meanings ascribed to them in this section, except where the context clearly indicates a different meaning:

Alcohol means ethyl alcohol, hydrated oxide of ethyl, or spirits of wine, from whatever source or by whatever process produced.

Alcohol control board means the board appointed by the mayor and city council to conduct hearings on the issuance, transfer, denial, fining, suspending, revoking or placing on probation; and to administer licensees, owners and licenses regarding the sale of alcoholic beverages within the city limits if a violation of the City of Cartersville Code of Ordinances has occurred or state law and to have all other powers conformed upon them by the mayor and city council.

Alcoholic beverage means and includes all alcohol, distilled spirits, beer, malt beverage, wine or fortified wine.

Distilled spirits means all beverages containing alcohol, obtained by distillation or containing more than twenty-one (21) percent alcohol by volume, including fortified wines.

Fortified wine means any alcoholic beverage containing more than twenty-one (21) percent alcohol by volume made from fruits, berries, or grapes either by natural fermentation or by natural fermentation with brandy added. "Fortified wine" includes, but is not limited to, brandy.

Growler means a glass or ceramic bottle not to exceed sixty-four (64) ounces that is filled by a licensee or employee of a package outlet with beer from a keg. This includes supermarkets which may also have a pouring license.

Hotel or motel means every building or other structure kept, used, maintained, advertised and held out to the public to be a place where food is actually served and consumed and sleeping accommodations are offered for adequate pay to travelers and guests, whether transient, permanent or residential, and whether conducted in the same building or in separate buildings or structures used in connection therewith that are on the same premises and are a part of the hotel or motel operation:

- (1) Which maintains fifty (50) or more rooms used for the sleeping accommodations of such guests;
- (2) Which maintains an adequate and sanitary kitchen and dining room equipment to serve food as required therein;
- (3) Which operates one (1) or more public dining rooms (excluding banquet rooms) with a combined seating capacity of at least fifty (50), where meals are regularly served to guests;



City of Cartersville

**City Council Meeting
8/4/2016 7:00:00 PM
Historic Preservation Commission**

SubCategory:	Appointments
Department Name:	Planning and Development
Department Summary Recommendation:	The terms of several of the Historic Preservation Commission appointments have expired or are expiring soon. These are three year appointments on staggered terms, and are appointed at-large, and not by council ward. The members are as follows: Greg Frisbee (term expires in September), Ron Goss Jr. (term expires in September), Lynne Pritchett (term expires in September), Valerie Holt (term expired Last September), Vandi White (term expired last September), Daneise Archer (term expired September 2014), Larry Gregory (term expired September 2014). All members are willing to continue to serve if re-appointed, or willing to serve until replacement members are appointed. The appointees will remain on the same three year staggered terms. Your approval of these appointments is recommended
City Manager's Remarks:	Your approval of these reappointments is recommended.
Financial/Budget Certification:	
Legal:	
Associated Information:	



City of Cartersville

City Council Meeting
8/4/2016 7:00:00 PM
Cartersville Building Authority

SubCategory:	Appointments
Department Name:	Administration
Department Summary Recommendation:	The terms of Cartersville Building Authority members Mike Fields, John F. "Jack" Clayton and Ralph "Sonny" Miller have expired. All have agreed to continue to serve if reappointed. Their terms would expire May 15, 2020.
City Manager's Remarks:	Your approval of these reappointments is recommended.
Financial/Budget Certification:	
Legal:	
Associated Information:	



City of Cartersville

City Council Meeting
8/4/2016 7:00:00 PM
Ethics Committee

SubCategory:	Appointments
Department Name:	Administration
Department Summary Recommendation:	This request is to renew the term of long standing member Stan Tilley and appoint new members David Caswell and Joy Hill to the City of Cartersville Ethics Committee. According to the ordinance, one member of this three member committee is appointed by the Mayor, one by the City Council and the third by the two above named members subject to the approval of the majority of the City Council. One member of the Ethics committee shall be a member in good standing of the State Bar of Georgia. All members shall be residents of the City of Cartersville and shall serve a two year term. If approved, these appointments would expire February 7, 2017.
City Manager's Remarks:	Your approval of these appointments is recommended.
Financial/Budget Certification:	
Legal:	
Associated Information:	

CITY OF CARTERSVILLE

City Board/Commission Application Form

Applicant Information

Name Caswell Daniel H
 (last) (first) (middle initial)

Address 557 West Main Street Cartersville Ga
 (street)

Email Address dcaswell@centurybancnet.com

Home Phone 770-382-9018 Cell Phone 770-547-2343

City Resident Yes ☒ No ☐ Ward 1 2 3 4 5
 (if applicable)

Related Experience: Civic/Business/Other

- Former member of Planning Commission
- Banker in Cartersville for 20 yrs
- President of Century Bank of Georgia
- Chairman Georgia Highlands College Board of Trustees

Personal References (list at least 3)

Keri Hodge Paul Battles
Denny Gilreath Carver Penning
Toni Lewis

Position Information

Board/Commission applying for: Board of Zoning Appeals

Reason interested in position (please explain in space provided)

I was asked to serve. I am a life-long city resident and am
always willing to serve where needed.

Daniel Caswell 5/2/11
 Applicant Signature Date

Thank you for your interest in serving our community

CITY OF CARTERSVILLE

City Board/Commission Application Form

Applicant Information

Name Hill Jay L.
 (last) (first) (middle initial)

Address 101 Westford St.
 (street)

Email Address Ovjay2@aol.com

Home Phone 770-382 2756 Cell Phone 770 873 3416

City Resident Yes L No Ward 1 2 3 (4) 5
 (if applicable)

Related Experience: Civic/Business/Other

Curator of the Summer Hill Heritage Museum
St. Luke AME Soup Kitchen
Youth Leader at St. Luke and Choir Director
Mistress of Ceremonies at MLK Youth Ballies (3 yrs)
Currently establishing a Matthew Hill foundation

Personal References (list at least 3)

Berinda Pullen 678-769-0988
Calvin Conley, Sr
Charles Taylor 770 387 6520

Position Information

Board/Commission applying for: Recreation Advisory Board

Reason interested in position (please explain in space provided)

I strive to be a positive influence in this community and I
have inspired myself to be a vessel of hope and change.
I have been involved in helping the young and the old and
the less fortunate of years and I would love the opportunity
to serve the community in this capacity as well.

Jay Hill 1-14-12
 Applicant Signature Date

Thank you for your interest in serving our community



City of Cartersville

City Council Meeting
8/4/2016 7:00:00 PM
Airport Authority

SubCategory:	Appointments
Department Name:	Administration
Department Summary Recommendation:	Airport Authority Chairman Hans Lutjens' term expired on June 19, 2016 and he has expressed his desire to continue to serve. If reappointed his term would be extended until June 19, 2020.
City Manager's Remarks:	Your approval of this reappointment is recommended.
Financial/Budget Certification:	N/A
Legal:	
Associated Information:	N/A



City of Cartersville

City Council Meeting
8/4/2016 7:00:00 PM
Grant for Cartersville-Bartow Airport

SubCategory:	Contracts/Agreements
Department Name:	Administration
Department Summary Recommendation:	The Cartersville-Bartow Airport Authority has received a tentative allocation of funding assistance from the Federal Aviation Administration in the amount of \$2.2 million to assist in the construction of the runway safety area, storm drainage system which is part of the Old Alabama Road realignment, land acquisition for runway 1 approach, and some other areas affecting the airport. The local match is approximately 5% and is estimated at \$124,025 which will be funded by the Airport Authority. The grant will flow through the city, therefore, needs the approval of the Mayor and City Council. If approved, the Airport Authority will submit a letter requesting State funding assistance which will be approximately \$124,025 (letter attached). I recommend approval of the acceptance of this federal funding assistance of \$2.2 million for the Cartersville-Bartow Airport.
City Manager's Remarks:	Your acceptance of this item is recommended.
Financial/Budget Certification:	
Legal:	
Associated Information:	

Russell R. McMurry, P.E., Commissioner



GEORGIA DEPARTMENT OF TRANSPORTATION

One Georgia Center, 600 West Peachtree Street, NW
Atlanta, Georgia 30308
Telephone: (404) 631-1000

July 19, 2016

The Honorable Matt Santini, Mayor
City of Cartersville
1 North Erwin Street
Cartersville, GA 30120

Dear Mayor Santini:

The Department is pleased to announce a tentative allocation of federal funding assistance in the amount of \$2,232,436 for the following project at the Cartersville Airport:

Construct Runway Safety Area Storm Drain System for Old Alabama Road Realignment; Land Acquisition for Runway 1 Approach; Airfield Hydrology Analysis and Relocate Detention Pond; and Design RSA Bridge

Please confirm, by letter, no later than **August 5, 2016**, your intent to proceed with and fund this project in the state's Fiscal Year 2017, which ends June 30, 2017. State and/or federal funding for this project if unconfirmed by this date may be reassigned.

State funding assistance to match the federal share of this project is also available and must be formally requested by letter to the Department's Commissioner. See attached sample letter. State funding participation is 50% of the eligible nonfederal share of the project. **This project will require matching funds from City of Cartersville estimated in the amount of \$124,025.00.** This is a tentative allocation of funds, the actual contract amount will be based on preapproved design, planning and engineering costs and/or competitive bids received to accomplish the project. Any projects in which you are seeking reimbursement with federal funds must have been reviewed and approved by the Department prior to work commencing in order to be considered eligible for federal funding participation. State funding participation is not allowed for reimbursement projects.

Based on your application, this project was requested for consideration for a contract in July 2017. Please provide an updated project schedule and contract date for consideration. The Department would like to proceed to contract prior to April 2017. Joseph Robinson has been assigned from our Aviation Programs office as project manager to assist in this tentative allocation award including but not limited to, project coordination, federal and state guidance, and performance schedule establishment.

As acknowledgement to this tentative allocation award, please provide a letter (see attachment) with the following:

- Confirmation of intent to proceed with and fund this project in the state's Fiscal Year 2017
- Formal request for state funding assistance to match the federal share of the above project
- An updated project schedule and anticipated contract date for consideration

Please contact Joseph Robinson, Aviation Project Manager at (404) 631-1788 if you have any questions. We look forward to the successful completion of this project.

Sincerely,

Carol L. Comer, Director
Division of Intermodal

CLC:CEW

cc: Jeff Lewis, State Transportation Board
Hans Lutjens, Chairman, Cartersville-Bartow County Airport Authority
Dan Porta, Assistant City Manager

Attachment

Item # 8

[On Sponsor Letterhead]

[Date]

Mr. Russell R. McMurry, P.E., Commissioner
 Georgia Department of Transportation
 600 W. Peachtree St., NW
 Atlanta, GA 30308

Attn: Colette E. Williams, A.A.E., Assistant Aviation Program Manager

Dear Commissioner McMurry:

By copy of this letter, we:

Confirm our intent to proceed with and fund **Construct Runway Safety Area Storm Drain System for Old Alabama road Realignment; Land Acquisition for Runway 1 Approach; Airfield Hydrology Analysis and Relocate Detention Pond; and Design RSA Bridge** at the Cartersville Airport.

1. In accordance with department policy, we respectfully request state funding assistance in the amount of 50% of the eligible nonfederal share of the project.
2. Propose the following schedule:

BID OPENING DATE	CONTRACT DATE	SPONSOR EXECUTION DATE

Sincerely,

[Signature]

[Airport Sponsor Representative Printed Name]

cc: Joseph Robinson, Aviation Project Manager



City of Cartersville

City Council Meeting
8/4/2016 7:00:00 PM
Douthit Ferry Engineering Change Order

SubCategory:	Change Order
Department Name:	Public Works
Department Summary Recommendation:	Southland Engineering is requesting a change order on the Douthit Ferry Road Widening agreement for engineering services. This change order covers redesign and project modifications due to GDOT policy changes and directives, and the environmental archeology issues due to a project corridor very rich in archeological features. The total for this change order is not to exceed \$197,738.48 Please see the attachment for in-depth explanations of these changes. We recommend approval of this change order. Funding will be from the preliminary engineering account set up by GDOT.
City Manager's Remarks:	Your approval of this item is recommended.
Financial/Budget Certification:	This change was unbudgeted but will be paid for with proceeds from a GDOT grant.
Legal:	
Associated Information:	



June 23, 2016

Mr. Tommy Sanders

Director of Public Works

City of Cartersville

ganderson@cityofcartersville.org

Dear Mr. Sanders,

We thank you for taking time to discuss the GDOT Project 0007494 Bartow – Douthit Ferry Road Widening with Southland Engineering.

The project is designed by the City through a Project Framework Agreement through GDOT using Local funds for Preliminary Engineering and Federal and State funds for construction. The project has policies, directive and scheduling that come directly from GDOT. We have encountered, over the course of design, some policy changes and directives, archeology issues and the redesign of the project as a result. These changes have created a change in our original estimate in 2012.

During the elapsed time the changes beyond our original scope and our control were due to policy changes or directives, and environmental impacts from GDOT. Part A below is a compiled list of changes, descriptions and hours involved in performing additional work that has been completed. Part B is a proposed change that will be required to modify the plans or to let the project. Part C. will be the additional services to complete the Environmental document that has been submitted by Edwards Pitman Environmental. Part D is a proposed change that is an addition to the original scope that is required to be performed as it will become a part of the environmental document. Part E is an updated Traffic Study that is required as the project has been delayed and the traffic study prepared with 2011 traffic is not current. Part F. Is the proposed Rights of Way Cost Estimates that are required to be completed and are not included in the original proposal. Part G is A Underground Storage Tank Study that is required on the project and not included in the original proposal.

A. Project Change of Scope that are complete

1. The Design Variance was completed and approved.

160 Hours @ \$60 / hr.

2. Redesign of the roadway due to decisions by GDOT. Southland Engineering has designed the road with three different alignments West side, to East side, back to a West alignment.

200 Hours @ \$65 / hr.



B. Project Change of Scope that will need to be completed

1. The redesign of the modified west alignment that is designed to meet the approved variance. This change affects 2057 Lin. Ft. of Roadway plus the redesign of the Park Court / Riverside Drive intersection.

140 Hours @ \$65 / hr.

2. The design variance area will also cause additional post runoff control measures since the decision to install the walls to avoid the archeology areas became necessary. It will be necessary to design and install underground measures to accommodate the post construction runoff.

80 Hours @ \$95 / hr.

3. GDOT has new MS4 policy requirements. These new requirements are much more time consuming and require several forms and calculations to be performed that were not scoped in the original contract. Since this is an off system road these requirements may not apply if the City decides not to follow the GDOT requirements. It is my understanding that the City has adopted the Blue Book to design post construction runoff.

100 Hours @ \$95 / hr.

3. Coordinate with the additional environmental changes, Conceptual Stage Study and Traffic Study.

10% of all Sub Consultants

C. Project Change of Scope – Environmental – Edwards Pitman Environmental

1. Cultural Resources

Archaeology - An Addendum to the Archaeology Survey Report will be required in order to revise the document based on the new preferred alternative. The scope assumes limited field survey for areas not previously included within the Area of Potential Effect (APE) and that the survey will conclude with negative findings.

Cultural Resources Assessment of Effect (AOE) - The AOE will be revised based on the new preferred alternative.

LUMP SUM - \$21,357.50



2. Noise Assessment and Air Quality Assessment

Noise/Air – A Noise Impact Assessment Addendum and Air Quality Assessment Addendum are required in order to revise the documents based on the new preferred alternative and the updated traffic analysis.

NOISE	LUMP SUM - \$2,872.40
AIR	LUMP SUM - \$1,656.95

3. Ecology / Aquatics

Aquatic Survey – The last aquatic survey was conducted in 2013. A survey for federally protected species (mussel and fish) in Etowah River will be required in order to comply with GDOT protocol, which requires a survey every two years until the project is constructed.

Ecology Resources Assessment of Effect (ERAOE) – The ERAOE will be revised based on the new preferred alternative. Field survey has already been conducted under the previous contract. Informal Section 7 consultation with the FHWA and US Fish and Wildlife Service (USFWS) will be conducted.

LUMP SUM - \$19,272.03

4. Draft Environmental Assessment (E/A) / Final Environmental Assessment (FEA)

Environmental Document - The NEPA (EA/FONSI) document will require revisions based upon the current preferred alternative and updates to all special studies, including the Need and Purpose Statement. A Section 9f) *de minimis* finding for impacts to Sam Smith Park will be prepared.

PPFR – A NEPA Specialist will review plans prior to PPFR, assist Southland with the preparation of the ERIT, attend PPFR, and respond to environmental comments on the PPFR Report.

LUMP SUM – \$34,829.19



5. Project Management

Includes Management of All Disciplines - development and maintenance of the environmental schedule, updates to GDOT TPRO database every two weeks for a 24-month period, and preparation and attendance of coordination meetings with client.

LUMP SUM – \$18,710.55

6. Items Not Included In the Scope of Service

Section 404 Permitting or Buffer Variance Permits - Although permits will likely be required prior to construction let, these will be scoped out after the NEPA document is approved and will be based on what is needed at the time. Permits will not be required until the final design process - after right-of-way acquisition is complete.

Environmental Reevaluations - One Environmental Reevaluation will be required prior to construction let. This will be scoped out after the NEPA document is approved and will be based on the final design plans

Section 4(f) Evaluation – Based on the latest project plans and guidance from GDOT Office of Environmental Services, an adverse effect and right-of-way acquisition from within the boundaries of eligible historic and/or archaeological resources is not anticipated.

D. Change of Project Scope - Conceptual Stage Study – Hamlin & Company

A Conceptual Stage Study is required to be completed by a GDOT prequalified Firm. Hamlin & Company has been contacted and a provided a proposal to prepare the CSS. This will be completed and forwarded to Edwards Pitman for inclusion in the environmental document.

LUMP SUM – \$2,500



E. Change of Project Scope – Updated Traffic Study and Corridor Analysis **Robinson Transportation Consultants**

An updated traffic study is required to show an open to traffic year of 2020 with a 20 year future traffic of 2040. Robinson Transportation Consultants is a prequalified firm with GDOT. This will include roadway and intersection level of service analysis as well as updated accident analysis. This is also required for the environmental document to be completed. Results will be forwarded to Edwards Pitman for their use in completing the document.

LUMP SUM - \$21,000

F. CHANGE OF SCOPE – UPDATED RIGHT OF WAY COST ESTIMATE

1. Prepare Preliminary Cost Estimate

An updated Rights of Way Estimate is required as property values are increasing and the previous estimate of August 2012 is out of date and no longer representative of the actual cost to the City for the purchase of the Right of Way on the project. Virginia Leming of Leming Acquisition Services, LLC is prequalified with GDOT to prepare the estimate and is a local company.

LUMP SUM - \$1,500

2. Prepare Update to Preliminary Cost Estimate

Right of way Estimates are required to be updated every year. Two more updates (\$600 Each) are expected to be required before a Detailed Cost Estimate is prepared after the Right of Way plans are approved and before right of way acquisition begins.

LUMP SUM - \$1,200



3. Prepare Detailed Cost Estimate

A Detailed Cost Estimate will be required to be completed when the right of way plans are approved. This estimate will be the values that are used to make offers to the affected property owners. This cost will include updates in the future.

The Detailed Cost Estimate does not include the right of way property appraisals on each parcel that will be required to purchase the rights of way.

LUMP SUM - \$3,000

G. CHANGE OF SCOPE – UNDERGROUND STORAGE TANK STUDIES (UST)

A UST Study is required to be prepared on the project. GEOHYDRO Engineers is prequalified to prepare the study and report. This was not scoped in the original contract. GEOHYDRO has proposed two options.

Option 1: We investigate the potential concerns brought up in the 2011 Windshield Survey by installing borings and collecting soil and groundwater samples. This would involve two days of drilling and sampling on the northern end of the project at the intersections of Douthit Ferry Road and Highway 113 and Douthit Ferry Road and Old mill Road. This would be approximately \$10,000 and would let you know if the areas identified in the windshield survey are impacted or not. The downfall here is, we may be investigating an area that does not need to be investigated and incurring unnecessary costs.

Option 2: We conduct a Phase I Environmental Site assessment on the properties with the potential concerns brought up in the 2011 Windshield Survey. This would be a more thorough investigation than the Windshield Survey and would let us determine the past uses of these properties identified as concerns in the 2011 Windshield Survey. This may allow us to eliminate some of the borings, and thus save money on that end. So you would be looking at \$2500 for the Phase I and then most likely bring the soil and groundwater investigation down to around \$5000, or best case scenario, completely eliminate the need for a subsurface investigation and save money.

GEOHYDRO's recommendation would be to go the Phase I route to get a better understanding of these properties. That way, you would know if the soil and groundwater testing is necessary, and if so, what you would need to test for.



LUMP SUM - \$7500

H. CHANGE ORDER REQUEST FEES

Southland Engineering is proposing a change order fee adjustment to cover the additional scope of work required by directives, policy changes, Environmental Issues and coordination in Part A that has been completed and for the revision due to the reasons mentioned above. Our proposal is to provide the city with the lowest cost possible without incurring loss on the project. This would be to cover the employees cost in hours incurred and hard costs from the consultant.

Items Under Part A

Southland Engineering Change Order Fee..... 360 hrs.

160 @ \$60 / hr. = \$9,600

200 @ \$65 / hr. = \$13,000

Subtotal = \$22,600 - ENGINEERING

Items Under Part B

Southland Engineering Change Order Fee..... 220 hrs.

140 @ \$65 / hr. = \$9,100

80 @ \$95 / hr. = \$7,600

100 @ \$95 / hr. = \$9,500

Lump Sum = \$13,539.86 - 10% of All Sub Contracts

Subtotal = \$39,739.86 – ENGINEERING

TOTAL ENGINEERING = \$62,339.86

Items Under Part C

Environmental Change Order Fee..... LUMP SUM

Subtotal \$98,698.62 - ENVIRONMENTAL

Items Under Part D

Conceptual Stage Study Change Order FeeLUMP SUM

Subtotal \$2,500 – CSS

Items Under Part E

Updated Traffic Study Change Order FeeLUMP SUM



Subtotal \$21,000 – Traffic Study

Items Under Part F

Updated Cost Estimates Change Order Fees.....LUMP SUM

Subtotal \$5,700 - ROW Cost Estimates

Items Under Part G

Underground Storage Tank Study Change Order Fees.....LUMP SUM

Subtotal \$ 7500 - UST Study

Total Change Order Items A thru G = \$197,738.48



H. Proposal Acceptance

We are pleased to be working with the City on this project and look forward to a long continued relationship in providing excellent service for your engineering and planning needs.

Please review our proposal for the Change Order and if there are any questions please do not hesitate to contact me

Sincerely,

Karl Lutjens, P.E.

Date

ACCEPTED BY:

The Honorable Matthew J. Santini, Mayor
City of Cartersville

Date

Attest : _____ (Seal)

Connie Keeling, City Clerk



Hourly Billing Rates

Engineering Services

Principal	\$ 125.00 / hr.
Senior Engineer / Project Manager / Structural (5-6)	\$ 95.00 / hr.
Staff Engineer (3-4)	\$ 75.00 / hr.
Engineering Technician (1-2)	\$ 65.00 / hr.
CADD Tech	\$ 45.00 / hr.
Landscape Architect	\$ 65.00 / hr.
Construction Manager	\$ 65.00 / hr.
Construction Inspector	\$ 45.00 / hr.
Administrative	\$ 25.00 / hr.

Surveying Services

Registered Land Surveyor	\$ 60.00 / hr.
Survey Technician	\$ 45.00 / hr.
2-Man Crew	\$ 115.00 / hr.
3-Man Crew	\$ 125.00 / hr.



City of Cartersville

City Council Meeting
8/4/2016 7:00:00 PM
4 inch Tap & Stop

SubCategory:	Bid Award/Purchases
Department Name:	Gas Department
Department Summary Recommendation:	We are relocating a section of 4 inch pipe for a turn lane on Hwy 411 in White. The cost of the tapping and stopping work for the relocation is \$5,956.00. I recommend accepting the bid from S.J. Patterson. This is a sole source supplier and we will be reimbursed by the developer.
City Manager's Remarks:	Your approval of this item is recommended.
Financial/Budget Certification:	We are being reimbursed by the developer.
Legal:	N/A
Associated Information:	E=Verify is attached.

Memorandum

To: Gary Riggs

From: Michael Dickson

Date: July 27, 2016

Re: Sp-16-001 Dollar General Relocation White, GA.

The Gas System is relocating a section of gas main located at 3201 U.S. Hwy. 411 in White, GA. Specialized pipeline fittings and a tapping/stopping operation are required for this installation. The tapping/stopping operation and the control fittings are provided by a single source provider, which is S.J. Patterson Company. SJ Patterson has submitted a total of \$5,956.00 for costs associated with the tapping and stopping of the gas main required to complete this project.

Please see the attached quotation.



S. J. Patterson Company

209 South Lake Hills Ln.
Talladega, Al. 35160

ESTIMATE

Date	Estimate #
7/27/2016	2565

Name/Address
City of Cartersville Gas System Post Office Box 1390 Cartersville, GA 30120

Item	Description	Qty	Cost	Total
4500DL	4" Double Short Stop 500 Plugging Application	1	5,391.00	5,391.00
4000	Truck Mobilization / Demobilization	1	565.00	565.00
1251	Additional Day Charge : The price above covers a maximum of 1 consecutive 8 hour weekday(s). There will be an additional charge beyond the first (1st) consecutive weekday at 2850.00 per weekday. Additional day charges will be applied until the TECHNICIAN and SERVICE EQUIPMENT have left the jobsite or customer's custody.	0	2,850.00	0.00T
1252	Hourly Rate Over 8 Hour Day : When chargeable (jobsite and standby) hours occurring after 8th hour there will be an additional charge of 200.00 per hour.	0	200.00	0.00T
T.D. WILLIAMSON PRODUCTS			Total	

Signature

Phone #	Fax #	E-mail
205-612-1067	256-268-5613	sjpatterson.biz@gmail.com

Item # 10



S. J. Patterson Company

209 South Lake Hills Ln.
Talladega, Al. 35160

ESTIMATE

Date	Estimate #
7/27/2016	2565

Name/Address
City of Cartersville Gas System Post Office Box 1390 Cartersville, GA 30120

Item	Description	Qty	Cost	Total
1253	Weekend - Holiday Charge : When jobsite/work-standby or travel fall on weekends or holidays, the price quoted will be increased by 995.00 per day. Sales Tax	0	995.00 0.00%	0.00T 0.00
T.D. WILLIAMSON PRODUCTS			Total	\$5,956.00

Signature _____

Phone #	Fax #	E-mail
205-612-1067	256-268-5613	sjpatterson.biz@gmail.com



E-VERIFY IS A SERVICE OF DHS

Company ID Number: 310765

Information Required for the E-Verify Program

Information relating to your Company:

Company Name: S J Patterson Company LLC

Company Facility Address: 240 South Lake Hills Road

Talladega, AL 35160

Company Alternate
Address:

County or Parish: TALLADEGA

Employer Identification
Number: 651160832North American Industry
Classification Systems
Code: 541

Parent Company:

Number of Employees: 1 to 4

Number of Sites Verified
for: 1

Are you verifying for more than 1 site? If yes, please provide the number of sites verified for in each State:

- ALABAMA 1 site(s)

AFFIDAVIT VERIFYING STATUS FOR CITY OF CARTERSVILLE BENEFIT APPLICATION

By executing this affidavit under oath, as an applicant for a City of Cartersville, Georgia Occupation Tax Certificate, Alcohol License or other public benefits as referenced in O.C.G.A. Section 50-36-1, I am stating the following with respect to my application for a City of Cartersville, Georgia Occupational Tax Certificate, Alcohol License or other public benefit (circle one) for

Stephen J. Patterson
[Name of natural person applying on behalf of individual, business, corporation, partnership, or other private entity]

S.J. Patterson Company LLC
[Name of business, corporation, partnership]

- 1) X I am a United States citizen
- 2) I am a legal permanent resident 18 years of age or older or I am an otherwise qualified alien or non-immigrant under the Federal Immigration and Nationality Act 18 years of age or older and lawfully present in the United States.*

In making the above representation under oath, I understand that any person who knowingly and willfully makes a false, fictitious, or fraudulent statement or representation in an affidavit shall be guilty of a violation of Code Section 16-10-20 of the Official Code of Georgia.

Stephen J. Patterson 7-27-16
Signature of Applicant: Date

Stephen J. Patterson 7-27-16
Printed Name: Date

SUBSCRIBED AND SWORN
BEFORE ME ON THIS THE

27 DAY OF July, 2016

Rebecca Jo Patterson
Notary Public

My Commission Expires:

My Commission Expires 3-14-2018

*
Alien Registration number for non-citizens

*Note: O.C.G.A. § 50-36-1(e)(2) requires that aliens under the federal Immigration and Nationality Act, Title 8 U.S.C., as amended, provide their alien registration number. Because legal permanent residents are included in the federal definition of "alien", legal permanent residents must also provide their alien registration number. Qualified aliens that do not have an alien registration number may supply another identifying number below:

CONTRACTOR AFFIDAVIT AND AGREEMENT

By executing this affidavit, the undersigned contractor verifies its compliance with O.C.G.A. 13-10-91, stating affirmatively that the individual, firm, or corporation which is contracting with City of Cartersville has registered with and is participating in a federal work authorization program* [any of the electronic verification of work authorization programs operated by the United States Department of Homeland Security or any equivalent federal work authorization program operated by the United States Department of Homeland Security to verify information of newly hired employees, pursuant to the Immigration Reform and Control Act of 1986 (IRCA), P.L. 99-603], in accordance with the applicability provisions and deadlines established in O.C.G.A. 13-10-91.

The undersigned further agrees that, should it employ or contract with any subcontractor(s) in connection with the physical performance of services pursuant to this contract with City of Cartersville, contractor will secure from such subcontractor(s) similar verification of compliance with O.C.G.A. 13-10-91 on the Subcontractor Affidavit provided in Rule 300-10-01-.08 or substantially similar form. Contractor further agrees to maintain records of such compliance and provide a copy of each such verification to the City of Cartersville at the time the subcontractor(s) is retained to perform such service.

The undersigned Contractor is using and will continue to use the federal work authorization program throughout the contract period.

310765
EEV/Basic Pilot Program* User Identification Number

Stephen J. Patterson
BY: Authorized Officer or Agent
(Contractor Name)

7-27-16
Date

President
Contractor/Entity Name

Title of Authorized Officer or Agent of Contractor

Stephen J. Patterson - 209 South Lake Hills Lane
Contractor Address

Stephen J. Patterson
Printed Name of Authorized Officer or Agent

Balladega, AL 35160

SUBSCRIBED AND SWORN

BEFORE ME ON THIS, THE

27 DAY OF July, 20 16

Beleca Jo Patterson

Notary Public

My Commission Expires 3-14-2018

My Commission Expires:

* As of the effective date of O.C.G.A. 13-10-91, the applicable federal work authorization program is the "EEV/Basic Pilot Program" operated by the U.S. Citizenship and Immigration Services Bureau of the U.S. Department of Homeland Security, in conjunction with the Social Security Administration (SSA).



City of Cartersville

City Council Meeting
8/4/2016 7:00:00 PM
Soil Compactor for Electric Department

SubCategory:	Bid Award/Purchases
Department Name:	Electric
Department Summary Recommendation:	The Electric Department has asked for and received bids for a Soil Compactor. All sites where there is trenching or excavation of dirt, require us to have a soil compaction rate of 95% before we leave the work site. This is also a DOT requirement that must be met. The compaction standard is to keep the ditch from settling and caving in over time. Quite often, the settling happens over time and after pavement has been placed. It becomes an expensive proposition to dig up the pavement, compact the soil, and then repave. We have rented the compactor for larger jobs such as Kroger, voestalpine, and Beauflor for the amount of \$1,600 per month. It has now become economically feasible to purchase this equipment. See attached bid sheets for pricing. This cost is included in our capital budget. The electric department recommends that council approve the low bid for this equipment from Action Rent-All for the amount of \$30,988.85
City Manager's Remarks:	Your approval of this item is recommended.
Financial/Budget Certification:	This is a budgeted item.
Legal:	
Associated Information:	

Soil Compactor

The Electric Department has asked for and received bids for a Soil Compactor. All commercial sites that require Cartersville Electric to trench or excavate dirt requires us to have the compaction to 95 % before we leave the work site. This is also a DOT requirement that must be met. The compaction standard is to pavement, compact the soil, and then repave. We have renting the compactor for larger jobs such as Kroger, voestalpine, and Beauflor for the amount of \$1,600 per month. It has now become economically feasible to purchase this equipment.

Common Bid Items. Each bidder included different items in their quotes. These items can be seen in the quotes provided.

<u>Bidder (Supplier)</u>	<u>Model #</u>	<u>Price</u>		<u>Notes</u>
Action Rent All	RTKX-SC3	\$	30,988.85	Local Authorized Dealer
United Reatal	RTKX-SC3	\$	32,250.08	Located in Rome, GA
BlueLine Rental	RTKX-SC3	\$	32,995.58	Located in Buford, GA

This cost is included in our capital budget.

The electric department recommends that council approve the low bid from Action Rent All for \$30,988.85

Action Rent All

Tools, Equipment, Rental and Sales
P.O. Box 2075 Cartersville, GA 30120
Phone: 770-382-7368 Fax: 770-382-7433



**WACKER
NEUSON**
Authorized Dealer

City of Cartersville Electric System
320 South Erwin Street
P.O. Box 1390
Cartersville, GA 30120

July 11, 2016

Quote

Item #	Qty	Description	Ser. #	Price
5200019257	1	RTKx-SC3 flex drum, remote, trench roller		\$30,988.85

Sub Total	\$30,988.85
Sales Tax	exempt
Total	\$30,988.85

Thank you for the opportunity to provide this quote for you.

Darby Bryant
770-547-7751
Action Rent All, Inc.
Authorized Wacker Neuson Dealer
darby.bryant@gmail.com

United Rentals

Quote

3297 Martha Berry Hwy

Rome, Ga 30165

City of Cartersville

Attn: R. Poston

Wacker Trench Compactor

Model: RTKX-SC3

\$32,250.08

This quote is good for 30 days. Lead time is 2 weeks.

Thanks for the opportunity to quote!

Sincerely,

Keith Fuller

United Rentals

678-410-1300 cell

Rental Quotation

Attn: City of Cartersville
Electric Systems



BlueLine Rental

Brandon Davis 770 687 4280

Item	Day	Week	Month	sale price
Jobsite : Cartersville GA				
Wacker RTKX-SC3 remote, flex drum, roller				32,995.58
				tax exempt

Thanks,

Brandon Davis

Sales Representative

770 687 4280

brandon.davis@bluelinerental.com



BlueLine Rental

WE WORK FOR YOU



City of Cartersville

City Council Meeting
8/4/2016 7:00:00 PM
Postage Machine

SubCategory:	Bid Award/Purchases
Department Name:	Finance
Department Summary Recommendation:	Customer Service is in need of a new postage machine. The current machine was purchased in 1997 and will not be able to be serviced after 2016. I contacted two vendors and told them what our needs are. They both sent back proposals that were not comparable in nature. After talking to the vendors, some of the customer service staff visited the Atlanta Pitney Bowes office to see how the machine they recommended worked. Staff reported that it worked great and they believed it would fit the city's current needs and future needs. Pitney Bowes gave a quote of \$20,061 with a monthly meter rental of \$240. This is for a Connect 3000 Series Weigh-on-the Way (WOW). The first year of maintenance is free and the city can purchase a maintenance for the following years. The current postage machine is a Pitney Bowes and the city has had good service with the company. I recommend the purchase of the Pitney Bowes postage machine in the amount of \$20,061.00.
City Manager's Remarks:	Your approval of this item is recommended.
Financial/Budget Certification:	There is \$15,000 budgeted for this item, and we will do a budget amendment for the remaining \$5,061.
Legal:	
Associated Information:	



Pitney Bowes

STATE CONTRACT PURCHASE

SWC 090791

CUSTOMER PROPOSAL

FOR:

City of Cartersville
10 N Public Square
Cartersville, GA 30120

May 10, 2016

()

PURCHASE QUOTATION

QTY	ITEM	PROGRAM I.D.	DESCRIPTION
1	AZBD	G*GAESL09	Connect+ 3000 Series WOW
1	4W00	G*GAMRHPP	Connect+ Series Meter w/PP (NTF)
1	APSJ	G*GAESL09	270/170 LPM Feature
1	1FW5	G*GAESL09	15 lb Interfaced Weighing (Scale left or right of unit)
1	APA2	G*GAESL09	Connect+ Analytics (Max 100 Accounts)
1	MSD1	G*GAESL09	10 in. Display - Standard Apps Center
1	AZBE	G*GAESL09	Connect+ Mono Printer
1	MSPS	G*GAESL09	Connect+ Power Stacker
1	VS67	PBSPR00	pbSmartPostage Free
1	M9SS	VBS000R	IntelliLink Subscription
1	MP30	G*GAESL09	15/30 lb Weighing Platform
1	MP3X	G*GAESL09	Differential Weighing for 15 lb or 30 lb Scale
1	MW90650	STANDARD	Roll Tape Kit
1	SVWA	G*GAESL09	Connect+ Series Console with Scale Stand

RENTAL TOTALS***

\$240.00

NET TOTALS

\$20,061.00

Quarterly meter rental

** 1ST YR Free maintenance
After Year 1 = \$2948. ANNUALLY*

*** Billed quarterly for rented items.
Note: Applicable taxes will be added.

Item # 12

Your Business Information

Client PO #		5/10/2016	Date Prepared		Maintenance Agreement #	
City of Cartersville						
Client Name		Cartersville		Tax ID # (FEIN/TIN)		
10 N Public Square		City		GA 30120		
Billing Address: Street		()		State Zip+4		
Contact Name		Contact Phone #		Billing ID #		
10 N Public Square		Cartersville		GA 30120		
Installation Address (If different than billing address) : Street		City		State Zip+4		

Location ID #

Your Business Needs

Qty	Item	Program ID	Description	Unit Price	Discount/ Trade-In allowance	Net Price	Annual Maintenance Cost Equipment* Software	
			Mail Stream Solution - 2					
1	AZBD	G/*GAESL09	Connect+ 3000 Series WOW	\$12,363.00	\$0.00	\$12,363.00	\$2,036.00	\$0.00
1	APSJ	G/*GAESL09	270/170 LPM Feature	\$2,910.00	\$0.00	\$2,910.00	\$0.00	\$0.00
1	1FW5	G/*GAESL09	15 lb Interfaced Weighing (Scale left or right of unit)	\$1,909.00	\$0.00	\$1,909.00	\$0.00	\$0.00
1	APA2	G/*GAESL09	Connect+ Analytics (Max 100 Accounts)		\$0.00	\$0.00	\$0.00	\$0.00
1	MSD1	G/*GAESL09	10 in. Display – Standard Apps Center		\$0.00	\$0.00	\$0.00	\$0.00
1	AZBE	G/*GAESL09	Connect+ Mono Printer		\$0.00	\$0.00	\$417.00	\$0.00
1	MSPS	G/*GAESL09	Connect+ Power Stacker	\$1,423.00	\$0.00	\$1,423.00	\$314.00	\$0.00
1	VS67	PBSPR00	pbSmartPostage Free		\$0.00	\$0.00	\$0.00	\$0.00

Your Service Option(s)

☒ Equipment Maintenance	☐ Software Maintenance
Tier 1 - Provides repair and maintenance service for equipment ('Standard SLA')	

Tax Exempt

- () State () County () City
() Tax Exempt Certificate Attached
() Tax Exempt Certificate Not Required

Your Signature Below

By signing below, you agree to be bound by all the terms of this Agreement, including those located in the Pitney Bowes Terms (Version 10/15), which are available at www.pb.com/terms and are incorporated by reference. You agree to pay the amounts on this Order. Charges payable under this Agreement will be billed: (1) if you qualify for a Purchase Power® account, through that account, subject to the terms of that account; and (2) if you do not qualify for a Purchase Power account, directly in accordance with the terms of this Agreement. You acknowledge that you have read all of the terms and that you are authorized to sign this Agreement.

Client Signature	Date	Print Name	Title
Email Address			
Sales Information			
Mitch Cummings	955942	009	
Rep Name 1	Rep #	District #	
Rep Name 2	Rep #	District #	

Pick Up Instructions

[] Demos		[] Trade Ins					
Item	S/N	Item	S/N	Item	S/N	Item	S/N
1.		3.		5.		7.	
2.		4.		6.		8.	
Special Instructions							

Your Business Information

		5/10/2016	
Client PO #	Date Prepared	Maintenance Agreement #	
City of Cartersville			
Client Name		Tax ID # (FEIN/TIN)	
10 N Public Square	Cartersville	GA	30120
Billing Address: Street	City	State	Zip+4
	() _ _ _		
Contact Name	Contact Phone #	Billing ID #	
10 N Public Square	Cartersville	GA	30120
Installation Address (If different than billing address) : Street	City	State	Zip+4

Location ID #

Your Business Needs

Qty	Item	Program ID	Description	Unit Price	Discount/ Trade-In allowance	Net Price	Annual Maintenance Cost Equipment* Software	
1	M9SS	VBS000R	IntelliLink Subscription		\$0.00	\$0.00	\$0.00	\$0.00
1	MP30	G/*GAESL09	15/30 lb Weighing Platform		\$0.00	\$0.00	\$181.00	\$0.00
1	MP3X	G/*GAESL09	Differential Weighing for 15 lb or 30 lb Scale	\$321.00	\$0.00	\$321.00	\$0.00	\$0.00
1	MW90650	STANDARD	Roll Tape Kit		\$0.00	\$0.00	\$0.00	\$0.00
1	SVWA	G/*GAESL09	Connect+ Series Console with Scale Stand	\$1,135.00	\$0.00	\$1,135.00	\$0.00	\$0.00
					TOTAL **	\$20,061.00	\$2,948.00	\$0.00

Requested Installation Date

*90 day standard Equipment warranty

* *Plus applicable taxes which will be applied at time of billing



City of Cartersville

City Council Meeting
8/4/2016 7:00:00 PM
Folder and Stuffing Machine

SubCategory:	Bid Award/Purchases
Department Name:	Finance
Department Summary Recommendation:	Finance is in need of a new folding and stuffing machine. The current machine was purchased in 2000 and has not been able to be serviced in several years due to lack of parts being available. It has not been able to be used in about 6 months and staff is folding and stuffing mail by hand. Sometimes the pieces of mail that is hand folded and stuffed has totaled 1000 pieces a day. The current machine is a Pitney Bowes machine and the city has had good service with the company. I talked to two vendors and had them provide a quote for a machine based on the current and future needs of the city. The vendors sent quotes that were not comparable. Staff visited the Pitney Bowes Atlanta office to watch the machine work and reported that there were no issues. It will fold and stuff the envelopes that the city uses currently. The quote from Pitney Bowes is for a Relay 5000 Inserting System with a purchase price of \$20,565.90, and includes the first year of maintenance free. We will be able to purchase a maintenance plan for future years on the machine. I recommend the purchase of the folding and stuffing machine purchase from Pitney Bowes in the amount of \$20,565.90
City Manager's Remarks:	Your approval of this purchase is recommended.
Financial/Budget Certification:	This is a budgeted item, but will require a budget amendment to cover the cost as only \$15,000 was budgeted for it.
Legal:	
Associated Information:	



Pitney Bowes

CUSTOMER PROPOSAL

FOR:

*City of Cartersville
10 N Public Sq
Cartersville, GA 30120*

May 10, 2016

() _____

PURCHASE QUOTATION

QTY	ITEM	PROGRAM I.D.	DESCRIPTION
1	T150	G/*GAESL09	Relay 5000 Inserting System
1	F790700-01	STANDARD	US Relay Localization Kit
1	T10K	G/*GAESL09	Installation and Operator Training for Inserters
2	F780183	G/*GAESL09	Sheet/Flat Env. Tray
2	F780184	G/*GAESL09	Insert Tray
1	F7DI	G/*GAESL09	Bottom Address Inserter Kit



NET TOTALS

\$20,565.90

Item # 13

*Folder Inserter PURCHASE
w/ Bottom Address Kit
w/ 1st year free maintenance
After YR 1 - \$3477.*

*** Billed quarterly for rented items.
Note: Applicable taxes will be added.

SALES AGREEMENT/EQUIPMENT & SOFTWARE MAINTENANCE AGREEMENT

Your Business Information

Client PO #		5/10/2016		Maintenance Agreement #	
City of Cartersville		Date Prepared			
Client Name		Cartersville		Tax ID # (FEIN/TIN)	
10 N Public Sq		GA		30120	
Billing Address: Street		City		State Zip+4	
		()			
Contact Name		Contact Phone #		Billing ID #	
10 N Public Sq		Cartersville		GA 30120	
Installation Address (If different than billing address) : Street		City		State Zip+4	

Location ID #

Your Business Needs

Qty	Item	Program ID	Description	Unit Price	Discount/Trade-In allowance	Net Price	Annual Maintenance Cost	
							Equipment*	Software
			Mall Stream Solution - 3					
1	TI50	G/*GAESL09	Relay 5000 Inserting System	\$18,168.50	\$0.00	\$18,168.50	\$3,477.00	\$0.00
1	F790700-01	STANDARD	US Relay Localization Kit		\$0.00	\$0.00	\$0.00	\$0.00
1	TI0K	G/*GAESL09	Installation and Operator Training for Inserters	\$1,142.40	\$0.00	\$1,142.40	\$0.00	\$0.00
2	F780183	G/*GAESL09	Sheet/Flat Env. Tray	\$168.00	\$0.00	\$336.00	\$0.00	\$0.00
2	F780184	G/*GAESL09	Insert Tray	\$168.00	\$0.00	\$336.00	\$0.00	\$0.00
1	F7DI	G/*GAESL09	Bottom Address Inserter Kit	\$583.00	\$0.00	\$583.00	\$0.00	\$0.00
Requested Installation Date				*90 day standard Equipment warranty		TOTAL**	\$20,555.90	\$3,477.00
								\$0.00

* *Plus applicable taxes which will be applied at time of billing

Your Service Option(s)

☒ Equipment Maintenance	☐ Software Maintenance
Tier 1 - Provides repair and maintenance service for equipment ('Standard SLA')	

Tax Exempt

- () State () County () City
 () Tax Exempt Certificate Attached
 () Tax Exempt Certificate Not Required

Your Signature Below

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Client Signature _____ Date _____ Print Name _____ Title _____

Email Address _____

Sales Information

Mitch Cummings	955942	009
Rep Name 1	Rep #	District #
Rep Name 2	Rep #	District #

Pick Up Instructions

☐ Demos ☐ Trade Ins

Item	S/N	Item	S/N	Item	S/N	Item	S/N
1.		3.		5.		7.	
2.		4.		6.		8.	

Special Instructions



City of Cartersville

City Council Meeting
8/4/2016 7:00:00 PM
6 Police Vehicles

SubCategory:	Bid Award/Purchases																
Department Name:	Police																
Department Summary Recommendation:	I am requesting approval to purchase five patrol vehicles and one undercover truck. These vehicles are replacement vehicles for our fleet and the older vehicles will be declared surplus. One of the patrol vehicles is a replacement vehicle for a patrol vehicle that was involved in an accident (not our fault) and will be paid for out of the insurance account. The rest of the vehicles are budgeted items and will be paid for out of federal asset forfeiture funds. The police department sent a request for bids (RFB) for patrol vehicles to eight local car dealerships and also placed the RFB on the city's web site. We subsequently received three bids from the dealerships with only two of the bids meeting the specifications. The following are the bids for the patrol vehicle from each dealership that met the specifications: <table><tr><td>Robert Loehr Dodge</td><td>\$23,860.00 per vehicle</td></tr><tr><td>\$119,300.00 (total)</td><td></td></tr><tr><td>Ginn Commercial</td><td>\$23,346.00 per vehicle</td></tr><tr><td>\$116,730.00 (total)</td><td></td></tr></table> The police department sent a request for bids (RFB) for one undercover truck to eight local car dealerships and also placed the RFB on the city's web site. We subsequently received four bids from the dealerships with only two of the bids meeting the specifications. The following are the bids for the undercover truck from each dealership that met the specifications: <table><tr><td>Robert Loehr Dodge</td><td>\$29,997.00 per truck</td></tr><tr><td>\$29,997.00 (total)</td><td></td></tr><tr><td>Ginn Commercial</td><td>\$32,392.00 per truck</td></tr><tr><td>\$32,392.00 (total)</td><td></td></tr></table> I recommend the best bid Robert Loehr Dodge for both the patrol vehicles and the undercover truck. The purchase of the vehicles and the equipment (Lights, siren, cage, computer, in-car camera, etc.) will not exceed \$240,000.00.	Robert Loehr Dodge	\$23,860.00 per vehicle	\$119,300.00 (total)		Ginn Commercial	\$23,346.00 per vehicle	\$116,730.00 (total)		Robert Loehr Dodge	\$29,997.00 per truck	\$29,997.00 (total)		Ginn Commercial	\$32,392.00 per truck	\$32,392.00 (total)	
Robert Loehr Dodge	\$23,860.00 per vehicle																
\$119,300.00 (total)																	
Ginn Commercial	\$23,346.00 per vehicle																
\$116,730.00 (total)																	
Robert Loehr Dodge	\$29,997.00 per truck																
\$29,997.00 (total)																	
Ginn Commercial	\$32,392.00 per truck																
\$32,392.00 (total)																	

Cover Memo

Item # 14

	This is a budgeted item (federal asset forfeiture money) and the E-Verify and E-Save documents have been submitted to the police department and are on file. I am requesting your support and recommendation for this purchase.
City Manager's Remarks:	Your approval of the bid award to Robert Loehr Dodge is recommended.
Financial/Budget Certification:	These are budgeted items. 6 units will be paid with DEA funds and the 7th will be paid with insurance funds.
Legal:	
Associated Information:	



City of Cartersville

City Council Meeting
8/4/2016 7:00:00 PM
Surplus Items - Parks and Recreation

SubCategory:	Surplus Equipment
Department Name:	Parks and Recreation
Department Summary Recommendation:	Parks and Recreation Department wishes to surplus the items on the attached list which includes athletic field lighting systems, chain-link fencing, 4-putt-putt figurines and 3-play systems. Most of the fencing has been claimed by other city departments and all that is remaining will be placed on the list for GovDeals. I would like to send the 3-play systems to the scrap yard as they would not be safe to reuse as play systems.
City Manager's Remarks:	Your approval declaring these items surplus is recommended.
Financial/Budget Certification:	
Legal:	
Associated Information:	

Cartersville Parks and Recreation
Surplus Items
July 2016

1. Chain Link Fence – Various lengths of 42", 60", 96" and 120" widths of athletic field chain link fencing. Includes various length posts for fence lines and backstops, top rails and fence hardware. To be advertised and sold on govdeals.
2. Metal Halide Athletic Field lighting systems – approximately 150+, 1500-watt GE Power Spot fixtures, used for approximately 35-years. Includes cross-arms and hardware. To be advertised and sold on govdeals.
3. 4-Putt-Putt figures – Mouse, Skunk, Seahorse and Totem Pole fiberglass fixtures. To be advertised and sold on govdeals.
4. 3-Play Structures (2-Dellinger Park & 1- Cartersville Sports Complex) these structures will be sent to metal scrape yard (Self's) as equipment wouldn't be safe to be sold on govdeals at decks are very much a safety hazard.