

PUTNAM COUNTY BOARD OF COMMISSIONERS



117 Putnam Drive, Suite A ♦ Eatonton, GA 31024

Agenda

Tuesday, January 16, 2024 ♦ 6:00 PM

Putnam County Administration Building – Room 203

Opening

1. Welcome - Call to Order
2. Approval of Agenda
3. Invocation
4. Pledge of Allegiance (JW)
5. Special Presentation - Retirement Proclamation - Pam Lancaster
6. Special Presentation - Councilwoman Reid - Oconee Behavioral Health Board

Zoning Public Hearing

7. Request by Bobby J. Wilder for a conditional use at 641 Dennis Station Road. Presently zoned AG. [Map 082, Parcel 059, District 4] (staff-P&D)
8. Request by Rick McAllister, agent for Shaifer Oconee LLC to rezone 158.22 acres on Scott Road from C-PUD to R-PUD. [Map 102, Parcel 002, District 3] (staff-P&D)
9. Request by Rick McAllister, agent for Shaifer Oconee LLC to rezone 5.89 acres at 113 Scott Road from C-1 to R-PUD. [Map 102A, Parcel 104003, District 3] (staff-P&D)

Regular Business Meeting

10. Public Comments
11. Consent Agenda
 - a. Approval of Minutes - January 5, 2024 Regular Meeting (staff-CC)
 - b. Approval of 2024 Alcohol License - Lake Oconee Bistro (staff-CC)
12. Request by AT&T for a Right-of-Way Permit for work to be done on River Lake Drive. (staff-PW)
13. Discussion and possible approval of a Town Hall Meeting for Jimmy Davis Park playground equipment (staff-CM)
14. Discussion and possible action on ordinance for HB 300 (staff-CA)
15. Discussion and possible action regarding Permission to Drill - Inquiry and Discovery (Rick McAllister)

Reports/Announcements

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

Closing

19. Adjournment

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

File Attachments for Item:

5. Special Presentation - Retirement Proclamation - Pam Lancaster



Proclamation

Whereas, Pamela K. Lancaster was born to Guerry & Shelba Key, who moved to Putnam County in 1967; and

Whereas, in 1984, Pamela K. Lancaster married her husband Clayton, followed by becoming a mother to her children: Maggie, Trey, Gregory, and Martin; and

Whereas, Pamela K. Lancaster is also grandmother to Raiford, Rentz, Charlie, Lawton, Riley, Liam, and two more who will arrive in 2024; and

Whereas, in 1980, Pamela K. Lancaster graduated from Georgia College with a Bachelor of Business Administration with a concentration in accounting and passed the requirements to become a Certified Public Accountant in 1982; and

Whereas, in 1984, Pamela K. Lancaster established the accounting firm of Pamela Key Lancaster, CPA, where, after 31 tax seasons, she would sell her practice in 2010; and


Whereas, Pamela K. Lancaster was elected as Putnam County Tax Commissioner and began her first term on January 1, 2013, and served the citizens of Putnam County for 11 years; and

Whereas, the Board of Commissioners of Putnam County are proud of Mrs. Lancaster’s accomplishments and the way she represented Putnam County and appreciate the service she rendered to the citizens of Putnam County.

Now, therefore be it proclaimed that the Board of Commissioners of Putnam County does hereby congratulate Pamela K. Lancaster on her retirement from Putnam County.

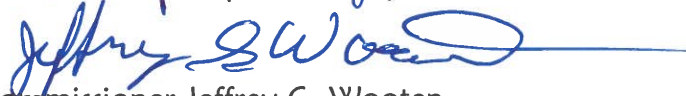
Proclaimed this 16th day of January 2024


Chairman B.W. “Bill” Sharp


Commissioner Gary P. McElhenney


Commissioner Daniel W. Brown


Commissioner Stephen Hersey


Commissioner Jeffrey G. Wooten



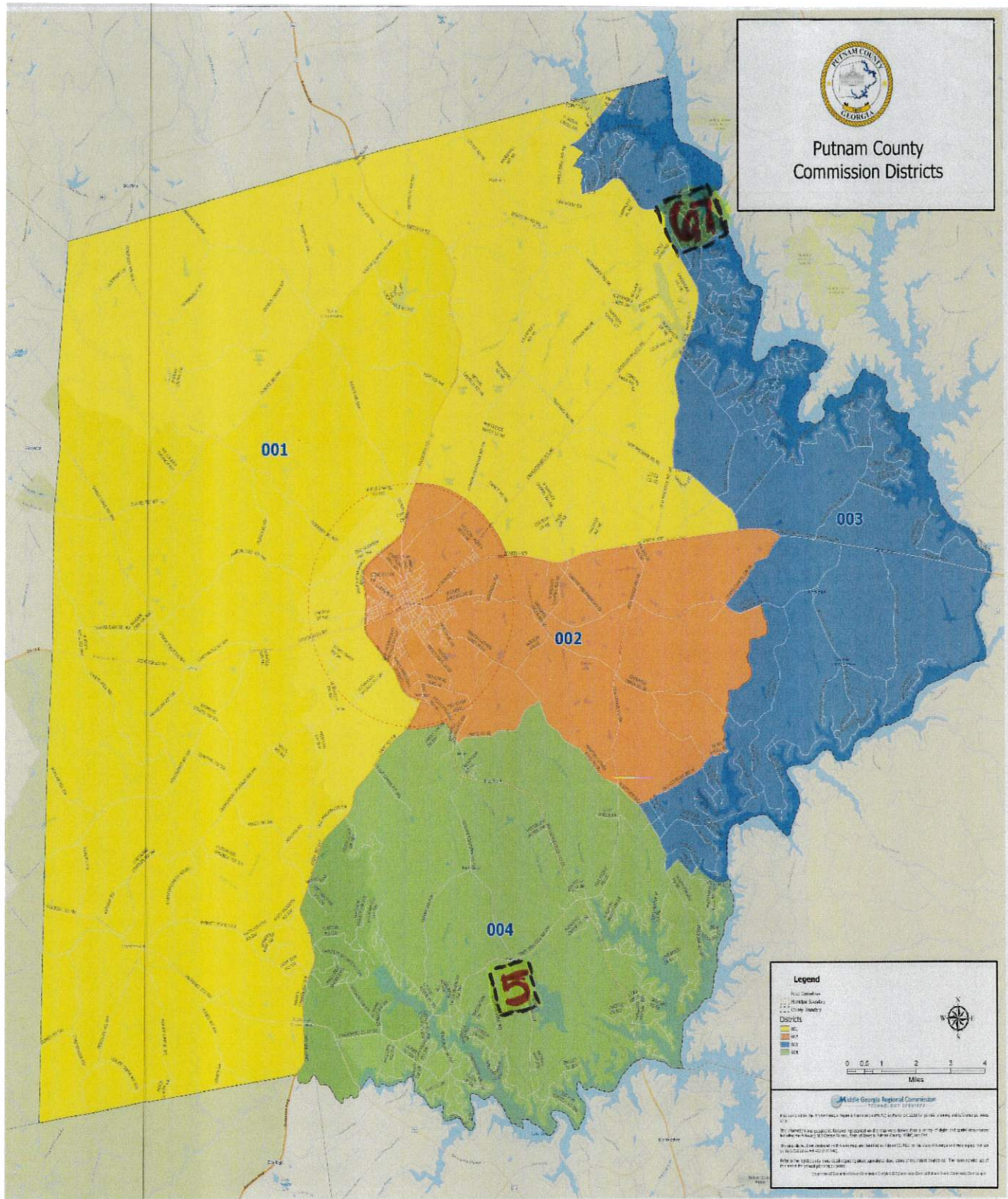
File Attachments for Item:

7. Request by Bobby J. Wilder for a conditional use at 641 Dennis Station Road. Presently zoned AG. [Map 082, Parcel 059, District 4] (staff-P&D)

Request by **Bobby J. Wilder** for conditional use at 641 Dennis Station Road. Presently zoned AG. [**Map 082, Parcel 059, District 4**].* The applicant is requesting a conditional use approval to establish and operate a storage facility. The facility will have spaces for boat and RV storage, as well as 40 secured storage units. The subject parcel is currently zoned AG and in accordance to [Sec. 66-72.-Uses allowed.](#), storage/boat and RV storage is not permitted. The Ag district is intended to promote dairying, farming, and living purposes. Thus, the applicant is seeking a conditional use in order to manage and maintain the proposed business which is not allowed in the current zoning.

The staff recommendation is for approval for a conditional use at 641 Dennis Station Road. Currently zoned AG. [Map 082, Parcel 059, District 4]. * with the following conditions:

- 1. The development shall substantially comply with the submitted plans in support of the conditional use application and**
- 2. Subject to Section 66-157(b) of the Putnam Code of Ordinances, this conditional use permit shall be issued to the applicant solely, is not transferrable, and shall extinguish upon cessation of such activity for a period of 12 months.**
- 3. No unsheltered/uncovered outdoor storage of watercraft, recreational vehicles, or other material shall be permitted.**



- 5. Request by **Bobby J. Wilder** for a conditional use at 641 Dennis Station Road. Presently zoned AG. [Map 082, Parcel 059, District 4].*
- 6. Request by **Rick McAllister, agent for Shaifer Oconee LLC** to rezone 158.22 acres on Scott Road from C-PUD to R-PUD. [Map 102, Parcel 002, District 3].*
- 7. Request by **Rick McAllister, agent for Shaifer Oconee LLC** to rezone 5.89 acres at 113 Scott Road from C-1 to R-PUD. [Map 102A, Parcel 104003, District 3].*



PUTNAM COUNTY PLANNING & DEVELOPMENT

117 Putnam Drive, Suite B ♦ Eatonton, GA 31024

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

APPLICATION CONDITIONAL USE

PLAN 2022- Cond-2

Application Information

(same as owner Yes B No

Name: Bobby J. Wilder

Address: 141 Casters Branch Rd
Eatonton, GA 31024

Phone: [REDACTED]

Email: [REDACTED]

Fax: _____

Arterial/State Road. Yes: _____ No:

Briefly describe the proposed conditional use: Boat + R.V. Storage

Existing zoning district classification of the property and adjacent properties:

Existing: AG North: AG South: AG East: AG West: AG

***SUPPORTING INFORMATION ATTACHED TO APPLICATION*:**

RECORDED PLAT: LETTER OF AGENCY _____ LETTER OF INTENT

COPY OF WARRANTY DEED:

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

*SIGNATURE OF APPLICANT: Bobby J. Wilder DATE: 8-24-23

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

DATE FILED 8/24/23 FEE: \$ 220.00 CK. NO. 648 CASH _____ C. CARD _____ INITIALS afw

RECEIPT # _____

DATE OF NEWSPAPER AD: 12-14-23 DATE SIGN POSTED: _____

PLANNING & ZONING HEARING: 1-4-24 RESULT: _____

COMMISSIONERS/CITY COUNCIL HEARING: 1-16-24 RESULT: _____

RECEIVED AUG 29 2023 afw



PUTNAM COUNTY PLANNING & DEVELOPMENT

117 Putnam Drive, Suite B ♦ Eatonton, GA 31024

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

OWNER AUTHORIZATION

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

1. Payment of appropriate fee (please make checks payable to Putnam County Planning & Development)
2. Recorded plat of property.
3. Concept plan or site plan drawn to scale.
4. Written description of your request in letter format, addressed to Putnam County Planning & Development.
5. All required criteria (attached) must be addressed in the written description.

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

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

Applicant Signature: *Bobby J. Wilder* Date: *8-24-23*

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

Bobby J. Wilder
Owner signature

Kenteria Williams
Notary Public
Sworn and subscribed before me this
24th day of *August* 20 *23*.

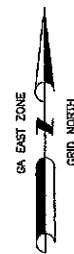


eFiled & eRecorded
 DATE: 10/12/2023
 TIME: 9:43 AM
 PLAT BOOK: 00038
 PAGE: 00166
 RECORDING FEES: \$10.00
 PARTICIPANT ID: 42.17088038
 CLERK: Trevor J. Addison
 Putnam County, GA

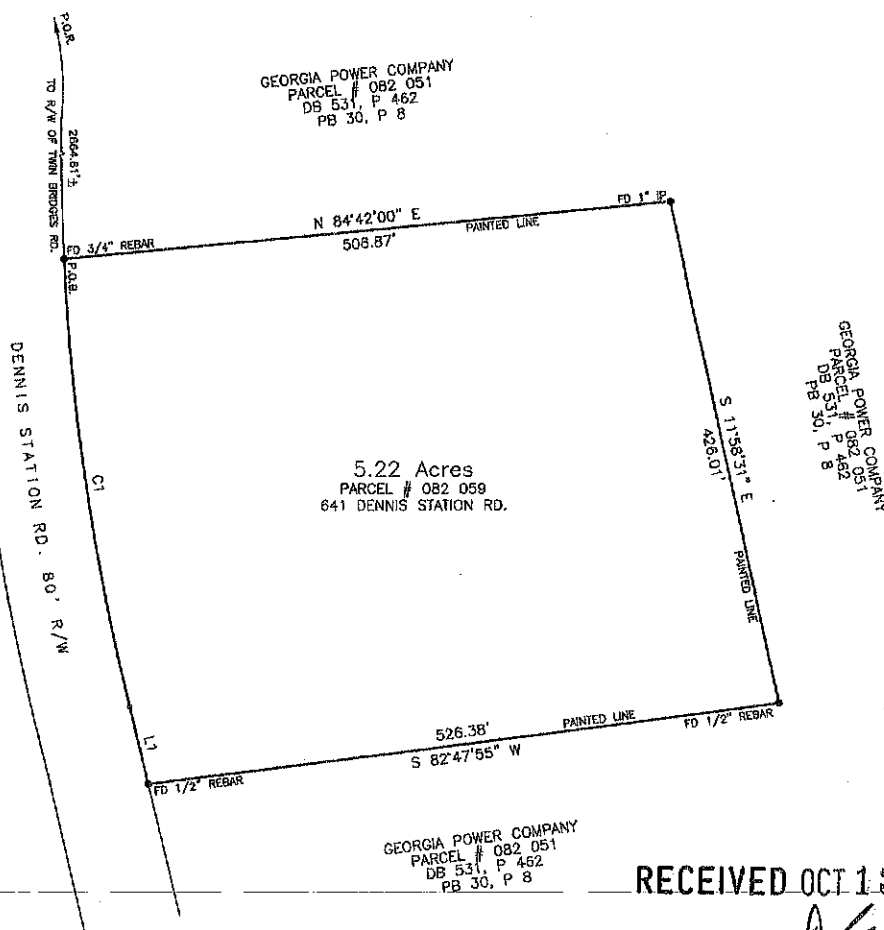
Reserved for The Clerk of Superior Court

CURVE	RADIUS	ARC LENGTH	CHORD LENGTH	CHORD BEARING	DELTA ANGLE
C1	1938.71'	376.33'	375.74'	N 08°29'23" W	111°08'00"

LINE	BEARING	DISTANCE
L1	N 13°28'21" W	66.10'



REFERENCE: DB 1082, P 18



RECEIVED OCT 13 2023

LEGEND
 ○ SET 1/2" REBAR
 ● FOUND IRON PIN
 ■ FOUND CON. MON.
 N.B. POINT OF REFERENCE
 P.O.B. POINT OF BEGINNING

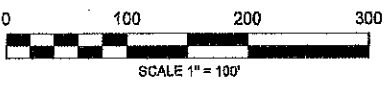
2ND LAND DISTRICT
 LAND LOT 193
 PUTNAM COUNTY
 GEORGIA

BOUNDARY SURVEY FOR BOBBY J. WILDER, II & REBECCA WILDER

This plot is a retrocement of an existing parcel or parcels of land and does not subdivide or create a new parcel or make any changes to any real property boundaries. The recording information of the documents, maps, plats, or other instruments which created the parcel or parcels are stated hereon. RECORDATION OF THIS PLAT DOES NOT IMPLY APPROVAL OF ANY LOCAL JURISDICTION, AVAILABILITY OF PERMITS, COMPLIANCE WITH LOCAL REGULATIONS OR REQUIREMENTS, OR SUITABILITY FOR ANY USE OR PURPOSE OF THE LAND. Furthermore, the undersigned land surveyor certifies that this plat complies with the minimum technical standards for property surveys in Georgia as set forth in the rules and regulations of the Georgia Board of Registration for Professional Engineers and Land Surveyors and as set forth in O.C.G.A. Section 15-6-67.

This surveyor has made no investigation or independent search for easements of record, encumbrances, restrictive covenants, ownership title evidence or any other facts that an accurate, current title search may disclose.

Larry Jones Surveying
 305 Winchester Court
 Dublin, GA 31021
 478-272-5908




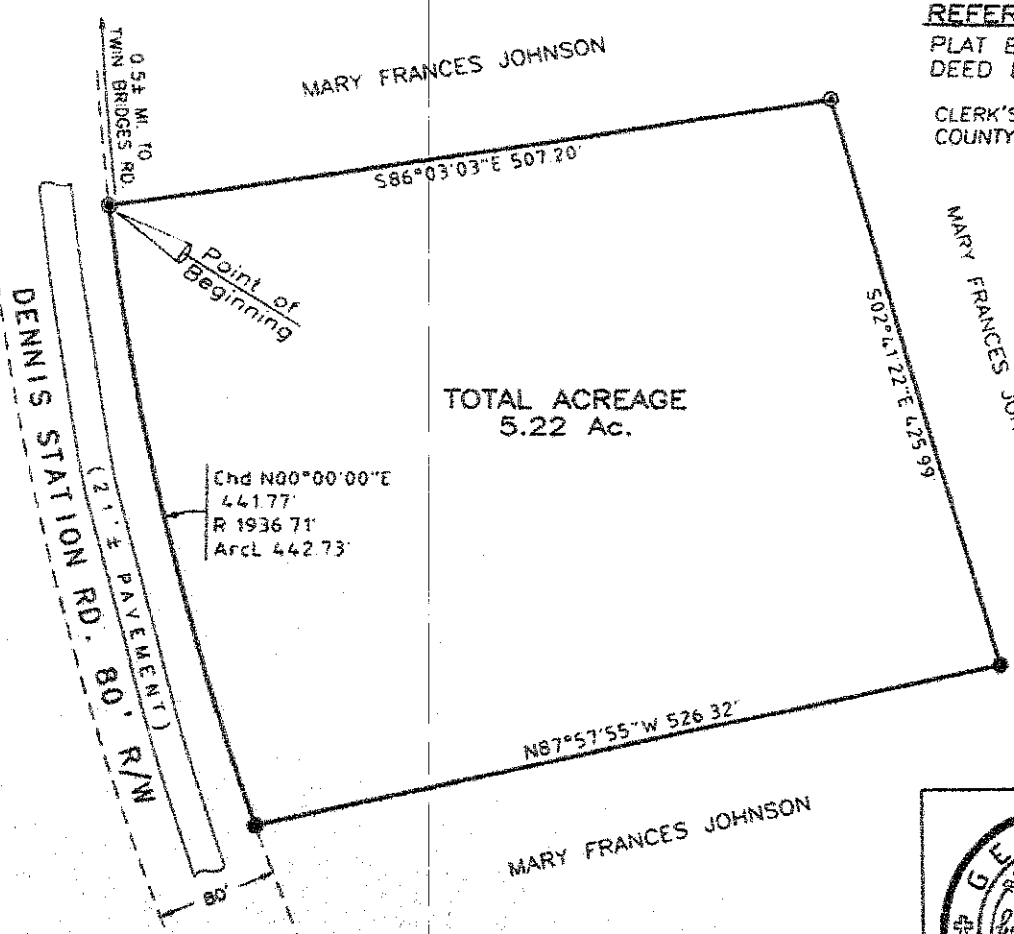
Equipment Used
 Topcon Hiper II
 Topcon Total Station GTS 236
 Topcon Testa Data Collector

Field angle of closure has a precision of one foot in 42,600 feet, and an angular error of 4.0 Sec. per angle point and was adjusted using compass rule. This plat has been calculated for closure and is found to be accurate within one foot in 394,240 feet.

FIELD WORK: OCTOBER 6, 2023
 PLAT DRAWN: OCTOBER 10, 2023

PROJECT NO. 23-085


Larry C. Jones
 GA REG. L.S. LIC. NO. 2189
 DATE: 10/10/2023

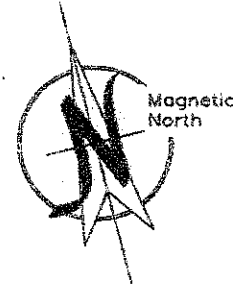


TOTAL ACREAGE
5.22 Ac.

Chd N00°00'00"E
441.77'
R 1936.71'
ArcL 442.73'

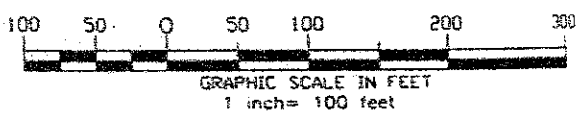
REFERENCES:
PLAT BOOK 1, PG.151
DEED BOOK 23, PG.99
CLERK'S OFFICE, PUTNAM
COUNTY SUPERIOR COURT

NOTES:
1)The surveyor whose seal is hereto attached has made no investigation or independent search for easements of record, encumbrances, restrictive covenants, ownership title evidence, or any other facts that an accurate and current title search may disclose. Matters of title are excepted.
2)The surveyor whose seal is hereto attached does not guarantee that all easements and encumbrances have been shown, nor does the surveyor assume any responsibility for any such easements or encumbrances, either dedicated or implied, which may affect this property



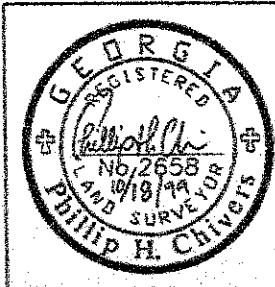
I CERTIFY, THAT IN MY OPINION, THIS PLAT IS A CORRECT REPRESENTATION OF THE LAND PLATTED AND HAS BEEN PREPARED IN CONFORMITY WITH THE MINIMUM STANDARDS AND REQUIREMENTS OF THE GEORGIA PLAT LAW

THE FIELD DATA UPON WHICH THIS MAP OR PLAT IS BASED HAS A CLOSURE PRECISION OF ONE FOOT IN 15,000+ FEET AND AN ANGULAR ERROR OF 3.0 SECONDS PER ANGLE POINT, AND WAS ADJUSTED USING THE COMPASS RULE. THIS MAP OR PLAT HAS BEEN CALCULATED FOR CLOSURE AND IS FOUND TO BE ACCURATE WITHIN ONE FOOT IN 80,000+ FEET



Equipment Used
Linear: Leica TC805
Angular: Leica TC805

- LEGEND:**
- - 1"Ø IRON PIN FOUND
 - - 1/2"Ø IRON PIN FOUND
 - ⊙ - 3/4"Ø IRON PIPE FOUND



Property Survey for:	
Marilyn Waller	
5.22 Ac. along Dennis Station Rd. lying in the 312th G. M. District Putnam County, Georgia	
SCALE: 1"=100'	October 18, 1999
Ogletree & Chivers Land Surveyors 893 Dunlap Rd, Suite B Milledgeville GA 31061 912-453-3454	

August 24, 2023

Bobby J. Wilder
141 Casters Branch Rd
Eatonton, GA 31024

Project: Dennis Station Boat and RV Storage

Location: 641 Dennis Station Rd., Eatonton, GA 31024

Subject: Letter of Intent for Conditional Use Permit

To: Planning and Zoning Commission

I would like to build a Boat and RV Storage, as well as a 40 secured storage unit business on my 5.22 acre parcel that is currently zoned AG. The property is solely surrounded by GA Power owned property. This property is located a few miles from Dennis Station Boat Launch. I would manage and maintain this business.

Thank you for your consideration,

Bobby J. Wilder
404-557-9413
Dennisstationboatandrstorage@gmail.com

After Recording Return To:
McMichael & Gray, P.C.
1215 Eagles Landing Parkway, #207
Stockbridge, GA 30281

eFiled & eRecorded
DATE: 4/13/2022
TIME: 3:59 PM
DEED BOOK: 01082
PAGE: 00018 - 00019
RECORDING FEES: \$25.00
TRANSFER TAX: \$48.60
PARTICIPANT ID: 7339863107,7067927936
CLERK: Trevor J. Addlson
Putnam County, GA
PT61: 117-2022-000692

Order No.: STK-220267-PUR

Property Appraiser's Parcel I.D. Number:
082 059

LIMITED WARRANTY DEED

STATE OF GEORGIA

COUNTY OF FULTON

THIS INDENTURE, made this 1st day of April, 2022, between

Christopher Rucker

as party or parties of the first part, hereinafter called Grantor, and

Bobby J Wilder, II and Rebecca Wilder
as Joint Tenants with the Rights of Survivorship and Not as Tenants in Common

as party or parties of the second part, hereinafter called Grantee (the words "Grantor" and "Grantee" to include their respective heirs, successors and assigns where the context requires or permits).

WITNESSETH that: Grantor, for and in consideration of the sum of Ten And No/100 Dollars (\$10.00) and other good and valuable considerations in hand paid at and before the sealing and delivery of these presents, the receipt whereof is hereby acknowledged, has granted, bargained, sold, aliened, conveyed and confirmed, and by these presents does grant, bargain, sell, alien, convey and confirm unto the said Grantee,

All that tract or parcel of land including the seven room frame house thereon, the same lying and being in Putnam County, 312th GMD, Georgia near what is known as Dennis Station and containing; Five (5) acres, more or less, and is bound on the West by the public road known as Old Humber Ferry Road; on the South, East and North by lands formerly owned by Mrs. Broadfield and being the residence, now or formerly, of Anna Waller and being more particularly described in a survey for Marilyn Waller by Ogletree & Chivers dated October 18, 1999 under seal of Philip H. Chivers, Georgia RLS #2658, containing 5.22 acres as follows:

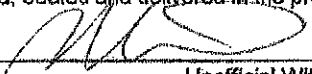
BEGINNING at a point located on the northeasterly right of way of Dennis Station Road (80' right of way_ said point being 0.5 miles more or less southerly along the easterly right of way line of Dennis Station Road from the intersection of the easterly right of way line of Dennis Station Road and the southerly right of way line of Twin Bridge Road; thence leaving the easterly right of way line of Dennis Station Road and running North 86 degrees 03 minutes 03 seconds East a distance of 507.20 feet to a point; thence running South 02 degrees 41 minutes 22 seconds East a distance of 425.9 feet to a point; thence running South 87 degrees 57 minutes 55 seconds West a distance of 526.32 feet to a point along the easterly right of way line of Dennis Station Road; thence running along an arc of a curve to the right of way line of Dennis Station Road (said curve having a chord distance of 441.77 feet and a radius of 1936.71 feet along a bearing of North 00 degrees 00 minutes 00 seconds East) an arc distance of 442.73 feet to a point and the **POINT OF BEGINNING**. Said tract or parcel of land is the same tract or parcel of land which was conveyed to Sidney Davis by Mrs. Annie Lou Wall by Warranty Deed recorded in Deed Book 2-U, page 457, in the office of the Superior Court of said County.

SUBJECT to all zoning ordinances, easements and restrictions of record affecting said premises.

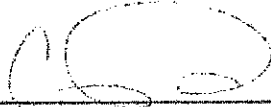
TO HAVE AND TO HOLD the said tract or parcel of land, with all and singular the rights, members and appurtenances thereof, to the same being, belonging, or in anywise appertaining, to the only proper use, benefit and behoof of the said Grantee forever in FEE SIMPLE.

AND THE SAID Grantor will warrant and forever defend the right and title to the above described property unto the said Grantee against the claims of all persons owning, holding or claiming by, through or under the said Grantor.
IN WITNESS WHEREOF, the Grantor has signed and sealed this deed, the day and year above written.

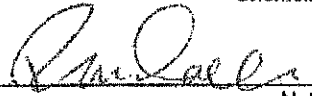
Signed, sealed and delivered in the presence of:



Unofficial Witness



Christopher Rucker (Seal)



Notary Public

My Commission Expires: 10/15/2023
[Notary Seal]





PUTNAM COUNTY PLANNING & DEVELOPMENT

117 Putnam Drive, Suite B ♦ Eatonton, GA 31024

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

CAMPAIGN CONTRIBUTION DISCLOSURE

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

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

Name of Recipient	Date	Contribution Amount	Description of Gift	Value of Gift

Name of Business: _____

Business Ownership Interest: _____ Property Ownership Interest: _____

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

Bobby J. Williams
Owner or Applicant Signature

Kentaria Williams
Notary Public

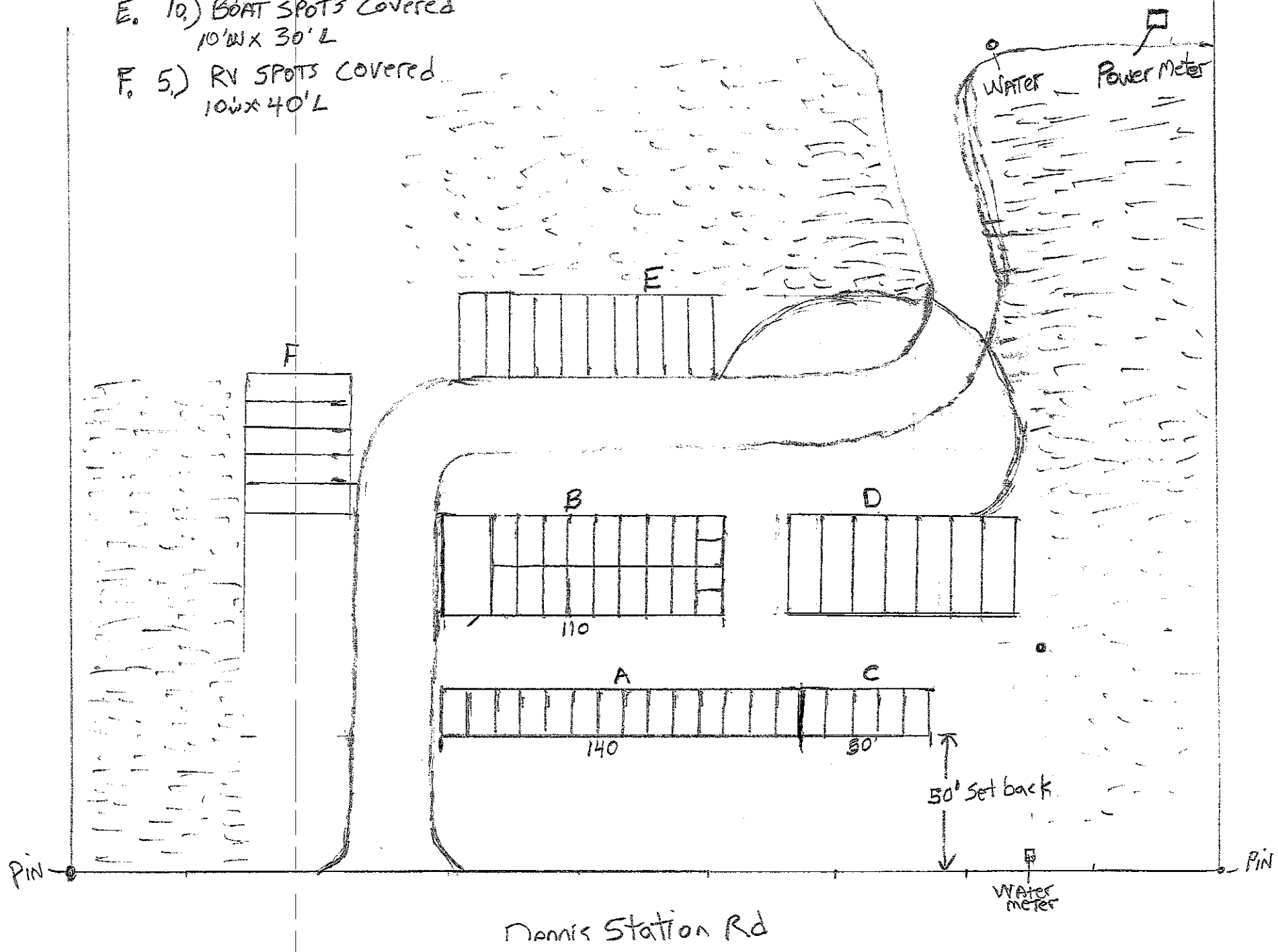
Sworn and subscribed before me this
24th day of August 2023



Future MAintenance Shop/Barn

1" = 50'

- D. 7) RV SPOTS Covered
12' W x 40' L
- E. 10) BOAT SPOTS Covered
10' W x 30' L
- F. 5) RV SPOTS Covered
10' W x 40' L



Dennis Station Rd

COOL WHITE
SRI 85

POLAR WHITE
SRI 62

ASH GRAY
SRI 40

OLD TOWN GRAY
SRI 53

STEEL GRAY
SRI 12

BURNISHED SLATE
SRI 7

BLACK
SRI 0

GA call for lead times

COLONIAL RED
SRI 32

PATRIOT RED
SRI 32

LIGHT STONE
SRI 62

SURFSAND
SRI 38

SAHARA TAN
SRI 47

KOKO BROWN
SRI 9

FERN GREEN
SRI 26

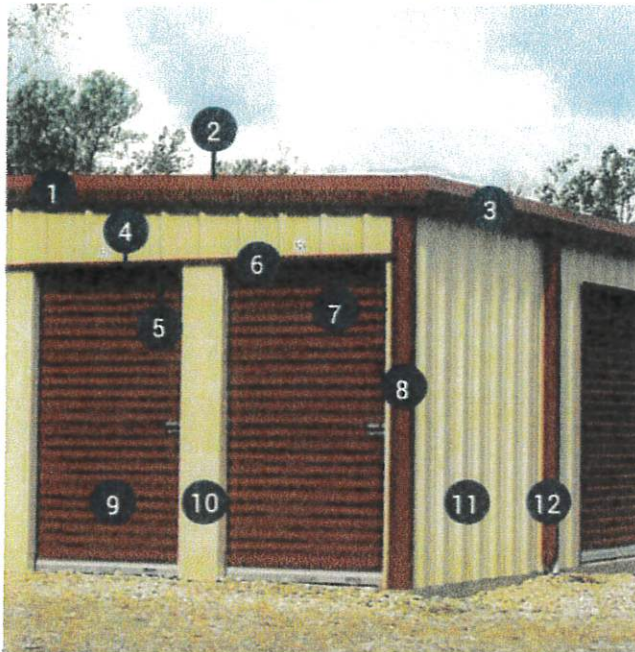
EVERGREEN
SRI 10

COLONY GREEN
SRI 39

call for lead times

HAWAIIAN BLUE
SRI 39

ROYAL BLUE
SRI 9



- 1. Rake Trim
- 2. Roof Panel
- 3. Gutter
- 4. Continuous Head Trim
- 5. Header Angle
- 6. Jamb Cap
- 7. Jamb Trim
- 8. Outside Corner
- 9. Door
- 10. Mullion Cover
- 11. Wall Panel
- 12. Downspout

Roof

GALVALUME

Walls

LIGHT STONE

Rake, Gutter & Eave Trim

EVERGREEN

Downspout

LIGHT STONE

Outside Corner

LIGHT STONE

Mullion/Door Opening

LIGHT STONE

Continuous Head Trim

LIGHT STONE

**Jamb Trim
(Typically same as Mullion)**

LIGHT STONE

Interior Hallway (if applicable)

N/A

Doors based on manufacturer color chart*

SEE JANUS ATTACHMENT FOR DOOR COLOR CHOICES

Interior Door Colors

N/A

Exterior Door Colors

FOREST GREEN

Buyer Signature

X

*Roll-up door are priced as using STANDARD COLOR options.
*If a NON-STANDARD color is chosen, pricing is subject to be revised for the Roll up doors. Please see your Sales Representative for color options.

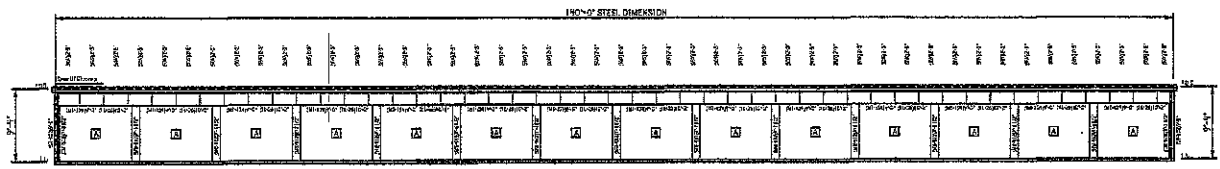


"SAMPLE ONLY"

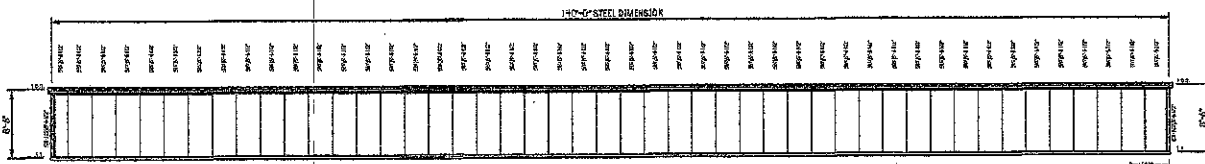


SAMPLE ONLY

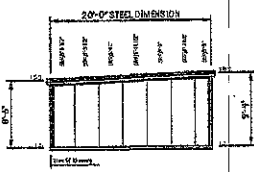
CONFIDENTIAL AND PROPRIETARY INFORMATION
IT IS THE POLICY OF PEAK STEEL TO PROTECT ALL INFORMATION CONTAINED HEREIN FROM DISCLOSURE TO ANY OTHER PERSON OR ENTITY WITHOUT THE WRITTEN PERMISSION OF PEAK STEEL.



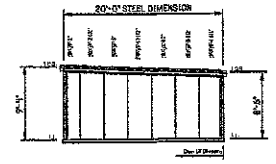
FRONT ELEVATION



REAR ELEVATION



LEFT ELEVATION



RIGHT ELEVATION

ELEVATION PLAN

Notes:
DOOR SCHEDULE

(1) EACH 9'-0" X 7'-0" FRAMED OPENING

A



CONSTRUCTION ISSUE

9508-28825

PEAK STEEL
P.O. BOX 1275
Mableton, GA 30650
Phone: (706) 342-7775
Fax: (706) 348-1568

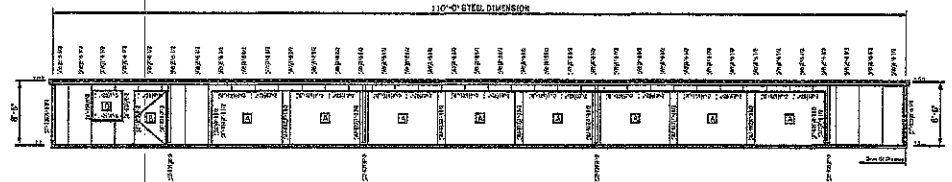
TBD
POCONO PINES, PA 18350
20' x 140' x 8'-6" LS
ANSI D DATE: 05/27/22 SCALE: TM CHECKED: WR
2 of 8 9508-28825-A

CONFIDENTIAL AND PROPRIETARY INFORMATION
 IT IS HEREBY ADVISED THAT THIS DOCUMENT IS THE PROPERTY OF
 CONCRETE AND METAL FABRICATORS ASSOCIATION OF AMERICA. IT IS TO BE USED ONLY FOR THE PROJECT AND NOT TO BE REPRODUCED OR
 COPIED IN ANY MANNER WITHOUT THE WRITTEN PERMISSION OF THE ASSOCIATION.

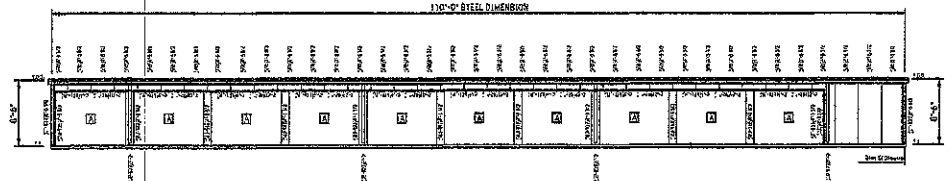
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- DOOR SCHEDULE**
- 1 (2) EACH 9'-0" x 7'-0" FRAMED OPENING
 - 2 (1) 10'-0" 1/2 GLASS WALKDOOR
 - 3 (1) 10'-0" WALKDOOR W/ LEVEL LOCKER
 - 4 (2) 4'-0" x 4'-0" WINDOW FRAMED OPENINGS

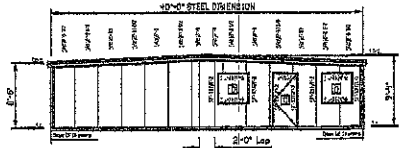
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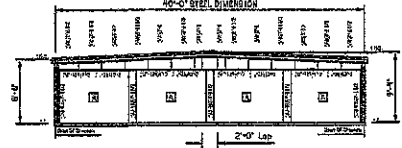
FRONT ELEVATION



REAR ELEVATION



LEFT ELEVATION



RIGHT ELEVATION

EXTERIOR ELEVATIONS



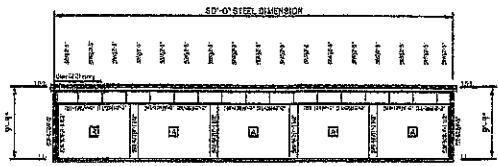
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9508-28826

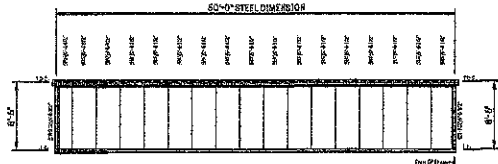
TRAK SYSTEMS
 P.O. BOX 1276
 Mechanicsville, PA 17050
 Phone: (717) 512-9995
 Fax: (717) 513-1968

TBD
 POCONO PINES, PA 18350
40' x 110' x 8'-6" LS
 ANSICD 06/07/22 TM WR
 2 of 8 9508-28826-B

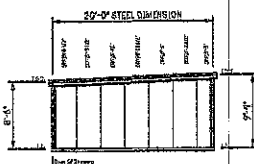
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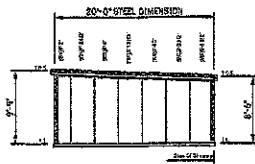
FRONT ELEVATION



REAR ELEVATION



LEFT ELEVATION



RIGHT ELEVATION

ELEVATION PLAN

Notes:
 DOOR SCHEDULE
 (1) EACH 9'-0" X 7'-0" FRAMED OPENING

C

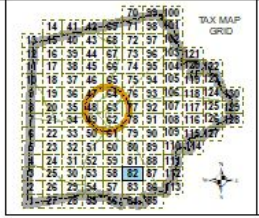
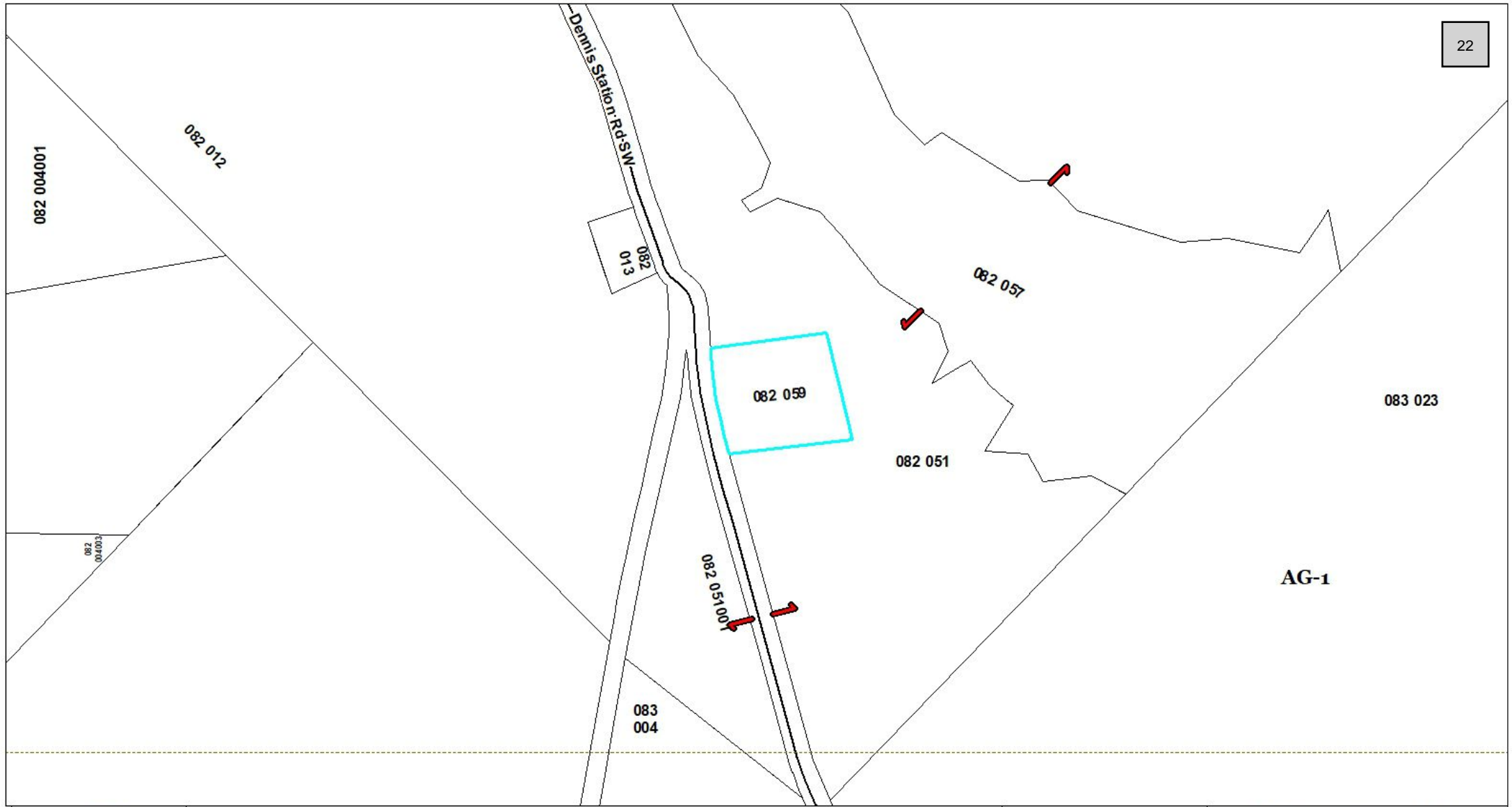


DATE: CONSTRUCTION ISSUE

9508-28828

PEAK STEEL
 P.O. Box 1275
 Madison, OH 43060
 Phone: (706) 342-9795
 Fax: (706) 342-1968

TBD
 POCONO PINES, PA 18350
 TITLE: 20' x 50' x 8'-6" LS
 SIZE: ANS I D DATE: 05/27/22 DRAWN: TM CHECKED: WR
 SHEET NO.: 2 of 8 DRAWING NO.: 9508-28828-C



GEOGRAPHIC FEATURE LEGEND

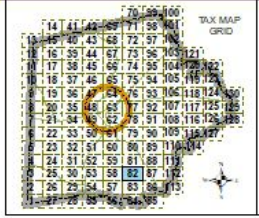
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County Boundary	No Code	C-1	I-M	MHP	R - 2 CITY	R-1R
Roads	AG-1	C-1 CITY	IND-1 CITY	PUBLIC	R - 3 CITY	R-2
Parcels	AG-1 CITY	C-2	IND-2	PUBLIC CITY	R - 4 CITY	VILLAGE
Parcel_Hooks					RM-1	

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

PUTNAM COUNTY, GEORGIA
ZONING MAPS

MAP 082

MAP SCALE: 1" = 400' SCALE RATIO: 1:4,800 DATE: NOVEMBER 2023



GEOGRAPHIC FEATURE LEGEND

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

MGRC
IT GIS Services

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

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

MAP 082

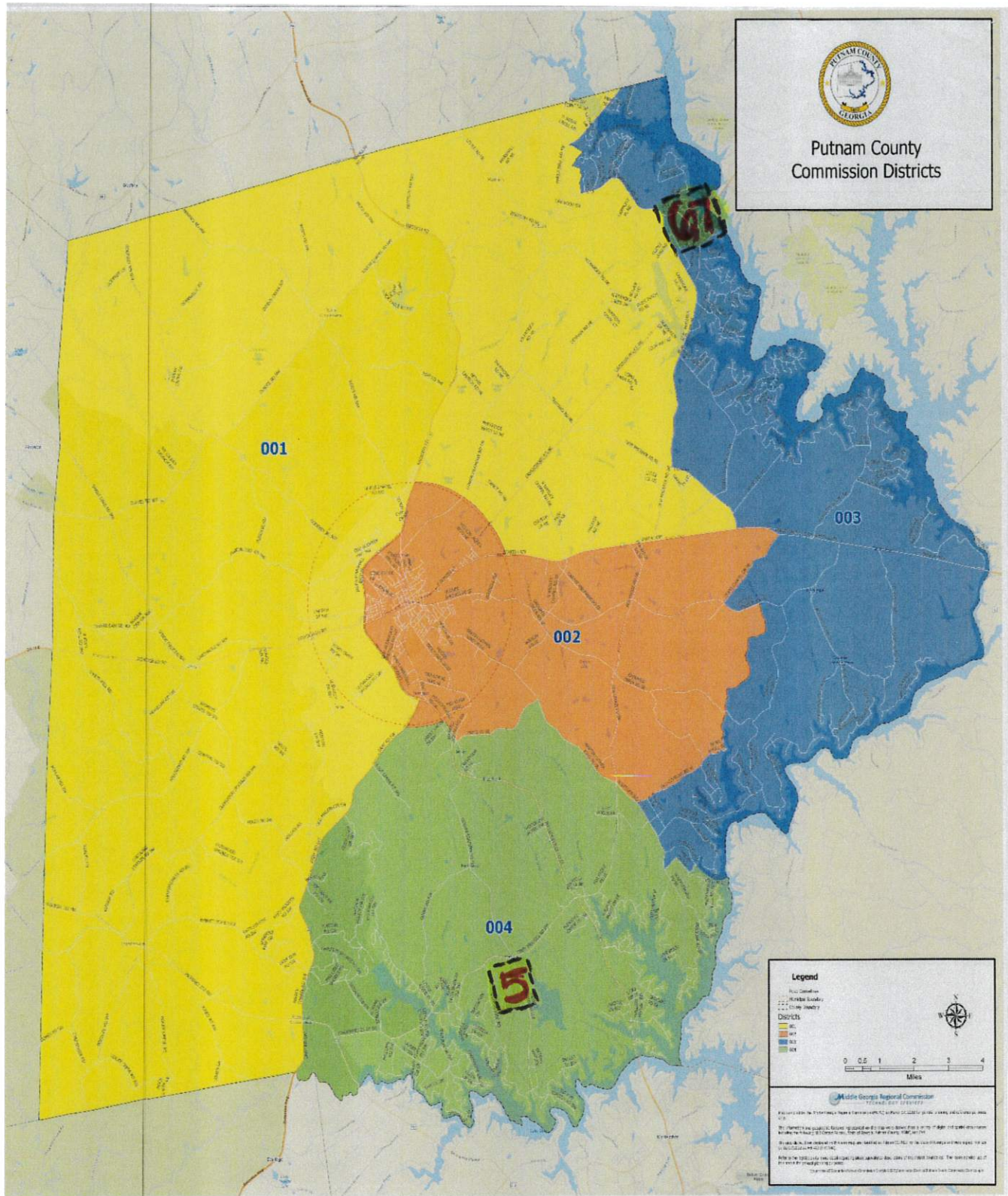
MAP SCALE: 1" = 400' SCALE RATIO: 1:4,800 DATE: NOVEMBER 2023

File Attachments for Item:

8. Request by Rick McAllister, agent for Shaifer Oconee LLC to rezone 158.22 acres on Scott Road from C-PUD to R-PUD. [Map 102, Parcel 002, District 3] (staff-P&D)

Request by **Rick McAllister, agent for Shaifer Oconee LLC** to rezone 158.22 acres on Scott Road from C-PUD to R-PUD [**Map 102, Parcel 002, District 3**].* The applicant is requesting to rezone 158.22 acres from C-PUD to R-PUD. This site is located along the 4,100 linear frontage of Scott Road and abuts C-1 and C-2 zoning districts. It also abuts a property that is zoned for residential. If approved, the applicant is seeking to establish a mixed-use residential community along the Scott Road connector. According to the applicant's traffic impact analysis, the proposed development will consist of 387 residential units in total, of which 124 will be residential townhomes and 263 will be single-family homes. The study proposes three road accesses which include Scott Road, Sammons Industrial Parkway and Hwy 44. As projected in the study, the anticipated completion (build-out) of the development is 2030.

1. **Scott Road at Proposed Driveway #1:** (a) Provide a full-movement driveway; to be stop-control (b) Provide one entry lane and one exit lane (c) Install a westbound right-turn deceleration lane (d) Install an eastbound left-turn deceleration lane.
2. **Connection to existing road to the SR 44/Lake Oconee Parkway at Thunder Road intersection at Proposed Driveway #2:** (a) No geometric changes recommended.
3. **Sammons Industrial Parkway at Proposed Driveway #3: (Note: The driveway creates the 3rd leg northern leg of the T-intersection)** (a) Provide a full-movement driveway; one entry lane and one exit lane (b) Install a stop sign (stop-control) for the eastbound approach of Sammons Industrial Parkway
4. **Staff also recommends that the comp plan be amended to reflect current and future commercial and residential development in this area.**



5. Request by **Bobby J. Wilder** for a conditional use at 641 Dennis Station Road. Presently zoned AG. [Map 082, Parcel 059, District 4].*
6. Request by **Rick McAllister, agent for Shaifer Oconee LLC** to rezone 158.22 acres on Scott Road from C-PUD to R-PUD. [Map 102, Parcel 002, District 3].*
7. Request by **Rick McAllister, agent for Shaifer Oconee LLC** to rezone 5.89 acres at 113 Scott Road from C-1 to R-PUD. [Map 102A, Parcel 104003, District 3].*



PUTNAM COUNTY PLANNING & DEVELOPMENT

117 Putnam Drive, Suite B ♦ Eatonton, GA 31024

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

REZONING

APPLICATION NO. 2023-REZONE-40 DATE: 11-22-23

MAP 102 PARCEL 002 ZONING DISTRICT CPUD

1. Owner Name: Shaifer Oconee LLC

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

3. Mailing Address: 1341 Beverly Drive

4. Email Address: [REDACTED]

5. Phone: (home) _____ (office) _____ (cell) [REDACTED]

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

7. The area of land proposed to be rezoned (stated in square feet if less than one acre): 158.22

8. The proposed zoning district desired: RPUD

9. The purpose of this rezoning is (Attach Letter of Intent) See attached

10. Present use of property: CPUD Desired use of property: RPUD

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

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

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

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

15. A detailed description of existing land uses: Undeveloped CPUD

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

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

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

Revised 10-1-23

RECEIVED DEC 01 2023

**IMPACT ANALYSIS
PROPOSED RPUD DEVELOPMENT
REZONING REQUEST
PUTNAM COUNTY PARCELS 102-002 AND 102A-
104003**

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

TABLE OF CONTENTS

Letter of Intent..... Page 3

Impact Study Information Page 4

Traffic Study Attachment

Combination exhibit of Property Attachment

Existing Conditions Attachment

Existing Zoning Attachment

Conceptual Site Plan Attachment

Comprehensive plan insert Attachment

Proposed Development Standards..... Attachment

LETTER OF INTENT – SCOTT ROAD PROJECT – C3 ZONING REQUEST

The site is located along 4,100 LF frontage of Scott Road with a combined area of approximately 165 acres. Surrounding land uses include C-1 opposite Scott Road (North) and C-1 to East. C-2 use is the majority of surrounding South and West side parcels. Two existing ponds are located internally to site which combined are approximately 20 acres. Existing road accesses include Scott Road, Sammons Industrial Parkway and Hwy 44.

The intended land use for this property is residential with varying sizes of single-family lots and single-family townhomes. The attached conceptual plan illustrates the proposed amount of each use including conceptual layout of interior roads.

The re-zone request is in response to market demands for residential needs within the hwy 44 / Lake Oconee development corridor.

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

IMPACT ANALYSIS INFORMATION

ITEM #1

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

RPUD allows for a variety of residential dwelling units within the same zoning district.

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

The proposed re-zone parcel is surrounded by existing C-1 and C-2 uses. Proposed zoning illustrates the proposed mixed-use of the area.

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

The proposed use is residential in nature with proposed zoning buffers. Development will complement existing commercial uses within the area.

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

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

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

The current development market and area growth patterns reflect the need for more single-family residential units in the area. CPUD required 25% commercial – Development plan illustrates 100% residential.

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

The proposed development will incur the cost of constructing streets interior to the project. Water and sewer are provided by Piedmont Water Resources. Developer will incur cost of any additions required to bring water and sewer to property. Final plans will

meet fire protection requirements with all necessary hydrants and equipment circulation requirements.

Surrounding streets will require improvements as noted within the attached traffic study. Specifically, a traffic signal at Scott Road / HWY 44- which has been a county consideration over the last few years.

Given the incurred infrastructure cost and the potential for county revenue benefits there is no evidence of an excessive or burdensome use of public facilities, funded capabilities, utilities or police and fire protection that could not be increased or met over the development timeframe.

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

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

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

The proposed use balances the existing commercial corridor with a large-scale residential development with emphasis on providing a lifestyle utilizing the existing ponds and trails throughout the property. The proposed use goes beyond a reasonable use of property – possibly a defining development for the county.

ITEM #2 TRAFFIC ANALYSIS – (SEE ATTACHMENT)

ITEM# 3

The conceptual plan is based upon development standards for RPUD Zoning are as follows:

- Residential Units:
- 124 Townhomes
- 163 50' SF Lots
- 100 65' SF lots
- All open space requirements met

ITEM #4

Effect on environment surrounding the area:

Natural:

The property is currently wooded with topography sloped into 2 existing ponds. The entire parcel comprises of own watershed directed to existing ponds. Pond outfall eventually flows into Lake Oconee. A 25’ State Waters buffer will be placed on all qualified pond or stream components. Some wetland areas may exist on site and will be delineated by an Environmental Consultant. Wetlands will be mapped, surveyed and protected per environmental guidelines upon development of project areas(s). Source: Putnam County / City of Eatonton 2007-2030 Comprehensive Plan – Wetlands Map 6 Prepared by Middle Georgia RDC

Erosion:

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

Historic:

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

ITEM #5

Impact on fire protection

Infrastructure exists within the development area to provide water main minimum size requirements to meet Putnam County code.

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

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



Stillwater Development

Traffic Impact Study

Prepared for:

Forestar (USA) Real Estate Group Inc.

Prepared by:

KCI Technologies Inc.

2160 Satellite Boulevard, Suite 130

Duluth, GA 30097

www.kci.com

678.990.6200

November 2023

KCI Project #242309129

A stylized, monochromatic blue illustration of a cityscape. It features various buildings, a bridge, a water tower, trees, and cars on a road. The style is geometric and modern.

**RISE TO THE
CHALLENGE**



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**RISE TO THE
CHALLENGE**

Executive Summary

The purpose of this study is to evaluate the potential traffic impacts of the proposed *Stillwater* residential development. The site is in Putnam County and located along south side of Scott Road, between Harmony Road and SR 44/Lake Oconee Parkway. Based on the concept plan (dated 05/17/2023), the +/-158.30-acre development proposes a total of 387 residential units (124 residential townhomes; 263 single-family homes). The concept plan (see Appendix B) for the development illustrates the site layout and the proposed driveway locations.

Scott Road is a two-lane roadway with a 45-mph speed limit adjacent to the proposed development. Harmony Road and SR 44/Lake Oconee Parkway are two-lane roadways in the area of the site. The existing site is undeveloped. Access to the site is proposed via three driveways: one onto Scott Road, one onto Sammons Industrial Parkway, and one connection to SR 44/Lake Oconee Parkway at the Thunder Road intersection.

For the purposes of the traffic study, the analysis included the expected completion (build-out) of the development by year 2030. This study performed an analysis of existing traffic conditions and future traffic conditions. The future conditions analysis was performed for the year 2030 Build Conditions (with the Stillwater development).

The traffic impact study network consisted of the proposed site driveway locations and three off-site intersections. The traffic study identified recommendations to provide acceptable traffic operations. And included a review of the need for turn lanes at site driveways. Putnam County utilizes the Georgia DOT Regulations for Driveway and Encroachment Control Manual which includes requirements for turn lanes at site driveways.

Based on existing conditions, the existing intersections are operating at acceptable levels of service during the AM and PM peak hours. In the future year 2030 No-Build Conditions (without the Stillwater development traffic volumes), the study intersections are expected to continue operating at acceptable levels of service during the AM and PM peak hours, except for SR 44/Lake Oconee Parkway at Thunder Road. The eastbound and westbound vehicles turning left onto SR 44 from Thunder Road are expected to experience delay with vehicles having to find gaps in the SR 44 traffic, which is common for stop-control intersections on major routes.

In the future year 2030 Build Conditions (with the Stillwater development traffic volumes), the results of the traffic analysis indicate the site driveways, operating with side-street stop-control, are expected to operate acceptable levels of service during the AM and PM peak hours. Additionally, the study intersections are expected to continue operating at acceptable levels of service during the AM and PM peak hours, except for SR 44/Lake Oconee Parkway at Thunder Road intersection. The eastbound and westbound vehicles turning left onto SR 44 from Thunder Road are expected to experience long delay with vehicles having to find gaps in the SR 44 traffic, which is common for stop-control intersections on major routes.

The traffic impact study identified the following geometric improvements needed to accommodate the proposed development. Based on estimated traffic volumes in the year 2030 Build year conditions, and the GDOT requirements, the following driveway geometric recommendations are provided:

- Scott Road at Proposed Driveway #1:
 - Provide a full-movement driveway; driveway to be stop-control
 - Provide one entry lane and one exit lane
 - Install a westbound right-turn deceleration lane
 - Install an eastbound left-turn deceleration lane
- Proposed Driveway #2 connection to existing road to the SR 44/Lake Oconee Parkway at Thunder Road intersection:
 - No geometric changes recommended
- Sammons Industrial Parkway at Proposed Driveway #3
 - Note: The driveway creates the 3rd leg (northern leg) of the T-intersection
 - Provide a full-movement driveway; one entry lane and one exit lane
 - Install a stop sign (stop-control) for the eastbound approach of Sammons Industrial Parkway

Table of Contents

1.	Existing Conditions	1	
1.1	Site Conditions		1
1.2	Roadway Conditions		1
1.3	Traffic Volumes		2
2.	Future Conditions	3	
2.1	Future No-Build Traffic Volumes		3
2.2	Future Roadway Conditions		3
3.	Proposed Development Traffic	4	
3.1	Trip Generation		4
3.2	Trip Distribution and Assignment		4
3.3	Future Build Traffic Volumes		4
4.	Capacity Analysis	5	
4.1	Existing Conditions Capacity Analysis		6
4.2	Future No-Build Conditions Capacity Analysis		6
4.3	Future Build Conditions Capacity Analysis		7
4.4	Turn Lane Analysis at Site Driveways		8
5.	Recommendations	9	
5.1	Recommended Driveway Geometry		9

Tables

Table 1: Proposed Site Trip Generation4

Table 2: Level of Service Criteria5

Table 3: Existing Year (2023) Level of Service6

Table 4: Future Year (2030) Level of Service (No-Build)6

Table 5: Future Year (2030) Level of Service (Build)7

Appendix

A: Figures

- Figure 1 – Location Map
- Figure 2 – Aerial & Access Locations
- Figure 3 – Existing Traffic Conditions
- Figure 4 – Project Trip Distribution
- Figure 5 – Future Build (Year 2030) Conditions

B: Concept Plan

C: Traffic Count Data

D: GDOT Traffic Data

E: Intersection Volume Development

F: Capacity Analysis Reports

1. Existing Conditions

1.1 Site Conditions

The proposed development is located on undeveloped property. **Figure 1** provides a general location map. **Figure 2** is an aerial that shows the site location and the proposed site driveway (Figures included in Appendix A). Access to the property is proposed to be provided at three locations (The concept plan is included in Appendix B). Nearby land uses are a mix of residential and industrial.

1.2 Roadway Conditions

Scott Road travels in the east-west direction in the vicinity of the proposed development. It is a two-lane facility that is functionally classified as a local road by Georgia DOT with a posted speed limit of 45 mph. The roadway has grassed, rural shoulders with no sidewalks.

SR 44/Lake Oconee Parkway travels in the north-south direction in the vicinity of the proposed development. It is a two-lane facility that is functionally classified as a rural minor arterial by Georgia DOT with a speed limit of 45 mph. The roadway has grassed, rural shoulders with no sidewalks.

Harmony Road travels in the north-south direction in the vicinity of the proposed development. It is a two-lane facility that is functionally classified as a rural major collector by Georgia DOT with a speed limit of 45 mph. The roadway has grassed, rural shoulders with no sidewalks.

Sammons Industrial Parkway travels in the east-west direction in the vicinity of the proposed development. It is a two-lane facility that is functionally classified as a local road by Georgia DOT with a speed limit of 25 mph. The roadway has grassed, rural shoulders with no sidewalks.

The intersection of SR 44/Lake Oconee Parkway at Scott Road is a signalized T-intersection and has the following lane configuration:

- Northbound SR 44/Lake Oconee Parkway: one through lane; one left-turn lane
- Southbound SR 44/Lake Oconee Parkway: one through lane; one right-turn lane
- Eastbound Scott Road: one left-turn lane; one right-turn lane

The intersection of SR 44/Lake Oconee Parkway at Thunder Road is side-street stop-control and has the following lane configuration:

- Northbound SR 44/Lake Oconee Parkway: one shared left-turn/through/right-turn lane
- Southbound SR 44/Lake Oconee Parkway: one shared left-turn/through lane; one right-turn lane
- Eastbound Approach: one shared left-turn/through/right-turn lane
- Westbound Thunder Road: one shared left-turn/through/right-turn lane

The intersection of Harmony Road at Sammons Industrial Parkway is side-street stop-control T-intersection and has the following lane configuration:

- Northbound Harmony Road: one shared right-turn/through lane
- Southbound Harmony Road: one shared left-turn/through lane
- Westbound Sammons Industrial Parkway: one left-turn lane; one right-turn lane

1.3 Traffic Volumes

Traffic counts were collected on November 9th, 2023, for use in the traffic analysis. The traffic data collected included:

- One 24-hr volume count at the following location:
 1. Scott Road, near Proposed Driveway #1
- Three AM and PM period turning movement count at the following location:
 1. SR 44/Lake Oconee Parkway at Scott Road
 2. SR 44/Lake Oconee Parkway at Thunder Road
 3. Harmony Road at Sammons Industrial Parkway

Historical traffic volume data available from the GDOT TADA source were utilized to inform the annual growth factor. The three locations are indicated in Appendix D. The three locations are:

- GDOT Count Station #237-0146 located on SR 44/Lake Oconee Parkway, north of Harmony Road
- GDOT Count Station #237-0181 located on Harmony Road, south of Scott Road
- GDOT Count Station #237-0145 located on SR 44/Lake Oconee Parkway, south of Harmony Road

Figure 3 (in Appendix A) illustrates the existing 2023 traffic volumes. The 2023 traffic volumes are indicated in the Intersection Volume Development tables included in the Appendix E.

2. Future Conditions

2.1 Future No-Build Traffic Volumes

Future No-Build traffic volumes were developed by reviewing the historical traffic volumes roadways within the vicinity of the project and historic population growth in Putnam County. Three GDOT count stations in the area were reviewed. The annual historic compound growth rate averaged 3.6% between the three count stations. The calculations are included in Appendix D. Putnam County's population growth rate was most recently reported as 0.38% per year in 2020. The Governor's Office of Planning and Budget developed population projections indicate an estimated growth of 0.09% by 2030 in Putnam County.

Considering this data, a 3.5% per year growth rate to account for background traffic volume growth was used in the traffic study. For the purposes of this study the proposed development is expected to be completed and opened by 2030. A 3.5% per year growth rate was applied to the 2023 existing volumes to calculate year 2030 No-Build traffic volumes. The 2030 No-Build traffic volumes are indicated in the Intersection Volume Development tables included in Appendix E.

2.2 Future Roadway Conditions

A review of Putnam County and Georgia DOT planned and programmed transportation projects was performed. There is one programmed project near the study area:

- **PI 0006253:**
 - SR 44 from Harmony Rd/Phoenix Rd to Carey Station-Phase III (Urban) is a widening project planned for future construction to begin in 2027 along SR44/Lake Oconee Parkway. The project consists of widening SR 44 from the existing two-lane road to a four-lane road. The design is stated to include a 16-foot raised median, bike lanes, sidewalk, and two 11 ft lanes in each direction. During the widening project, several roundabouts will be added at intersections throughout the project corridor.
 - Note: The project improvements were not assumed/included in the future year conditions analysis (neither No-Build conditions nor Build conditions).

3. Proposed Development Traffic

Project traffic was calculated for the proposed development. Project traffic is defined as the vehicular trips expected to be generated by the development and distributed over the roadway network.

3.1 Trip Generation

The project driveway volumes were calculated based on the Institute of Transportation Engineers' (ITE) Trip Generation Manual, Eleventh Edition. The development proposes 124 residential townhomes and 263 Single-Family detached houses. The most applicable ITE land use (LU) codes are LU 210 (Single-Family Detached) and LU 215 (Single-Family Attached). Due to the development type, pass-by reductions and internal capture reductions were not included for the traffic analysis. **Table 1** below summarizes the trips expected daily, during the AM peak hour and during the PM peak hour for the development.

Land Use (ITE Code)	Units	Daily Trips	AM Peak Hour			PM Peak Hour		
		Two-Way Total	Enter	Exit	Total	Enter	Exit	Total
Single-Family Detached (210)	263	2,531	48	144	192	162	95	95
Single-Family Attached (215)	124	894	18	41	59	40	30	70
Driveway Totals		3,425	66	185	251	202	125	327

3.2 Trip Distribution and Assignment

An overall trip distribution and assignment of project trips was based on existing traffic patterns and a review of land uses and the street network in the area. This information was used to apply the project traffic volumes at the study intersections and development driveway.

The directional distribution for the proposed development is estimated to be:

- 10% to/from the west along Scott Road
- 50% to/from the east along Scott Road
- 10% to/from the north along Harmony Road
- 20% to/from the south along Harmony Road
- 15% to/from the south along SR 44/Lake Oconee Parkway
- 45% to/from the north along SR 44/Lake Oconee Parkway

Figure 4 (in Appendix A) illustrates the directional distribution.

3.3 Future Build Traffic Volumes

The 2030 future Build traffic volumes were calculated by adding the proposed development (Stillwater Development) traffic volumes to the projected year 2030 No-Build traffic volumes. **Figure 5** (in Appendix A) illustrates the year 2030 Build traffic volumes.

4. Capacity Analysis

Capacity analysis was performed at the study intersections for the weekday AM and PM peak hours. Intersection Level of Service (LOS) was calculated based on the methodologies contained in the Highway Capacity Manual, 6th Edition. The Synchro Studio software, which utilizes the HCM 6th Edition methodology, was utilized to perform the analyses.

Capacity is defined as the maximum number of vehicles that can pass over a particular road segment or through a particular intersection within a specified period under prevailing roadway, traffic, and control conditions. Level of service (LOS) is used to describe the operating characteristics of a road segment or intersection in relation to its capacity. LOS is defined as a qualitative measure that describes operational conditions and motorist's perceptions. The Highway Capacity Manual defines six levels of service, LOS A through LOS F. Level of service A indicates excellent operations with little delay to motorists, while level of service F indicates extremely long delay.

Level of service for unsignalized intersections is calculated for the average control delay incurred for vehicles on the stop control approach, compared to the average control delay per vehicle for all approaches at a signalized intersection. Control delay for vehicles include initial deceleration delay, queue move-up time, stopped delay, and final acceleration delay. **Table 2** below indicates the relationship between delay and LOS for signalized and unsignalized intersections, respectively. Level-of-service "E" is typically considered to be the limit of acceptable delay.

Several factors affect the controlled delay for unsignalized intersections, including the availability of gaps in the cross-street traffic, and acceptable gap time to make the movement from the stop position. For stop-control intersections, LOS E and F exist when there are insufficient gaps in traffic, resulting in long delays. Low level of service for stop-control approaches are not uncommon at major cross-streets.

Table 2: Level of Service Criteria		
Level of Service	Average Control Delay Per Vehicle (sec)	
	Signalized Intersection	Unsignalized Intersection
A	≤10	≤10
B	>10 and ≤20	>10 and ≤15
C	>20 and ≤35	>15 and ≤25
D	>35 and ≤55	>25 and ≤35
E	>55 and ≤80	>35 and ≤50
F	>80	>50

4.1 Existing Conditions Capacity Analysis

Capacity analysis was performed for the existing year 2023 conditions and existing traffic volumes. The existing traffic conditions and volumes are illustrated in **Figure 3**. **Table 3** summarizes the results of the capacity analysis.

Table 3: Existing Year (2023) Level of Service				
Intersection	Intersection Control	Approach	AM Peak Hour LOS (Delay*)	PM Peak Hour LOS (Delay*)
1. SR 44/Lake Oconee Parkway at Scott Road	Signalized	Overall	B (10)	A (9)
		NB	A (6)	A (4)
		SB	A (7)	A (8)
		EB	D (39)	D (39)
2. SR 44/Lake Oconee Parkway at Thunder Road	Stop-Control	EB	D (28)	D (34)
		WB	C (24)	E (44)
3. Harmony Road at Sammons Industrial Parkway	Stop Control	WB	B (11)	B (11)

*Average vehicle delay in seconds

The existing intersections are currently operating at acceptable levels of service during the AM and PM peak hours. The eastbound and westbound approaches at Thunder Road experience delay with vehicles having to find gaps in the SR 44 throughput, which is common for stop-control intersections on major routes.

4.2 Future No-Build Conditions Capacity Analysis

Capacity analysis was performed for the year 2030 Future Conditions and includes the No-Build traffic and the existing roadway conditions. The 2030 No-Build traffic volumes do not include the proposed development and does not include the future planned PI 0006253 widening project. **Table 4** summarizes the results of the capacity analysis for the Future No-Build Conditions.

Table 4: Future Year (2030) Level of Service (No-Build)				
Intersection	Intersection Control	Approach	AM Peak Hour LOS (Delay*)	PM Peak Hour LOS (Delay*)
1. SR 44/Lake Oconee Parkway at Scott Road	Signalized	Overall	B (14)	B (14)
		NB	B (11)	A (6)
		SB	A (9)	B (16)
		EB	D (40)	D (39)
2. SR 44/Lake Oconee Parkway at Thunder Road	Stop-Control	EB	F (61)	F (73)
		WB	E (43)	F (110)
3. Harmony Road at Sammons Industrial Parkway	Stop Control	WB	B (11)	B (13)

*Average vehicle delay in seconds

By the 2030 Future No-Build Conditions, Intersection #1 and Intersection #3 are expected to continue operating with acceptable levels of service during the AM and PM peak hours. Intersection 3 is expected to

operate with low levels of service during the AM and PM peak hours. The eastbound and westbound vehicles turning left onto SR 44 are expected to experience delay with vehicles having to find gaps in the SR 44 traffic, which is common for stop-control intersections on major routes. It is important to note, PI 006253 is a widening project which includes additional travel lanes, which should reduce the vehicle delay at this intersection.

4.3 Future Build Conditions Capacity Analysis

Capacity analysis was performed for the year 2030 Future Build Conditions and includes the No-Build traffic volumes plus the Stillwater development volumes. The Build traffic conditions and volumes are illustrated in **Figure 5. Table 5** summarizes the results of the capacity analysis.

Table 5: Future Year (2030) Level of Service (Build)				
Intersection	Intersection Control	Approach	AM Peak Hour LOS (Delay*)	PM Peak Hour LOS (Delay*)
1. SR 44/Lake Oconee Parkway at Scott Road	Signalized	Overall	C (20)	B (18)
		NB	B (16)	A (8)
		SB	B (12)	C (21)
		EB	D (50)	D (39)
2. SR 44/Lake Oconee Parkway at Thunder Road	Stop-Control	EB	F (96)	F (125)
		WB	E (46)	F (131)
3. Harmony Road at Sammons Industrial Parkway	Stop Control	WB	B (14)	B (15)
4. Scott Road at Proposed Driveway #1	Stop-Control	NB	A (10)	B (11)

**Average vehicle delay in seconds*

By the 2030 Future Build Conditions, Intersection #1 and Intersection #3 are expected to continue operating with acceptable levels of service during the AM and PM peak hours. Additionally, the new proposed driveway on Scott Road is expected to operate with acceptable levels of service during the AM and PM peak hours.

Intersection #2 is expected to operate with low levels of service during the AM and PM peak hours. The eastbound and westbound vehicles turning left onto SR 44 from Thunder Road are expected to experience delay with vehicles having to find gaps in the SR 44 traffic, which is common for stop-control intersections along major routes. It is important to note, PI 006253 is a widening project which includes additional travel lanes, which should reduce the vehicle delay at this intersection.

4.4 Turn Lane Analysis at Site Driveways

The Georgia DOT Driveway and Encroachment Control Manual was reviewed for the proposed driveway along Scott Road. The GDOT driveway manual, Section 4I, Auxiliary Turn Lanes, provides minimum volumes requiring right-turn or left-turn deceleration lanes. The year 2030 Build traffic volumes were compared to the Georgia DOT driveway requirements for deceleration lanes.

Right-Turn Deceleration Lane Criteria

Based on the 45-mph speed limit, two-lane roadway, and less than 6,000 ADT (Average Daily Traffic) on Scott Road Table 4-6 indicates a dedicated right-turn lane is required if there are at least 150 vehicles turning right into the site within a day. The estimated daily westbound right-turn volume entering the development at the proposed site driveway #1 is 171 vehicles per day at the proposed site driveway, which meets the threshold.

Calculation: $3,425 \text{ daily trips} / 2 = 1,713 \text{ entering trips} * 0.10 \text{ (percentage of vehicles turning right at Driveway)} = 171 \text{ vehicles}$

Left-Turn Deceleration Lane Criteria

Based on the 45-mph speed limit, two-lane roadway, and less than 6,000 ADT on Scott Road, Table 4-7a indicates a dedicated left-turn lane is required if there are at least 250 vehicles turning left into the site within a day. The estimated daily eastbound left-turn volume entering the development is 856 vehicles per day at the proposed site driveway #1, which meets the threshold.

Calculation: $3,425 \text{ daily trips} / 2 = 1,713 \text{ entering trips} * 0.50 \text{ (percentage of vehicles turning right at Driveway)} = 856 \text{ vehicles}$

5. Recommendations

Recommendations for access for the proposed Stillwater residential development are based on existing conditions, the proposed development use, and expected traffic volumes. The need for dedicated turn lanes at the proposed development driveways and appropriate traffic control (i.e. stop control) were reviewed. Recommendations were based on transportation industry standards and engineering judgment. Specifics of the driveway design will need to follow Putnam County requirements for the driveways.

5.1 Recommended Driveway Geometry

Based on estimated traffic volumes in the year 2030 Build year conditions the following driveway geometric recommendations are provided:

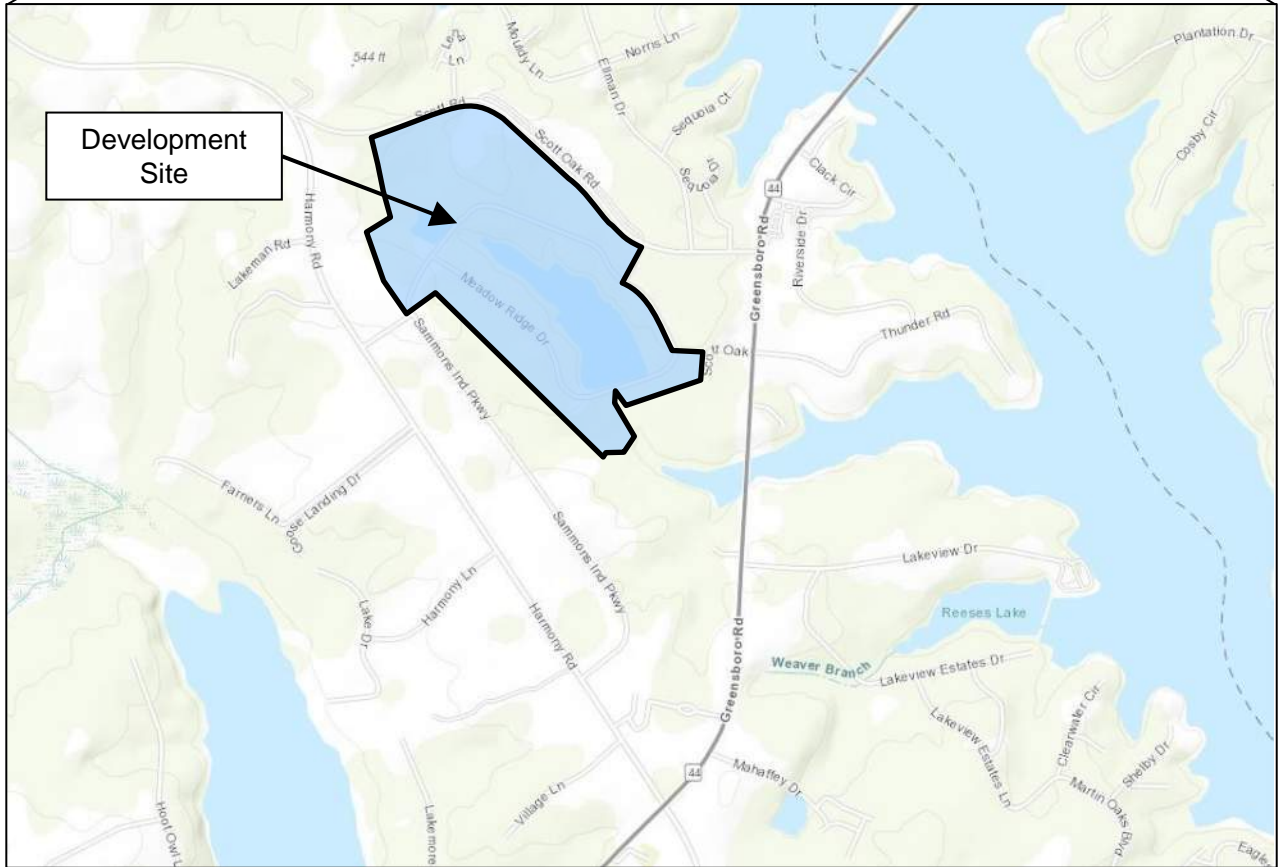
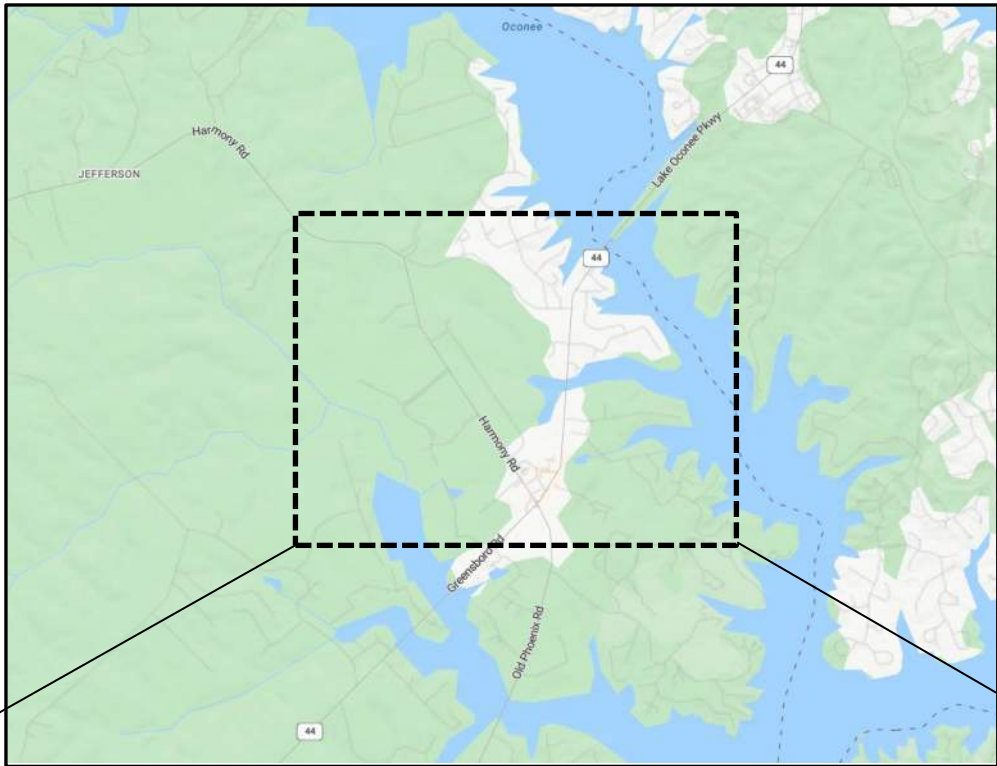
- Scott Road at Proposed Driveway #1:
 - Provide a full-movement driveway; driveway to be stop-control
 - Provide one entry lane and one exit lane
 - Install a westbound right-turn deceleration lane
 - Install an eastbound left-turn deceleration lane
- Proposed Driveway #2 connection to existing road to the SR 44/Lake Oconee Parkway at Thunder Road intersection:
 - No geometric changes recommended
- Sammons Industrial Parkway at Proposed Driveway #3
 - Note: The driveway creates the 3rd leg (northern leg) of the T-intersection
 - Provide a full-movement driveway; one entry lane and one exit lane
 - Install a stop sign (stop-control) for the eastbound approach of Sammons Industrial Parkway

Appendices

- Appendix A
 - Figures
- Appendix B
 - Concept Plan
- Appendix C
 - Traffic Count Data
- Appendix D
 - GDOT Traffic Data
- Appendix E
 - Intersection Volume Development
- Appendix F
 - Capacity Analysis Reports

Appendix A

Figures



Not to Scale

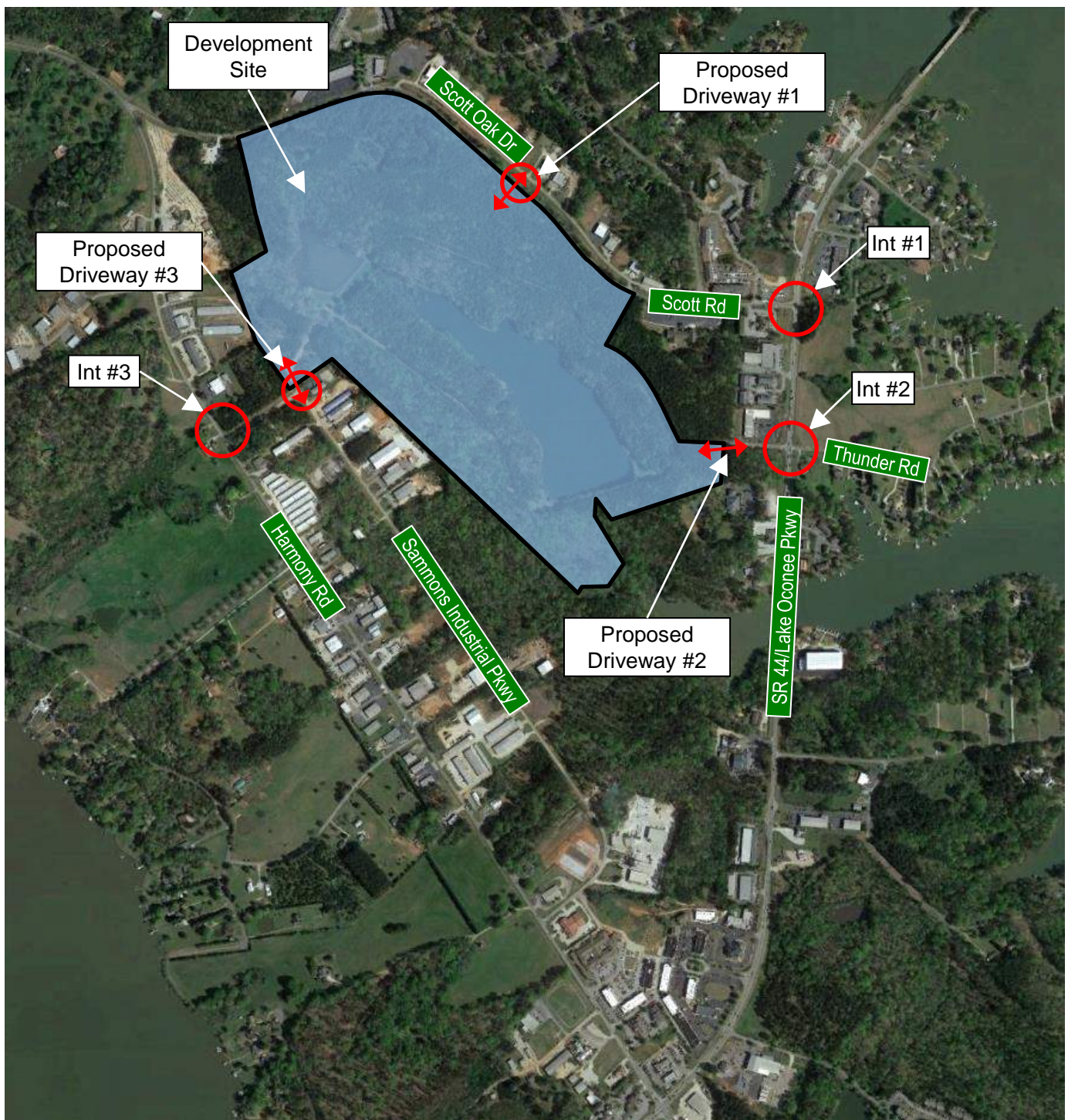


**Traffic Impact Study
Stillwater Development
Putnam County, Georgia**

**Location
Map**


**Figure
1**

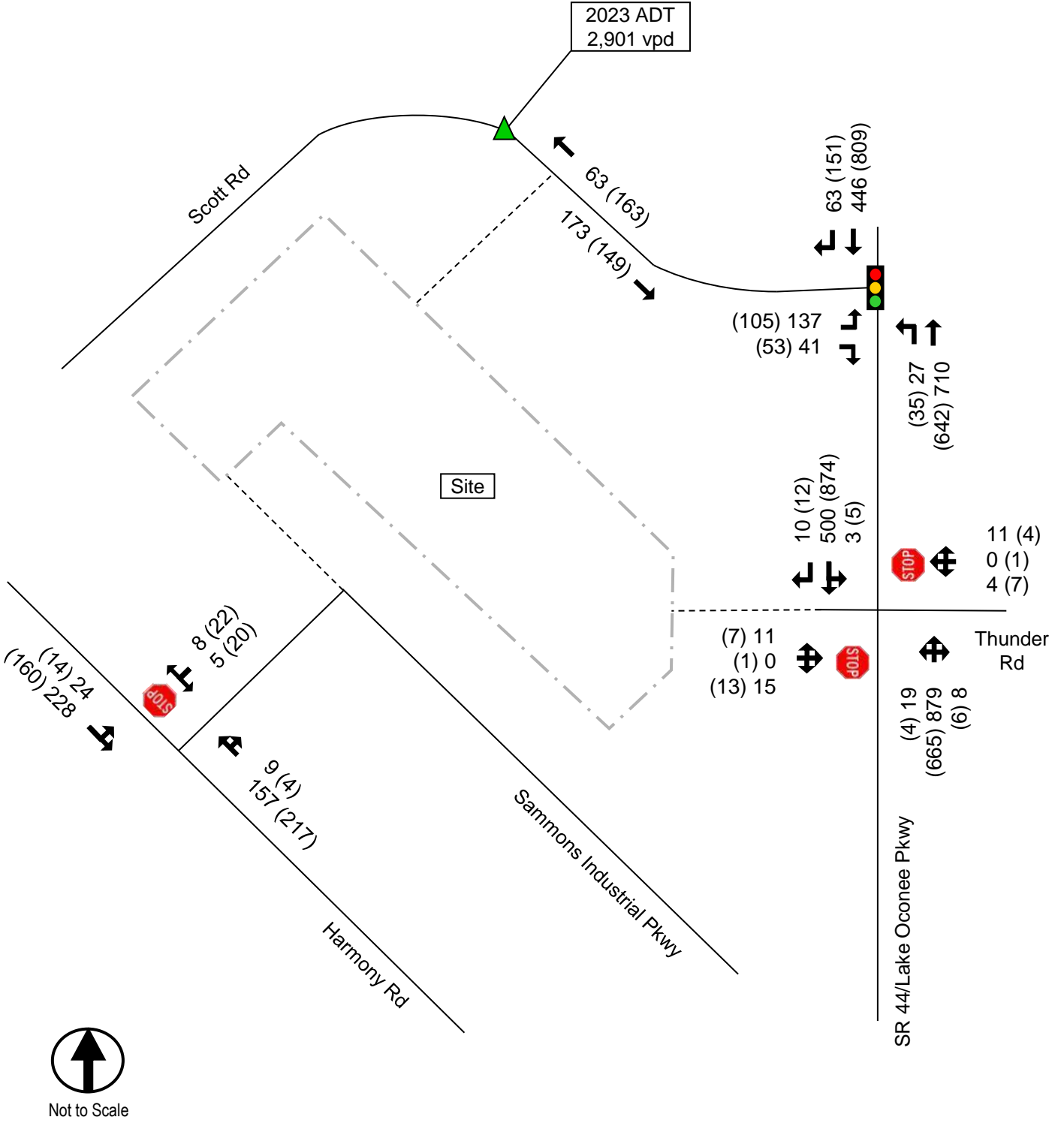
Legend:
○ Study Intersection



Not to Scale

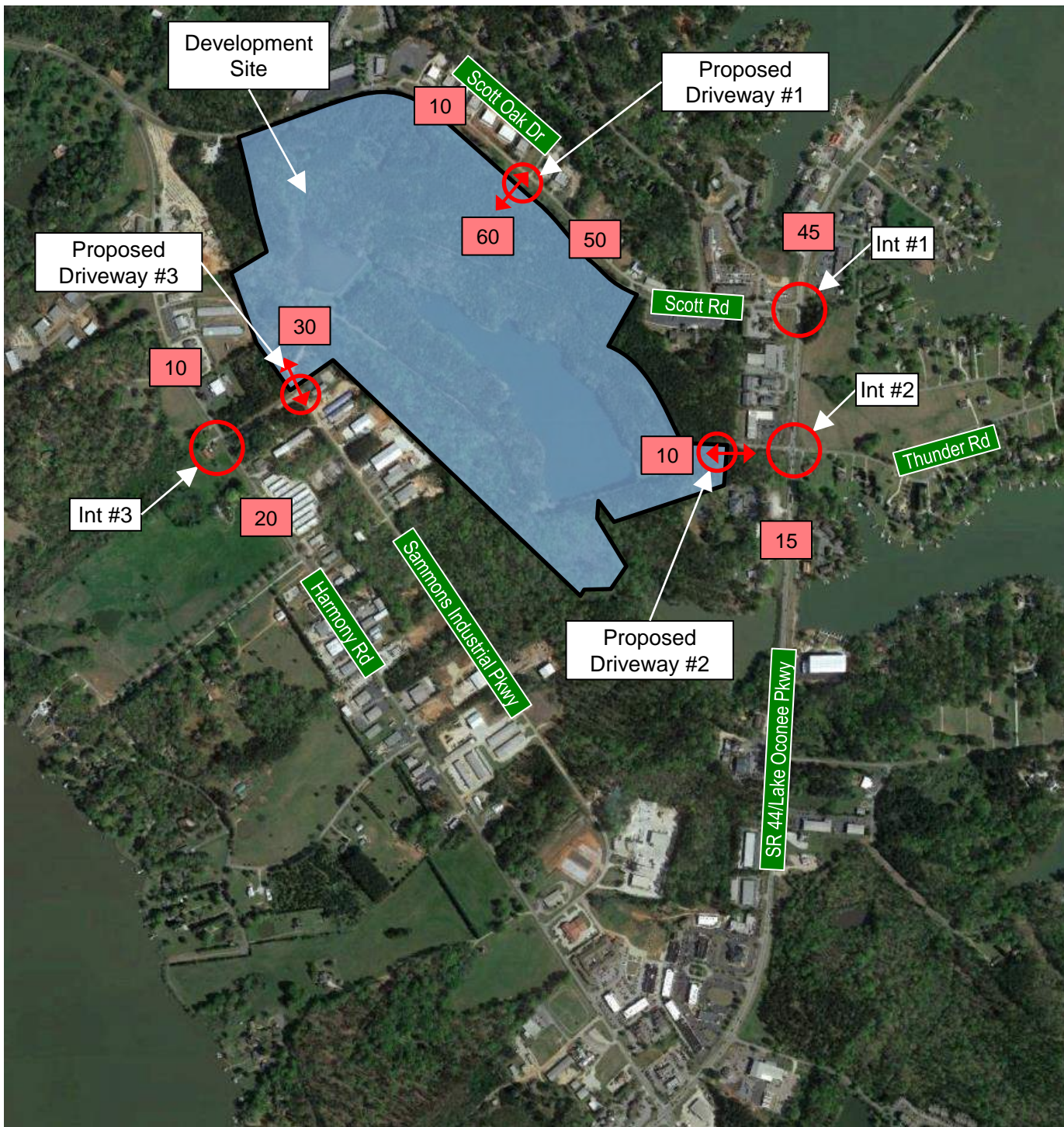
LEGEND:

-  Existing Roadway Laneage
- XX AM Peak Hour Traffic Volumes
- (XX) PM Peak Hour Traffic Volumes



Legend:

100 Development Trip %



Not to Scale



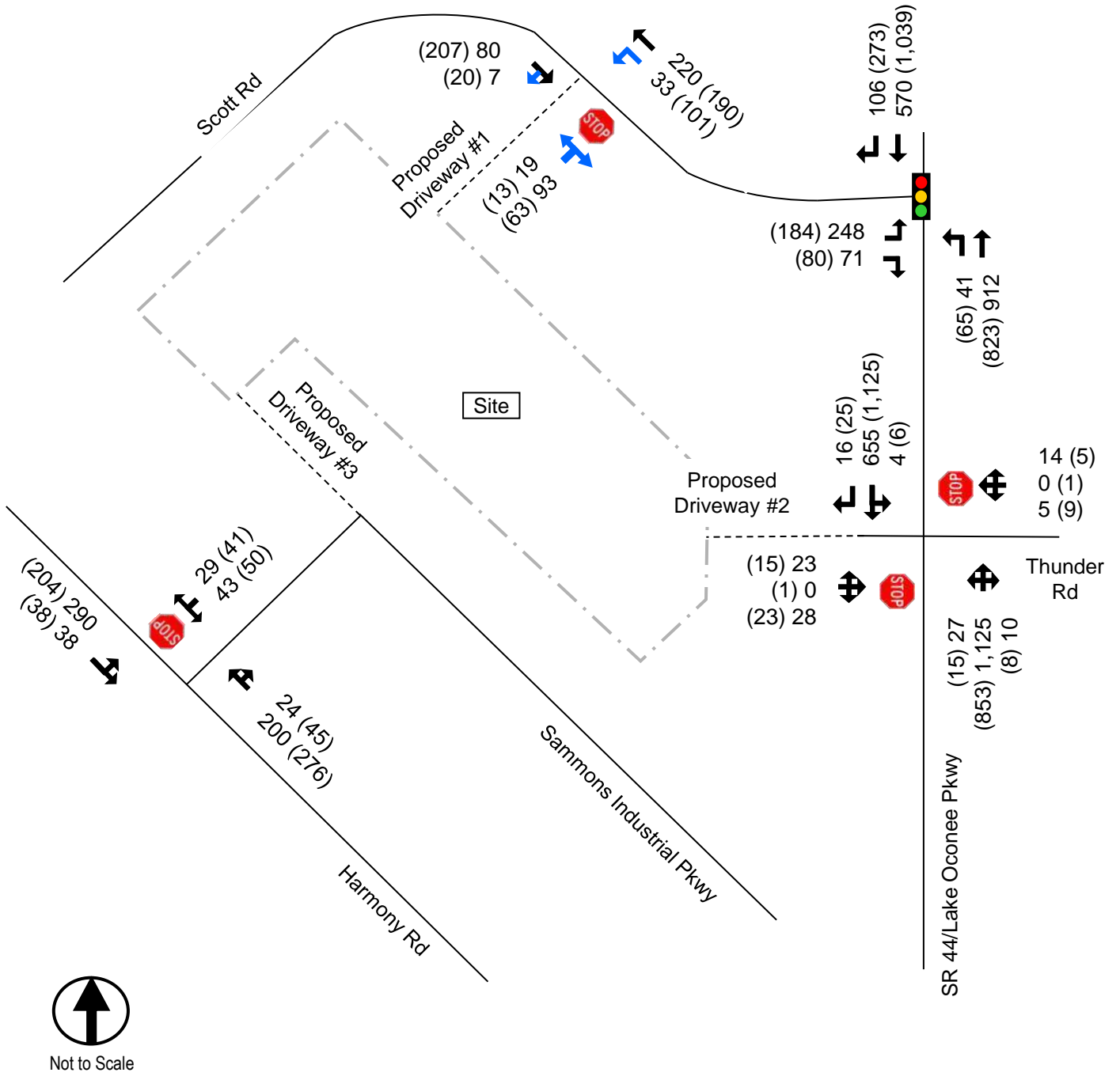
Traffic Impact Study
Stillwater Development
Putnam County, Georgia

Project Trip
Distribution

Figure
4

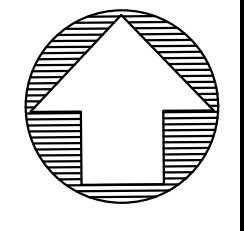
LEGEND:

- ← Existing Roadway Laneage
- ← Proposed Roadway Laneage
- XX AM Peak Hour Traffic Volumes
- (XX) PM Peak Hour Traffic Volumes



Appendix B

Concept Plan



Know what's below. Call before you dig.
 THE LOCATIONS OF EXISTING UNDERGROUND UTILITIES ARE SHOWN BY AN APPROXIMATE WAY ONLY AND HAVE NOT BEEN REPRESENTATIVE. THE CONTRACTOR SHALL DETERMINE THE EXACT LOCATION OF ALL EXISTING UTILITIES BEFORE COMMENCING WORK AND ALL DAMAGES WHICH MAY BE INCURRED BY THE CONTRACTOR SHALL BE EXACTLY LOCATED AND PRESERVE ANY AND ALL UNDERGROUND UTILITIES.

NOTICE:
 CONSTRUCTION SITE SAFETY IS THE SOLE RESPONSIBILITY OF THE CONTRACTOR. NEITHER THE OWNER NOR THE ENGINEER SHALL BE HELD RESPONSIBLE FOR ANY ACCIDENTS OR INJURIES TO PERSONS OR PROPERTY ENGAGED IN THE WORK OF ANY NEARBY STRUCTURES, OR OF ANY OTHER PERSONS.

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24 HOUR EMERGENCY CONTACT
 ####
 ####

ATWELL
 866.850.4200 www.atwell-group.com
 1800 PARKWAY PLACE, SUITE 700
 WAREHOUSES, GA
 COA# PEF005804



STILLWATER SCOTT OAK DRIVE
 FORESTAR
 CONCEPT PLAN
 PUTNAM COUNTY, GEORGIA

DATE: 05-17-2023
 REVISIONS:
 DRAWN BY: ####
 CHECKED BY: ####
 PROJECT MANAGER: ####
 JOB #: ####
 FILE CODE: ####
 SHEET NO. CSP2

SCALE: 1"=200'
 NOT ISSUED FOR CONSTRUCTION
 CAD FILE: C08 SITE PLAN

SITE AREA	
TOTAL PROPERTY AREA:	158.3± AC
ZONING CLASSIFICATION	
JURISDICTION:	PUTNAM COUNTY
EXISTING ZONING:	CPUD
PROPOSED ZONING:	RPUD
DEVELOPMENT PROPOSAL	
PROPOSED DENSITY:	387 UNITS
24' TOWNHOME PRODUCT:	124 UNITS (32%)
50' SINGLE FAMILY DETACHED LOT:	163 UNITS (42%)
65' SINGLE FAMILY DETACHED LOT:	100 UNITS (26%)
ZONING BUFFER	
FRONT SETBACK:	50' (DISTURBED/RE-VEGETATED)
SIDE SETBACK:	20'
REAR SETBACK:	10'
PROPOSED R/W:	20'
MIN. OPEN SPACE REQUIRED	
PROPOSED OPEN SPACE:	20.2% (32.0 AC)
LAKE/WETLANDS:	17.25 AC (34.5 TOTAL AC)
REMAINING OPEN SPACE:	14.75 AC
NOTES	
1. REZONING REQUIRED.	
2. BASE INFORMATION PROVIDED BY CLIENT AND GIS DATA.	
3. WETLANDS/STREAM DETERMINATION PROVIDED BY SELLER.	
4. STORMWATER DETENTION TO BE PROVIDED WITHIN EXISTING LAKE.	
5. WATER QUALITY NOT PROVIDED FOR THE SITE.	



FILE NAME: X:\Projects\2023\Newlands\Newlands\Site Plan.dwg LAST SAVED BY: user 11/17/2023 10:06 PM PLOTTED BY: [redacted] ON 11/17/2023 PAPER: ARCH D (24.00 x 36.00) PLOT STYLE: ATWELL.ctb

Appendix C

Traffic Count Data

Peak Hour Turning Movement Count

Putnam County, GA

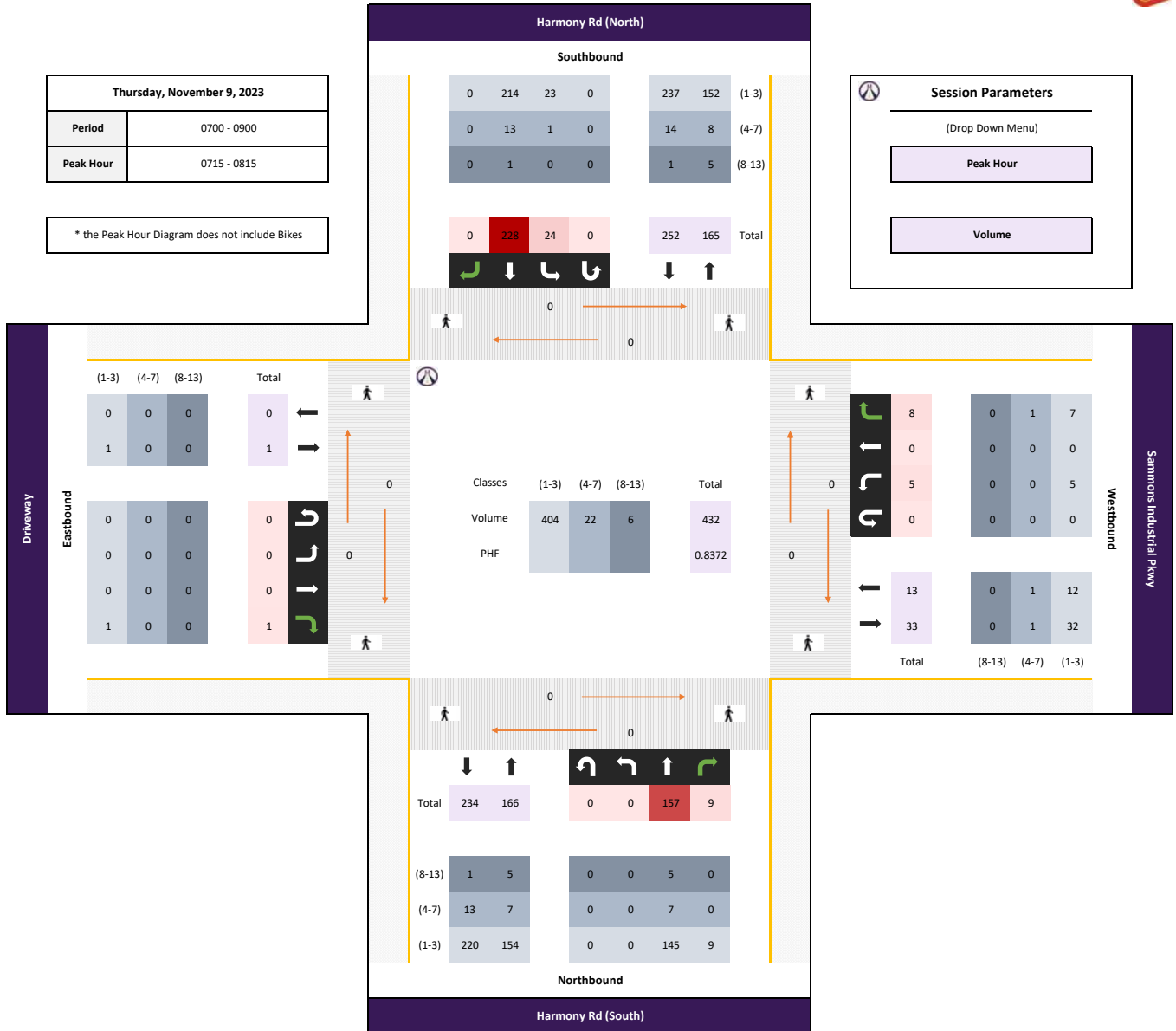
[Click here for Map](#)

Thursday, November 9, 2023	
Period	0700 - 0900
Peak Hour	0715 - 0815

* the Peak Hour Diagram does not include Bikes

Session Parameters

(Drop Down Menu)



All vehicles

Time	Northbound						Southbound						Eastbound						Westbound						Int Total
	Harmony Rd (South)						Harmony Rd (North)						Driveway						Sammons Industrial Pkwy						
	Left 1.1	Thru 1.2	Right 1.3	U-Turn 1.4	App Total		Left 1.5	Thru 1.6	Right 1.7	U-Turn 1.8	App Total		Left 1.9	Thru 1.10	Right 1.11	U-Turn 1.12	App Total		Left 1.13	Thru 1.14	Right 1.15	U-Turn 1.16	App Total		
0715 - 0730	0	28	3	-	0	31	5	49	0	-	0	54	0	0	1	-	0	1	2	0	4	-	0	6	
0730 - 0745	0	36	0	-	0	36	6	60	0	-	0	66	0	0	0	-	0	0	2	0	1	-	0	3	
0745 - 0800	0	56	4	-	0	60	9	60	0	-	0	69	0	0	0	-	0	0	0	0	0	-	0	0	
0800 - 0815	0	37	2	-	0	39	4	59	0	-	0	63	0	0	0	-	0	0	1	0	3	-	0	4	
Total	0	157	9	0	0	166	24	228	0	0	0	252	0	0	1	0	0	1	5	0	8	0	0	13	
Approach %	0.00	94.58	5.42	0.00	0.00	-	9.52	90.48	0.00	0.00	0.00	-	0.00	0.00	100.00	0.00	0.00	-	38.46	0.00	61.54	0.00	0.00	-	
PHF	0.00	0.70	0.56	0.00	0.00	0.69	0.67	0.95	0.00	0.00	0.00	0.91	0.00	0.00	0.25	0.00	0.00	0.25	0.63	0.00	0.50	0.00	0.00	0.54	

Passenger Vehicles (1-3)

Time	Northbound						Southbound						Eastbound						Westbound						Int Total
	Harmony Rd (South)						Harmony Rd (North)						Driveway						Sammons Industrial Pkwy						
	Left 1.1	Thru 1.2	Right 1.3	U-Turn 1.4	App Total		Left 1.5	Thru 1.6	Right 1.7	U-Turn 1.8	App Total		Left 1.9	Thru 1.10	Right 1.11	U-Turn 1.12	App Total		Left 1.13	Thru 1.14	Right 1.15	U-Turn 1.16	App Total		
0715 - 0730	0	24	3	-	0	27	5	48	0	-	0	53	0	0	1	-	0	1	2	0	4	-	0	6	
0730 - 0745	0	35	0	-	0	35	6	56	0	-	0	62	0	0	0	-	0	0	2	0	0	-	0	2	
0745 - 0800	0	51	4	-	0	55	8	55	0	-	0	63	0	0	0	-	0	0	0	0	0	-	0	0	
0800 - 0815	0	35	2	-	0	37	4	55	0	-	0	59	0	0	0	-	0	0	1	0	3	-	0	4	
Total	0	145	9	0	0	154	23	214	0	0	0	237	0	0	1	0	0	1	5	0	7	0	0	12	
Approach %	0.00	94.16	5.84	0.00	0.00	-	9.70	90.30	0.00	0.00	0.00	-	0.00	0.00	100.00	0.00	0.00	-	41.67	0.00	58.33	0.00	0.00	-	
PHF	0.00	0.71	0.56	0.00	0.00	0.70	0.72	0.96	0.00	0.00	0.00	0.94	0.00	0.00	0.25	0.00	0.00	0.25	0.63	0.00	0.44	0.00	0.00	0.50	

Single Unit Trucks (4-7)

Time	Northbound						Southbound						Eastbound						Westbound						Int Total
	Harmony Rd (South)						Harmony Rd (North)						Driveway						Sammons Industrial Pkwy						
	Left 1.1	Thru 1.2	Right 1.3	U-Turn 1.4	App Total		Left 1.5	Thru 1.6	Right 1.7	U-Turn 1.8	App Total		Left 1.9	Thru 1.10	Right 1.11	U-Turn 1.12	App Total		Left 1.13	Thru 1.14	Right 1.15	U-Turn 1.16	App Total		
0715 - 0730	0	1	0	-	0	1	0	1	0	-	0	1	0	0	0	-	0	0	0	0	0	-	0	0	
0730 - 0745	0	1	0	-	0	1	0	3	0	-	0	3	0	0	0	-	0	0	0	0	1	-	0	1	
0745 - 0800	0	4	0	-	0	4	1	5	0	-	0	6	0	0	0	-	0	0	0	0	0	-	0	0	
0800 - 0815	0	1	0	-	0	1	0	4	0	-	0	4	0	0	0	-	0	0	0	0	0	-	0	0	
Total	0	7	0	0	0	7	1	13	0	0	0	14	0	0	0	0	0	0	0	0	1	0	0	1	
Approach %	0.00	100.00	0.00	0.00	0.00	-	7.14	92.86	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	100.00	0.00	0.00	-	
PHF	0.00	0.44	0.00	0.00	0.00	0.44	0.25	0.65	0.00	0.00	0.00	0.58	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.25	0.00	0.00	0.25	

Combination Trucks (8-13)

Time	Northbound						Southbound						Eastbound						Westbound						Int Total
	Harmony Rd (South)						Harmony Rd (North)						Driveway						Sammons Industrial Pkwy						
	Left 1.1	Thru 1.2	Right 1.3	U-Turn 1.4	App Total		Left 1.5	Thru 1.6	Right 1.7	U-Turn 1.8	App Total		Left 1.9	Thru 1.10	Right 1.11	U-Turn 1.12	App Total		Left 1.13	Thru 1.14	Right 1.15	U-Turn 1.16	App Total		
0715 - 0730	0	3	0	-	0	3	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	
0730 - 0745	0	0	0	-	0	0	0	1	0	-	0	1	0	0	0	-	0	0	0	0	0	-	0	0	
0745 - 0800	0	1	0	-	0	1	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	
0800 - 0815	0	1	0	-	0	1	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	
Total	0	5	0	0	0	5	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	
Approach %	0.00	100.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.42	0.00	0.00	0.00	0.42	0.00	0.25	0.00	0.00	0.00	0.25	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

Bikes

Time	Northbound						Southbound						Eastbound						Westbound						Int Total
	Harmony Rd (South)						Harmony Rd (North)						Driveway						Sammons Industrial Pkwy						
	Left 1.1	Thru 1.2	Right 1.3	U-Turn 1.4	App Total		Left 1.5	Thru 1.6	Right 1.7	U-Turn 1.8	App Total		Left 1.9	Thru 1.10	Right 1.11	U-Turn 1.12	App Total		Left 1.13	Thru 1.14	Right 1.15	U-Turn 1.16	App Total		
0715 - 0730	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	
0730 - 0745	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	
0745 - 0800	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	
0800 - 0815	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

Peak Hour Turning Movement Count

Putnam County, GA



www.marrtraffic.com

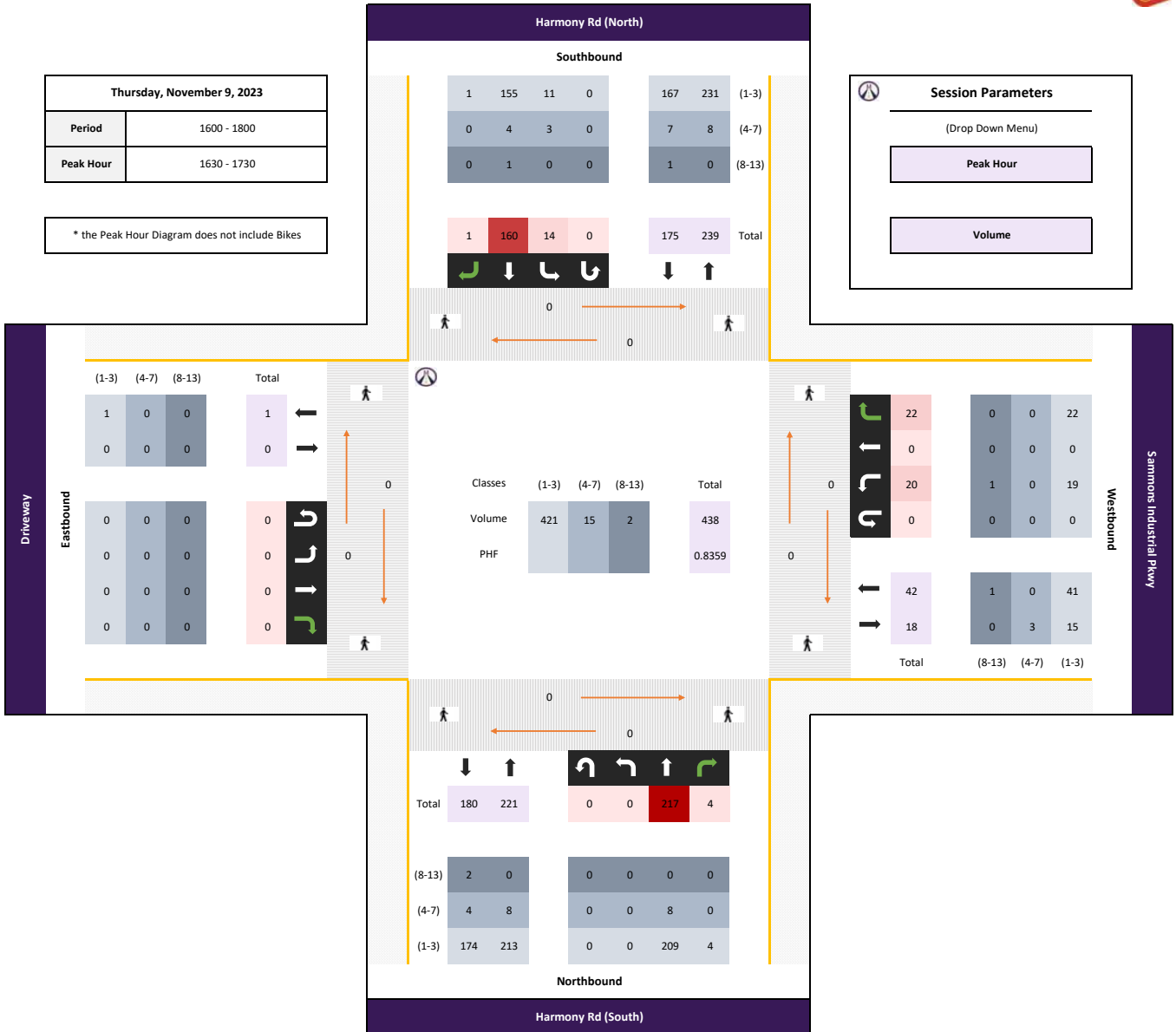
[Click here for Map](#)

Thursday, November 9, 2023	
Period	1600 - 1800
Peak Hour	1630 - 1730

* the Peak Hour Diagram does not include Bikes

Session Parameters

(Drop Down Menu)



All vehicles

Time	Northbound						Southbound						Eastbound						Westbound						Int Total
	Harmony Rd (South)						Harmony Rd (North)						Driveway						Sammons Industrial Pkwy						
	Left 1.1	Thru 1.2	Right 1.3	U-Turn 1.4	App Total		Left 1.5	Thru 1.6	Right 1.7	U-Turn 1.8	App Total		Left 1.9	Thru 1.10	Right 1.11	U-Turn 1.12	App Total		Left 1.13	Thru 1.14	Right 1.15	U-Turn 1.16	App Total		
1630 - 1645	0	37	1	-	0	38	2	42	0	-	0	44	0	0	0	-	0	0	6	0	4	-	0	10	
1645 - 1700	0	63	0	-	0	63	5	40	0	-	0	45	0	0	0	-	0	0	3	0	5	-	0	8	
1700 - 1715	0	70	3	-	0	73	3	45	1	-	0	49	0	0	0	-	0	0	0	0	9	-	0	9	
1715 - 1730	0	47	0	-	0	47	4	33	0	-	0	37	0	0	0	-	0	0	11	0	4	-	0	15	
Total	0	217	4	0	0	221	14	160	1	0	0	175	0	0	0	0	0	0	20	0	22	0	0	42	
Approach %	0.00	98.19	1.81	0.00	0.00	-	8.00	91.43	0.57	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	47.62	0.00	52.38	0.00	0.00	-	
PHF	0.00	0.78	0.33	0.00	0.00	0.76	0.70	0.89	0.25	0.00	0.00	0.89	0.00	0.00	0.00	0.00	0.00	0.00	0.45	0.00	0.61	0.00	0.00	0.70	

Passenger Vehicles (1-3)

Time	Northbound						Southbound						Eastbound						Westbound						Int Total
	Harmony Rd (South)						Harmony Rd (North)						Driveway						Sammons Industrial Pkwy						
	Left 1.1	Thru 1.2	Right 1.3	U-Turn 1.4	App Total		Left 1.5	Thru 1.6	Right 1.7	U-Turn 1.8	App Total		Left 1.9	Thru 1.10	Right 1.11	U-Turn 1.12	App Total		Left 1.13	Thru 1.14	Right 1.15	U-Turn 1.16	App Total		
1630 - 1645	0	36	1	-	0	37	2	41	0	-	0	43	0	0	0	-	0	0	5	0	4	-	0	9	
1645 - 1700	0	60	0	-	0	60	5	38	0	-	0	43	0	0	0	-	0	0	3	0	5	-	0	8	
1700 - 1715	0	67	3	-	0	70	2	45	1	-	0	48	0	0	0	-	0	0	0	0	9	-	0	9	
1715 - 1730	0	46	0	-	0	46	2	31	0	-	0	33	0	0	0	-	0	0	11	0	4	-	0	15	
Total	0	209	4	0	0	213	11	155	1	0	0	167	0	0	0	0	0	0	19	0	22	0	0	41	
Approach %	0.00	98.12	1.88	0.00	0.00	-	6.59	92.81	0.60	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	46.34	0.00	53.66	0.00	0.00	-	
PHF	0.00	0.78	0.33	0.00	0.00	0.76	0.55	0.86	0.25	0.00	0.00	0.87	0.00	0.00	0.00	0.00	0.00	0.00	0.43	0.00	0.61	0.00	0.00	0.68	

Single Unit Trucks (4-7)

Time	Northbound						Southbound						Eastbound						Westbound						Int Total
	Harmony Rd (South)						Harmony Rd (North)						Driveway						Sammons Industrial Pkwy						
	Left 1.1	Thru 1.2	Right 1.3	U-Turn 1.4	App Total		Left 1.5	Thru 1.6	Right 1.7	U-Turn 1.8	App Total		Left 1.9	Thru 1.10	Right 1.11	U-Turn 1.12	App Total		Left 1.13	Thru 1.14	Right 1.15	U-Turn 1.16	App Total		
1630 - 1645	0	1	0	-	0	1	0	1	0	-	0	1	0	0	0	-	0	0	0	0	0	-	0	0	
1645 - 1700	0	3	0	-	0	3	0	1	0	-	0	1	0	0	0	-	0	0	0	0	0	-	0	0	
1700 - 1715	0	3	0	-	0	3	1	0	0	-	0	1	0	0	0	-	0	0	0	0	0	-	0	0	
1715 - 1730	0	1	0	-	0	1	2	2	0	-	0	4	0	0	0	-	0	0	0	0	0	-	0	0	
Total	0	8	0	0	0	8	3	4	0	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0	
Approach %	0.00	100.00	0.00	0.00	0.00	-	42.86	57.14	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.67	0.00	0.00	0.00	0.67	0.38	0.50	0.00	0.00	0.00	0.44	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

Combination Trucks (8-13)

Time	Northbound						Southbound						Eastbound						Westbound						Int Total
	Harmony Rd (South)						Harmony Rd (North)						Driveway						Sammons Industrial Pkwy						
	Left 1.1	Thru 1.2	Right 1.3	U-Turn 1.4	App Total		Left 1.5	Thru 1.6	Right 1.7	U-Turn 1.8	App Total		Left 1.9	Thru 1.10	Right 1.11	U-Turn 1.12	App Total		Left 1.13	Thru 1.14	Right 1.15	U-Turn 1.16	App Total		
1630 - 1645	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	1	0	0	-	0	1	
1645 - 1700	0	0	0	-	0	0	0	1	0	-	0	1	0	0	0	-	0	0	0	0	0	-	0	0	
1700 - 1715	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	
1715 - 1730	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	
Total	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	1	
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	100.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.25	0.00	0.00	0.00	0.25	0.00	0.00	0.00	0.00	0.00	0.00	0.25	0.00	0.00	0.00	0.00	0.25	

Bikes

Time	Northbound						Southbound						Eastbound						Westbound						Int Total
	Harmony Rd (South)						Harmony Rd (North)						Driveway						Sammons Industrial Pkwy						
	Left 1.1	Thru 1.2	Right 1.3	U-Turn 1.4	App Total		Left 1.5	Thru 1.6	Right 1.7	U-Turn 1.8	App Total		Left 1.9	Thru 1.10	Right 1.11	U-Turn 1.12	App Total		Left 1.13	Thru 1.14	Right 1.15	U-Turn 1.16	App Total		
1630 - 1645	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	
1645 - 1700	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	
1700 - 1715	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	
1715 - 1730	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

Classified Turn Movement Count || All vehicles

Putnam County, GA

Site 1
Harmony Rd (South)
Harmony Rd (North)
Driveway
Sammons Industrial Pkwy



Date
Thursday, November 9, 2023

Weather
Mostly Cloudy
69°F
[Click here for Detailed Weather](#)

Lat/Long
33.435139°, -83.279474°
[Click here for Map](#)

0700 - 0900 (Weekday 2h Session) (11-09-2023)

All vehicles

TIME	Northbound					Southbound					Eastbound					Westbound					
	Harmony Rd (South)					Harmony Rd (North)					Driveway					Sammons Industrial Pkwy					Int Total
	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	
0700 - 0715	0	32	8	0	40	3	27	0	0	30	0	0	1	0	1	3	0	2	0	5	76
0715 - 0730	0	28	3	0	31	5	49	0	0	54	0	0	1	0	1	2	0	4	0	6	92
0730 - 0745	0	36	0	0	36	6	60	0	0	66	0	0	0	0	0	2	0	1	0	3	105
0745 - 0800	0	56	4	0	60	9	60	0	0	69	0	0	0	0	0	0	0	0	0	0	129
Hourly Total	0	152	15	0	167	23	196	0	0	219	0	0	2	0	2	7	0	7	0	14	402
0800 - 0815	0	37	2	0	39	4	59	0	0	63	0	0	0	0	0	1	0	3	0	4	106
0815 - 0830	0	38	1	0	39	3	40	0	0	43	0	0	0	0	0	2	0	3	0	5	87
0830 - 0845	0	40	1	0	41	0	35	0	0	35	0	0	0	0	0	1	0	1	0	2	78
0845 - 0900	0	28	3	0	31	6	32	0	0	38	0	0	0	0	0	2	0	5	0	7	76
Hourly Total	0	143	7	0	150	13	166	0	0	179	0	0	0	0	0	6	0	12	0	18	347
Grand Total	0	295	22	0	317	36	362	0	0	398	0	0	2	0	2	13	0	19	0	32	749
Approach %	0.00	93.06	6.94	0.00	-	9.05	90.95	0.00	0.00	-	0.00	0.00	100.00	0.00	-	40.63	0.00	59.38	0.00	-	
Intersection %	0.00	39.39	2.94	0.00	42.32	4.81	48.33	0.00	0.00	53.14	0.00	0.00	0.27	0.00	0.27	1.74	0.00	2.54	0.00	4.27	
Heavy Vehicle %	-	7	5	-	7	3	9	-	-	9	-	-	-	-	0	23	-	11	-	16	8
PHF	0.00	0.70	0.56	0.00	0.69	0.67	0.95	0.00	0.00	0.91	0.00	0.00	0.25	0.00	0.25	0.63	0.00	0.50	0.00	0.54	0.84

1600 - 1800 (Weekday 2h Session) (11-09-2023)

All vehicles

TIME	Northbound					Southbound					Eastbound					Westbound					
	Harmony Rd (South)					Harmony Rd (North)					Driveway					Sammons Industrial Pkwy					Int Total
	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	
1600 - 1615	0	44	3	0	47	4	38	0	0	42	0	0	0	0	0	6	0	5	0	11	100
1615 - 1630	0	44	3	0	47	2	36	1	0	39	0	0	0	0	0	2	0	3	0	5	91
1630 - 1645	0	37	1	0	38	2	42	0	0	44	0	0	0	0	0	6	0	4	0	10	92
1645 - 1700	0	63	0	0	63	5	40	0	0	45	0	0	0	0	0	3	0	5	0	8	116
Hourly Total	0	188	7	0	195	13	156	1	0	170	0	0	0	0	0	17	0	17	0	34	399
1700 - 1715	0	70	3	0	73	3	45	1	0	49	0	0	0	0	0	0	0	9	0	9	131
1715 - 1730	0	47	0	0	47	4	33	0	0	37	0	0	0	0	0	11	0	4	0	15	99
1730 - 1745	0	38	0	0	38	2	38	0	0	40	0	0	0	0	0	4	0	1	0	5	83
1745 - 1800	0	45	0	0	45	0	29	0	0	29	1	0	0	0	1	0	0	0	0	0	75
Hourly Total	0	200	3	0	203	9	145	1	0	155	1	0	0	0	1	15	0	14	0	29	388
Grand Total	0	388	10	0	398	22	301	2	0	325	1	0	0	0	1	32	0	31	0	63	787
Approach %	0.00	97.49	2.51	0.00	-	6.77	92.62	0.62	0.00	-	100.00	0.00	0.00	0.00	-	50.79	0.00	49.21	0.00	-	
Intersection %	0.00	49.30	1.27	0.00	50.57	2.80	38.25	0.25	0.00	41.30	0.13	0.00	0.00	0.00	0.13	4.07	0.00	3.94	0.00	8.01	
Heavy Vehicle %	-	6	20	-	7	14	3	0	-	4	0	-	-	-	0	6	-	0	-	3	5
PHF	0.00	0.78	0.33	0.00	0.76	0.70	0.89	0.25	0.00	0.89	0.00	0.00	0.00	0.00	0.00	0.45	0.00	0.61	0.00	0.70	0.84

Peak Hour Turning Movement Count

Putnam County, GA

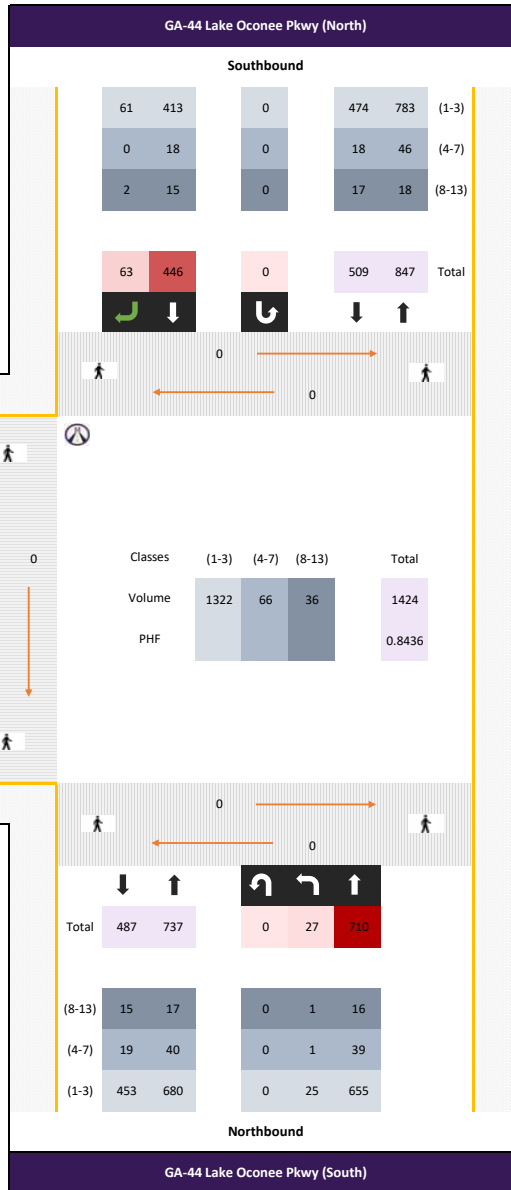


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Thursday, November 9, 2023	
Period	0700 - 0900
Peak Hour	0800 - 0900

* the Peak Hour Diagram does not include Bikes



Session Parameters

(Drop Down Menu)

Peak Hour

Volume

Scott Id

Eastbound

	(1-3)	(4-7)	(8-13)	Total
Left	86	1	3	90
Thru	168	8	2	178
Right	0	0	0	0
Total	128	7	2	137
Left	40	1	0	41

Peak Hour Turning Movement Count

Putnam County, GA

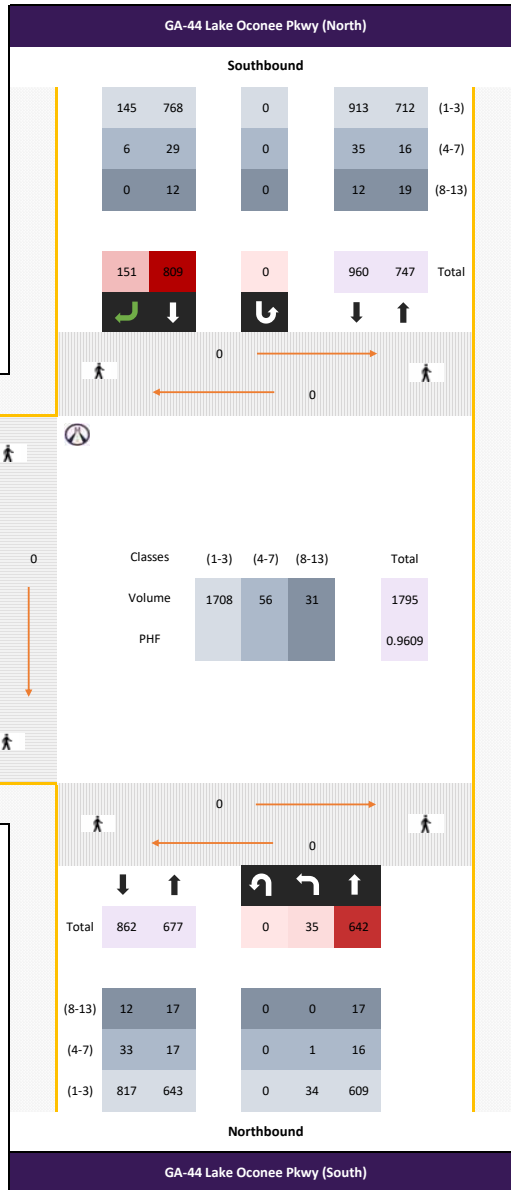


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Thursday, November 9, 2023	
Period	1600 - 1800
Peak Hour	1615 - 1715

* the Peak Hour Diagram does not include Bikes



Session Parameters

(Drop Down Menu)

Peak Hour

Volume

Scott Rd

Eastbound

	(1-3)	(4-7)	(8-13)	Total
Left	179	7	0	186
Through	152	4	2	158
Right	0	0	0	0
Left	103	0	2	105
Through	49	4	0	53

Classified Turn Movement Count || All vehicles

Putnam County, GA

Site 2

GA-44 Lake Oconee Pkwy (South)
GA-44 Lake Oconee Pkwy (North)
Scott Rd



Date

Thursday, November 9, 2023

Weather

Mostly Cloudy
69°F

Lat/Long

33.437937°, -83.265321°
[Click here for Map](#)

[Click here for Detailed Weather](#)



0700 - 0900 (Weekday 2h Session) (11-09-2023)

All vehicles

TIME	Northbound				Southbound				Eastbound				Int Total
	GA-44 Lake Oconee Pkwy (South)		GA-44 Lake Oconee Pkwy (North)		GA-44 Lake Oconee Pkwy (North)		Scott Rd		GA-44 Lake Oconee Pkwy (South)		Scott Rd		
	Left	Thru	U-Turn	App Total	Thru	Right	U-Turn	App Total	Left	Right	U-Turn	App Total	
0700 - 0715	3	65	0	68	18	2	0	20	6	2	0	8	96
0715 - 0730	1	69	0	70	26	3	0	29	10	6	0	16	115
0730 - 0745	4	90	0	94	39	4	0	43	15	3	0	18	155
0745 - 0800	6	113	0	119	59	12	0	71	17	9	0	26	216
Hourly Total	14	337	0	351	142	21	0	163	48	20	0	68	582
0800 - 0815	9	129	0	138	71	13	0	84	31	7	0	38	260
0815 - 0830	5	156	0	161	130	12	0	142	37	8	0	45	348
0830 - 0845	7	198	0	205	121	17	0	138	38	13	0	51	394
0845 - 0900	6	227	0	233	124	21	0	145	31	13	0	44	422
Hourly Total	27	710	0	737	446	63	0	509	137	41	0	178	1424
Grand Total	41	1047	0	1088	588	84	0	672	185	61	0	246	2006
Approach %	3.77	96.23	0.00	-	87.50	12.50	0.00	-	75.20	24.80	0.00	-	-
Intersection %	2.04	52.19	0.00	54.24	29.31	4.19	0.00	33.50	9.22	3.04	0.00	12.26	-
Heavy Vehicle %	7	7	-	7	7	5	-	7	5	7	-	6	7
PHF	0.75	0.78	0.00	0.79	0.86	0.75	0.00	0.88	0.90	0.79	0.00	0.87	0.84

1600 - 1800 (Weekday 2h Session) (11-09-2023)

All vehicles

TIME	Northbound				Southbound				Eastbound				Int Total
	GA-44 Lake Oconee Pkwy (South)		GA-44 Lake Oconee Pkwy (North)		GA-44 Lake Oconee Pkwy (North)		Scott Rd		GA-44 Lake Oconee Pkwy (South)		Scott Rd		
	Left	Thru	U-Turn	App Total	Thru	Right	U-Turn	App Total	Left	Right	U-Turn	App Total	
1600 - 1615	9	172	0	181	198	38	0	236	30	8	0	38	455
1615 - 1630	10	163	0	173	189	28	0	217	26	15	0	41	431
1630 - 1645	8	159	0	167	192	36	0	228	30	14	0	44	439
1645 - 1700	8	174	0	182	201	40	0	241	21	14	0	35	458
Hourly Total	35	668	0	703	780	142	0	922	107	51	0	158	1783
1700 - 1715	9	146	0	155	227	47	0	274	28	10	0	38	467
1715 - 1730	6	157	0	163	178	34	0	212	35	11	0	46	421
1730 - 1745	10	137	0	147	199	33	0	232	37	18	0	55	434
1745 - 1800	10	164	0	174	212	44	0	256	29	13	0	42	472
Hourly Total	35	604	0	639	816	158	0	974	129	52	0	181	1794
Grand Total	70	1272	0	1342	1596	300	0	1896	236	103	0	339	3577
Approach %	5.22	94.78	0.00	-	84.18	15.82	0.00	-	69.62	30.38	0.00	-	-
Intersection %	1.96	35.56	0.00	37.52	44.62	8.39	0.00	53.01	6.60	2.88	0.00	9.48	-
Heavy Vehicle %	3	5	-	5	5	4	-	5	2	7	-	3	5
PHF	0.88	0.92	0.00	0.93	0.89	0.80	0.00	0.88	0.88	0.88	0.00	0.90	0.96

Peak Hour Turning Movement Count

Putnam County, GA



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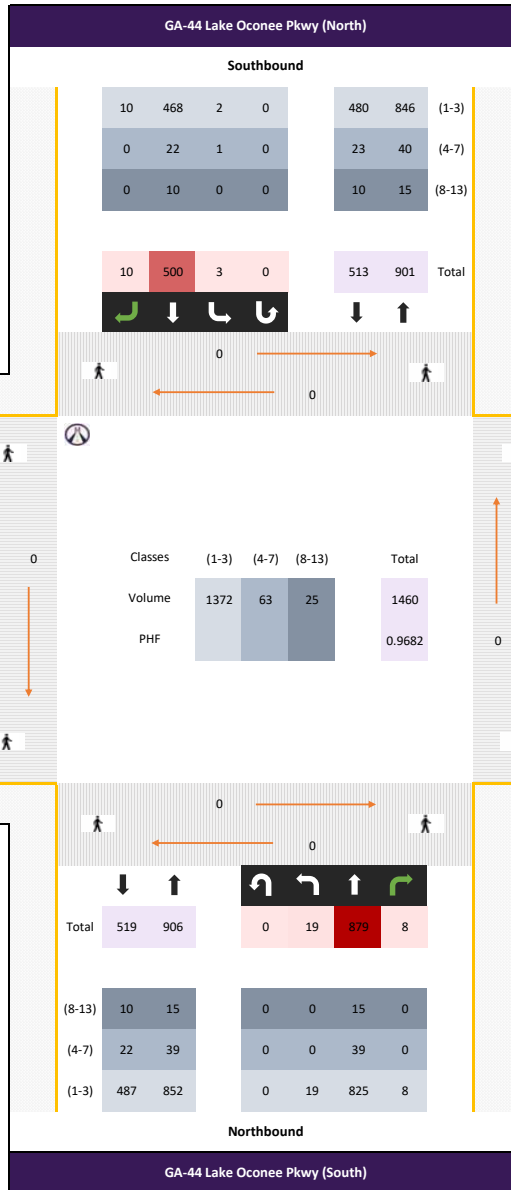
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Thursday, November 9, 2023	
Period	0700 - 0900
Peak Hour	0730 - 0830

* the Peak Hour Diagram does not include Bikes

Session Parameters

(Drop Down Menu)



Driveway

Thunder Rd

Peak Hour Turning Movement Count

Putnam County, GA



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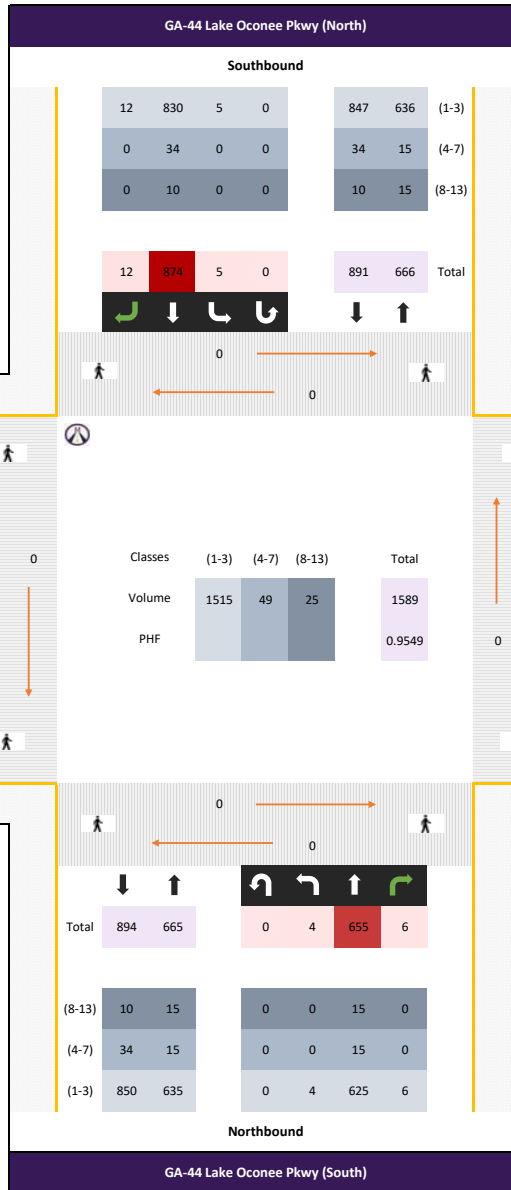
[Click here for Map](#)

Thursday, November 9, 2023	
Period	1600 - 1800
Peak Hour	1630 - 1730

* the Peak Hour Diagram does not include Bikes

Session Parameters

(Drop Down Menu)



Driveway

Thunder Rd

Classified Turn Movement Count || All vehicles

Putnam County, GA

Site 3
GA-44 Lake Oconee Pkwy (South)
GA-44 Lake Oconee Pkwy (North)
Driveway
Thunder Rd

Date
Thursday, November 9, 2023

Lat/Long
33.434991°, -83.265508°
[Click here for Map](#)

Weather
Mostly Cloudy
69°F
[Click here for Detailed Weather](#)

0700 - 0900 (Weekday 2h Session) (11-09-2023)

All vehicles

TIME	Northbound				Southbound				Eastbound					Westbound					Int Total			
	GA-44 Lake Oconee Pkwy (South)				GA-44 Lake Oconee Pkwy (North)				Driveway					Thunder Rd								
	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn		App Total		
0700 - 0715	2	139	1	0	0	142	0	75	1	0	76	0	0	0	0	1	0	0	0	0	2	221
0715 - 0730	5	170	1	0	1	176	1	133	2	0	136	1	0	1	0	2	3	0	0	0	3	317
0730 - 0745	3	203	2	0	0	208	0	129	2	0	131	2	0	5	0	7	3	0	1	0	4	350
0745 - 0800	4	221	2	0	0	227	0	124	1	0	125	0	0	2	0	2	0	0	6	0	6	360
Hourly Total	14	733	6	0	1	753	1	461	6	0	468	3	0	9	0	12	7	0	8	0	15	1248
0800 - 0815	8	239	3	0	0	250	0	111	5	0	116	3	0	4	0	7	1	0	3	0	4	377
0815 - 0830	4	216	1	0	3	221	3	136	2	0	141	6	0	4	0	10	0	0	1	0	1	373
0830 - 0845	9	188	1	0	0	198	0	117	3	0	120	4	0	2	0	6	1	0	1	0	2	326
0845 - 0900	7	201	0	0	0	208	0	140	7	0	147	4	0	2	0	6	1	0	2	0	3	364
Hourly Total	28	844	5	0	3	877	3	504	17	0	524	17	0	12	0	29	3	0	7	0	10	1440
Grand Total	42	1577	11	0	4	1630	4	965	23	0	992	20	0	21	0	41	10	0	15	0	25	2688
Approach %	2.58	96.75	0.67	0.00	0.40	-	0.40	97.28	2.32	0.00	-	48.78	0.00	51.22	0.00	-	40.00	0.00	60.00	0.00	-	-
Intersection %	1.56	58.67	0.41	0.00	0.15	60.64	0.15	35.90	0.86	0.00	36.90	0.74	0.00	0.78	0.00	1.53	0.37	0.00	0.56	0.00	0.93	-
Heavy Vehicle %	2	6	9	-	5	-	25	5	0	-	5	5	-	0	-	2	0	-	0	-	0	5
PHF	0.59	0.92	0.67	0.00	0.25	0.91	0.25	0.92	0.50	0.00	0.91	0.46	0.00	0.75	0.00	0.65	0.33	0.00	0.46	0.00	0.63	0.97

1600 - 1800 (Weekday 2h Session) (11-09-2023)

All vehicles

TIME	Northbound				Southbound				Eastbound					Westbound					Int Total			
	GA-44 Lake Oconee Pkwy (South)				GA-44 Lake Oconee Pkwy (North)				Driveway					Thunder Rd								
	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn		App Total		
1600 - 1615	3	158	3	0	2	164	2	228	2	0	232	2	0	3	0	5	3	0	1	0	4	405
1615 - 1630	0	154	2	0	4	156	4	176	3	0	183	4	0	1	0	5	1	0	1	0	2	346
1630 - 1645	0	142	0	0	2	142	2	212	5	0	219	3	0	3	0	6	1	0	1	0	2	369
1645 - 1700	1	180	2	0	1	183	1	220	5	0	226	1	0	3	0	4	1	1	1	0	3	416
Hourly Total	4	634	7	0	9	645	9	836	15	0	860	10	0	10	0	20	6	1	4	0	11	1536
1700 - 1715	1	161	3	0	2	165	2	215	0	0	217	3	0	6	0	9	3	0	2	0	5	396
1715 - 1730	2	172	1	0	0	175	0	227	2	0	229	0	1	1	0	2	2	0	0	0	2	408
1730 - 1745	0	153	1	0	1	154	1	205	1	0	207	0	0	3	0	3	2	0	1	0	3	367
1745 - 1800	0	117	1	0	3	118	3	212	1	0	216	1	0	3	0	4	1	0	4	0	5	343
Hourly Total	3	603	6	0	6	612	6	859	4	0	869	4	1	13	0	18	8	0	7	0	15	1514
Grand Total	7	1237	13	0	15	1257	15	1695	19	0	1729	14	1	23	0	38	14	1	11	0	26	3050
Approach %	0.56	98.41	1.03	0.00	0.87	-	0.87	98.03	1.10	0.00	-	36.84	2.63	60.53	0.00	-	53.85	3.85	42.31	0.00	-	-
Intersection %	0.23	40.56	0.43	0.00	0.49	41.21	0.49	55.57	0.62	0.00	56.69	0.46	0.03	0.75	0.00	1.25	0.46	0.03	0.36	0.00	0.85	-
Heavy Vehicle %	0	5	8	-	5	-	0	5	0	-	5	0	0	0	-	0	0	0	0	-	0	5
PHF	0.50	0.91	0.50	0.00	0.63	0.91	0.63	0.96	0.60	0.00	0.97	0.58	0.25	0.54	0.00	0.58	0.58	0.25	0.50	0.00	0.60	0.95



Bi-Directional Class Count | NB EB 15min

Putnam County, GA

Site 1
 Scott Rd,
 west of Ellman Dr

Date
 Thursday, November 9, 2023

Lat/Long
 33.440660°, -83.272360°

Weather
 Mostly Cloudy
 69°F

[Click here for Detailed Weather](#)

[Click here for Map](#)

0000 - 2400 (Weekday 24h Session) (11-09-2023)
 NB EB 15min

Time	Eastbound (Movement 1.1)													15min Total	60min Total	
	1	2	3	4	5	6	7	8	9	10	11	12	13			
0000-0015	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2	0
0015-0030	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0030-0045	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0
0045-0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
0100-0115	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0115-0130	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0130-0145	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0145-0200	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	1
0200-0215	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0215-0230	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0230-0245	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0245-0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300-0315	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0315-0330	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0330-0345	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0345-0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400-0415	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0
0415-0430	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0430-0445	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3	0
0445-0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
0500-0515	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2	0
0515-0530	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2	0
0530-0545	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0545-0600	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2	6
0600-0615	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	0
0615-0630	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2	0
0630-0645	0	5	0	0	0	0	0	0	0	0	0	0	0	0	5	0
0645-0700	0	3	2	0	0	0	0	0	0	0	0	0	0	0	5	13
0700-0715	0	4	2	0	0	0	0	0	0	0	0	0	0	0	6	0
0715-0730	0	5	5	1	1	0	0	0	0	0	0	0	0	0	12	0
0730-0745	0	9	3	1	0	0	0	0	0	0	0	0	0	0	13	0
0745-0800	0	10	2	0	1	0	0	0	0	0	0	0	0	0	13	44
0800-0815	0	18	11	0	2	0	0	2	0	0	0	0	0	0	33	0
0815-0830	0	15	17	0	2	0	0	0	0	0	0	0	0	0	34	0
0830-0845	0	19	17	0	2	0	0	0	0	0	0	0	0	0	38	0
0845-0900	0	31	14	0	0	1	0	0	0	0	0	0	0	0	46	151
0900-0915	0	18	20	0	2	0	0	0	0	0	0	0	0	0	40	0
0915-0930	0	29	17	0	2	0	0	0	0	0	0	0	0	0	48	0
0930-0945	0	23	13	0	1	0	0	0	2	0	0	0	0	0	39	0
0945-1000	0	17	17	1	0	0	0	0	0	0	0	0	0	0	35	162
1000-1015	0	22	16	0	1	0	0	0	0	0	0	0	0	0	29	0
1015-1030	0	12	11	0	0	0	0	1	0	0	0	0	0	0	34	0
1030-1045	0	7	10	0	0	0	0	0	0	10	0	0	0	0	17	0
1045-1100	0	15	7	0	3	1	0	1	0	1	0	0	0	0	28	108
1100-1115	0	11	11	0	3	0	0	0	0	0	0	0	0	0	25	0
1115-1130	0	19	6	0	1	0	0	0	0	0	0	0	0	0	26	0
1130-1145	0	11	13	0	2	0	0	0	1	0	0	0	0	0	27	0
1145-1200	1	11	9	0	0	0	0	0	0	0	0	0	0	0	21	99
1200-1215	0	16	8	0	1	0	0	1	0	0	0	0	0	0	26	0
1215-1230	0	14	6	0	1	0	0	0	0	0	0	0	0	0	21	0
1230-1245	0	8	8	0	0	0	0	0	0	0	0	0	0	0	16	0
1245-1300	0	19	8	0	1	0	0	0	0	0	0	0	0	0	28	91
1300-1315	0	16	5	0	2	0	0	0	0	0	0	0	0	0	23	0
1315-1330	0	15	8	0	0	0	0	0	0	0	0	0	0	0	23	0
1330-1345	1	16	6	0	1	0	0	0	0	0	0	0	0	0	24	0
1345-1400	0	13	8	0	1	0	0	0	0	0	0	0	0	0	22	92
1400-1415	0	20	8	0	0	0	0	0	0	0	0	0	0	0	28	0
1415-1430	0	18	5	0	1	0	0	0	0	0	0	0	0	0	24	0
1430-1445	0	7	7	0	1	0	0	0	0	0	0	0	0	0	21	0
1445-1500	1	14	6	0	0	0	0	0	0	0	0	0	0	0	21	94
1500-1515	0	18	9	0	0	0	0	0	0	0	0	0	0	0	27	0
1515-1530	0	14	7	0	0	0	0	0	0	0	0	0	0	0	21	0
1530-1545	0	12	8	0	1	0	0	0	0	0	0	0	0	0	21	0
1545-1600	0	16	9	0	1	0	0	0	0	0	0	0	0	0	26	95
1600-1615	0	17	12	0	0	0	0	0	0	0	0	0	0	0	29	0
1615-1630	0	23	8	1	0	0	1	0	0	0	0	0	0	0	33	0
1630-1645	1	18	9	0	1	0	0	0	0	0	0	0	0	0	29	0
1645-1700	0	13	5	0	0	0	1	0	0	0	0	0	0	0	20	111
1700-1715	0	22	11	1	0	0	0	0	0	0	0	0	0	0	34	0
1715-1730	1	18	9	0	1	0	0	0	0	0	0	0	0	0	29	0
1730-1745	0	19	14	0	2	0	0	0	0	0	0	0	0	0	35	0
1745-1800	0	13	17	0	0	0	0	0	0	0	0	0	0	0	30	128
1800-1815	1	32	7	0	1	0	0	2	0	0	0	0	0	0	43	0
1815-1830	0	34	7	0	0	0	0	0	0	0	0	0	0	0	41	0
1830-1845	0	20	10	0	0	0	0	0	0	0	0	0	0	0	30	0
1845-1900	0	19	7	0	0	0	0	0	0	0	0	0	0	0	26	0
1900-1915	0	25	4	0	0	0	0	0	0	0	0	0	0	0	29	140
1915-1930	0	16	2	0	0	0	0	0	0	0	0	0	0	0	18	0
1930-1945	0	15	1	0	0	0	0	0	0	0	0	0	0	0	16	0
1945-2000	0	16	1	0	0	0	0	0	0	0	0	0	0	0	17	80
2000-2015	0	10	2	0	0	0	0	0	0	0	0	0	0	0	12	0
2015-2030	0	7	0	0	0	0	0	0	0	0	0	0	0	0	7	0
2030-2045	0	6	0	0	0	0	0	0	0	0	0	0	0	0	6	0
2045-2100	0	8	2	0	0	0	0	0	0	0	0	0	0	0	10	35
2100-2115	0	9	1	0	0	0	0	0	0	0	0	0	0	0	10	0
2115-2130	0	7	1	0	0	0	0	0	0	0	0	0	0	0	8	0
2130-2145	0	5	2	0	0	0	0	0	0	0	0	0	0	0	7	0
2145-2200	0	6	1	0	0	0	0	0	0	0	0	0	0	0	7	32
2200-2215	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3	0
2215-2230	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2	0
2230-2245	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4	0
2245-2300	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4	13
2300-2315	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2	0
2315-2330	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3	0
2330-2345	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2	0
2345-0000	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2	9

Session Total	6	971	474	5	39	3	0	9	4	0	0	0	0	0	1511
Session Average	0.06	10.11	4.94	0.05	0.41	0.03	0.00	0.09	0.04	0.00	0.00	0.00	0.00	0.00	15.74
Session Percentage	0.40	64.26	31.37	0.33	2.58	0.20	0.00	0.60	0.26	0.00	0.00	0.00	0.00	0.00	

||
||
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Bi-Directional Class Count || SB WB 15min



Putnam County, GA

Site 1
Scott Rd,
west of Ellman Dr

Date
Thursday, November 9, 2023

Lat/Long
33.440660°, -83.272360°

Weather
Mostly Cloudy
69°F
[Click here for Detailed Weather](#)

[Click here for Map](#)

0000 - 2400 (Weekday 24h Session) (11-09-2023)
SB WB 15min

Time	Westbound (Movement 1.2)													15min Total	60min Total	
	1	2	3	4	5	6	7	8	9	10	11	12	13			
0000 - 0015	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3	3
0015 - 0030	0	2	1	0	0	0	0	0	0	0	0	0	0	0	0	3
0030 - 0045	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0045 - 0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6
0100 - 0115	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0115 - 0130	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0130 - 0145	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	1
0145 - 0200	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2	3
0200 - 0215	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0215 - 0230	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	1
0230 - 0245	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0245 - 0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
0300 - 0315	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0315 - 0330	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0330 - 0345	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0345 - 0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400 - 0415	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0415 - 0430	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0430 - 0445	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1	1
0445 - 0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
0500 - 0515	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0515 - 0530	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0530 - 0545	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0545 - 0600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600 - 0615	0	2	1	0	0	0	0	0	0	0	0	0	0	0	3	3
0615 - 0630	0	1	0	0	0	0	0	0	0	1	0	0	0	0	2	2
0630 - 0645	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2	2
0645 - 0700	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1	8
0700 - 0715	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2	2
0715 - 0730	0	2	1	1	0	0	0	0	0	0	0	0	0	0	4	4
0730 - 0745	0	2	2	0	1	0	0	0	0	0	0	0	0	0	5	5
0745 - 0800	0	8	4	0	1	0	0	0	0	0	0	0	0	0	13	24
0800 - 0815	1	5	5	0	0	0	0	0	1	0	0	0	0	0	12	12
0815 - 0830	1	10	5	0	0	0	0	0	0	0	0	0	0	0	16	16
0830 - 0845	0	15	5	0	0	0	0	0	1	0	0	0	0	0	22	22
0845 - 0900	0	7	5	0	0	0	0	0	0	0	0	0	0	0	12	62
0900 - 0915	0	6	6	0	0	0	0	1	0	0	0	0	0	0	13	13
0915 - 0930	0	13	3	0	0	0	0	0	0	0	0	0	0	0	16	16
0930 - 0945	0	8	9	0	0	0	0	1	0	0	0	0	0	0	18	18
0945 - 1000	0	4	4	0	0	0	0	0	0	0	0	0	0	0	8	55
1000 - 1015	0	5	12	0	0	0	0	0	2	0	0	0	0	0	19	19
1015 - 1030	0	7	8	0	0	0	0	0	0	0	0	0	0	0	15	15
1030 - 1045	0	7	6	0	1	0	0	0	0	1	0	0	0	0	16	16
1045 - 1100	0	12	7	0	2	0	0	0	0	0	0	0	0	0	20	70
1100 - 1115	0	2	7	0	3	1	0	0	0	0	0	0	0	0	13	13
1115 - 1130	0	12	10	0	3	0	0	0	0	0	0	0	0	0	25	25
1130 - 1145	0	6	7	0	0	0	0	0	0	0	0	0	0	0	13	13
1145 - 1200	0	13	9	0	2	0	0	0	0	0	0	0	0	0	24	75
1200 - 1215	0	8	7	0	2	0	0	0	0	0	0	0	0	0	17	17
1215 - 1230	0	10	9	0	1	0	0	0	1	0	0	0	0	0	21	21
1230 - 1245	0	10	6	0	0	0	0	0	0	0	0	0	0	0	16	16
1245 - 1300	1	13	15	1	1	0	0	0	0	0	0	0	0	0	31	85
1300 - 1315	0	20	7	0	1	0	0	0	0	0	0	0	0	0	28	28
1315 - 1330	0	18	7	0	1	1	0	0	0	0	0	0	0	0	27	27
1330 - 1345	0	15	7	0	2	0	0	0	0	0	0	0	0	0	24	24
1345 - 1400	0	12	19	0	0	0	0	1	0	0	0	0	0	0	32	111
1400 - 1415	0	12	10	0	1	0	0	0	0	0	0	0	0	0	23	23
1415 - 1430	0	12	4	0	0	0	0	0	0	0	0	0	0	0	16	16
1430 - 1445	0	19	5	0	0	0	0	0	0	0	0	0	0	0	24	24
1445 - 1500	0	17	10	0	0	0	0	0	0	0	0	0	0	0	27	27
1500 - 1515	1	16	9	0	0	0	0	0	0	0	0	0	0	0	26	90
1515 - 1530	0	18	11	0	0	0	0	0	0	0	0	0	0	0	29	29
1530 - 1545	0	11	13	0	0	0	0	1	0	0	0	0	0	0	25	25
1545 - 1600	0	11	13	0	1	0	0	0	0	0	0	0	0	0	25	105
1600 - 1615	0	20	12	1	0	0	0	0	0	0	0	0	0	0	33	33
1615 - 1630	0	15	10	0	0	0	0	0	0	0	0	0	0	0	25	25
1630 - 1645	0	25	14	0	0	0	0	0	0	0	0	0	0	0	39	39
1645 - 1700	0	20	8	0	2	0	0	0	0	0	0	0	0	0	31	128
1700 - 1715	0	22	10	0	3	1	0	0	0	0	0	0	0	0	35	35
1715 - 1730	0	18	7	0	1	1	0	0	0	0	0	0	0	0	27	27
1730 - 1745	0	23	10	0	3	0	0	0	0	0	0	0	0	0	36	36
1745 - 1800	0	25	20	0	0	1	0	0	0	0	0	0	0	0	46	144
1800 - 1815	0	27	15	0	0	0	0	0	0	0	0	0	0	0	42	42
1815 - 1830	0	25	13	0	0	0	0	1	0	0	0	0	0	0	39	39
1830 - 1845	0	26	19	0	1	0	0	0	0	0	0	0	0	0	46	46
1845 - 1900	0	23	16	0	0	0	0	0	0	0	0	0	0	0	39	39
1900 - 1915	0	36	12	0	0	0	0	0	0	0	0	0	0	0	48	166
1915 - 1930	0	24	2	0	0	0	0	0	0	0	0	0	0	0	26	26
1930 - 1945	0	17	2	0	0	0	0	0	0	0	0	0	0	0	19	19
1945 - 2000	0	19	4	0	0	0	0	0	0	0	0	0	0	0	23	23
2000 - 2015	0	12	2	0	0	0	0	0	0	0	0	0	0	0	14	14
2015 - 2030	0	10	3	0	0	0	0	0	0	0	0	0	0	0	13	13
2030 - 2045	0	13	2	0	0	0	0	0	0	0	0	0	0	0	15	15
2045 - 2100	0	12	1	0	0	0	0	0	0	0	0	0	0	0	13	55
2100 - 2115	0	11	2	0	0	0	0	0	0	0	0	0	0	0	13	13
2115 - 2130	0	9	1	0	0	0	0	0	0	0	0	0	0	0	10	10
2130 - 2145	0	8	1	0	0	0	0	0	0	0	0	0	0	0	9	9
2145 - 2200	0	5	2	0	0	0	0	0	0	0	0	0	0	0	7	39
2200 - 2215	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4	4
2215 - 2230	0	8	1	0	0	0	0	0	0	0	0	0	0	0	9	9
2230 - 2245	0	7	1	0	0	0	0	0	0	0	0	0	0	0	8	8
2245 - 2300	0	5	0	0	0	0	0	0	0	0	0	0	0	0	5	5
2300 - 2315	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3	3
2315 - 2330	0	7	1	0	0	0	0	0	0	0	0	0	0	0	8	8
2330 - 2345	0	4	1	0	0	0	0	0	0	0	0	0	0	0	5	5
2345 - 0000	0	4	0	0	0	0	0	0	0	0	0	0	0	0	4	20

Session Total	4	868	464	4	33	4	0	6	7	0	0	0	0	0	1390
Session Average	0.04	9.04	4.83	0.04	0.34	0.04	0.00	0.06	0.07	0.00	0.00	0.00	0.00	0.00	14.48
Session Percentage	0.29	62.45	33.38	0.29	2.37	0.29	0.00	0.43							

Bi-Directional Class Count || Bi-Directional 15min

Putnam County, GA

www.marrtraffic.com

Site 1
Scott Rd,
west of Ellman Dr

Date
Thursday, November 9, 2023

Weather
Mostly Cloudy
69°F

Lat/Long
33.440660°, -83.272360°

[Click here for Detailed Weather](#)

0000 - 2400 (Weekday 24h Session) (11-09-2023)
Bi-Directional 15min

Time	Bi-Directional 15min													15min Total	60min Total
	1	2	3	4	5	6	7	8	9	10	11	12	13		
0000-0015	0	5	0	0	0	0	0	0	0	0	0	0	0	5	0
0015-0030	0	2	1	0	0	0	0	0	0	0	0	0	0	3	0
0030-0045	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0
0045-0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	9
0100-0115	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0115-0130	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0130-0145	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0
0145-0200	0	2	1	0	0	0	0	0	0	0	0	0	0	3	4
0200-0215	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0215-0230	0	1	0	0	0	0	0	0	0	0	0	0	0	1	1
0230-0245	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0245-0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
0300-0315	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0315-0330	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0330-0345	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0345-0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400-0415	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0
0415-0430	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0430-0445	0	4	0	0	0	0	0	0	0	0	0	0	0	4	0
0445-0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	5
0500-0515	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0
0515-0530	0	1	1	0	0	0	0	0	0	0	0	0	0	2	0
0530-0545	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0545-0600	0	2	0	0	0	0	0	0	0	0	0	0	0	2	6
0600-0615	0	3	1	0	0	0	0	0	0	0	0	0	0	4	0
0615-0630	0	2	1	0	0	0	0	0	0	1	0	0	0	4	4
0630-0645	0	7	0	0	0	0	0	0	0	0	0	0	0	7	0
0645-0700	0	3	3	0	0	0	0	0	0	0	0	0	0	6	0
0700-0715	0	5	3	0	0	0	0	0	0	0	0	0	0	8	0
0715-0730	0	7	6	2	1	0	0	0	0	0	0	0	0	16	0
0730-0745	0	11	5	1	1	0	0	0	0	0	0	0	0	18	0
0745-0800	0	18	6	0	2	0	0	0	0	0	0	0	0	26	68
0800-0815	1	23	16	0	2	0	0	2	1	0	0	0	0	45	0
0815-0830	1	25	22	0	2	0	0	0	0	0	0	0	0	50	0
0830-0845	0	34	22	0	2	0	1	0	1	0	0	0	0	60	0
0845-0900	0	38	19	0	0	1	0	0	0	0	0	0	0	58	213
0900-0915	0	24	26	0	2	0	0	1	0	0	0	0	0	53	0
0915-0930	0	42	20	0	2	0	0	0	0	0	0	0	0	64	0
0930-0945	0	31	22	0	1	0	0	1	2	0	0	0	0	57	0
0945-1000	0	21	21	1	0	0	0	0	0	0	0	0	0	43	217
1000-1015	0	17	28	0	1	0	0	0	2	0	0	0	0	48	0
1015-1030	0	29	19	0	0	0	0	1	0	0	0	0	0	49	0
1030-1045	0	14	16	0	2	0	0	0	1	0	0	0	0	33	0
1045-1100	0	27	14	0	4	1	0	1	1	0	0	0	0	48	178
1100-1115	0	13	18	0	6	1	0	0	0	0	0	0	0	38	0
1115-1130	0	31	16	0	4	0	0	0	0	0	0	0	0	51	0
1130-1145	0	17	20	0	2	0	0	0	1	0	0	0	0	40	0
1145-1200	1	24	18	0	2	0	0	0	0	0	0	0	0	45	174
1200-1215	0	24	15	0	3	0	0	1	0	0	0	0	0	43	0
1215-1230	0	24	15	0	2	0	0	0	1	0	0	0	0	42	0
1230-1245	0	18	14	0	0	0	0	0	0	0	0	0	0	32	0
1245-1300	1	32	23	1	2	0	0	0	0	0	0	0	0	59	176
1300-1315	0	36	12	0	3	0	0	0	0	0	0	0	0	51	0
1315-1330	0	33	15	0	1	1	0	0	0	0	0	0	0	50	0
1330-1345	1	31	13	0	3	0	0	0	0	0	0	0	0	48	0
1345-1400	0	25	27	0	1	0	0	1	0	0	0	0	0	54	203
1400-1415	0	32	18	0	1	0	0	0	0	0	0	0	0	51	0
1415-1430	0	30	9	0	1	0	0	0	0	0	0	0	0	40	0
1430-1445	0	32	12	0	1	0	0	0	0	0	0	0	0	45	0
1445-1500	1	31	16	0	0	0	0	0	0	0	0	0	0	48	184
1500-1515	1	34	18	0	0	0	0	0	0	0	0	0	0	53	0
1515-1530	0	32	18	0	0	0	0	0	0	0	0	0	0	50	0
1530-1545	0	23	21	0	1	0	0	1	0	0	0	0	0	46	0
1545-1600	0	27	22	0	2	0	0	0	0	0	0	0	0	51	200
1600-1615	0	37	24	1	0	0	0	0	0	0	0	0	0	62	0
1615-1630	0	38	18	1	0	0	0	1	0	0	0	0	0	58	0
1630-1645	1	43	23	0	1	0	0	0	0	0	0	0	0	68	0
1645-1700	0	33	13	0	2	1	0	1	0	0	0	0	0	51	239
1700-1715	0	44	21	1	3	0	0	0	0	0	0	0	0	69	0
1715-1730	1	36	16	0	2	1	0	0	0	0	0	0	0	56	0
1730-1745	0	42	24	0	5	0	0	0	0	0	0	0	0	71	0
1745-1800	0	38	37	0	0	1	0	0	0	0	0	0	0	76	272
1800-1815	1	59	22	0	1	0	0	2	0	0	0	0	0	85	0
1815-1830	0	59	20	0	0	0	0	1	0	0	0	0	0	80	0
1830-1845	0	46	29	0	1	0	0	0	0	0	0	0	0	76	0
1845-1900	0	42	23	0	0	0	0	0	0	0	0	0	0	65	306
1900-1915	0	61	16	0	0	0	0	0	0	0	0	0	0	77	0
1915-1930	0	40	4	0	0	0	0	0	0	0	0	0	0	44	0
1930-1945	0	32	3	0	0	0	0	0	0	0	0	0	0	35	0
1945-2000	0	35	5	0	0	0	0	0	0	0	0	0	0	40	196
2000-2015	0	22	4	0	0	0	0	0	0	0	0	0	0	26	0
2015-2030	0	17	3	0	0	0	0	0	0	0	0	0	0	20	0
2030-2045	0	19	2	0	0	0	0	0	0	0	0	0	0	21	0
2045-2100	0	20	3	0	0	0	0	0	0	0	0	0	0	23	90
2100-2115	0	20	3	0	0	0	0	0	0	0	0	0	0	23	0
2115-2130	0	16	2	0	0	0	0	0	0	0	0	0	0	18	0
2130-2145	0	13	3	0	0	0	0	0	0	0	0	0	0	16	0
2145-2200	0	11	3	0	0	0	0	0	0	0	0	0	0	14	71
2200-2215	0	7	0	0	0	0	0	0	0	0	0	0	0	7	0
2215-2230	0	10	1	0	0	0	0	0	0	0	0	0	0	11	0
2230-2245	0	11	1	0	0	0	0	0	0	0	0	0	0	12	0
2245-2300	0	9	0	0	0	0	0	0	0	0	0	0	0	9	39
2300-2315	0	5	0	0	0	0	0	0	0	0	0	0	0	5	0
2315-2330	0	10	1	0	0	0	0	0	0	0	0	0	0	11	0
2330-2345	0	6	1	0	0	0	0	0	0	0	0	0	0	7	0
2345-0000	0	6	0	0	0	0	0	0	0	0	0	0	0	6	29

Session Total	10	1839	938	9	72	7	0	15	11	0	0	0	0	0	2901
Session Average	0.10	19.16	9.77	0.09	0.75	0.07	0.00	0.16	0.11	0.00	0.00	0.00	0.00	0.00	30.22
Session Percentage	0.34	63.39	32.33	0.31	2.48	0.24	0.00	0.52	0.38	0.00	0.00	0.00	0.00	0.00	
AM Peak Hour	0730 - 0830	0830 - 0930	0915 - 1015	0645 - 0745	0745 - 0845	0800 - 0900	-	0745 - 0845	0915 - 1015	-	-	-	-	-	0830 - 0930
AM Peak Volume	2	138	91	3	8	1	0	3	4	0	0	0	0	0	235
Noon Peak Hour	1245 - 1345	1245 - 1345	1000 - 1100	1200 - 1300	1030 - 1130	1015 - 1115	-	1000 - 1100	1000 - 1100	-	-	-	-	-</	

Bi-Directional Class Count || Bi-Directional 60min

Putnam County, GA

Site 1
Scott Rd,
west of Ellman Dr

Date
Thursday, November 9, 2023

Weather
Mostly Cloudy
69°F

Lat/Long
33.440660°, -83.272360°

[Click here for Detailed Weather](#)

0000 - 2400 (Weekday 24h Session) (11-09-2023)

Bi-Directional 60min

TIME	Bi-Directional 60min													Total
	1	2	3	4	5	6	7	8	9	10	11	12	13	
0000 - 0100	0	8	1	0	0	0	0	0	0	0	0	0	0	9
0100 - 0200	0	3	1	0	0	0	0	0	0	0	0	0	0	4
0200 - 0300	0	1	0	0	0	0	0	0	0	0	0	0	0	1
0300 - 0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400 - 0500	0	5	0	0	0	0	0	0	0	0	0	0	0	5
0500 - 0600	0	5	1	0	0	0	0	0	0	0	0	0	0	6
0600 - 0700	0	15	5	0	0	0	0	0	1	0	0	0	0	21
0700 - 0800	0	41	20	3	4	0	0	0	0	0	0	0	0	68
0800 - 0900	2	120	79	0	6	1	0	3	2	0	0	0	0	213
0900 - 1000	0	118	89	1	5	0	0	2	2	0	0	0	0	217
1000 - 1100	0	87	77	0	7	1	0	2	4	0	0	0	0	178
1100 - 1200	1	85	72	0	14	1	0	0	1	0	0	0	0	174
1200 - 1300	1	98	67	1	7	0	0	1	1	0	0	0	0	176
1300 - 1400	1	125	67	0	8	1	0	1	0	0	0	0	0	203
1400 - 1500	1	125	55	0	3	0	0	0	0	0	0	0	0	184
1500 - 1600	1	116	79	0	3	0	0	1	0	0	0	0	0	200
1600 - 1700	1	151	78	3	3	1	0	2	0	0	0	0	0	239
1700 - 1800	1	160	98	1	10	2	0	0	0	0	0	0	0	272
1800 - 1900	1	206	94	0	2	0	0	3	0	0	0	0	0	306
1900 - 2000	0	168	28	0	0	0	0	0	0	0	0	0	0	196
2000 - 2100	0	78	12	0	0	0	0	0	0	0	0	0	0	90
2100 - 2200	0	60	11	0	0	0	0	0	0	0	0	0	0	71
2200 - 2300	0	37	2	0	0	0	0	0	0	0	0	0	0	39
2300 - 2400	0	27	2	0	0	0	0	0	0	0	0	0	0	29

Session Total	10	1839	938	9	72	7	0	15	11	0	0	0	0	2901
Session Average	0.42	76.63	39.08	0.38	3.00	0.29	0.00	0.63	0.46	0.00	0.00	0.00	0.00	120.88
Session Percentage	0.34	63.39	32.33	0.31	2.48	0.24	0.00	0.52	0.38	0.00	0.00	0.00	0.00	

AM Peak Hour	0800 - 0900	0800 - 0900	0900 - 1000	0700 - 0800	0800 - 0900	0800 - 0900	-	0800 - 0900	0800 - 0900	-	-	-	-	0900 - 1000
AM Peak Volume	2	120	89	3	6	1	0	3	2	0	0	0	0	217

Noon Peak Hour	1100 - 1200	1300 - 1400	1000 - 1100	1200 - 1300	1100 - 1200	1000 - 1100	-	1000 - 1100	1000 - 1100	-	-	-	-	1300 - 1400
Noon Peak Volume	1	125	77	1	14	1	0	2	4	0	0	0	0	203

PM Peak Hour	1500 - 1600	1800 - 1900	1700 - 1800	1600 - 1700	1700 - 1800	1700 - 1800	-	1800 - 1900	-	-	-	-	-	1800 - 1900
PM Peak Volume	1	206	98	3	10	2	0	3	0	0	0	0	0	306

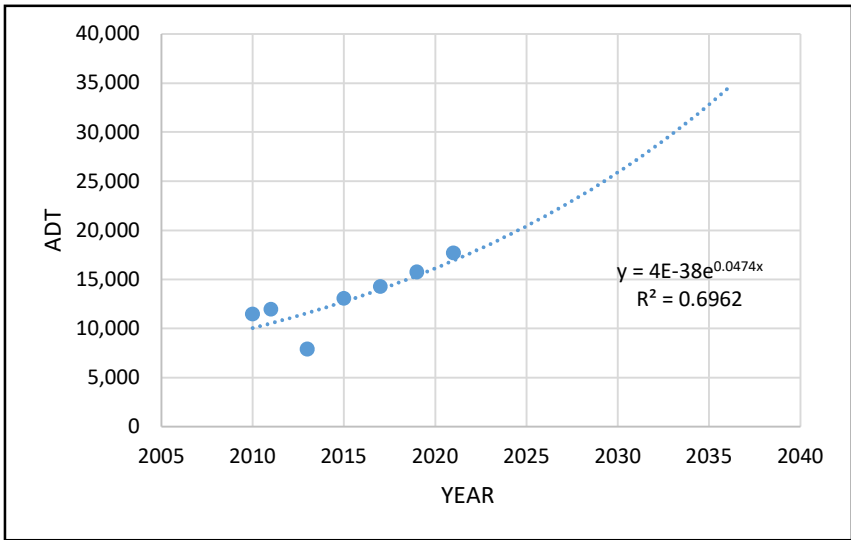
Appendix D

GDOT Traffic Data

Count Station: GDOT #237-0146
 Street: SR44/Lake Oconee Parkway
 Location: north of Harmony Rd
 Source: GDOT

YEAR	ADT	TREND
2010	11,471	10000
2011	11,986	10500
2012		11000
2013	7,904	11600
2014		12100
2015	13,096	12700
2016		13300
2017	14,290	14000
2018		14700
2019	15,768	15400
2020		16100
2021	17,714	16900
2022		17700
2023		18600
2024		19500
2025		20400
2026		21400
2027		22500
2028		23600
2029		24700
2030		25900
2031		27200
2032		28500
2033		29900
2034		31300
2035		32800
2036		34400

11-Years of Count Data
Trend Annual Historic Compound Growth Rate
 4.98%



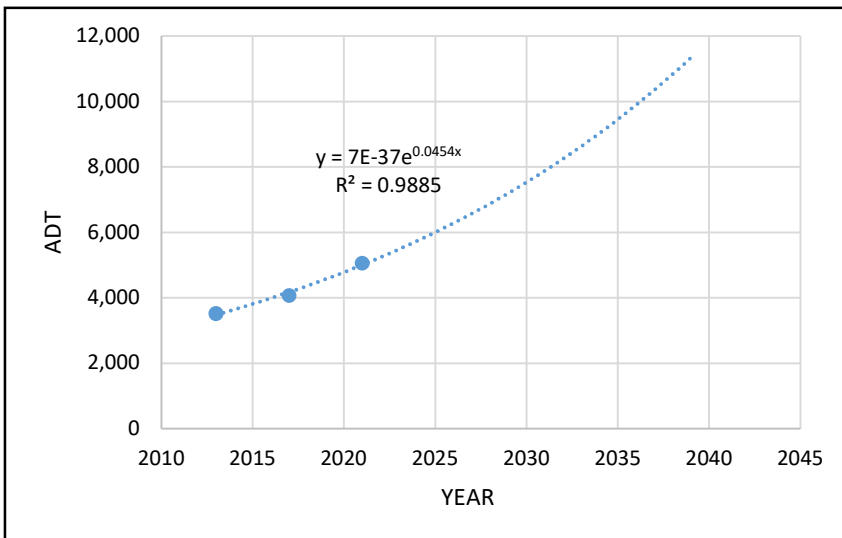
Count Station: GDOT #237-0181
 Street: Harmony Rd
 Location: West of the development
 Source: GDOT

YEAR	ADT	TREND
2013	3,521	3500
2014		3600
2015		3800
2016		4000
2017	4,077	4200
2018		4400
2019		4600
2020		4800
2021	5,064	5000
2022		5200
2023		5500
2024		5700
2025		6000
2026		6300
2027		6600
2028		6900
2029		7200
2030		7500
2031		7900
2032		8200
2033		8600
2034		9000
2035		9500
2036		9900
2037		10400
2038		10800
2039		11300

3-Years of Count Data

Trend Annual Historic Compound Growth Rate

4.94%

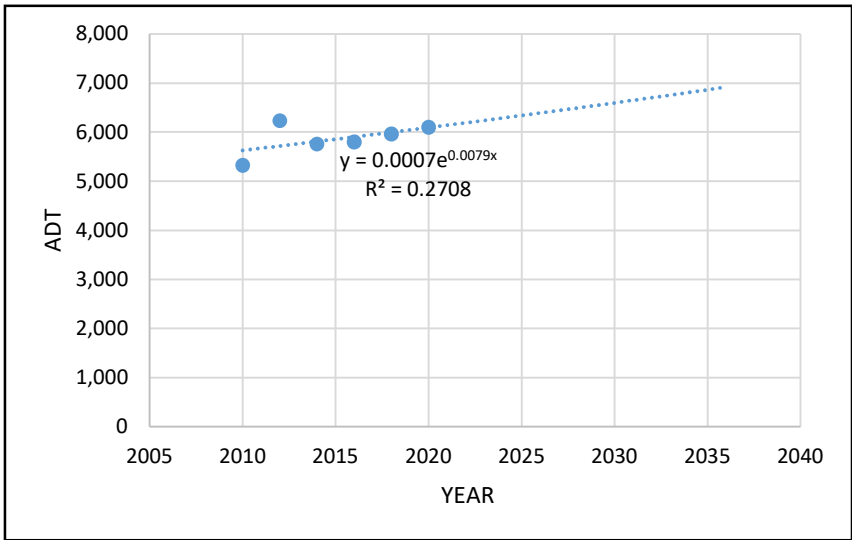


Count Station: GDOT #237-0145
 Street: SR 44/Lake Oconee Rd
 Location: south of Harmony Rd
 Source: GDOT

YEAR	ADT	TREND
2010	5,326	5600
2011		5700
2012	6,234	5700
2013		5800
2014	5,759	5800
2015		5900
2016	5,801	5900
2017		6000
2018	5,966	6000
2019		6000
2020	6,102	6100
2021		6100
2022		6200
2023		6200
2024		6300
2025		6300
2026		6400
2027		6400
2028		6500
2029		6500
2030		6600
2031		6700
2032		6700
2033		6800
2034		6800
2035		6900
2036		6900

3-Years of Count Data
Trend Annual Historic Compound Growth Rate

0.86%



Location Map of GDOT Count Stations



0000237_0146 - 237-0146
Description: CRX 021800
County: Putnam
Route number: 00004400
LRS section: 2371004400
Functional class: 4R - Minor Arterial (Rural)
Coordinates: 33.4295411272208, -83.265832827289

Site Data

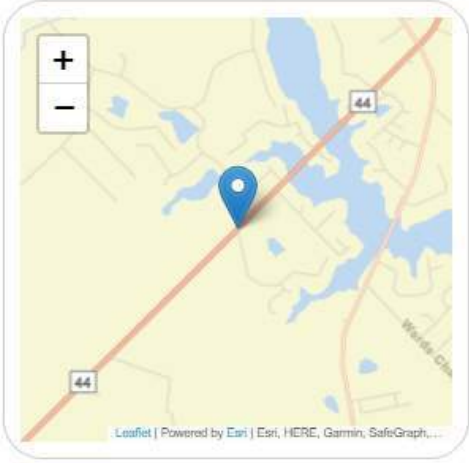



Count History

Year	Month	Count type	Duration	Count
2021	August	Class	48 hours	17,714
2019	April	Class	48 hours	15,768
2017	August	Class	48 hours	14,290
2015	October	Class	48 hours	13,096
2013	September	Volume	48 hours	7,904
2011	August	Class	48 hours	11,986
2010	October	Class	48 hours	11,471

0000237_0145 - 237-0145
Description:
County: Putnam
Route number: 00004400
LRS section: 2371004400
Functional class: 4R - Minor Arterial (Rural)
Coordinates: 33.4047657693989, -83.2884517554456

Site Data

Count History

Year	Month	Count type	Duration	Count
2023	October	Class	48 hours	8,242
2020	October	Class	48 hours	6,102
2018	June	Class	48 hours	5,966
2016	September	Class	48 hours	5,801
2014	July	Class	48 hours	5,759
2012	July	Volume	48 hours	6,234
2010	June	Class	48 hours	5,326

0000237_0181 - 237-0181
County: Putnam
Route number: 00021800
LRS section: 2372021800
Functional class: 5R - Major Collector (Rural)
Coordinates: 33.4475254015214, -83.2951559584287



Count History

Year	Month	Count type	Duration	Count
2021	August	Volume	48 hours	5,064
2017	August	Volume	48 hours	4,077
2013	September	Volume	48 hours	3,521

Appendix E

Intersection Volume Development

Traffic Impact Study
 Stillwater Development
 Intersection Traffic Volumes

Intersection: #1 - SR44/Lake Oconee Parkway at Scott Road

A.M. PEAK HOUR

Condition	SR44/Lake Oconee Parkway Northbound			SR44/Lake Oconee Parkway Southbound			Scott Road Eastbound			N/A Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
Existing Volumes (2023)	27	710	0	0	446	63	137	0	41			
Annual Growth Rate	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%
No-Build Condition (2030)	34	903	0	0	567	80	174	0	52	0	0	0
Project Trips:												
Trip Distribution IN	10%				5%	40%						
Trip Distribution OUT		5%					40%		10%			
Residential Trips	7	9	0	0	3	26	74	0	19	0	0	0
Total Project Trips	7	9	0	0	3	26	74	0	19	0	0	0
Buildout Total (2030)	41	912	0	0	570	106	248	0	71	0	0	0

P.M. PEAK HOUR

Condition	SR44/Lake Oconee Parkway Northbound			SR44/Lake Oconee Parkway Southbound			Scott Road Eastbound			N/A Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
Existing Volumes (2023)	35	642	0	0	809	151	105	0	53			
Annual Growth Rate	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%
No-Build Condition (2030)	45	817	0	0	1,029	192	134	0	67	0	0	0
Project Trips:												
Trip Distribution IN	10%				5%	40%						
Trip Distribution OUT		5%					40%		10%			
Residential Trips	20	6	0	0	10	81	50	0	13	0	0	0
Total Project Trips	20	6	0	0	10	81	50	0	13	0	0	0
Buildout Total (2030)	65	823	0	0	1,039	273	184	0	80	0	0	0

Traffic Impact Study
 Stillwater Development
 Intersection Traffic Volumes

Intersection: #2 - SR44/Lake Oconee Parkway at Thunder Road

A.M. PEAK HOUR

Condition	SR44/Lake Oconee Parkway Northbound			SR44/Lake Oconee Parkway Southbound			Proposed Driveway 2 Eastbound			Thunder Road Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
Existing Volumes (2023)	19	879	8	3	500	10	11	0	15	4	0	11
Annual Growth Rate	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%
No-Build Condition (2030)	24	1,118	10	4	636	13	14	0	19	5	0	14
Project Trips:												
Trip Distribution IN	5%	10%				5%						
Trip Distribution OUT					10%		5%		5%			
Residential Trips	3	7	0	0	19	3	9	0	9	0	0	0
Total Project Trips	3	7	0	0	19	3	9	0	9	0	0	0
Buildout Total (2030)	27	1,125	10	4	655	16	23	0	28	5	0	14

P.M. PEAK HOUR

Condition	SR44/Lake Oconee Parkway Northbound			SR44/Lake Oconee Parkway Southbound			Proposed Driveway 2 Eastbound			Thunder Road Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
Existing Volumes (2023)	4	655	6	5	874	12	7	1	13	7	1	4
Annual Growth Rate	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%
No-Build Condition (2030)	5	833	8	6	1,112	15	9	1	17	9	1	5
Project Trips:												
Trip Distribution IN	5%	10%				5%						
Trip Distribution OUT					10%		5%		5%			
Residential Trips	10	20	0	0	13	10	6	0	6	0	0	0
Total Project Trips	10	20	0	0	13	10	6	0	6	0	0	0
Buildout Total (2030)	15	853	8	6	1,125	25	15	1	23	9	1	5

Traffic Impact Study
 Stillwater Development
 Intersection Traffic Volumes

Intersection: #3 - Harmony Road at Sammons Industrial Parkway

A.M. PEAK HOUR

Condition	Harmony Road Northbound			Harmony Road Southbound			N/A Eastbound			Sammons Industrial Parkway Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
Existing Volumes (2023)	0	157	9	24	228	0				5	0	8
Annual Growth Rate	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%
No-Build Condition (2030)	0	200	11	31	290	0	0	0	0	6	0	10
Project Trips:												
Trip Distribution IN			20%	10%								
Trip Distribution OUT										20%		10%
Residential Trips	0	0	13	7	0	0	0	0	0	37	0	19
Total Project Trips	0	0	13	7	0	0	0	0	0	37	0	19
Buildout Total (2030)	0	200	24	38	290	0	0	0	0	43	0	29

P.M. PEAK HOUR

Condition	Harmony Road Northbound			Harmony Road Southbound			N/A Eastbound			Sammons Industrial Parkway Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
Existing Volumes (2023)	0	217	4	14	160	1				20	0	22
Annual Growth Rate	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%
No-Build Condition (2030)	0	276	5	18	204	1	0	0	0	25	0	28
Project Trips:												
Trip Distribution IN			20%	10%								
Trip Distribution OUT										20%		10%
Residential Trips	0	0	40	20	0	0	0	0	0	25	0	13
Total Project Trips	0	0	40	20	0	0	0	0	0	25	0	13
Buildout Total (2030)	0	276	45	38	204	1	0	0	0	50	0	41

Traffic Impact Study
 Stillwater Development
 Intersection Traffic Volumes

Intersection: #4 - Scott Road at Proposed Driveway 1

A.M. PEAK HOUR

Condition	Proposed Driveway 1 Northbound			N/A Southbound			Scott Road Eastbound			Scott Road Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
Existing Volumes (2023)								173			63	
Annual Growth Rate	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%
No-Build Condition (2030)	0	0	0	0	0	0	0	220	0	0	80	0
Project Trips:												
Trip Distribution IN							50%					10%
Trip Distribution OUT	10%		50%									
Residential Trips	19	0	93	0	0	0	33	0	0	0	0	7
Total Project Trips	19	0	93	0	0	0	33	0	0	0	0	7
Buildout Total (2030)	19	0	93	0	0	0	33	220	0	0	80	7

P.M. PEAK HOUR

Condition	Proposed Driveway 1 Northbound			N/A Southbound			Scott Road Eastbound			Scott Road Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
Existing Volumes (2023)								149			163	
Annual Growth Rate	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%
No-Build Condition (2030)	0	0	0	0	0	0	0	190	0	0	207	0
Project Trips:												
Trip Distribution IN							50%					10%
Trip Distribution OUT	10%		50%									
Residential Trips	13	0	63	0	0	0	101	0	0	0	0	20
Total Project Trips	13	0	63	0	0	0	101	0	0	0	0	20
Buildout Total (2030)	13	0	63	0	0	0	101	190	0	0	207	20

Appendix F

Capacity Analysis Reports

Existing Conditions – Year 2023

HCM 6th Signalized Intersection Summary
 1: SR 44/Lake Oconee Pkwy & Scott Rd

Existing 2023
 AM Peak Hour



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	137	41	27	710	446	63
Future Volume (veh/h)	137	41	27	710	446	63
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1856	1856	1811	1811	1811	1811
Adj Flow Rate, veh/h	163	49	32	845	531	75
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84
Percent Heavy Veh, %	3	3	6	6	6	6
Cap, veh/h	208	185	579	1396	1239	1050
Arrive On Green	0.12	0.12	0.03	0.77	0.68	0.68
Sat Flow, veh/h	1767	1572	1725	1811	1811	1535
Grp Volume(v), veh/h	163	49	32	845	531	75
Grp Sat Flow(s),veh/h/ln	1767	1572	1725	1811	1811	1535
Q Serve(g_s), s	7.3	2.3	0.4	16.2	10.6	1.3
Cycle Q Clear(g_c), s	7.3	2.3	0.4	16.2	10.6	1.3
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	208	185	579	1396	1239	1050
V/C Ratio(X)	0.78	0.26	0.06	0.61	0.43	0.07
Avail Cap(c_a), veh/h	403	359	631	1396	1239	1050
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	34.7	32.5	3.8	4.0	5.7	4.3
Incr Delay (d2), s/veh	6.3	0.8	0.0	2.0	1.1	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.3	2.1	0.1	3.3	3.0	0.3
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	41.0	33.3	3.9	5.9	6.8	4.4
LnGrp LOS	D	C	A	A	A	A
Approach Vol, veh/h	212			877	606	
Approach Delay, s/veh	39.2			5.9	6.5	
Approach LOS	D			A	A	
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		67.0		14.1	7.1	59.9
Change Period (Y+Rc), s		4.5		4.5	4.5	4.5
Max Green Setting (Gmax), s		62.5		18.5	5.0	53.0
Max Q Clear Time (g_c+I1), s		18.2		9.3	2.4	12.6
Green Ext Time (p_c), s		6.9		0.4	0.0	3.6
Intersection Summary						
HCM 6th Ctrl Delay			10.3			
HCM 6th LOS			B			

HCM 6th TWSC
 2: SR 44/Lake Oconee Pkwy & Sherman-Williams Driveway/Thunder Rd

Existing 2023
 AM Peak Hour

Intersection												
Int Delay, s/veh	0.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	11	0	15	4	0	11	19	879	8	3	500	10
Future Vol, veh/h	11	0	15	4	0	11	19	879	8	3	500	10
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	97	97	97	97	97	97	97	97	97	97	97	97
Heavy Vehicles, %	2	2	2	2	2	2	6	6	6	6	6	6
Mvmt Flow	11	0	15	4	0	11	20	906	8	3	515	10

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1482	1480	520	1484	1481	910	525	0	0	914	0	0
Stage 1	526	526	-	950	950	-	-	-	-	-	-	-
Stage 2	956	954	-	534	531	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.16	-	-	4.16	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.254	-	-	2.254	-	-
Pot Cap-1 Maneuver	103	125	556	103	125	333	1022	-	-	729	-	-
Stage 1	535	529	-	312	339	-	-	-	-	-	-	-
Stage 2	310	337	-	530	526	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	96	119	556	97	119	333	1022	-	-	729	-	-
Mov Cap-2 Maneuver	96	119	-	97	119	-	-	-	-	-	-	-
Stage 1	514	526	-	300	325	-	-	-	-	-	-	-
Stage 2	287	324	-	512	523	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	27.9		24.3		0.2		0.1	
HCM LOS	D		C					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1022	-	-	184	202	729	-	-
HCM Lane V/C Ratio	0.019	-	-	0.146	0.077	0.004	-	-
HCM Control Delay (s)	8.6	0	-	27.9	24.3	10	0	-
HCM Lane LOS	A	A	-	D	C	A	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0.5	0.2	0	-	-

Intersection						
Int Delay, s/veh	0.7					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W		T			T
Traffic Vol, veh/h	5	8	157	9	24	228
Future Vol, veh/h	5	8	157	9	24	228
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	84	84	84	84	84	84
Heavy Vehicles, %	7	7	6	6	10	10
Mvmt Flow	6	10	187	11	29	271

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	522	193	0	0	198
Stage 1	193	-	-	-	-
Stage 2	329	-	-	-	-
Critical Hdwy	6.47	6.27	-	-	4.2
Critical Hdwy Stg 1	5.47	-	-	-	-
Critical Hdwy Stg 2	5.47	-	-	-	-
Follow-up Hdwy	3.563	3.363	-	-	2.29
Pot Cap-1 Maneuver	506	836	-	-	1328
Stage 1	828	-	-	-	-
Stage 2	718	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	493	836	-	-	1328
Mov Cap-2 Maneuver	493	-	-	-	-
Stage 1	828	-	-	-	-
Stage 2	699	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10.6	0	0.7
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	660	1328
HCM Lane V/C Ratio	-	-	0.023	0.022
HCM Control Delay (s)	-	-	10.6	7.8
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0.1	0.1

HCM 6th Signalized Intersection Summary
 1: SR 44/Lake Oconee Pkwy & Scott Rd

Existing 2023
 PM Peak Hour



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	105	53	35	642	809	151
Future Volume (veh/h)	105	53	35	642	809	151
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1856	1856	1811	1811	1811	1811
Adj Flow Rate, veh/h	109	55	36	669	843	157
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	3	3	6	6	6	6
Cap, veh/h	153	136	398	1447	1281	1086
Arrive On Green	0.09	0.09	0.03	0.80	0.71	0.71
Sat Flow, veh/h	1767	1572	1725	1811	1811	1535
Grp Volume(v), veh/h	109	55	36	669	843	157
Grp Sat Flow(s),veh/h/ln	1767	1572	1725	1811	1811	1535
Q Serve(g_s), s	4.7	2.6	0.4	9.3	20.1	2.6
Cycle Q Clear(g_c), s	4.7	2.6	0.4	9.3	20.1	2.6
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	153	136	398	1447	1281	1086
V/C Ratio(X)	0.71	0.40	0.09	0.46	0.66	0.14
Avail Cap(c_a), veh/h	403	359	448	1447	1281	1086
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	35.0	34.1	5.5	2.5	6.3	3.8
Incr Delay (d2), s/veh	6.0	1.9	0.1	1.1	2.7	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.2	0.1	0.1	1.3	5.4	0.6
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	41.0	36.0	5.6	3.6	9.0	4.0
LnGrp LOS	D	D	A	A	A	A
Approach Vol, veh/h	164			705	1000	
Approach Delay, s/veh	39.3			3.7	8.2	
Approach LOS	D			A	A	
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		67.5		11.3	7.2	60.3
Change Period (Y+Rc), s		4.5		4.5	4.5	4.5
Max Green Setting (Gmax), s		63.0		18.0	5.0	53.5
Max Q Clear Time (g_c+I1), s		11.3		6.7	2.4	22.1
Green Ext Time (p_c), s		4.8		0.3	0.0	7.2
Intersection Summary						
HCM 6th Ctrl Delay			9.2			
HCM 6th LOS			A			

HCM 6th TWSC
 2: SR 44/Lake Oconee Pkwy & Sherman-Williams Driveway/Thunder Rd

Existing 2023
 PM Peak Hour

Intersection												
Int Delay, s/veh	0.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	7	1	13	7	1	4	4	665	6	5	874	12
Future Vol, veh/h	7	1	13	7	1	4	4	665	6	5	874	12
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	6	6	6	6	6	6
Mvmt Flow	7	1	14	7	1	4	4	700	6	5	920	13

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1651	1651	927	1655	1654	703	933	0	0	706	0	0
Stage 1	937	937	-	711	711	-	-	-	-	-	-	-
Stage 2	714	714	-	944	943	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.16	-	-	4.16	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.254	-	-	2.254	-	-
Pot Cap-1 Maneuver	79	99	325	78	98	438	717	-	-	874	-	-
Stage 1	318	343	-	424	436	-	-	-	-	-	-	-
Stage 2	422	435	-	315	341	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	76	97	325	73	96	438	717	-	-	874	-	-
Mov Cap-2 Maneuver	76	97	-	73	96	-	-	-	-	-	-	-
Stage 1	315	339	-	420	432	-	-	-	-	-	-	-
Stage 2	413	431	-	297	337	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	33.8		44.3		0.1		0.1	
HCM LOS	D		E					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	717	-	-	147	104	874	-	-
HCM Lane V/C Ratio	0.006	-	-	0.15	0.121	0.006	-	-
HCM Control Delay (s)	10.1	0	-	33.8	44.3	9.1	0	-
HCM Lane LOS	B	A	-	D	E	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.5	0.4	0	-	-

Intersection

Int Delay, s/veh 1.3

Movement WBL WBR NBT NBR SBL SBT

Lane Configurations						
Traffic Vol, veh/h	20	22	217	4	14	160
Future Vol, veh/h	20	22	217	4	14	160
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	84	84	84	84	84	84
Heavy Vehicles, %	7	7	6	6	10	10
Mvmt Flow	24	26	258	5	17	190

Major/Minor Minor1 Major1 Major2

Conflicting Flow All	485	261	0	0	263	0
Stage 1	261	-	-	-	-	-
Stage 2	224	-	-	-	-	-
Critical Hdwy	6.47	6.27	-	-	4.2	-
Critical Hdwy Stg 1	5.47	-	-	-	-	-
Critical Hdwy Stg 2	5.47	-	-	-	-	-
Follow-up Hdwy	3.563	3.363	-	-	2.29	-
Pot Cap-1 Maneuver	532	766	-	-	1256	-
Stage 1	771	-	-	-	-	-
Stage 2	802	-	-	-	-	-
Platoon blocked, %			-	-		
Mov Cap-1 Maneuver	524	766	-	-	1256	-
Mov Cap-2 Maneuver	524	-	-	-	-	-
Stage 1	771	-	-	-	-	-
Stage 2	790	-	-	-	-	-

Approach WB NB SB

HCM Control Delay, s	11.2	0	0.6
HCM LOS	B		

Minor Lane/Major Mvmt NBT NBRWBLn1 SBL SBT

Capacity (veh/h)	-	-	628	1256	-
HCM Lane V/C Ratio	-	-	0.08	0.013	-
HCM Control Delay (s)	-	-	11.2	7.9	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0.3	0	-

Future No-Build Conditions – Year 2030

HCM 6th Signalized Intersection Summary
 1: SR 44/Lake Oconee Pkwy & Scott Rd

No Build 2030
 AM Peak Hour



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	174	52	34	903	567	80
Future Volume (veh/h)	174	52	34	903	567	80
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1856	1856	1811	1811	1811	1811
Adj Flow Rate, veh/h	207	62	40	1075	675	95
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84
Percent Heavy Veh, %	3	3	6	6	6	6
Cap, veh/h	252	224	458	1357	1194	1012
Arrive On Green	0.14	0.14	0.04	0.75	0.66	0.66
Sat Flow, veh/h	1767	1572	1725	1811	1811	1535
Grp Volume(v), veh/h	207	62	40	1075	675	95
Grp Sat Flow(s),veh/h/ln	1767	1572	1725	1811	1811	1535
Q Serve(g_s), s	9.5	2.9	0.6	30.5	16.9	1.9
Cycle Q Clear(g_c), s	9.5	2.9	0.6	30.5	16.9	1.9
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	252	224	458	1357	1194	1012
V/C Ratio(X)	0.82	0.28	0.09	0.79	0.57	0.09
Avail Cap(c_a), veh/h	392	349	499	1357	1194	1012
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	34.7	31.9	5.6	6.4	7.7	5.2
Incr Delay (d2), s/veh	7.8	0.7	0.1	4.8	1.9	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.4	2.7	0.1	7.8	5.3	0.5
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	42.5	32.6	5.7	11.2	9.7	5.3
LnGrp LOS	D	C	A	B	A	A
Approach Vol, veh/h	269			1115	770	
Approach Delay, s/veh	40.2			11.0	9.1	
Approach LOS	D			B	A	
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		67.0		16.4	7.5	59.5
Change Period (Y+Rc), s		4.5		4.5	4.5	4.5
Max Green Setting (Gmax), s		62.5		18.5	5.0	53.0
Max Q Clear Time (g_c+I1), s		32.5		11.5	2.6	18.9
Green Ext Time (p_c), s		10.0		0.4	0.0	5.0
Intersection Summary						
HCM 6th Ctrl Delay			14.0			
HCM 6th LOS			B			

HCM 6th TWSC
 2: SR 44/Lake Oconee Pkwy & Sherman-Williams Driveway/Thunder Rd

No Build 2030
 AM Peak Hour

Intersection												
Int Delay, s/veh	1.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔			↔	
Traffic Vol, veh/h	14	0	19	5	0	14	24	1118	10	4	636	13
Future Vol, veh/h	14	0	19	5	0	14	24	1118	10	4	636	13
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	97	97	97	97	97	97	97	97	97	97	97	97
Heavy Vehicles, %	2	2	2	2	2	2	6	6	6	6	6	6
Mvmt Flow	14	0	20	5	0	14	25	1153	10	4	656	13

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1886	1884	663	1889	1885	1158	669	0	0	1163	0	0
Stage 1	671	671	-	1208	1208	-	-	-	-	-	-	-
Stage 2	1215	1213	-	681	677	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.16	-	-	4.16	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.254	-	-	2.254	-	-
Pot Cap-1 Maneuver	54	71	461	53	71	239	902	-	-	586	-	-
Stage 1	446	455	-	224	256	-	-	-	-	-	-	-
Stage 2	222	255	-	440	452	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	47	65	461	47	65	239	902	-	-	586	-	-
Mov Cap-2 Maneuver	47	65	-	47	65	-	-	-	-	-	-	-
Stage 1	411	450	-	206	236	-	-	-	-	-	-	-
Stage 2	192	235	-	417	447	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	60.9		42.6		0.2		0.1	
HCM LOS	F		E					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	902	-	-	97	115	586	-	-
HCM Lane V/C Ratio	0.027	-	-	0.351	0.17	0.007	-	-
HCM Control Delay (s)	9.1	0	-	60.9	42.6	11.2	0	-
HCM Lane LOS	A	A	-	F	E	B	A	-
HCM 95th %tile Q(veh)	0.1	-	-	1.4	0.6	0	-	-

HCM 6th TWSC
3: Harmony Rd & Sammons Industrial Pkwy

No Build 2030
AM Peak Hour

Intersection						
Int Delay, s/veh	0.8					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	6	10	200	11	31	290
Future Vol, veh/h	6	10	200	11	31	290
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	84	84	84	84	84	84
Heavy Vehicles, %	7	7	6	6	10	10
Mvmt Flow	7	12	238	13	37	345

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	664	245	0	0	251	0
Stage 1	245	-	-	-	-	-
Stage 2	419	-	-	-	-	-
Critical Hdwy	6.47	6.27	-	-	4.2	-
Critical Hdwy Stg 1	5.47	-	-	-	-	-
Critical Hdwy Stg 2	5.47	-	-	-	-	-
Follow-up Hdwy	3.563	3.363	-	-	2.29	-
Pot Cap-1 Maneuver	418	782	-	-	1269	-
Stage 1	784	-	-	-	-	-
Stage 2	653	-	-	-	-	-
Platoon blocked, %			-	-		
Mov Cap-1 Maneuver	403	782	-	-	1269	-
Mov Cap-2 Maneuver	403	-	-	-	-	-
Stage 1	784	-	-	-	-	-
Stage 2	629	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	11.4	0	0.8
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	578	1269
HCM Lane V/C Ratio	-	-	0.033	0.029
HCM Control Delay (s)	-	-	11.4	7.9
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0.1	0.1

HCM 6th Signalized Intersection Summary
 1: SR 44/Lake Oconee Pkwy & Scott Rd

No Build 2030
 PM Peak Hour



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	134	67	45	817	1029	192
Future Volume (veh/h)	134	67	45	817	1029	192
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1856	1856	1811	1811	1811	1811
Adj Flow Rate, veh/h	140	70	47	851	1072	200
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	3	3	6	6	6	6
Cap, veh/h	187	166	257	1417	1243	1053
Arrive On Green	0.11	0.11	0.04	0.78	0.69	0.69
Sat Flow, veh/h	1767	1572	1725	1811	1811	1535
Grp Volume(v), veh/h	140	70	47	851	1072	200
Grp Sat Flow(s),veh/h/ln	1767	1572	1725	1811	1811	1535
Q Serve(g_s), s	6.2	3.4	0.6	15.5	36.6	3.8
Cycle Q Clear(g_c), s	6.2	3.4	0.6	15.5	36.6	3.8
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	187	166	257	1417	1243	1053
V/C Ratio(X)	0.75	0.42	0.18	0.60	0.86	0.19
Avail Cap(c_a), veh/h	395	352	294	1417	1243	1053
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	35.0	33.7	13.0	3.6	9.7	4.6
Incr Delay (d2), s/veh	5.9	1.7	0.3	1.9	8.0	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.8	0.1	0.4	2.8	11.9	0.9
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	40.9	35.4	13.3	5.5	17.7	5.0
LnGrp LOS	D	D	B	A	B	A
Approach Vol, veh/h				898	1272	
Approach Delay, s/veh				5.9	15.7	
Approach LOS				A	B	
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		67.5		13.0	7.8	59.7
Change Period (Y+Rc), s		4.5		4.5	4.5	4.5
Max Green Setting (Gmax), s		63.0		18.0	5.0	53.5
Max Q Clear Time (g_c+I1), s		17.5		8.2	2.6	38.6
Green Ext Time (p_c), s		7.0		0.4	0.0	7.7
Intersection Summary						
HCM 6th Ctrl Delay			14.1			
HCM 6th LOS			B			

HCM 6th TWSC
 2: SR 44/Lake Oconee Pkwy & Sherman-Williams Driveway/Thunder Rd

No Build 2030
 PM Peak Hour

Intersection												
Int Delay, s/veh	1.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	9	1	17	9	1	5	5	833	8	6	1112	15
Future Vol, veh/h	9	1	17	9	1	5	5	833	8	6	1112	15
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	6	6	6	6	6	6
Mvmt Flow	9	1	18	9	1	5	5	877	8	6	1171	16

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	2085	2086	1179	2092	2090	881	1187	0	0	885	0	0
Stage 1	1191	1191	-	891	891	-	-	-	-	-	-	-
Stage 2	894	895	-	1201	1199	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.16	-	-	4.16	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.254	-	-	2.254	-	-
Pot Cap-1 Maneuver	39	53	232	38	53	346	574	-	-	748	-	-
Stage 1	229	261	-	337	361	-	-	-	-	-	-	-
Stage 2	336	359	-	226	259	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	37	51	232	33	51	346	574	-	-	748	-	-
Mov Cap-2 Maneuver	37	51	-	33	51	-	-	-	-	-	-	-
Stage 1	225	255	-	331	355	-	-	-	-	-	-	-
Stage 2	324	353	-	203	253	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	73		110.1		0.1		0.1	
HCM LOS	F		F					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	574	-	-	80	49	748	-	-
HCM Lane V/C Ratio	0.009	-	-	0.355	0.322	0.008	-	-
HCM Control Delay (s)	11.3	0	-	73	110.1	9.9	0	-
HCM Lane LOS	B	A	-	F	F	A	A	-
HCM 95th %tile Q(veh)	0	-	-	1.4	1.1	0	-	-

HCM 6th TWSC
3: Harmony Rd & Sammons Industrial Pkwy

No Build 2030
PM Peak Hour

Intersection						
Int Delay, s/veh	1.5					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	Y		B			4
Traffic Vol, veh/h	25	28	276	5	18	204
Future Vol, veh/h	25	28	276	5	18	204
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	84	84	84	84	84	84
Heavy Vehicles, %	7	7	6	6	10	10
Mvmt Flow	30	33	329	6	21	243

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	617	332	0	0	335	0
Stage 1	332	-	-	-	-	-
Stage 2	285	-	-	-	-	-
Critical Hdwy	6.47	6.27	-	-	4.2	-
Critical Hdwy Stg 1	5.47	-	-	-	-	-
Critical Hdwy Stg 2	5.47	-	-	-	-	-
Follow-up Hdwy	3.563	3.363	-	-	2.29	-
Pot Cap-1 Maneuver	445	698	-	-	1181	-
Stage 1	716	-	-	-	-	-
Stage 2	752	-	-	-	-	-
Platoon blocked, %			-	-	-	-
Mov Cap-1 Maneuver	436	698	-	-	1181	-
Mov Cap-2 Maneuver	436	-	-	-	-	-
Stage 1	716	-	-	-	-	-
Stage 2	736	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	12.5	0	0.7
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	544	1181
HCM Lane V/C Ratio	-	-	0.116	0.018
HCM Control Delay (s)	-	-	12.5	8.1
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0.4	0.1

Future Build Conditions – Year 2030

HCM 6th Signalized Intersection Summary
 1: SR 44/Lake Oconee Pkwy & Scott Rd



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	248	71	41	912	570	106
Future Volume (veh/h)	248	71	41	912	570	106
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1856	1856	1811	1811	1811	1811
Adj Flow Rate, veh/h	295	85	49	1086	679	126
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84
Percent Heavy Veh, %	3	3	6	6	6	6
Cap, veh/h	333	296	406	1285	1120	950
Arrive On Green	0.19	0.19	0.04	0.71	0.62	0.62
Sat Flow, veh/h	1767	1572	1725	1811	1811	1535
Grp Volume(v), veh/h	295	85	49	1086	679	126
Grp Sat Flow(s),veh/h/ln	1767	1572	1725	1811	1811	1535
Q Serve(g_s), s	14.3	4.1	0.8	38.4	20.2	3.0
Cycle Q Clear(g_c), s	14.3	4.1	0.8	38.4	20.2	3.0
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	333	296	406	1285	1120	950
V/C Ratio(X)	0.89	0.29	0.12	0.85	0.61	0.13
Avail Cap(c_a), veh/h	371	330	435	1285	1120	950
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	34.8	30.7	7.6	9.3	10.2	7.0
Incr Delay (d2), s/veh	20.4	0.5	0.1	7.0	2.4	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.6	0.0	0.2	12.2	7.0	0.9
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	55.2	31.2	7.8	16.3	12.7	7.3
LnGrp LOS	E	C	A	B	B	A
Approach Vol, veh/h	380			1135	805	
Approach Delay, s/veh	49.8			15.9	11.8	
Approach LOS	D			B	B	
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		67.0		21.1	8.0	59.0
Change Period (Y+Rc), s		4.5		4.5	4.5	4.5
Max Green Setting (Gmax), s		62.5		18.5	5.0	53.0
Max Q Clear Time (g_c+I1), s		40.4		16.3	2.8	22.2
Green Ext Time (p_c), s		9.0		0.3	0.0	5.1
Intersection Summary						
HCM 6th Ctrl Delay			20.0			
HCM 6th LOS			C			

Intersection												
Int Delay, s/veh	3.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔			↔	
Traffic Vol, veh/h	23	0	28	5	0	14	27	1125	10	4	655	16
Future Vol, veh/h	23	0	28	5	0	14	27	1125	10	4	655	16
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	97	97	97	97	97	97	97	97	97	97	97	97
Heavy Vehicles, %	2	2	2	2	2	2	6	6	6	6	6	6
Mvmt Flow	24	0	29	5	0	14	28	1160	10	4	675	16

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1919	1917	683	1927	1920	1165	691	0	0	1170	0	0
Stage 1	691	691	-	1221	1221	-	-	-	-	-	-	-
Stage 2	1228	1226	-	706	699	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.16	-	-	4.16	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.254	-	-	2.254	-	-
Pot Cap-1 Maneuver	51	67	449	50	67	236	885	-	-	583	-	-
Stage 1	435	446	-	220	252	-	-	-	-	-	-	-
Stage 2	218	251	-	427	442	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	44	60	449	43	60	236	885	-	-	583	-	-
Mov Cap-2 Maneuver	44	60	-	43	60	-	-	-	-	-	-	-
Stage 1	395	441	-	200	229	-	-	-	-	-	-	-
Stage 2	186	228	-	395	437	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	95.8		45.6		0.2		0.1	
HCM LOS	F		E					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	885	-	-	87	108	583	-	-
HCM Lane V/C Ratio	0.031	-	-	0.604	0.181	0.007	-	-
HCM Control Delay (s)	9.2	0	-	95.8	45.6	11.2	0	-
HCM Lane LOS	A	A	-	F	E	B	A	-
HCM 95th %tile Q(veh)	0.1	-	-	2.8	0.6	0	-	-

Intersection						
Int Delay, s/veh	2.1					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	43	29	200	24	38	290
Future Vol, veh/h	43	29	200	24	38	290
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	84	84	84	84	84	84
Heavy Vehicles, %	7	7	6	6	10	10
Mvmt Flow	51	35	238	29	45	345

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	688	253	0	0	267
Stage 1	253	-	-	-	-
Stage 2	435	-	-	-	-
Critical Hdwy	6.47	6.27	-	-	4.2
Critical Hdwy Stg 1	5.47	-	-	-	-
Critical Hdwy Stg 2	5.47	-	-	-	-
Follow-up Hdwy	3.563	3.363	-	-	2.29
Pot Cap-1 Maneuver	405	774	-	-	1252
Stage 1	778	-	-	-	-
Stage 2	642	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	387	774	-	-	1252
Mov Cap-2 Maneuver	387	-	-	-	-
Stage 1	778	-	-	-	-
Stage 2	614	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	14	0	0.9
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	485	1252
HCM Lane V/C Ratio	-	-	0.177	0.036
HCM Control Delay (s)	-	-	14	8
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0.6	0.1

Intersection						
Int Delay, s/veh	3					
Movement	SET	SER	NWL	NWT	NEL	NER
Lane Configurations	↑	↗	↖	↑	↘	↙
Traffic Vol, veh/h	80	7	33	220	19	93
Future Vol, veh/h	80	7	33	220	19	93
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	75	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	87	8	36	239	21	101

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	95	0	398 87
Stage 1	-	-	-	-	87 -
Stage 2	-	-	-	-	311 -
Critical Hdwy	-	-	4.12	-	6.42 6.22
Critical Hdwy Stg 1	-	-	-	-	5.42 -
Critical Hdwy Stg 2	-	-	-	-	5.42 -
Follow-up Hdwy	-	-	2.218	-	3.518 3.318
Pot Cap-1 Maneuver	-	-	1499	-	607 971
Stage 1	-	-	-	-	936 -
Stage 2	-	-	-	-	743 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1499	-	592 971
Mov Cap-2 Maneuver	-	-	-	-	592 -
Stage 1	-	-	-	-	936 -
Stage 2	-	-	-	-	725 -

Approach	SE	NW	NE
HCM Control Delay, s	0	1	9.8
HCM LOS			A

Minor Lane/Major Mvmt	NELn1	NWL	NWT	SET	SER
Capacity (veh/h)	876	1499	-	-	-
HCM Lane V/C Ratio	0.139	0.024	-	-	-
HCM Control Delay (s)	9.8	7.5	-	-	-
HCM Lane LOS	A	A	-	-	-
HCM 95th %tile Q(veh)	0.5	0.1	-	-	-

HCM 6th Signalized Intersection Summary

1: SR 44/Lake Oconee Pkwy & Scott Rd

Build 2030
PM Peak Hour



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	184	80	65	823	1039	273
Future Volume (veh/h)	184	80	65	823	1039	273
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1856	1856	1811	1811	1811	1811
Adj Flow Rate, veh/h	192	83	68	857	1082	284
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	3	3	6	6	6	6
Cap, veh/h	238	212	224	1371	1187	1006
Arrive On Green	0.13	0.13	0.05	0.76	0.66	0.66
Sat Flow, veh/h	1767	1572	1725	1811	1811	1535
Grp Volume(v), veh/h	192	83	68	857	1082	284
Grp Sat Flow(s),veh/h/ln	1767	1572	1725	1811	1811	1535
Q Serve(g_s), s	8.8	4.0	0.9	18.2	42.6	6.5
Cycle Q Clear(g_c), s	8.8	4.0	0.9	18.2	42.6	6.5
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	238	212	224	1371	1187	1006
V/C Ratio(X)	0.81	0.39	0.30	0.63	0.91	0.28
Avail Cap(c_a), veh/h	382	340	246	1371	1187	1006
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	34.9	32.9	17.7	4.7	12.3	6.1
Incr Delay (d2), s/veh	6.4	1.2	0.8	2.2	12.0	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.0	0.1	0.8	4.2	15.8	1.7
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	41.4	34.1	18.5	6.8	24.3	6.8
LnGrp LOS	D	C	B	A	C	A
Approach Vol, veh/h	275			925	1366	
Approach Delay, s/veh	39.2			7.7	20.6	
Approach LOS	D			A	C	
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		67.5		15.7	8.5	59.0
Change Period (Y+Rc), s		4.5		4.5	4.5	4.5
Max Green Setting (Gmax), s		63.0		18.0	5.0	53.5
Max Q Clear Time (g_c+I1), s		20.2		10.8	2.9	44.6
Green Ext Time (p_c), s		7.0		0.5	0.0	5.6
Intersection Summary						
HCM 6th Ctrl Delay			18.0			
HCM 6th LOS			B			

Intersection												
Int Delay, s/veh	3.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	15	1	23	9	1	5	15	853	8	6	1125	25
Future Vol, veh/h	15	1	23	9	1	5	15	853	8	6	1125	25
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	6	6	6	6	6	6
Mvmt Flow	16	1	24	9	1	5	16	898	8	6	1184	26

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	2146	2147	1197	2156	2156	902	1210	0	0	906	0	0
Stage 1	1209	1209	-	934	934	-	-	-	-	-	-	-
Stage 2	937	938	-	1222	1222	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.16	-	-	4.16	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.254	-	-	2.254	-	-
Pot Cap-1 Maneuver	35	48	226	35	48	336	563	-	-	735	-	-
Stage 1	223	256	-	319	345	-	-	-	-	-	-	-
Stage 2	318	343	-	220	252	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	32	44	226	29	44	336	563	-	-	735	-	-
Mov Cap-2 Maneuver	32	44	-	29	44	-	-	-	-	-	-	-
Stage 1	210	250	-	301	325	-	-	-	-	-	-	-
Stage 2	294	323	-	191	246	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	124.5		131		0.2		0.1	
HCM LOS	F		F					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	563	-	-	66	43	735	-	-
HCM Lane V/C Ratio	0.028	-	-	0.622	0.367	0.009	-	-
HCM Control Delay (s)	11.6	0	-	124.5	131	9.9	0	-
HCM Lane LOS	B	A	-	F	F	A	A	-
HCM 95th %tile Q(veh)	0.1	-	-	2.7	1.3	0	-	-

HCM 6th TWSC
3: Harmony Rd & Sammons Industrial Pkwy

Build 2030
PM Peak Hour

Intersection						
Int Delay, s/veh	2.5					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	50	41	276	45	38	204
Future Vol, veh/h	50	41	276	45	38	204
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	84	84	84	84	84	84
Heavy Vehicles, %	7	7	6	6	10	10
Mvmt Flow	60	49	329	54	45	243

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	689	356	0	0	383
Stage 1	356	-	-	-	-
Stage 2	333	-	-	-	-
Critical Hdwy	6.47	6.27	-	-	4.2
Critical Hdwy Stg 1	5.47	-	-	-	-
Critical Hdwy Stg 2	5.47	-	-	-	-
Follow-up Hdwy	3.563	3.363	-	-	2.29
Pot Cap-1 Maneuver	404	677	-	-	1133
Stage 1	698	-	-	-	-
Stage 2	715	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	385	677	-	-	1133
Mov Cap-2 Maneuver	385	-	-	-	-
Stage 1	698	-	-	-	-
Stage 2	682	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	14.7	0	1.3
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	478	1133
HCM Lane V/C Ratio	-	-	0.227	0.04
HCM Control Delay (s)	-	-	14.7	8.3
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0.9	0.1

Intersection

Int Delay, s/veh 2.8

Movement SET SER NWL NWT NEL NER

Lane Configurations	↑	↗	↖	↑	↘	↙
Traffic Vol, veh/h	207	20	101	190	13	63
Future Vol, veh/h	207	20	101	190	13	63
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	75	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	225	22	110	207	14	68

Major/Minor Major1 Major2 Minor1

Conflicting Flow All	0	0	247	0	652	225
Stage 1	-	-	-	-	225	-
Stage 2	-	-	-	-	427	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1319	-	433	814
Stage 1	-	-	-	-	812	-
Stage 2	-	-	-	-	658	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1319	-	397	814
Mov Cap-2 Maneuver	-	-	-	-	397	-
Stage 1	-	-	-	-	812	-
Stage 2	-	-	-	-	603	-

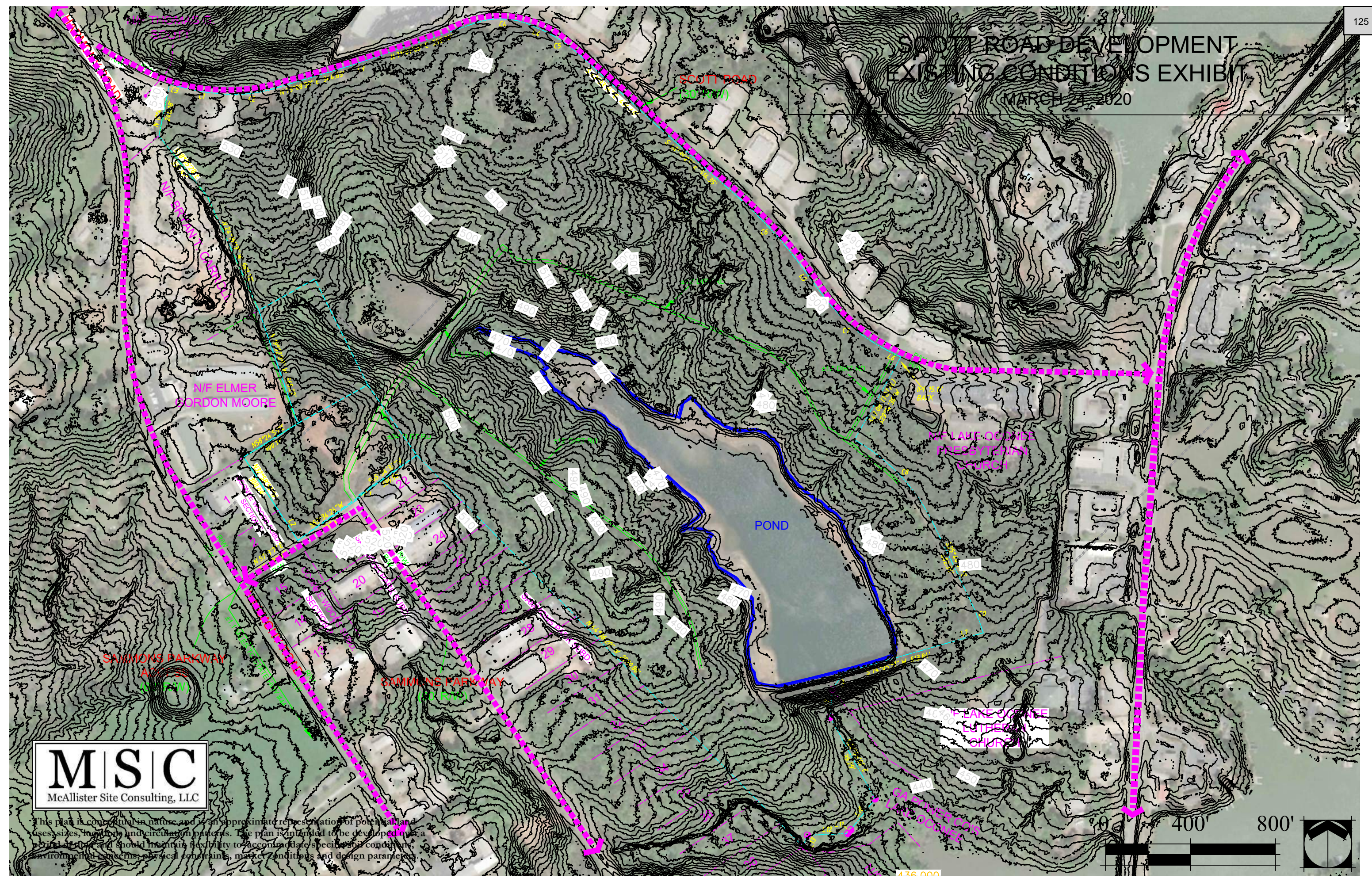
Approach SE NW NE

HCM Control Delay, s 0 2.8 10.9
HCM LOS B

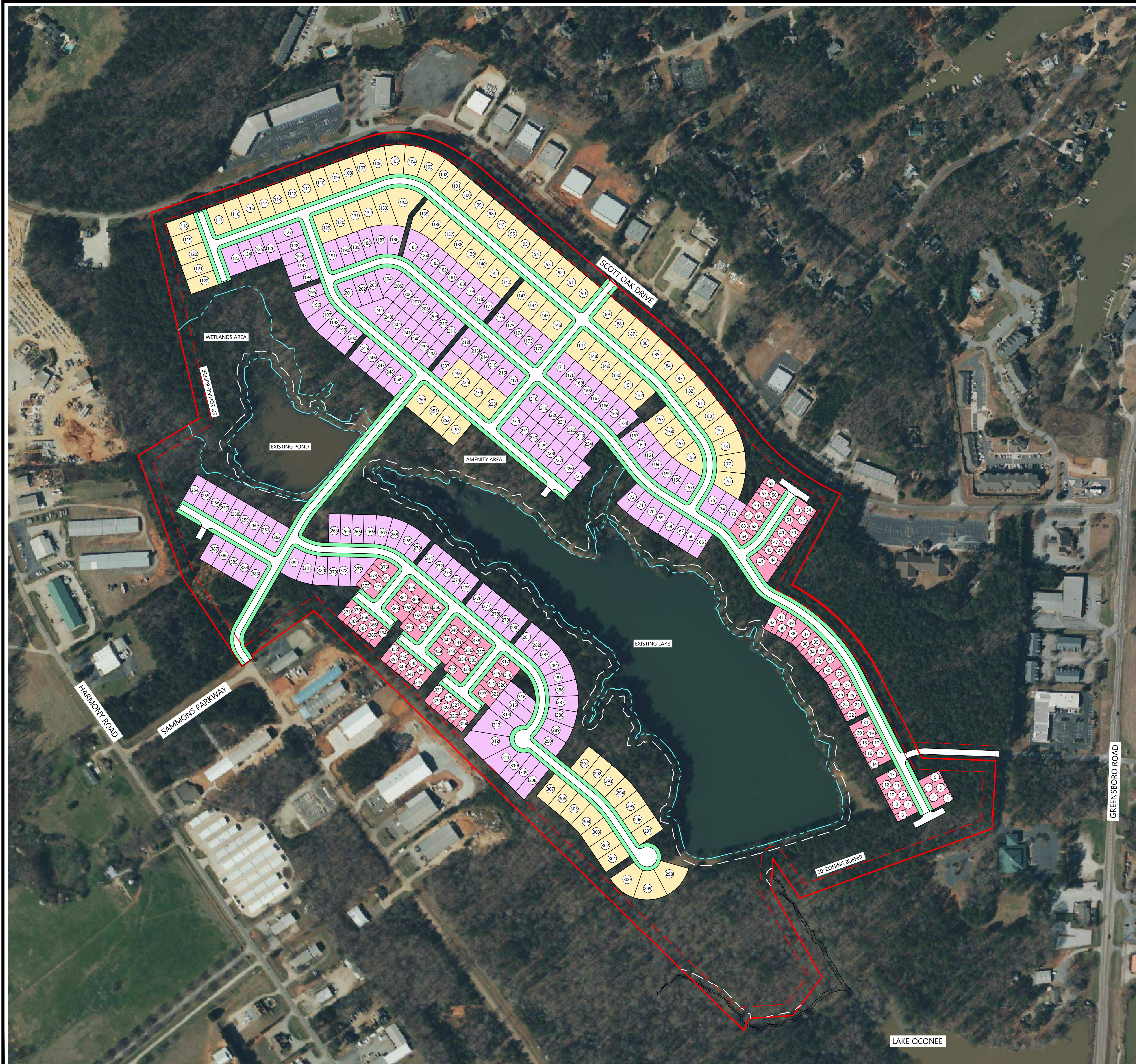
Minor Lane/Major Mvmt NELn1 NWL NWT SET SER

Capacity (veh/h)	690	1319	-	-	-
HCM Lane V/C Ratio	0.12	0.083	-	-	-
HCM Control Delay (s)	10.9	8	-	-	-
HCM Lane LOS	B	A	-	-	-
HCM 95th %tile Q(veh)	0.4	0.3	-	-	-

SCOTT ROAD DEVELOPMENT EXISTING CONDITIONS EXHIBIT MARCH 24, 2020

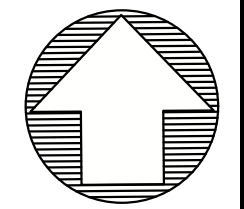


This plan is conceptual in nature and is an approximate representation of potential land uses, sizes, locations and circulation patterns. The plan is intended to be developed over a period of time and should maintain flexibility to accommodate specific site conditions, environmental concerns, physical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



PROPOSED USE: RPUD

APPLICANT: RICK MCALLISTER
1341 BEVERLY DRIVE
ATHENS, GA 30606



811
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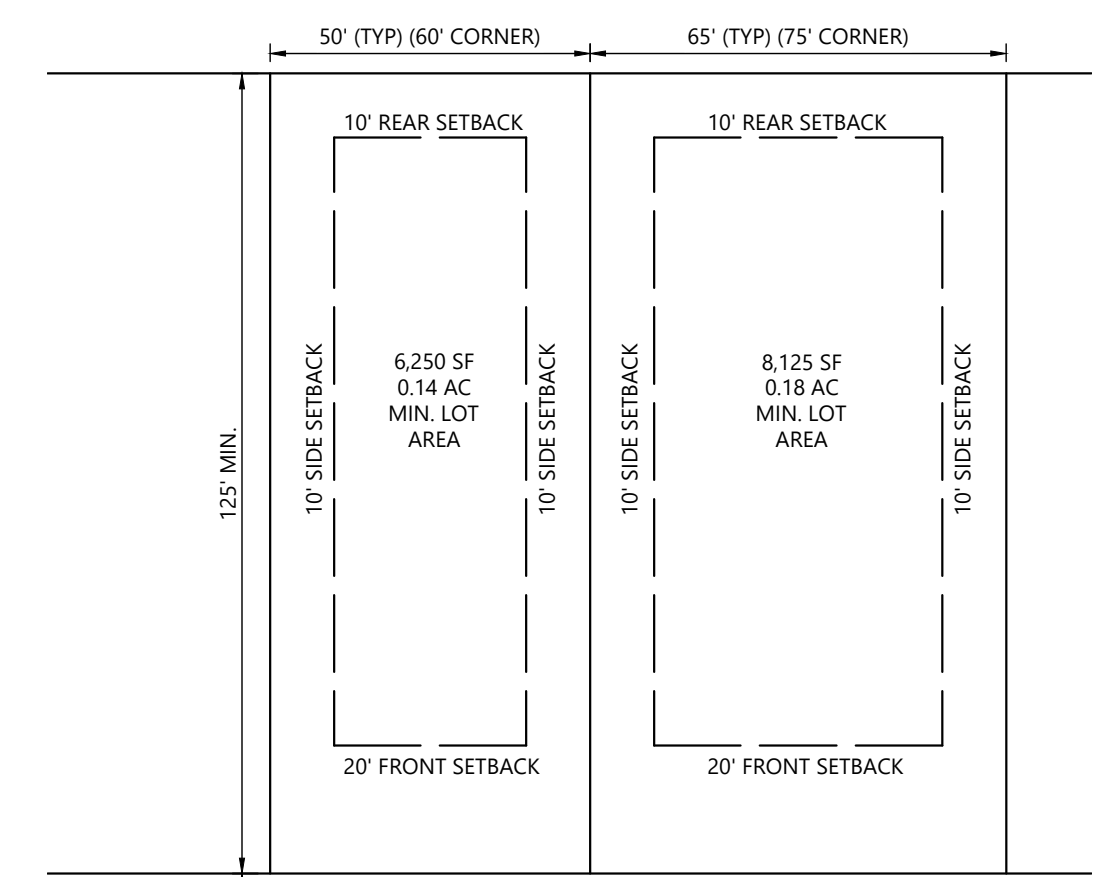
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SITE AREA	
TOTAL PROPERTY AREA:	158.3± AC
ZONING CLASSIFICATION	
JURISDICTION:	PUTNAM COUNTY
EXISTING ZONING:	CPUD
PROPOSED ZONING:	RPUD
DEVELOPMENT PROPOSAL	
PROPOSED DENSITY:	387 UNITS
24' TOWNHOME PRODUCT:	124 UNITS (32%)
50' SINGLE FAMILY DETACHED LOT:	163 UNITS (42%)
65' SINGLE FAMILY DETACHED LOT:	100 UNITS (26%)
ZONING BUFFER	
FRONT SETBACK:	20'
REAR SETBACK:	50' (DISTURBED/RE-VEGETATED)
SIDE SETBACK:	10'
REAR SETBACK:	20'
PROPOSED R/W:	60'
MIN. OPEN SPACE REQUIRED	
PROPOSED OPEN SPACE:	20% (31.6 AC)
LAKES/WETLANDS:	20.2% (32.0 AC)
REMAINING OPEN SPACE:	14.75 AC
NOTES	
1. ZONING REQUIRED.	
2. BASE INFORMATION PROVIDED BY CLIENT AND GIS DATA.	
3. WETLANDS/STREAM DETERMINATION PROVIDED BY SELLER.	
4. STORMWATER DETENTION TO BE PROVIDED WITHIN EXISTING LAKE.	
5. WATER QUALITY NOT PROVIDED FOR THE SITE.	

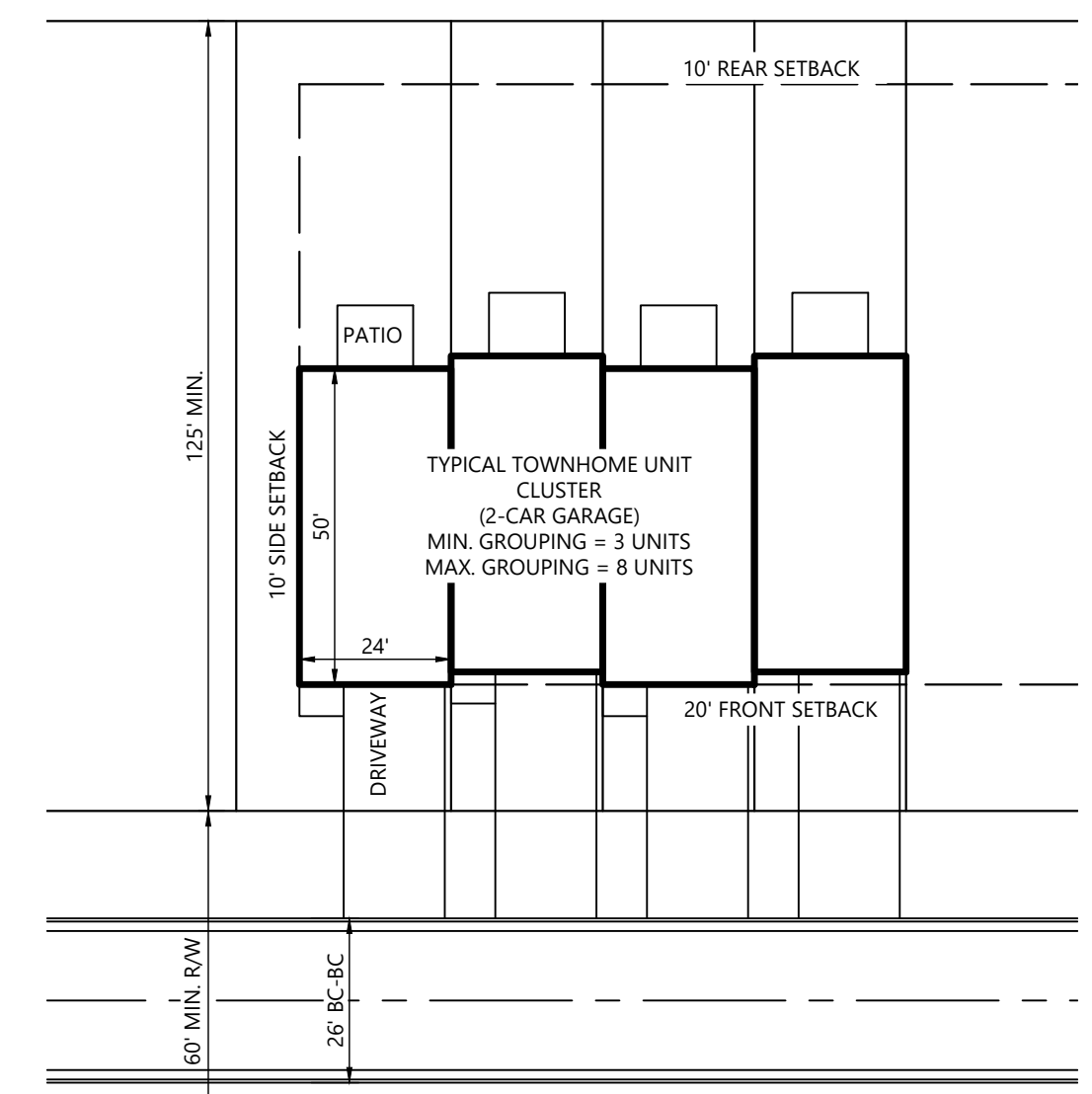
24 HOUR EMERGENCY CONTACT

####

ATWELL
866.850.4200 www.atwell-group.com
1800 PARKWAY PLACE, SUITE 700
MARIETTA, GA 30067
COAF PEF005804



TYPICAL LOT LAYOUT
N.T.S.



TYPICAL TOWNHOME LAYOUT
N.T.S.

STILLWATER SCOTT OAK DRIVE
FORESTAR
CONCEPT PLAN
PUTNAM COUNTY, GEORGIA

DATE: 05-17-2023
REVISIONS:

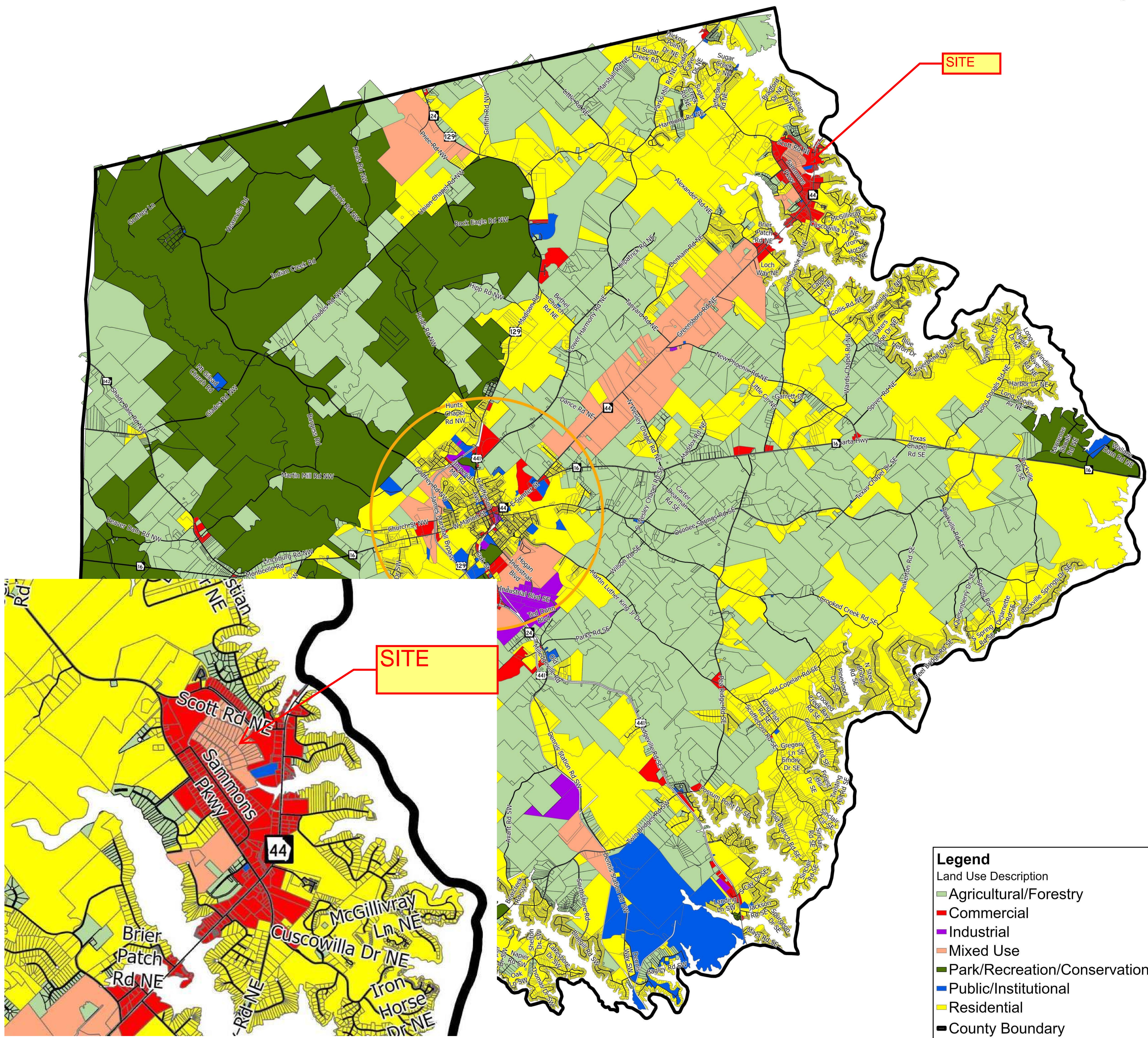
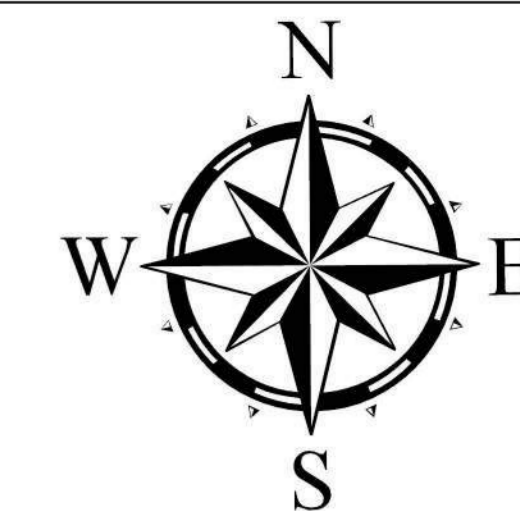
DRAWN BY: ####
CHECKED BY: ####
PROJECT MANAGER: ####
JOB #: ####
FILE CODE: ####
SHEET NO. CSP2

SCALE: 1"=200'
0 100' 200'

NOT ISSUED FOR CONSTRUCTION
CAD FILE: C08 SITE PLAN

FILE NAME: K:\Projects\2023\Newlands\Newlands\Site\DWG\2023\0517\2023_0517_11272023_0517_PWD_PLOT_01.DWG
DATE: 11/27/2023 4:11 PM
PLOTTER: HP DesignJet 500
PLOT SCALE: 1"=200'
PLOT AREA: 158.3± AC
PLOT TITLE: ATWELL

Putnam County 2022 Future Land Use



Legend

Land Use Description

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



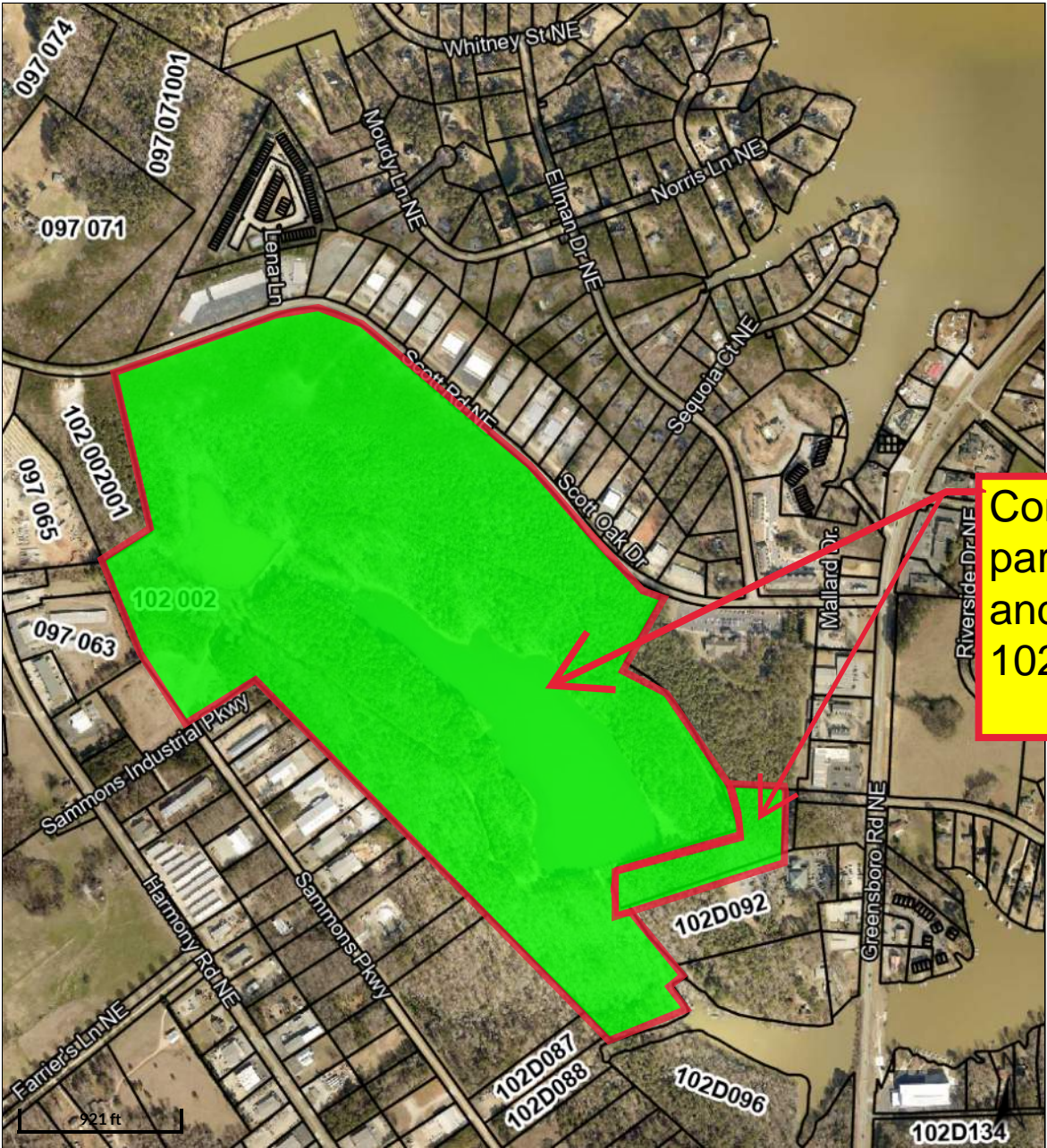
Sec. 66-118. Development standards.

Lot Dimensions	R-PUD	PROPOSED
Minimum Lot Area	15 acres	APROROXMATLEY 165 acres
Minimum Lot Width	As established in an approved concept plan	50 feet
Minimum Lot Frontage		
Setbacks		
Principal Building		
Front	As established in an approved concept plan	20 feet
Side	As established in an approved concept plan	10 feet
Rear	As established in an approved concept plan	20 feet
From Lake Oconee / Sinclair	65 feet	N/A
State Hwy or Arterial	50 feet	50 feet
Accessory Building		
From Principal Structure	As established in an approved concept plan	
Front	Not Permitted 10 feet if less than 100 sf 20 feet if greater than 100 sf	Not Permitted
Side		10 feet if less than 100 sf 20 feet if greater than 100 sf
Rear		
Maximum Height		
Principal	35 feet from highest point of grade	35 feet from highest point of grade for any residential structures, 45 feet from highest point of grade for any nonresidential structures
Accessory		
Minimum Floor Area		
Single Family Detached	1,000 sf	1,000 sf
Single Family Attached	1,000 sf	1,000 sf
Manufactured Home		
One-Bedroom Unit	700 sf	700 sf
Two-Bedroom Unit	900 sf	900 sf
Three or More Bedroom Unit	1,100 sf	1,100 sf
Impervious Surface Coverage	As established in an approved concept plan	As established in an approved concept plan
Residential Density	8 dwelling unit maximum per acre	8 dwelling unit maximum per acre
Land Use Mix	Residential—100%	Residential—100%
Water and Sewer	Must be connected to a central water supply and sewer system	Must be connected to a central water supply and sewer system

¹ Minimums are determined by floor area of interior spaces for each use category

(Ord. of 12-4-2020(1) ; Ord. of 2-16-2021(3))



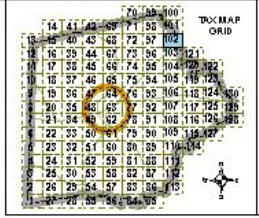
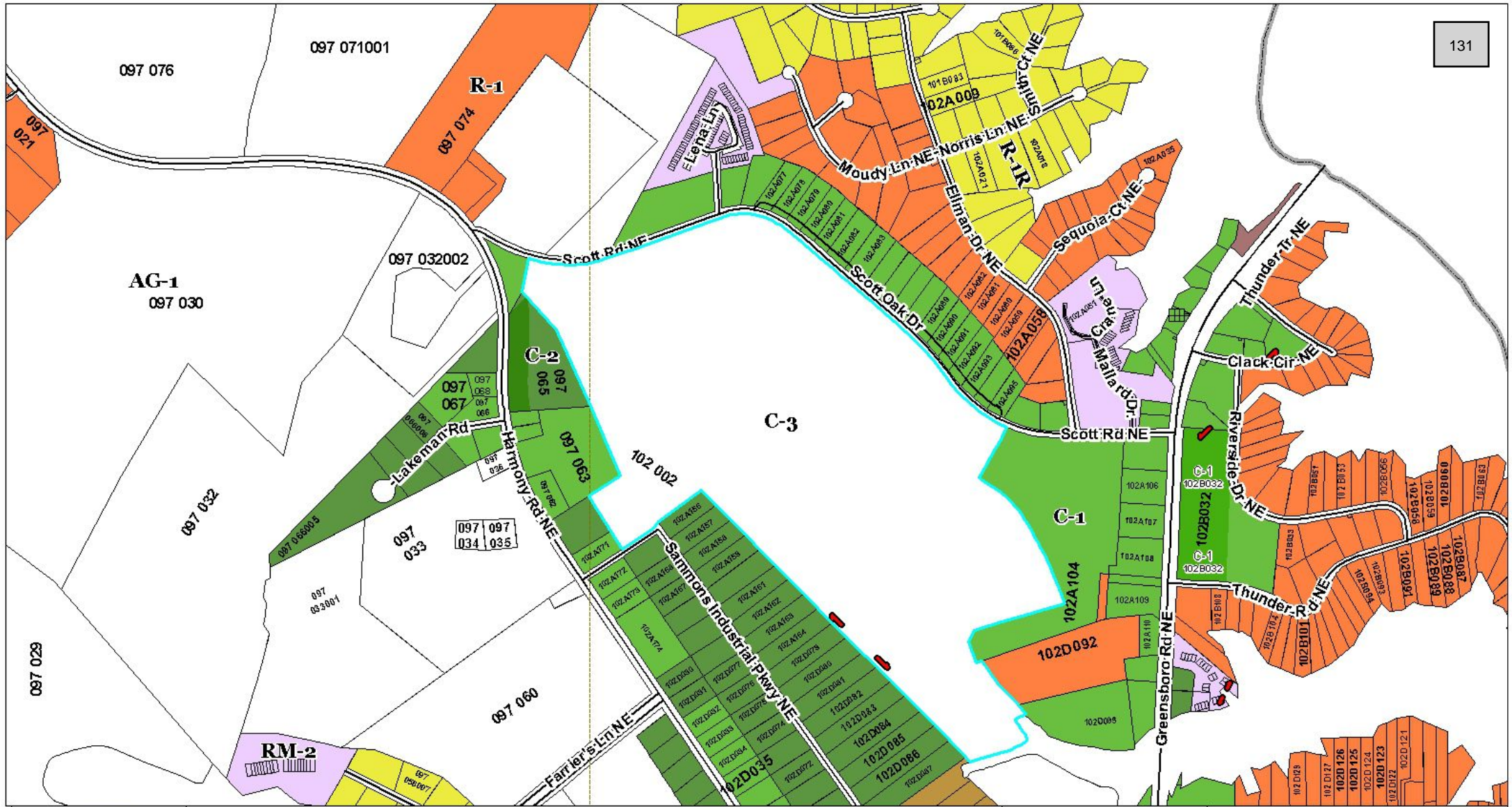


- Legend
- City Limit
 - Parcels
 - Parcel Numbers
 - Roads

Combine parcel 102-002 and 102A-104003

Date created: 11/29/2023
Last Data Uploaded: 11/29/2023 7:17:42 PM

Developed by 



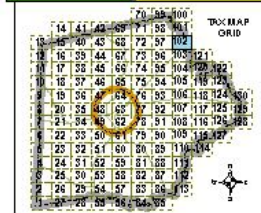
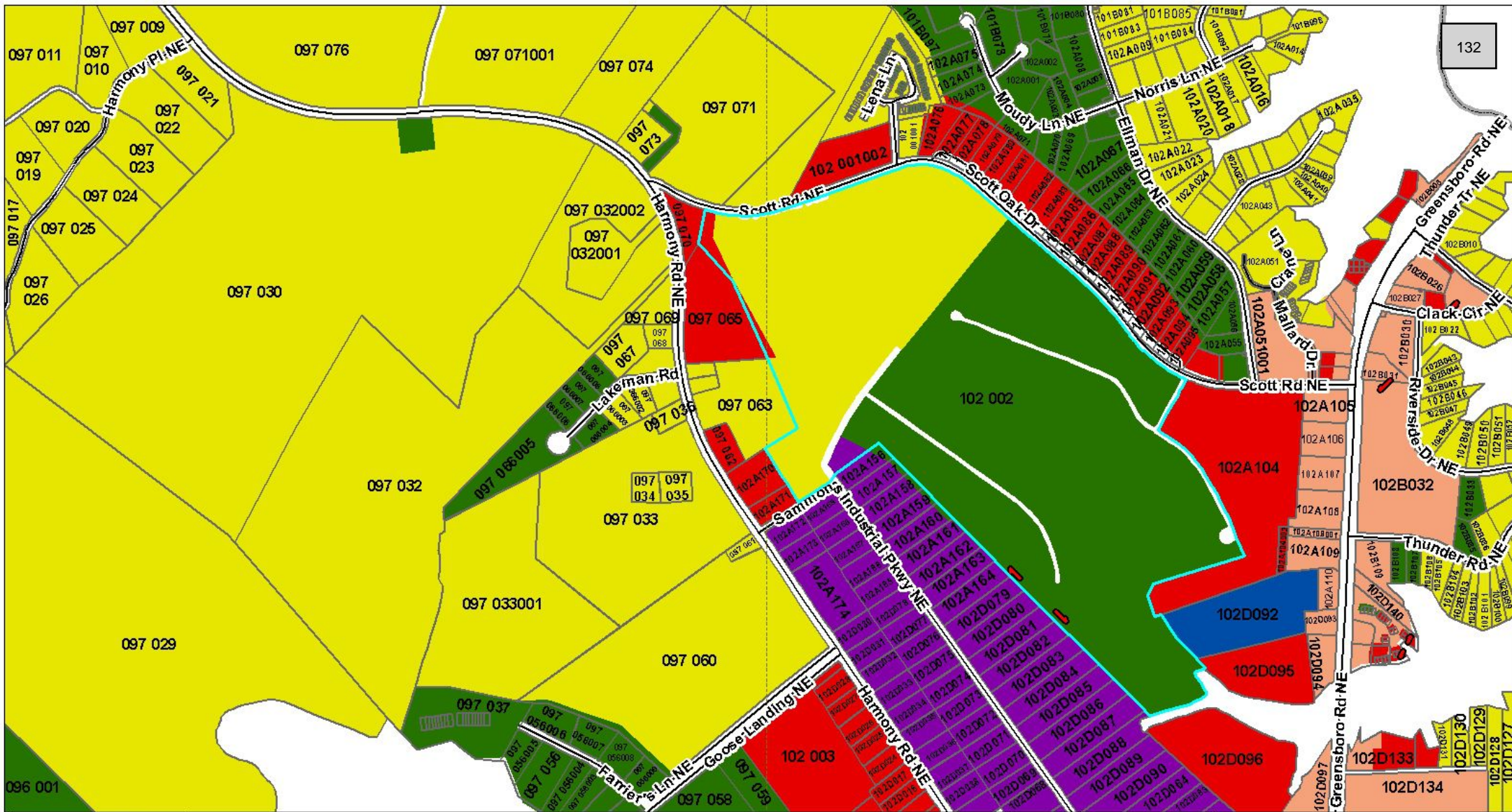
GEOGRAPHIC FEATURE LEGEND					
Eatonton Limits	Overlay District	AG-2	C-2 CITY	IND-2 CITY	R-1 CITY
County Boundary	No Code	C-1	I-M	MHP	R-2 CITY
Roads	AG-1	C-1 CITY	IND-1 CITY	R-3 CITY	R-1R
Parcels	AG-1 CITY	C-2	IND-2	PUBLIC	R-2
Parcel_Hooks			PUBLIC CITY	R-4 CITY	RM-1
					RM-2
					RM-3
					VILLAGE

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

PUTNAM COUNTY, GEORGIA
ZONING MAPS

MAP 102

MAP SCALE: 1" = 695.67' SCALE RATIO: 1:69,567 DATE: 06 ENR 2021



GEOGRAPHIC FEATURE LEGEND

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

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

PUTNAM COUNTY, GEORGIA
FUTURE LAND USE MAPS

MAP 102

MAP SCALE: 1" = 695.67' SCALE RATIO: 1:2,000 DATE: 06 DECEMBER 2021

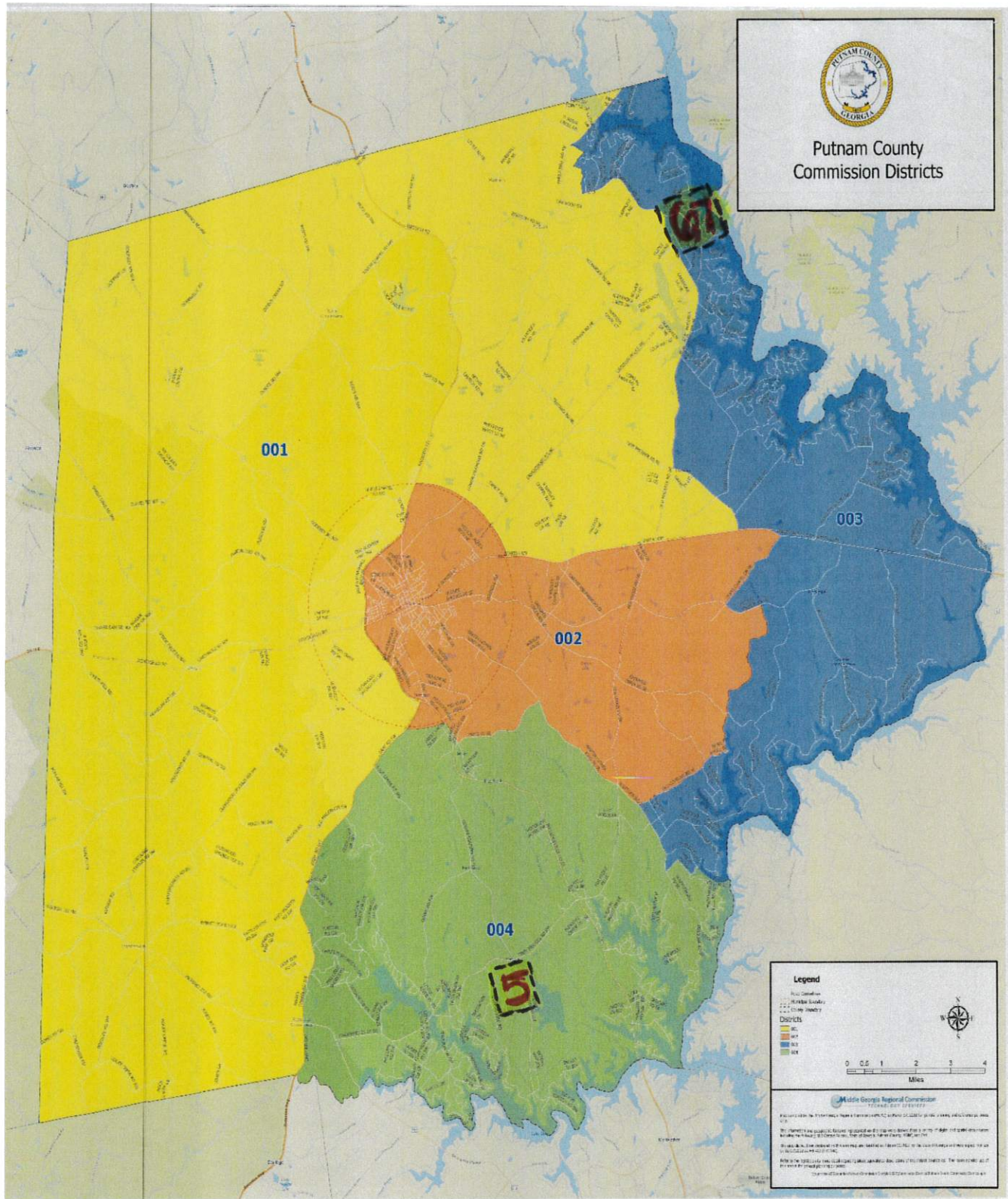
File Attachments for Item:

9. Request by Rick McAllister, agent for Shaifer Oconee LLC to rezone 5.89 acres at 113 Scott Road from C-1 to R-PUD. [Map 102A, Parcel 104003, District 3] (staff-P&D)

Request by **Rick McAllister, agent for Shaifer Oconee LLC** to rezone 5.89 acres at 113 Scott Road from C-1 to R-PUD [Map 102A, Parcel 104003, District 3]. * The applicant is requesting to rezone 5.89 acres from C-1 to R-PUD. This site is located along the 4,100 linear frontage of Scott Road and abuts C-1 and C-2 zoning districts. It also abuts a property that is zoned for residential. If approved, the applicant is seeking to combine this parcel with the adjacent C-PUD parcel (identified as Map 102 Parcel 002) and establish a mixed-use residential community along the Scott Road connector. According to the applicant’s traffic impact analysis, the proposed development will consist of 387 residential units in total, of which 124 will be residential townhomes and 263 will be single-family homes. The study proposes three road accesses which include Scott Road, Sammons Industrial Parkway and Hwy 44. As projected in the study, the anticipated completion (build-out) of the development is 2030.

The staff recommendation is for approval to rezone 5.89 acres from C-1 to R-PUD at 113 Scott Road. [Map 102A, Parcel 104003, District 3]. * with the following conditions:

1. **Scott Road at Proposed Driveway #1: (a) Provide a full-movement driveway; to be stop-control (b) Provide one entry lane and one exit lane (c) Install a westbound right-turn deceleration lane (d) Install an eastbound left-turn deceleration lane.**
2. **Sammons Industrial Parkway at Proposed Driveway #3: (Note: The driveway creates the 3rd leg northern leg of the T-intersection) (a) Provide a full-movement driveway; one entry lane and one exit lane (b) Install a stop sign (stop-control) for the eastbound approach of Sammons Industrial Parkway**
3. **Staff also recommends that the comp plan be amended to reflect current and future commercial and residential development in this area.**
4. **This parcel must be combined with the adjacent parcel, identified as Map 102 Parcel 002, and cannot be used or sold as a standalone parcel.**
5. **This rezoning approval shall be conditioned upon the resurveying and recordation in the Superior Court of Putnam County of an accurate plat within 60 days of approval by the board of commissioners. A copy of the recorded plat shall be filed with the planning and development department director. Failure to file a plat pursuant to this subsection shall have the effect of invalidating the rezoning action as stated in Section 66-165(e)(3) of the Putnam County Code of Ordinances.**



- 5. Request by **Bobby J. Wilder** for a conditional use at 641 Dennis Station Road. Presently zoned AG. [Map 082, Parcel 059, District 4].*
- 6. Request by **Rick McAllister, agent for Shaifer Oconee LLC** to rezone 158.22 acres on Scott Road from C-PUD to R-PUD. [Map 102, Parcel 002, District 3].*
- 7. Request by **Rick McAllister, agent for Shaifer Oconee LLC** to rezone 5.89 acres at 113 Scott Road from C-1 to R-PUD. [Map 102A, Parcel 104003, District 3].*



PUTNAM COUNTY PLANNING & DEVELOPMENT

117 Putnam Drive, Suite B ♦ Eatonton, GA 31024

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

REZONING

APPLICATION NO. 2023-REZONE-41 DATE: 11-22-23

MAP 102A PARCEL 104003 ZONING DISTRICT C-1

1. Owner Name: Shaifer Oconee LLC

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

3. Mailing Address: 1341 Beverly Drive

4. Email Address: [REDACTED]

5. Phone: (home) _____ (office) _____ (cell) [REDACTED]

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

7. The area of land proposed to be rezoned (stated in square feet if less than one acre): 5.89

8. The proposed zoning district desired: RPUD

9. The purpose of this rezoning is (Attach Letter of Intent) See attached

10. Present use of property: C-1 Desired use of property: RPUD

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

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

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

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

15. A detailed description of existing land uses: Undeveloped COMMERCIAL

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

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

Revised 10-1-23

RECEIVED DEC 01 2023



PUTNAM COUNTY PLANNING & DEVELOPMENT

117 Putnam Drive, Suite B ♦ Eatonton, GA 31024

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

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

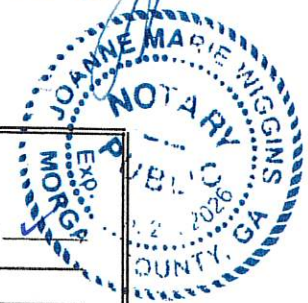
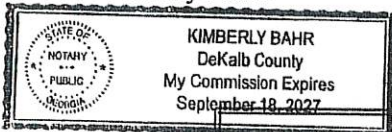
THE ABOVE STATEMENTS AND ACCOMPANYING MATERIALS ARE COMPLETE AND ACCURATE. APPLICANT HEREBY GRANTS PERMISSION FOR PLANNING AND DEVELOPMENT PERSONNEL OR ANY LEGAL REPRESENTATIVE OF PUTNAM COUNTY TO ENTER UPON AND INSPECT THE PROPERTY FOR ALL PURPOSES ALLOWED AND REQUIRED BY THE PUTNAM COUNTY CODE OF ORDINANCES.

[Signature] 11.13.2023
Signature (Property Owner) (Date)

[Signature] 11-22-23
Signature (Applicant) (Date)

[Signature]
Notary Public

[Signature]
Notary Public



Office Use

Paid: \$ 330.00 (cash) _____ (check) _____ (credit card) _____
 Receipt No. _____ Date Paid: 12/1/23
 Date Application Received: 11/29/23
 Reviewed for completeness by: [Signature]
 Date of BOC hearing: _____ Date submitted to newspaper: _____
 Date sign posted on property: _____ Picture attached: yes _____ no _____

DISCLOSURE OF APPLICANT'S CAMPAIGN CONTRIBUTION

Revised 10-1-23

RECEIVED DEC 01 2023

G.S.

LETTER OF INTENT – SCOTT ROAD PROJECT – C3 ZONING REQUEST

The site is located along 4,100 LF frontage of Scott Road with a combined area of approximately 165 acres. Surrounding land uses include C-1 opposite Scott Road (North) and C-1 to East. C-2 use is the majority of surrounding South and West side parcels. Two existing ponds are located internally to site which combined are approximately 20 acres. Existing road accesses include Scott Road, Sammons Industrial Parkway and Hwy 44.

The intended land use for this property is residential with varying sizes of single-family lots and single-family townhomes. The attached conceptual plan illustrates the proposed amount of each use including conceptual layout of interior roads.

The re-zone request is in response to market demands for residential needs within the hwy 44 / Lake Oconee development corridor.

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

RECEIVED DEC 01 2023
G.S.

eFiled & eRecorded
DATE: 9/1/2021
TIME: 4:38 PM
DEED BOOK: 01053
PAGE: 00490 - 00492
RECORDING FEES: \$25.00
TRANSFER TAX: \$207.50
PARTICIPANT ID: 0916089287
CLERK: Trevor J. Addison
Putnam County, GA
PT61: 117-2021-001781

After recording return to:
Bhalagana, Borch, Glendon & Ashley, P.C.
1021 Parkside Commons, Suite 104
Greensboro, Georgia 30642
Cml

LIMITED WARRANTY DEED

STATE OF GEORGIA, PUTNAM COUNTY

THIS INDENTURE, made this 1st day of September, 2021, between **LAKE OCONEE PRESBYTERIAN CHURCH, INC.**, a Georgia non-profit corporation (hereinafter called "Grantor") and **SHAIFER OCONEE, LLC**, a Georgia limited liability company (hereinafter called "Grantee").

WITNESSETH:

That the said Grantor, for and in consideration of the sum of Ten and 00/100 Dollars (\$10.00) and other valuable consideration, in hand paid at and before the sealing and delivery of these presents, the receipt whereof is hereby acknowledged, has granted, bargained, sold and conveyed, and by these presents does grant, bargain, sell and convey unto the said Grantee, its successors and assigns, all the following described property, to-wit:

All that tract or parcel of land lying and being in Land Lots 368 and 369 of the 3rd District, Putnam County, Georgia, being part of Tract 1 of Property Division Survey for Lake Oconee Presbyterian Church, Inc. as shown on Plat Book 26, Page 125, and being more particularly described as follows: Commencing at the Southwest altered intersection of the 60' Southern right of way of Scott Road and the Western 100' Right of Way of Georgia Highway 44 (Lake Oconee Parkway), thence Southerly along said right of way of Georgia Highway 44 a distance of 1,022.21 feet to a 1/2" Rebar Found, thence continuing along said right of way South 02 Degrees 36 Minutes 11 Seconds West a distance of 64.00 feet to a Point, thence leaving said right of way North 87 Degrees 23 Minutes 43 Seconds West a distance of 395.09 feet to a Point, thence South 02 Degrees 35 Minutes 21 Seconds West a distance of 266.11 feet to a Point, thence South 70 Degrees 07 Minutes 32 Seconds West a distance of 69.25 feet to a 1/2" Rebar Found, thence North 02 Degrees 35 Minutes 21 Seconds East a distance of 292.61 feet to a 1/2" Rebar Set at Grid North Georgia West Zone Coordinates: Northing:1250658.763 Easting:2570992.982 and the POINT OF BEGINNING, thence South 02 Degrees 35 Minutes 21 Seconds West a distance of 292.61 feet to a 1/2" Rebar Found, thence South 70 Degrees 07 Minutes 32 Seconds West a distance of 881.33 feet to a 1/2" Rebar Found, thence North 34 Degrees 26 Minutes 47 Seconds West a distance of 206.92 feet to a 1/2" Rebar Found, thence North 32 Degrees 56 Minutes 39 Seconds East a distance of 96.62 feet to a 1/2" Open Top Pipe Found (Capped), thence North 72 Degrees 59 Minutes 21 Seconds East a distance of 513.91 feet to a 1/2" Rebar Found, thence North 72 Degrees 59 Minutes 59 Seconds East a distance of 170.21 feet to a 1/2" Rebar Found, thence with a curve turning to the left with an arc length of 104.59 feet, with a radius of 1150.69 feet, with a chord bearing of North 21 Degrees 27 Minutes 10 Seconds West, with a chord length of 104.56 feet to a 1/2" Rebar Found, thence with a compound curve turning to the left with an arc length of 60.20 feet, with a radius of 1150.69 feet, with a chord bearing of North 25 Degrees 33 Minutes 20 Seconds West, with a chord length of 60.19 feet, to a 1/2" Rebar Found, thence North 26 Degrees 49 Minutes 46 Seconds West a distance of 3.31 feet to a 1/2" Rebar Set, thence South 87 Degrees 23 Minutes 43 Seconds East a distance of 318.37 feet to the POINT OF BEGINNING.

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G.S.

eFiled & eRecorded
DATE: 9/1/2021
TIME: 4:38 PM
DEED BOOK: 01053
PAGE: 00491

Having an area of 256,649 Sq. Ft., 5.892 Acres, as shown and described on Survey by Georgia Land Surveying Co., bearing the seal and certification of Josh L. Lewis IV, Georgia Registered Land Surveyor No. 3028, and being referenced as Job Number 203036.

The above-described property is conveyed subject to the covenants and restrictions set out on Exhibit A, attached hereto and made a part hereof.

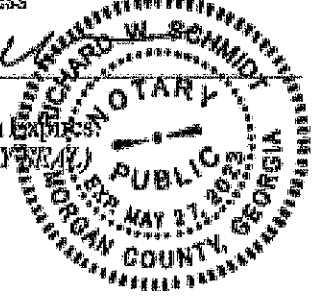
TO HAVE AND TO HOLD, the said bargained premises, together with all and singular the rights, members and appurtenances thereof, to the same being, belonging or in anywise appertaining, to the only proper use, benefit and behoof of the said Grantee, its successors and assigns, forever in **FEES SIMPLE**.

AND the said Grantor, for itself, its successors and assigns, will warrant and forever defend the right and title to the above described property unto the said Grantee, its successors and assigns, against the claims of all persons claiming by, through or under the undersigned.

IN WITNESS WHEREOF, the said Grantor has hereunto set its hand and affixed its seal the day and year first above written.

Signed, sealed and delivered
in the presence of:

Unofficial Witness


Notary Public
My Commission Expires:
(AFFIX NOTARY SEAL)

LAKE OCONEE PRESBYTERIAN
CHURCH, INC., a Georgia non-profit
corporation

By:  (SEAL)
James Hildebrand, CEO

Attest:  (SEAL)
Kenneth E. Atkins, VP

RECEIVED DEC 01 2023
G.W.

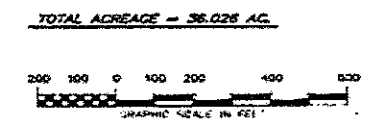


- LEGEND:**
- 1/2" FROM PIN FOUND
 - 1/2" WOOD PIN SET
 - PROPERTY LINE
 - CENTERLINE
 - POWER LINE
 - CHAIN LINK FENCE
 - FENCE
 - LAND LOT LINE
 - UGP UNDERGROUND POWER LINE
 - ORIGINAL LOT LINE
 - CONCRETE RIGHT-OF-WAY
 - EOP EDGE OF PAVEMENT
 - 1ST STORY FRAME BUILDING
 - 1ST STORY FRAME BUILDING STORAGE BUILDING

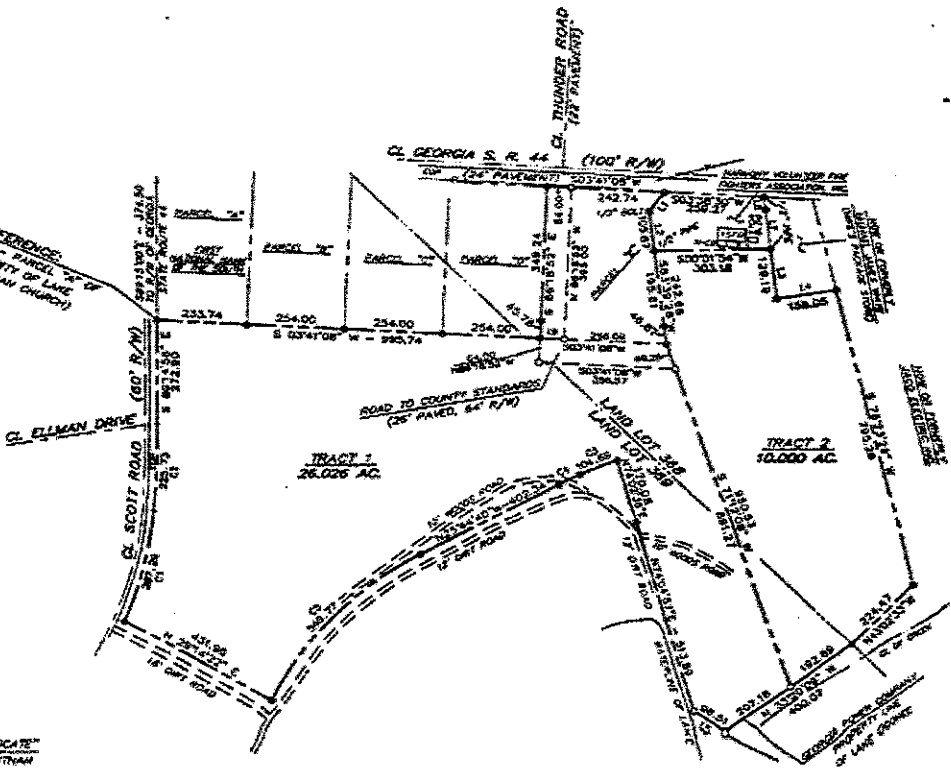
REFERENCE:
 PLAT BOOK 19 PAGE 30
 CLERK'S OFFICE PUTNAM COUNTY SUPERIOR COURT.
 PLAT BY JAMES E. (J.E.) SMITH, JR., GEORGIA REGISTERED LAND SURVEYOR NO. 1698, WILLEDGEVILLE, GEORGIA FOR THE LAKE OCONEE PRESBYTERIAN CHURCH, INC. DATED MAY 25, 1988.

NOTES:
 1. THE BEARING DATUM WAS ESTABLISHED FROM PLAT OF REFERENCE BY JAMES E. SMITH, JR. DATED MAY 25, 1988.
 2. THE LAND LOT LINE IS SHOWN IN AN APPROXIMATE LOCATION AS TAKEN FROM COUNTY RECORDS.

PUTNAM COUNTY BUILDING & ZONING
J. D. Orma 5714/00



LINE	BEARING	DISTANCE
L1	N 80°22'03" W	64.00
L2	S 83°31'52" W	105.87
L3	S 83°41'03" W	128.19
L4	S 07°16'04" E	155.05
L5	N 34°10'22" E	98.51
L6	N 86°18'32" W	64.00
L7	N 83°36'34" E	105.79
L8	N 83°32'14" E	33.30
L9	S 03°41'06" W	84.00



"COUNTY HEALTH OFFICER'S CERTIFICATE"
 STATE OF GEORGIA, COUNTY OF PUTNAM
 APPROVAL FOR INDIVIDUAL SEWAGE SYSTEMS FOR LOTS SHALL BE OBTAINED FROM THE PUTNAM COUNTY HEALTH DEPARTMENT PRIOR TO BEGINNING CONSTRUCTION. APPROVAL IS CONTINGENT UPON SATISFACTORY TOPOGRAPHIC CONDITIONS REQUIRED BY GEORGIA LAW AND REGULATIONS. INDIVIDUAL LOT EXCEPTIONS TO THE BUILDING LAW MAY BE GRANTED BY THE PUTNAM COUNTY HEALTH DEPARTMENT IF NOT IN CONFLICT WITH STATE OR LOCAL REQUIREMENTS.

APPROVED: *Del. A. Smith* 5/22/00
 PUTNAM COUNTY HEALTH DEPARTMENT DATE

CURVE	DELTA	RADIUS	ARC	TANGENT	BEARING	CHORD
C1	187°2'11"	887.00	287.29	150.05	S 74°13'55" E	285.90
C2	00°24'59"	1387.78	123.75	112.95	S 86°32'28" E	225.85
C3	05°03'30"	1185.53	104.88	32.38	N 20°22'34" W	104.88
C4	02°34'08"	1185.53	60.06	30.04	N 24°21'28" W	60.05
C5	34°58'58"	500.00	549.77	283.76	N 43°18'22" W	542.28

GEORGIA, PUTNAM COUNTY
 CLERK OF SUPERIOR COURT
 FILED & RECORDED 5/22/00
 TIME 11:02 AM
 COST \$ 20.00
 BY J. D. ORMA
 COUNTY CLERK

"CERTIFICATE OF FINAL PLAT APPROVAL"
 FOR FILING

THE HEREBY CERTIFY THAT THIS FINAL PLAT AND CONSTRUCTION PLANS WERE APPROVED BY THE PUTNAM COUNTY ZONING BOARD ON [DATE] AND WERE FOUND TO COMPLY WITH THE SUBDIVISION REGULATIONS OF THE ZONING BOARD AND THE SUBDIVISION REGULATIONS OF PUTNAM COUNTY.

DATE: _____
 BUILDING INSPECTOR: _____
 CHAIRMAN, ZONING BOARD: *J. D. Orma*

THE FIELD DATA UPON WHICH THIS MAP OR PLAT IS BASED HAS A CLOSE APPROXIMATION OF ONE FOOT OR 30.48 CM PER ANGLE POINT, AND HAS ACCURACY USING THE LEAST SQUARES ADJUSTMENT. THIS MAP OR PLAT HAS BEEN CALCULATED FOR CLOSURE AND IS FOUND TO BE ACCURATE WITHIN ONE FOOT IN ONE MILE (1:127,000).

A "LEICA" TOTAL STATION THEO. 4002B WAS USED TO OBTAIN THE LINEAR AND ANGULAR MEASUREMENTS. A LEICA 110-THEODOLITE WITH PITCH MOUNTING CARD WAS USED AS A DATA COLLECTOR TO COLLECT THE FIELD DATA.

I CERTIFY THAT IN MY OPINION, THIS PLAT IS A CORRECT REPRESENTATION OF THE LAND PLATED AND HAS BEEN PREPARED IN CONFORMITY WITH THE STATUTE STANDARDS AND REQUIREMENTS OF THE GEORGIA PLAT LAW.

DATES:		PROPERTY DIVISION SURVEY	
SURVEYED 4/21/00	PLAT 4/24/00	LAKE OCONEE PRESBYTERIAN CHURCH, INC.	
		PART OF LAND LOTS 368 AND 389	
		THIRD LAND DISTRICT	
		389TH, C. M. DISTRICT	
		PUTNAM COUNTY, GEORGIA	
		1" = 200' Date April 24, 2000	
		JAMES E. (J.E.) SMITH, JR. 3015 NENAH DRIVE WILLEDGEVILLE, GEORGIA 31027 PHONE: 912-482-1162	

RECEIVED DEC 01 2023



PUTNAM COUNTY PLANNING & DEVELOPMENT

117 Putnam Drive, Suite B ♦ Eatonton, GA 31024

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

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

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

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

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

1. Name: Rick McAllister

2. Address: 1341 Beverly Drive Athens Georgia 30606

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

Rick McAllister

Signature of Applicant: _____

Date: 11 / 12 / 23

Revised 10-1-23

RECEIVED DEC 01 2023

G.W.



PUTNAM COUNTY PLANNING & DEVELOPMENT

117 Putnam Drive, Suite B ♦ Eatonton, GA 31024

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

LETTER OF AGENCY- Re- Zone / Preliminary Plat

WE, THE UNDERSIGNED OWNERS OF REAL PROPERTY LOCATED IN THE CITY OF EATONTON/PUTNAM COUNTY, GEORGIA, HEREBY APPOINT Rick McAllister TO BE MY/OUR AGENT FOR THE PURPOSE OF APPLYING FOR Rezone / Preliminary Plat OF PROPERTY DESCRIBED AS MAP 102A PARCEL 104003, CONSISTING OF 5.89 ACRES, WHICH HAS THE FOLLOWING ADDRESS: 113 Scott Road EATONTON, GEORGIA 31024. ATTACHED HERETO IS A COPY OF A DEED AND OR PLAT OF SURVEY DESCRIBING THE PROPERTY OWNED BY THE PROPERTY OWNER(S) TO WHICH THIS LETTER OF AGENCY APPLIES.

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

THIS 13th DAY OF November, 20 23.

PROPERTY OWNER(S): Sharter Oconee LLC by Jerry Sharter, Manager
NAME (Neatly PRINTED)

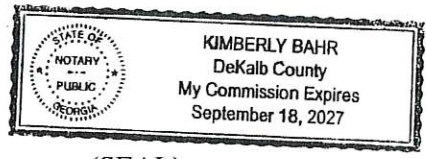
Jerry Sharter
SIGNATURE

ADDRESS: 1780 Licksillet Road, Greensboro, GA
PHONE: 704.316.6192

ALL SIGNATURES WERE HEREBY SWORN TO AND SUBSCRIBED BEFORE ME THIS 13 DAY OF November, 20 23

NOTARY Kimberly Bahr

MY COMMISSION EXPIRES: 9/18/2027



(SEAL)

Revised 7-16-21

RECEIVED DEC 01 2023

ص.ج.

2023 021171
SHAIFER OCONEE LLC

INTERNET TAX RECEIPT
SCOTT RD PARCEL X50
102A 104 003

144

DESCRIPTION	TAX AMOUNT	EXEMPTION	MILLAGE
FAIR MARKET VALUE	\$184,063		
COUNTY	\$471.20	\$0.00	6.4
SCHOOL	\$828.28	\$0.00	11.25
SPEC SERV	\$29.45	\$0.00	0.4

ORIGINAL TAX DUE
\$1,328.93
INTEREST
COLLECTION COST
FIFA CHARGE
PENALTY
TOTAL PAID
\$1,328.93
TOTAL DUE
\$0.00

Date Paid: 10/23/2023

TO SHAIFER OCONEE LLC
5256 PEACHTREE ROAD
SUITE 100
CHAMBLEE, GA 30341

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



Scan this code
with your mobile
phone to view this
bill

INTERNET TAX RECEIPT

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Handwritten signature or initials in blue ink.



November 29, 2023

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

RE: Map 102, Parcel 002 and Map 102A-104003. Re-Zone request

Dear Ms. Jackson,

On behalf of Shaifer Oconee, LLC, please accept this letter and attached information to request a zoning map amendment for parcels 102-002 and 102A-104003.

Attachments include applications and impact study with additional supporting documents. Please let me know if you have any questions.

Sincerely

A handwritten signature in blue ink that reads 'Rick McAllister'. The signature is fluid and cursive, with the first name 'Rick' being more prominent.

Rick McAllister
Agent for Shaifer Oconee, LLC

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November 27, 2023

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

Subject: Stillwater – Scott Road

Piedmont Water Company has sufficient water and sewer capacity for the property referenced above. This letter only applies to the conceptual plan dated 05/17/2023.

Please contact me with any questions you may have on this matter.

Sincerely,

A handwritten signature in black ink, appearing to read "W. J. Matthews", with a long, sweeping horizontal line extending to the right.

W. J. Matthews
Vice President of Operations

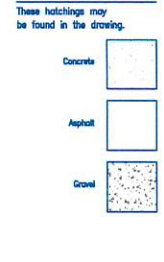
P.O. Box 80745 • Atlanta, Georgia 30366
404-235-4035 • 800-248-7689 • FAX 404-235-4977

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G.W.



TOTAL AREA
993,994 SQ. FT.
22.819 ACRES

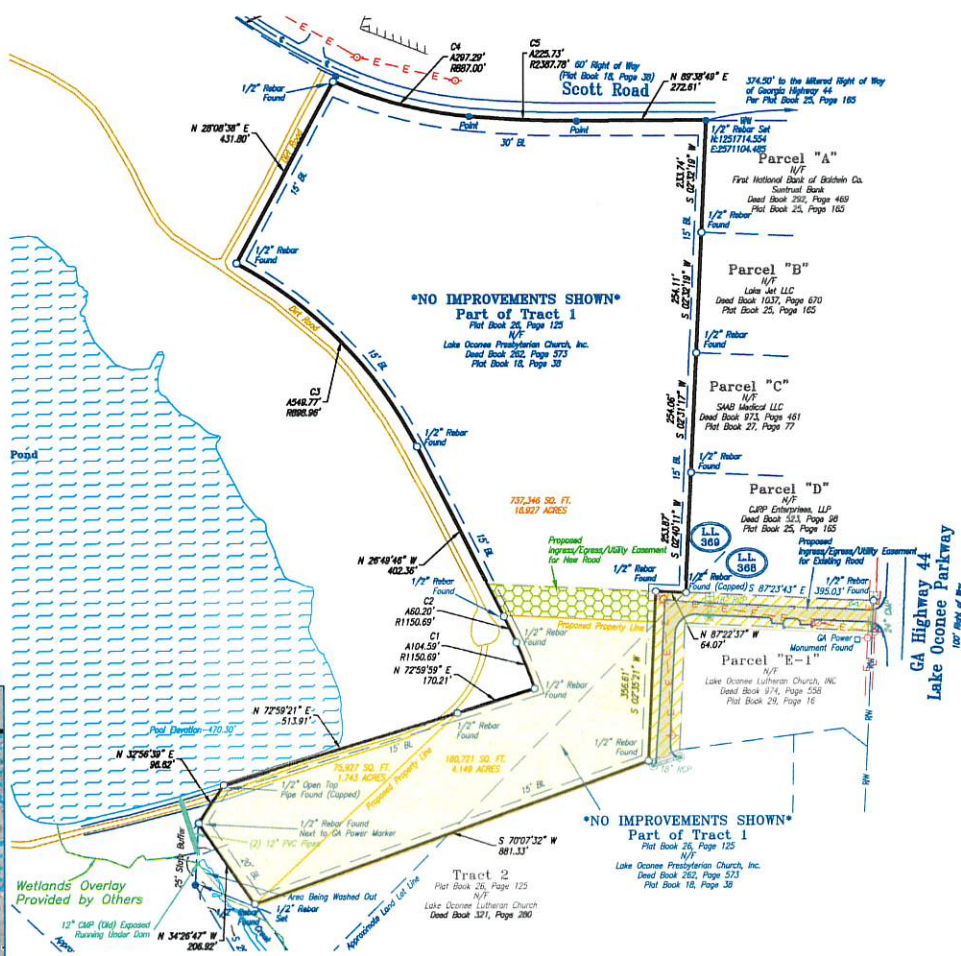
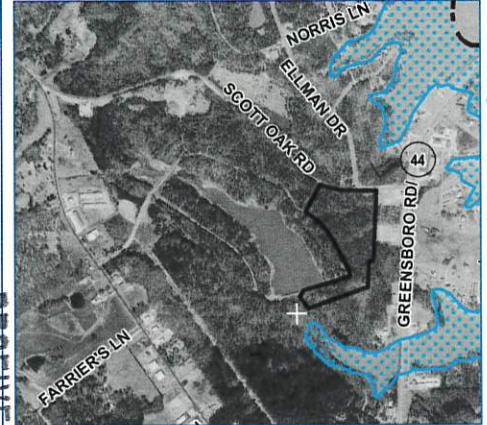
HATCH LEGEND



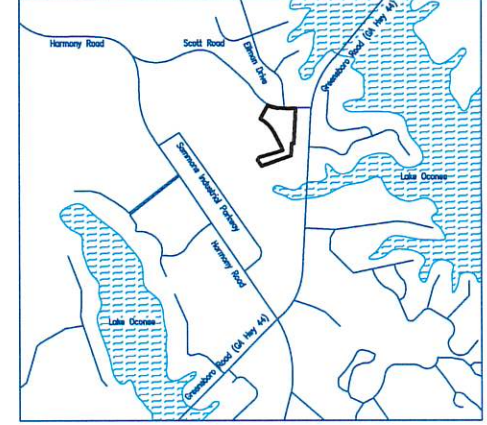
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F.R.M.A. MAP PANEL NUMBER 13237C0075C - N.T.S. - (BOUNDARY APPROXIMATELY SHOWN)



VICINITY MAP - N.T.S. - (BOUNDARY APPROXIMATELY SHOWN)



ZONING
(Putnam County)
(C-1) (Commercial)
Front yard setback-30'
Side yard setback-15'
Rear yard setback-20' (100' from lake or river)

CLOSURE STATEMENT
The field data used to complete this plat was gathered by differential adjusted G.P.S. coordinates and radial survey measurements and has a positional tolerance of 0.1 feet. This map or plat has been calculated for closure and is found to be accurate within one foot in 289,918 feet.

SURVEY NOTES
1. Equipment used: Leica 1200 robotic total station and Allegro MX data collector.
2. Software used: Carlson Survey 2013 and Carlson Surver.
3. Above ground visible utilities were obtained from field observations. Georgia Land Surveying Co. has not researched underground utility locations. Information shown hereon size, type, and location of underground utilities is based on observations while in the field and Georgia Land Surveying Co. is unable to certify the accuracy or completeness of this underground information.
4. Any graphic depiction of setback lines and other matters of zoning are the surveyor's interpretation of the zoning information furnished. The surveyor offers no certification as to the zoning of the subject property or compliance with zoning regulations for the structures or business on the subject property.

CURVE TABLE with columns: CURVE, RADIUS, ARC LENGTH, CHORD LENGTH, CHORD BEARING, DELTA ANGLE. Includes data for curves C1 through C5.

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

Form containing survey details: SURVEY PLAT FOR 113 Scott Road, Atlanta Georgia 31024; LAKE OCONEE PRESBYTERIAN CHURCH; SUBDIVISION: Property Division Survey of Lake Oconee Presbyterian Church, Inc.; PLAT BOOK 26, PAGE 125; DEED BOOK, PAGE; PARTY CHIEF: JJ; FIELD DATE: 8/16/21; SHEET 1 OF 1.

Table with columns: DATE, SCALE, REVISION, BY, DATE. Shows date 8/13/21 and scale 180'.



This plat is a retracement of an existing parcel or parcels of land and does not subdivide or create a new parcel or make any changes to any real property boundaries. The recording information of the documents, maps, plats, or other instruments which created the parcel or parcels are stated hereon. RECORDATION OF THIS PLAT DOES NOT IMPLY APPROVAL OF ANY LOCAL JURISDICTION, AVAILABILITY OF RECORDS, COMPLIANCE WITH LOCAL REGULATIONS OR REQUIREMENTS, OR SUITABILITY FOR ANY USE OR PURPOSE OF THE LAND. Furthermore, the undersigned land surveyor certifies that this plat complies with the minimum technical standards for property surveys in Georgia as set forth in the rules and regulations of the Georgia Board of Registration for Professional Engineers and Land Surveyors and as set forth in O.C.G.A. Section 15-6-67.



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

RECEIVED DEC 01 2023

**IMPACT ANALYSIS
PROPOSED RPUD DEVELOPMENT
REZONING REQUEST
PUTNAM COUNTY PARCELS 102-002 AND 102A-
104003**

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

TABLE OF CONTENTS

Letter of Intent..... Page 3

Impact Study Information Page 4

Traffic Study Attachment

Combination exhibit of Property Attachment

Existing Conditions Attachment

Existing Zoning Attachment

Conceptual Site Plan Attachment

Comprehensive plan insert Attachment

Proposed Development Standards..... Attachment

LETTER OF INTENT – SCOTT ROAD PROJECT – C3 ZONING REQUEST

The site is located along 4,100 LF frontage of Scott Road with a combined area of approximately 165 acres. Surrounding land uses include C-1 opposite Scott Road (North) and C-1 to East. C-2 use is the majority of surrounding South and West side parcels. Two existing ponds are located internally to site which combined are approximately 20 acres. Existing road accesses include Scott Road, Sammons Industrial Parkway and Hwy 44.

The intended land use for this property is residential with varying sizes of single-family lots and single-family townhomes. The attached conceptual plan illustrates the proposed amount of each use including conceptual layout of interior roads.

The re-zone request is in response to market demands for residential needs within the hwy 44 / Lake Oconee development corridor.

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

IMPACT ANALYSIS INFORMATION

ITEM #1

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

RPUD allows for a variety of residential dwelling units within the same zoning district.

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

The proposed re-zone parcel is surrounded by existing C-1 and C-2 uses. Proposed zoning illustrates the proposed mixed-use of the area.

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

The proposed use is residential in nature with proposed zoning buffers. Development will complement existing commercial uses within the area.

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

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

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

The current development market and area growth patterns reflect the need for more single-family residential units in the area. CPUD required 25% commercial – Development plan illustrates 100% residential.

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

The proposed development will incur the cost of constructing streets interior to the project. Water and sewer are provided by Piedmont Water Resources. Developer will incur cost of any additions required to bring water and sewer to property. Final plans will

meet fire protection requirements with all necessary hydrants and equipment circulation requirements.

Surrounding streets will require improvements as noted within the attached traffic study. Specifically, a traffic signal at Scott Road / HWY 44- which has been a county consideration over the last few years.

Given the incurred infrastructure cost and the potential for county revenue benefits there is no evidence of an excessive or burdensome use of public facilities, funded capabilities, utilities or police and fire protection that could not be increased or met over the development timeframe.

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

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

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

The proposed use balances the existing commercial corridor with a large-scale residential development with emphasis on providing a lifestyle utilizing the existing ponds and trails throughout the property. The proposed use goes beyond a reasonable use of property – possibly a defining development for the county.

ITEM #2 TRAFFIC ANALYSIS – (SEE ATTACHMENT)

ITEM# 3

The conceptual plan is based upon development standards for RPUD Zoning are as follows:

- Residential Units:
- 124 Townhomes
- 163 50' SF Lots
- 100 65' SF lots
- All open space requirements met

ITEM #4

Effect on environment surrounding the area:

Natural:

The property is currently wooded with topography sloped into 2 existing ponds. The entire parcel comprises of own watershed directed to existing ponds. Pond outfall eventually flows into Lake Oconee. A 25' State Waters buffer will be placed on all qualified pond or stream components. Some wetland areas may exist on site and will be delineated by an Environmental Consultant. Wetlands will be mapped, surveyed and protected per environmental guidelines upon development of project areas(s). Source: Putnam County / City of Eatonton 2007-2030 Comprehensive Plan – Wetlands Map 6 Prepared by Middle Georgia RDC

Erosion:

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

Historic:

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

ITEM #5

Impact on fire protection

Infrastructure exists within the development area to provide water main minimum size requirements to meet Putnam County code.

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

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

Stillwater Development

Traffic Impact Study



Prepared for:
Forestar (USA) Real Estate Group Inc.

Prepared by:
KCI Technologies Inc.
2160 Satellite Boulevard, Suite 130
Duluth, GA 30097
www.kci.com
678.990.6200

November 2023

KCI Project #242309129



**RISE TO THE
CHALLENGE**



Stillwater Development

Traffic Impact Study

Prepared for:

Forestar (USA) Real Estate Group Inc.

Prepared by:

KCI Technologies Inc.

2160 Satellite Boulevard, Suite 130

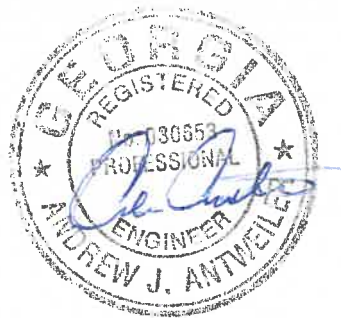
Duluth, GA 30097

www.kci.com

678.990.6200

November 2023

KCI Project #242309129



**RISE TO THE
CHALLENGE**

Executive Summary

The purpose of this study is to evaluate the potential traffic impacts of the proposed *Stillwater* residential development. The site is in Putnam County and located along south side of Scott Road, between Harmony Road and SR 44/Lake Oconee Parkway. Based on the concept plan (dated 05/17/2023), the +/-158.30-acre development proposes a total of 387 residential units (124 residential townhomes; 263 single-family homes). The concept plan (see Appendix B) for the development illustrates the site layout and the proposed driveway locations.

Scott Road is a two-lane roadway with a 45-mph speed limit adjacent to the proposed development. Harmony Road and SR 44/Lake Oconee Parkway are two-lane roadways in the area of the site. The existing site is undeveloped. Access to the site is proposed via three driveways: one onto Scott Road, one onto Sammons Industrial Parkway, and one connection to SR 44/Lake Oconee Parkway at the Thunder Road intersection.

For the purposes of the traffic study, the analysis included the expected completion (build-out) of the development by year 2030. This study performed an analysis of existing traffic conditions and future traffic conditions. The future conditions analysis was performed for the year 2030 Build Conditions (with the Stillwater development).

The traffic impact study network consisted of the proposed site driveway locations and three off-site intersections. The traffic study identified recommendations to provide acceptable traffic operations. And included a review of the need for turn lanes at site driveways. Putnam County utilizes the Georgia DOT Regulations for Driveway and Encroachment Control Manual which includes requirements for turn lanes at site driveways.

Based on existing conditions, the existing intersections are operating at acceptable levels of service during the AM and PM peak hours. In the future year 2030 No-Build Conditions (without the Stillwater development traffic volumes), the study intersections are expected to continue operating at acceptable levels of service during the AM and PM peak hours, except for SR 44/Lake Oconee Parkway at Thunder Road. The eastbound and westbound vehicles turning left onto SR 44 from Thunder Road are expected to experience delay with vehicles having to find gaps in the SR 44 traffic, which is common for stop-control intersections on major routes.

In the future year 2030 Build Conditions (with the Stillwater development traffic volumes), the results of the traffic analysis indicate the site driveways, operating with side-street stop-control, are expected to operate acceptable levels of service during the AM and PM peak hours. Additionally, the study intersections are expected to continue operating at acceptable levels of service during the AM and PM peak hours, except for SR 44/Lake Oconee Parkway at Thunder Road intersection. The eastbound and westbound vehicles turning left onto SR 44 from Thunder Road are expected to experience long delay with vehicles having to find gaps in the SR 44 traffic, which is common for stop-control intersections on major routes.

The traffic impact study identified the following geometric improvements needed to accommodate the proposed development. Based on estimated traffic volumes in the year 2030 Build year conditions, and the GDOT requirements, the following driveway geometric recommendations are provided:

- Scott Road at Proposed Driveway #1:
 - Provide a full-movement driveway; driveway to be stop-control
 - Provide one entry lane and one exit lane
 - Install a westbound right-turn deceleration lane
 - Install an eastbound left-turn deceleration lane
- Proposed Driveway #2 connection to existing road to the SR 44/Lake Oconee Parkway at Thunder Road intersection:
 - No geometric changes recommended
- Sammons Industrial Parkway at Proposed Driveway #3
 - Note: The driveway creates the 3rd leg (northern leg) of the T-intersection
 - Provide a full-movement driveway; one entry lane and one exit lane
 - Install a stop sign (stop-control) for the eastbound approach of Sammons Industrial Parkway

Table of Contents

1.	Existing Conditions	1	
1.1	Site Conditions		1
1.2	Roadway Conditions		1
1.3	Traffic Volumes		2
2.	Future Conditions	3	
2.1	Future No-Build Traffic Volumes		3
2.2	Future Roadway Conditions		3
3.	Proposed Development Traffic	4	
3.1	Trip Generation		4
3.2	Trip Distribution and Assignment		4
3.3	Future Build Traffic Volumes		4
4.	Capacity Analysis	5	
4.1	Existing Conditions Capacity Analysis		6
4.2	Future No-Build Conditions Capacity Analysis		6
4.3	Future Build Conditions Capacity Analysis		7
4.4	Turn Lane Analysis at Site Driveways		8
5.	Recommendations	9	
5.1	Recommended Driveway Geometry		9

Tables

Table 1: Proposed Site Trip Generation4
Table 2: Level of Service Criteria.....5
Table 3: Existing Year (2023) Level of Service.....6
Table 4: Future Year (2030) Level of Service (No-Build).....6
Table 5: Future Year (2030) Level of Service (Build).....7

Appendix

A: Figures

- Figure 1 – Location Map
- Figure 2 – Aerial & Access Locations
- Figure 3 – Existing Traffic Conditions
- Figure 4 – Project Trip Distribution
- Figure 5 – Future Build (Year 2030) Conditions

B: Concept Plan

C: Traffic Count Data

D: GDOT Traffic Data

E: Intersection Volume Development

F: Capacity Analysis Reports

1. Existing Conditions

1.1 Site Conditions

The proposed development is located on undeveloped property. **Figure 1** provides a general location map. **Figure 2** is an aerial that shows the site location and the proposed site driveway (Figures included in Appendix A). Access to the property is proposed to be provided at three locations (The concept plan is included in Appendix B). Nearby land uses are a mix of residential and industrial.

1.2 Roadway Conditions

Scott Road travels in the east-west direction in the vicinity of the proposed development. It is a two-lane facility that is functionally classified as a local road by Georgia DOT with a posted speed limit of 45 mph. The roadway has grassed, rural shoulders with no sidewalks.

SR 44/Lake Oconee Parkway travels in the north-south direction in the vicinity of the proposed development. It is a two-lane facility that is functionally classified as a rural minor arterial by Georgia DOT with a speed limit of 45 mph. The roadway has grassed, rural shoulders with no sidewalks.

Harmony Road travels in the north-south direction in the vicinity of the proposed development. It is a two-lane facility that is functionally classified as a rural major collector by Georgia DOT with a speed limit of 45 mph. The roadway has grassed, rural shoulders with no sidewalks.

Sammons Industrial Parkway travels in the east-west direction in the vicinity of the proposed development. It is a two-lane facility that is functionally classified as a local road by Georgia DOT with a speed limit of 25 mph. The roadway has grassed, rural shoulders with no sidewalks.

The intersection of SR 44/Lake Oconee Parkway at Scott Road is a signalized T-intersection and has the following lane configuration:

- Northbound SR 44/Lake Oconee Parkway: one through lane; one left-turn lane
- Southbound SR 44/Lake Oconee Parkway: one through lane; one right-turn lane
- Eastbound Scott Road: one left-turn lane; one right-turn lane

The intersection of SR 44/Lake Oconee Parkway at Thunder Road is side-street stop-control and has the following lane configuration:

- Northbound SR 44/Lake Oconee Parkway: one shared left-turn/through/right-turn lane
- Southbound SR 44/Lake Oconee Parkway: one shared left-turn/through lane; one right-turn lane
- Eastbound Approach: one shared left-turn/through/right-turn lane
- Westbound Thunder Road: one shared left-turn/through/right-turn lane

The intersection of Harmony Road at Sammons Industrial Parkway is side-street stop-control T-intersection and has the following lane configuration:

- Northbound Harmony Road: one shared right-turn/through lane
- Southbound Harmony Road: one shared left-turn/through lane
- Westbound Sammons Industrial Parkway: one left-turn lane; one right-turn lane

1.3 Traffic Volumes

Traffic counts were collected on November 9th, 2023, for use in the traffic analysis. The traffic data collected included:

- One 24-hr volume count at the following location:
 1. Scott Road, near Proposed Driveway #1
- Three AM and PM period turning movement count at the following location:
 1. SR 44/Lake Oconee Parkway at Scott Road
 2. SR 44/Lake Oconee Parkway at Thunder Road
 3. Harmony Road at Sammons Industrial Parkway

Historical traffic volume data available from the GDOT TADA source were utilized to inform the annual growth factor. The three locations are indicated in Appendix D. The three locations are:

- GDOT Count Station #237-0146 located on SR 44/Lake Oconee Parkway, north of Harmony Road
- GDOT Count Station #237-0181 located on Harmony Road, south of Scott Road
- GDOT Count Station #237-0145 located on SR 44/Lake Oconee Parkway, south of Harmony Road

Figure 3 (in Appendix A) illustrates the existing 2023 traffic volumes. The 2023 traffic volumes are indicated in the Intersection Volume Development tables included in the Appendix E.

2. Future Conditions

2.1 Future No-Build Traffic Volumes

Future No-Build traffic volumes were developed by reviewing the historical traffic volumes roadways within the vicinity of the project and historic population growth in Putnam County. Three GDOT count stations in the area were reviewed. The annual historic compound growth rate averaged 3.6% between the three count stations. The calculations are included in Appendix D. Putnam County's population growth rate was most recently reported as 0.38% per year in 2020. The Governor's Office of Planning and Budget developed population projections indicate an estimated growth of 0.09% by 2030 in Putnam County.

Considering this data, a 3.5% per year growth rate to account for background traffic volume growth was used in the traffic study. For the purposes of this study the proposed development is expected to be completed and opened by 2030. A 3.5% per year growth rate was applied to the 2023 existing volumes to calculate year 2030 No-Build traffic volumes. The 2030 No-Build traffic volumes are indicated in the Intersection Volume Development tables included in Appendix E.

2.2 Future Roadway Conditions

A review of Putnam County and Georgia DOT planned and programmed transportation projects was performed. There is one programmed project near the study area:

- **PI 0006253:**
 - SR 44 from Harmony Rd/Phoenix Rd to Carey Station-Phase III (Urban) is a widening project planned for future construction to begin in 2027 along SR44/Lake Oconee Parkway. The project consists of widening SR 44 from the existing two-lane road to a four-lane road. The design is stated to include a 16-foot raised median, bike lanes, sidewalk, and two 11 ft lanes in each direction. During the widening project, several roundabouts will be added at intersections throughout the project corridor.
 - Note: The project improvements were not assumed/included in the future year conditions analysis (neither No-Build conditions nor Build conditions).

3. Proposed Development Traffic

Project traffic was calculated for the proposed development. Project traffic is defined as the vehicular trips expected to be generated by the development and distributed over the roadway network.

3.1 Trip Generation

The project driveway volumes were calculated based on the Institute of Transportation Engineers' (ITE) Trip Generation Manual, Eleventh Edition. The development proposes 124 residential townhomes and 263 Single-Family detached houses. The most applicable ITE land use (LU) codes are LU 210 (Single-Family Detached) and LU 215 (Single-Family Attached). Due to the development type, pass-by reductions and internal capture reductions were not included for the traffic analysis. **Table 1** below summarizes the trips expected daily, during the AM peak hour and during the PM peak hour for the development.

Land Use (ITE Code)	Units	Daily Trips	AM Peak Hour			PM Peak Hour		
		Two-Way Total	Enter	Exit	Total	Enter	Exit	Total
Single-Family Detached (210)	263	2,531	48	144	192	162	95	95
Single-Family Attached (215)	124	894	18	41	59	40	30	70
Driveway Totals		3,425	66	185	251	202	125	327

3.2 Trip Distribution and Assignment

An overall trip distribution and assignment of project trips was based on existing traffic patterns and a review of land uses and the street network in the area. This information was used to apply the project traffic volumes at the study intersections and development driveway.

The directional distribution for the proposed development is estimated to be:

- 10% to/from the west along Scott Road
- 50% to/from the east along Scott Road
- 10% to/from the north along Harmony Road
- 20% to/from the south along Harmony Road
- 15% to/from the south along SR 44/Lake Oconee Parkway
- 45% to/from the north along SR 44/Lake Oconee Parkway

Figure 4 (in Appendix A) illustrates the directional distribution.

3.3 Future Build Traffic Volumes

The 2030 future Build traffic volumes were calculated by adding the proposed development (Stillwater Development) traffic volumes to the projected year 2030 No-Build traffic volumes. **Figure 5** (in Appendix A) illustrates the year 2030 Build traffic volumes.

4. Capacity Analysis

Capacity analysis was performed at the study intersections for the weekday AM and PM peak hours. Intersection Level of Service (LOS) was calculated based on the methodologies contained in the Highway Capacity Manual, 6th Edition. The Synchro Studio software, which utilizes the HCM 6th Edition methodology, was utilized to perform the analyses.

Capacity is defined as the maximum number of vehicles that can pass over a particular road segment or through a particular intersection within a specified period under prevailing roadway, traffic, and control conditions. Level of service (LOS) is used to describe the operating characteristics of a road segment or intersection in relation to its capacity. LOS is defined as a qualitative measure that describes operational conditions and motorist's perceptions. The Highway Capacity Manual defines six levels of service, LOS A through LOS F. Level of service A indicates excellent operations with little delay to motorists, while level of service F indicates extremely long delay.

Level of service for unsignalized intersections is calculated for the average control delay incurred for vehicles on the stop control approach, compared to the average control delay per vehicle for all approaches at a signalized intersection. Control delay for vehicles include initial deceleration delay, queue move-up time, stopped delay, and final acceleration delay. **Table 2** below indicates the relationship between delay and LOS for signalized and unsignalized intersections, respectively. Level-of-service "E" is typically considered to be the limit of acceptable delay.

Several factors affect the controlled delay for unsignalized intersections, including the availability of gaps in the cross-street traffic, and acceptable gap time to make the movement from the stop position. For stop-control intersections, LOS E and F exist when there are insufficient gaps in traffic, resulting in long delays. Low level of service for stop-control approaches are not uncommon at major cross-streets.

Table 2: Level of Service Criteria		
Level of Service	Average Control Delay Per Vehicle (sec)	
	Signalized Intersection	Unsignalized Intersection
A	≤10	≤10
B	>10 and ≤20	>10 and ≤15
C	>20 and ≤35	>15 and ≤25
D	>35 and ≤55	>25 and ≤35
E	>55 and ≤80	>35 and ≤50
F	>80	>50

4.1 Existing Conditions Capacity Analysis

Capacity analysis was performed for the existing year 2023 conditions and existing traffic volumes. The existing traffic conditions and volumes are illustrated in **Figure 3**. **Table 3** summarizes the results of the capacity analysis.

Table 3: Existing Year (2023) Level of Service				
Intersection	Intersection Control	Approach	AM Peak Hour LOS (Delay*)	PM Peak Hour LOS (Delay*)
1. SR 44/Lake Oconee Parkway at Scott Road	Signalized	Overall	B (10)	A (9)
		NB	A (6)	A (4)
		SB	A (7)	A (8)
		EB	D (39)	D (39)
2. SR 44/Lake Oconee Parkway at Thunder Road	Stop-Control	EB	D (28)	D (34)
		WB	C (24)	E (44)
3. Harmony Road at Sammons Industrial Parkway	Stop Control	WB	B (11)	B (11)

*Average vehicle delay in seconds

The existing intersections are currently operating at acceptable levels of service during the AM and PM peak hours. The eastbound and westbound approaches at Thunder Road experience delay with vehicles having to find gaps in the SR 44 throughput, which is common for stop-control intersections on major routes.

4.2 Future No-Build Conditions Capacity Analysis

Capacity analysis was performed for the year 2030 Future Conditions and includes the No-Build traffic and the existing roadway conditions. The 2030 No-Build traffic volumes do not include the proposed development and does not include the future planned PI 0006253 widening project. **Table 4** summarizes the results of the capacity analysis for the Future No-Build Conditions.

Table 4: Future Year (2030) Level of Service (No-Build)				
Intersection	Intersection Control	Approach	AM Peak Hour LOS (Delay*)	PM Peak Hour LOS (Delay*)
1. SR 44/Lake Oconee Parkway at Scott Road	Signalized	Overall	B (14)	B (14)
		NB	B (11)	A (6)
		SB	A (9)	B (16)
		EB	D (40)	D (39)
2. SR 44/Lake Oconee Parkway at Thunder Road	Stop-Control	EB	F (61)	F (73)
		WB	E (43)	F (110)
3. Harmony Road at Sammons Industrial Parkway	Stop Control	WB	B (11)	B (13)

*Average vehicle delay in seconds

By the 2030 Future No-Build Conditions, Intersection #1 and Intersection #3 are expected to continue operating with acceptable levels of service during the AM and PM peak hours. Intersection 3 is expected to

operate with low levels of service during the AM and PM peak hours. The eastbound and westbound vehicles turning left onto SR 44 are expected to experience delay with vehicles having to find gaps in the SR 44 traffic, which is common for stop-control intersections on major routes. It is important to note, PI 006253 is a widening project which includes additional travel lanes, which should reduce the vehicle delay at this intersection.

4.3 Future Build Conditions Capacity Analysis

Capacity analysis was performed for the year 2030 Future Build Conditions and includes the No-Build traffic volumes plus the Stillwater development volumes. The Build traffic conditions and volumes are illustrated in **Figure 5. Table 5** summarizes the results of the capacity analysis.

Table 5: Future Year (2030) Level of Service (Build)				
Intersection	Intersection Control	Approach	AM Peak Hour LOS (Delay*)	PM Peak Hour LOS (Delay*)
1. SR 44/Lake Oconee Parkway at Scott Road	Signalized	Overall	C (20)	B (18)
		NB	B (16)	A (8)
		SB	B (12)	C (21)
		EB	D (50)	D (39)
2. SR 44/Lake Oconee Parkway at Thunder Road	Stop-Control	EB	F (96)	F (125)
		WB	E (46)	F (131)
3. Harmony Road at Sammons Industrial Parkway	Stop Control	WB	B (14)	B (15)
4. Scott Road at Proposed Driveway #1	Stop-Control	NB	A (10)	B (11)

**Average vehicle delay in seconds*

By the 2030 Future Build Conditions, Intersection #1 and Intersection #3 are expected to continue operating with acceptable levels of service during the AM and PM peak hours. Additionally, the new proposed driveway on Scott Road is expected to operate with acceptable levels of service during the AM and PM peak hours.

Intersection #2 is expected to operate with low levels of service during the AM and PM peak hours. The eastbound and westbound vehicles turning left onto SR 44 from Thunder Road are expected to experience delay with vehicles having to find gaps in the SR 44 traffic, which is common for stop-control intersections along major routes. It is important to note, PI 006253 is a widening project which includes additional travel lanes, which should reduce the vehicle delay at this intersection.

4.4 Turn Lane Analysis at Site Driveways

The Georgia DOT Driveway and Encroachment Control Manual was reviewed for the proposed driveway along Scott Road. The GDOT driveway manual, Section 4I, Auxiliary Turn Lanes, provides minimum volumes requiring right-turn or left-turn deceleration lanes. The year 2030 Build traffic volumes were compared to the Georgia DOT driveway requirements for deceleration lanes.

Right-Turn Deceleration Lane Criteria

Based on the 45-mph speed limit, two-lane roadway, and less than 6,000 ADT (Average Daily Traffic) on Scott Road Table 4-6 indicates a dedicated right-turn lane is required if there are at least 150 vehicles turning right into the site within a day. The estimated daily westbound right-turn volume entering the development at the proposed site driveway #1 is 171 vehicles per day at the proposed site driveway, which meets the threshold.

Calculation: $3,425 \text{ daily trips} / 2 = 1,713 \text{ entering trips} * 0.10 \text{ (percentage of vehicles turning right at Driveway)} = 171 \text{ vehicles}$

Left-Turn Deceleration Lane Criteria

Based on the 45-mph speed limit, two-lane roadway, and less than 6,000 ADT on Scott Road, Table 4-7a indicates a dedicated left-turn lane is required if there are at least 250 vehicles turning left into the site within a day. The estimated daily eastbound left-turn volume entering the development is 856 vehicles per day at the proposed site driveway #1, which meets the threshold.

Calculation: $3,425 \text{ daily trips} / 2 = 1,713 \text{ entering trips} * 0.50 \text{ (percentage of vehicles turning right at Driveway)} = 856 \text{ vehicles}$

5. Recommendations

Recommendations for access for the proposed Stillwater residential development are based on existing conditions, the proposed development use, and expected traffic volumes. The need for dedicated turn lanes at the proposed development driveways and appropriate traffic control (i.e. stop control) were reviewed. Recommendations were based on transportation industry standards and engineering judgment. Specifics of the driveway design will need to follow Putnam County requirements for the driveways.

5.1 Recommended Driveway Geometry

Based on estimated traffic volumes in the year 2030 Build year conditions the following driveway geometric recommendations are provided:

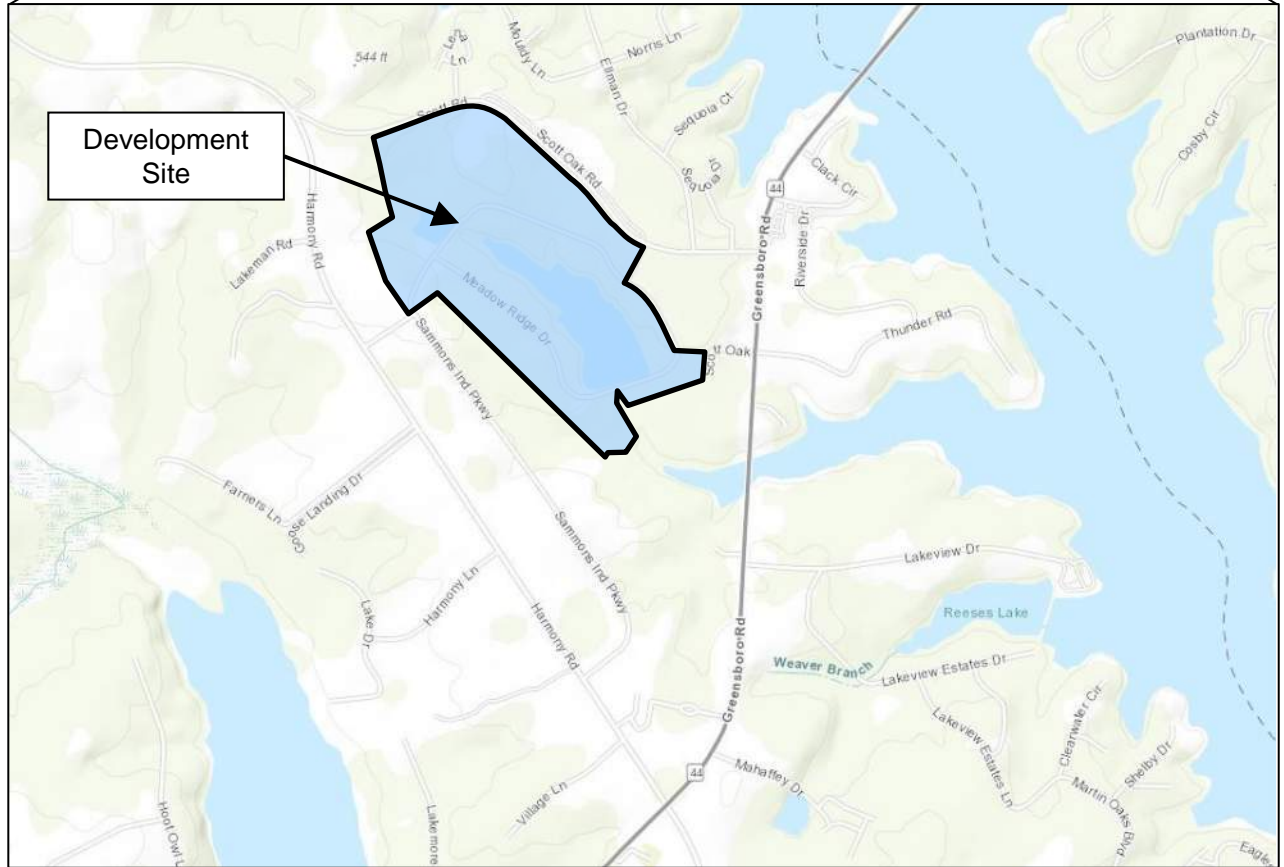
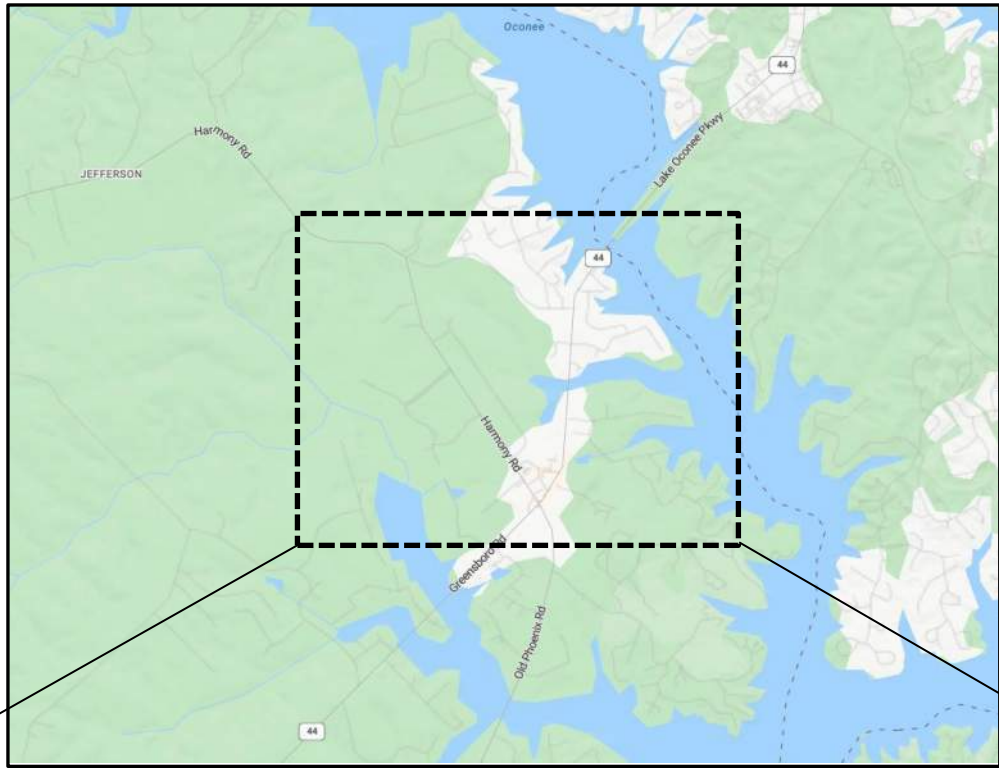
- Scott Road at Proposed Driveway #1:
 - Provide a full-movement driveway; driveway to be stop-control
 - Provide one entry lane and one exit lane
 - Install a westbound right-turn deceleration lane
 - Install an eastbound left-turn deceleration lane
- Proposed Driveway #2 connection to existing road to the SR 44/Lake Oconee Parkway at Thunder Road intersection:
 - No geometric changes recommended
- Sammons Industrial Parkway at Proposed Driveway #3
 - Note: The driveway creates the 3rd leg (northern leg) of the T-intersection
 - Provide a full-movement driveway; one entry lane and one exit lane
 - Install a stop sign (stop-control) for the eastbound approach of Sammons Industrial Parkway

Appendices

- Appendix A
 - Figures
- Appendix B
 - Concept Plan
- Appendix C
 - Traffic Count Data
- Appendix D
 - GDOT Traffic Data
- Appendix E
 - Intersection Volume Development
- Appendix F
 - Capacity Analysis Reports

Appendix A

Figures



Not to Scale

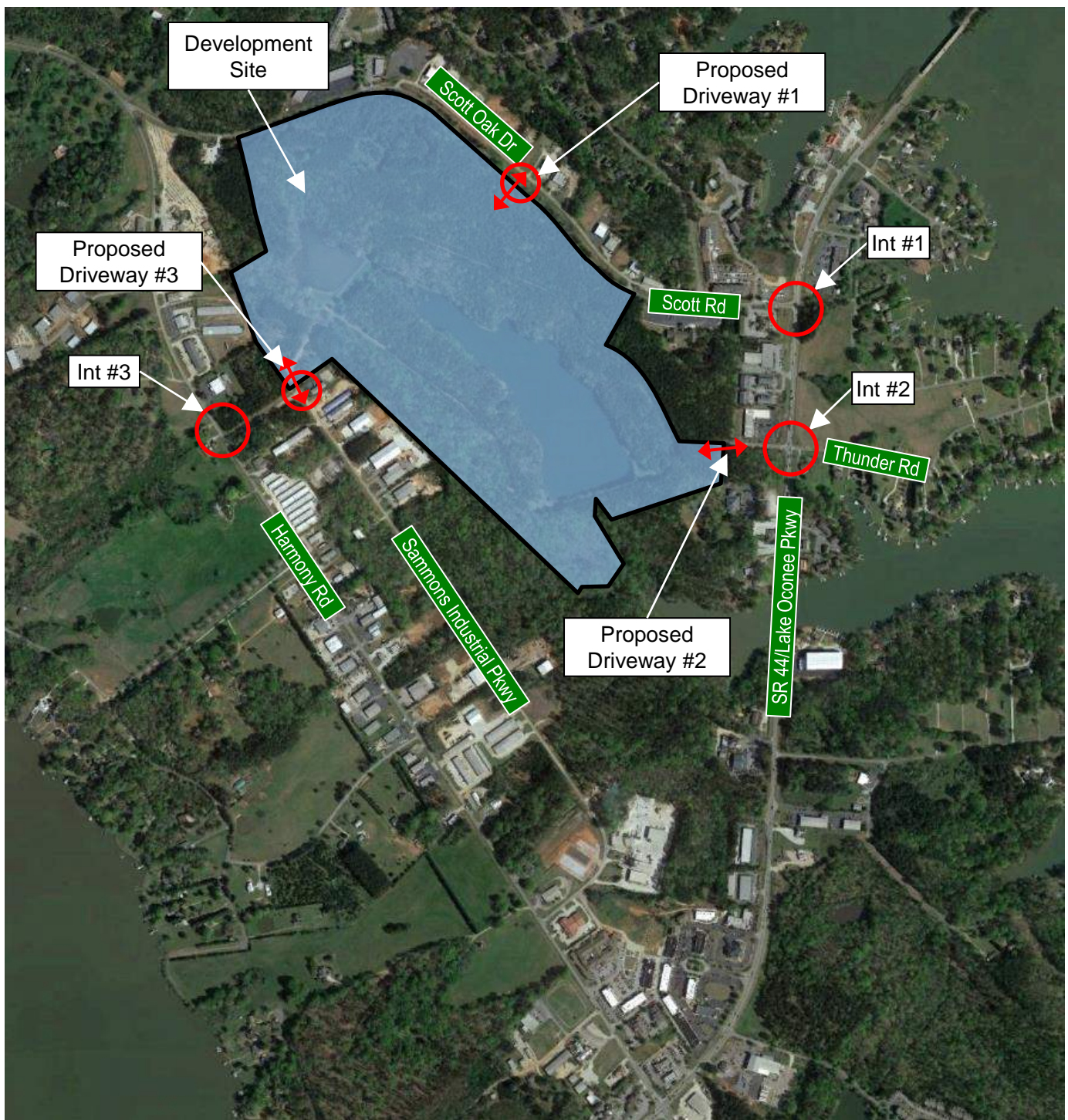


**Traffic Impact Study
Stillwater Development
Putnam County, Georgia**

**Location
Map**

**Figure
1**

Legend:
○ Study Intersection



Not to Scale



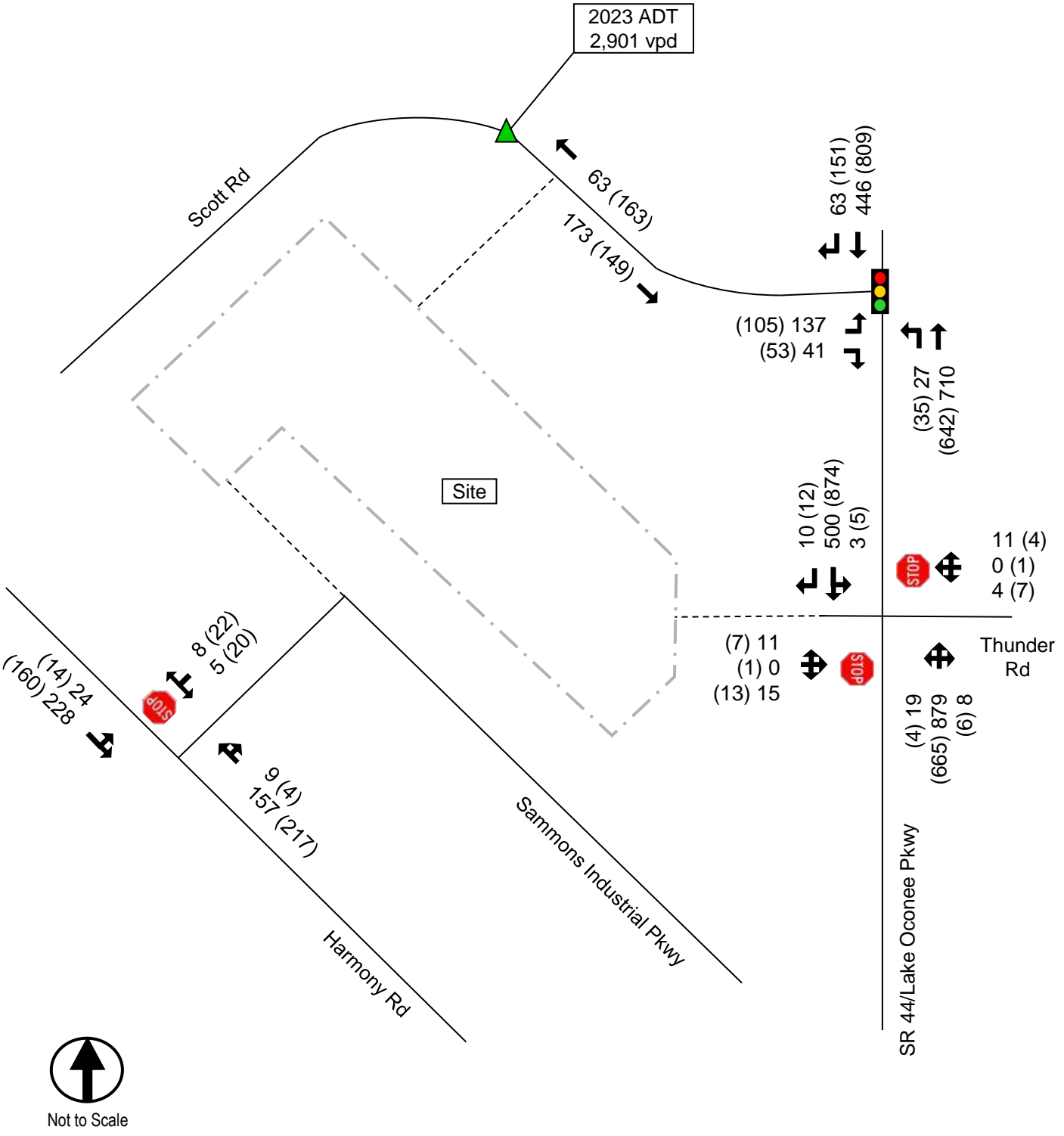
**Traffic Impact Study
Stillwater Development
Putnam County, Georgia**

**Aerial &
Access
Locations**

**Figure
2**

LEGEND:

- Existing Roadway Laneage
- XX AM Peak Hour Traffic Volumes
- (XX) PM Peak Hour Traffic Volumes



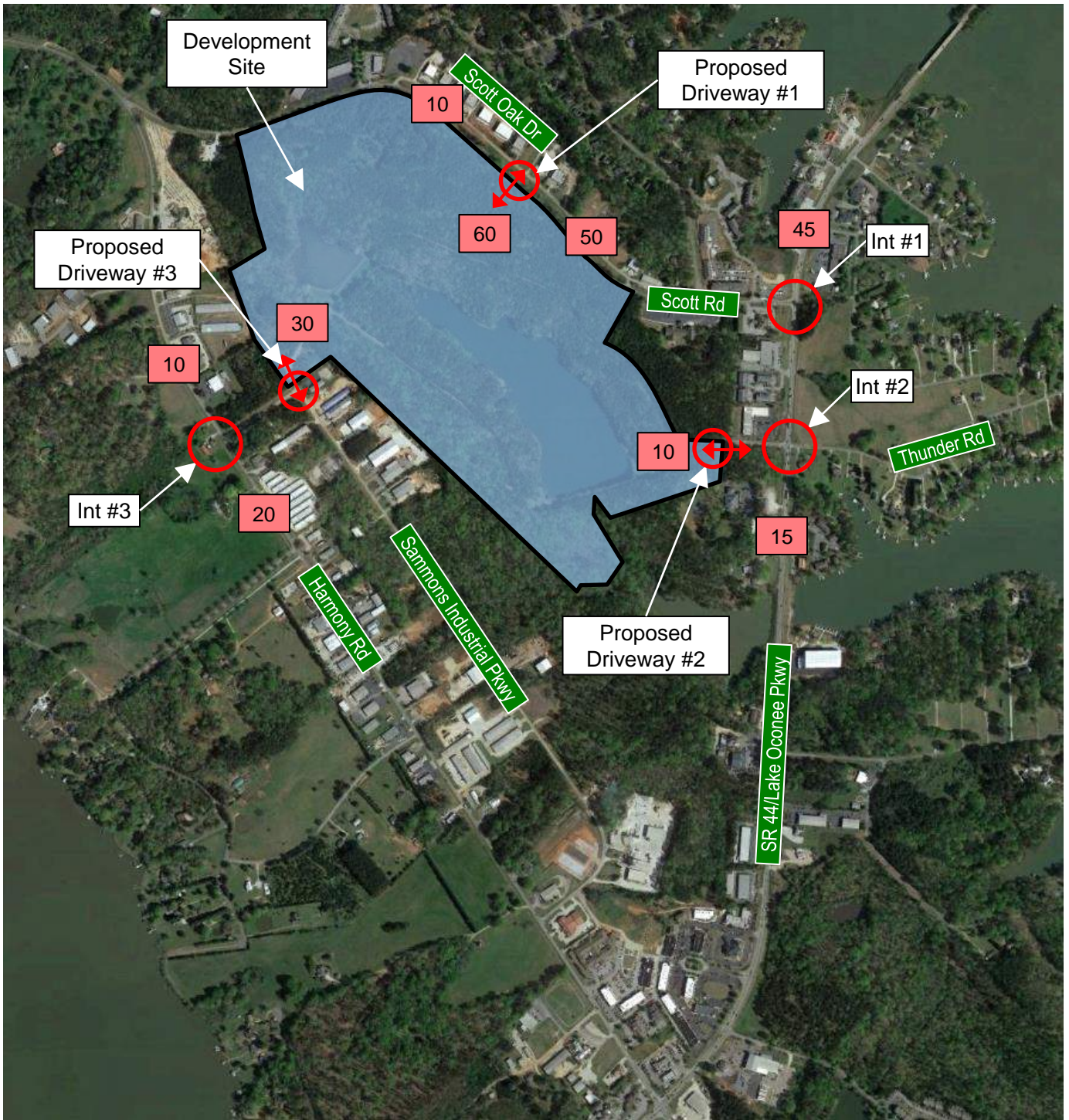
**Traffic Impact Study
Stillwater Development
Putnam County, Georgia**

**Existing Traffic
Conditions**

**Figure
3**

Legend:

100 Development Trip %



Not to Scale



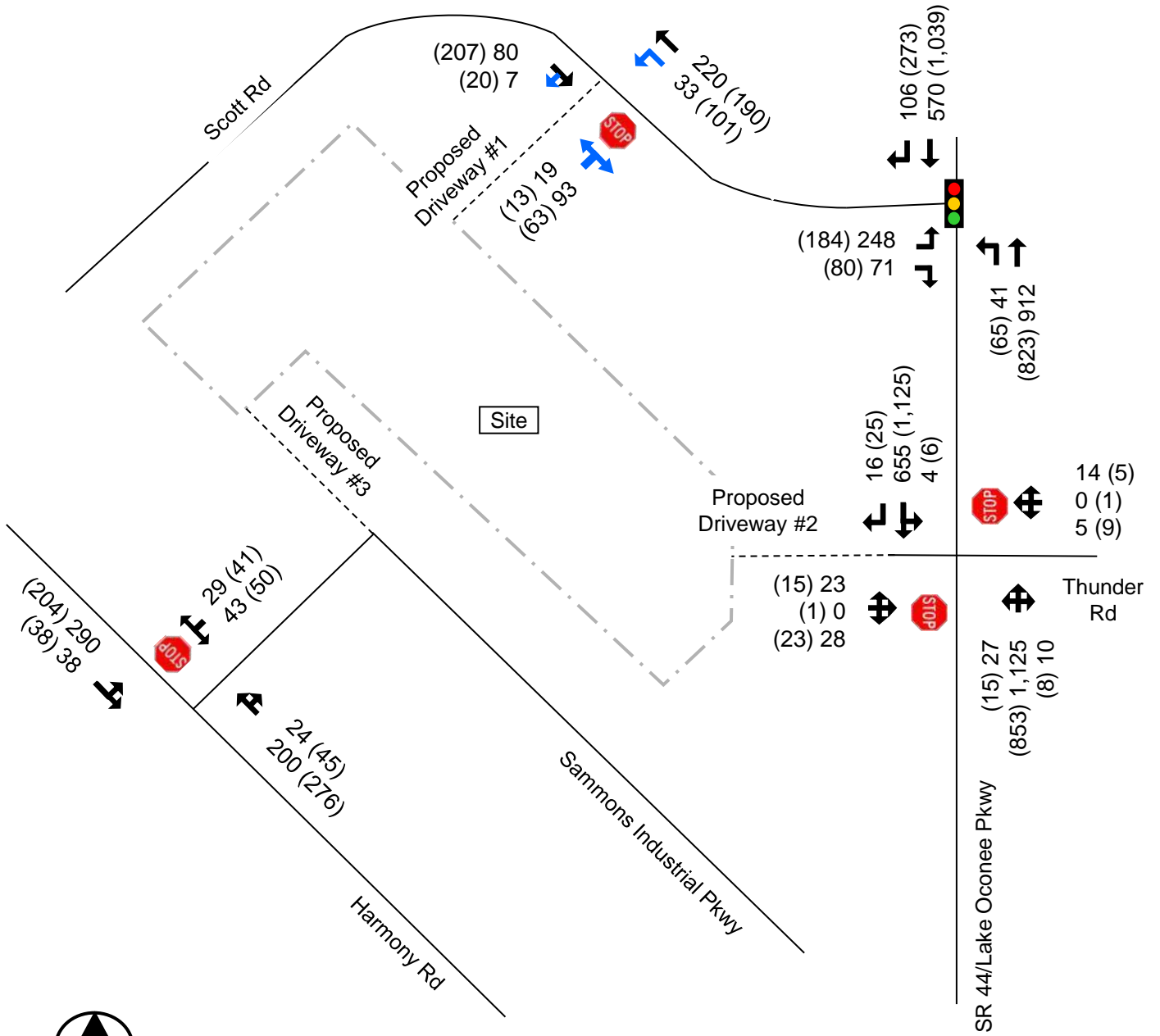
Traffic Impact Study
Stillwater Development
Putnam County, Georgia

Project Trip
Distribution

Figure
4

LEGEND:

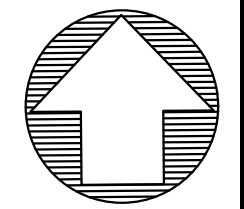
- ← Existing Roadway Laneage
- ← Proposed Roadway Laneage
- XX AM Peak Hour Traffic Volumes
- (XX) PM Peak Hour Traffic Volumes



Not to Scale

Appendix B

Concept Plan

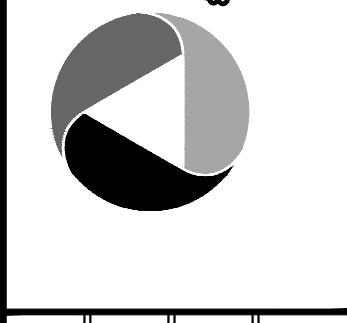


811
 Know what's below.
 Call before you dig.
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24 HOUR EMERGENCY CONTACT
 ####
 ####

ATWELL
 866.850.4200 www.atwell-group.com
 1800 PARKWAY PLACE, SUITE 700
 WAREHOUSES, GA
 COAF PFE005804



STILLWATER SCOTT OAK DRIVE
 FORESTAR
 CONCEPT PLAN
 PUTNAM COUNTY, GEORGIA

DATE 05-17-2023
 REVISIONS

SCALE: 1"=200'
 DRAWN BY: ####
 CHECKED BY: ####
 PROJECT MANAGER: ####
 JOB #: ####
 FILE CODE: ####
 SHEET NO. CSP2

SITE AREA	
TOTAL PROPERTY AREA:	158.3± AC
ZONING CLASSIFICATION	
JURISDICTION:	PUTNAM COUNTY
EXISTING ZONING:	CPUD
PROPOSED ZONING:	RPUD
DEVELOPMENT PROPOSAL	
PROPOSED DENSITY:	387 UNITS
24' TOWNHOME PRODUCT:	124 UNITS (32%)
50' SINGLE FAMILY DETACHED LOT:	163 UNITS (42%)
65' SINGLE FAMILY DETACHED LOT:	100 UNITS (26%)
ZONING BUFFER	
FRONT SETBACK:	50' (DISTURBED/RE-VEGETATED)
SIDE SETBACK:	20'
REAR SETBACK:	10'
PROPOSED R/W:	20'
MIN. OPEN SPACE REQUIRED	
PROPOSED OPEN SPACE:	20.2% (32.0 AC)
LAKE/WETLANDS:	17.25 AC (34.5 TOTAL AC)
REMAINING OPEN SPACE:	14.75 AC
NOTES	
1. REZONING REQUIRED.	
2. BASE INFORMATION PROVIDED BY CLIENT AND GIS DATA.	
3. WETLANDS/STREAM DETERMINATION PROVIDED BY SELLER.	
4. STORMWATER DETENTION TO BE PROVIDED WITHIN EXISTING LAKE.	
5. WATER QUALITY NOT PROVIDED FOR THE SITE.	



FILE NAME: K:\Projects\2023\Newland\Greenstar\Stillwater\04_Productions\CSP2 SITE PLAN.dwg LAST SAVED BY: user 11/17/2023 10:06 PM PLOTTED BY: Reginald Dill 11/17/2023 10:06 AM PLOTTER: HP DesignJet 2445 G4 PLOT STYLE: ATWELL.ctb

NOT ISSUED FOR CONSTRUCTION CAD FILE: C06 SITE PLAN

Appendix C

Traffic Count Data

Peak Hour Turning Movement Count

Putnam County, GA



www.marrtraffic.com

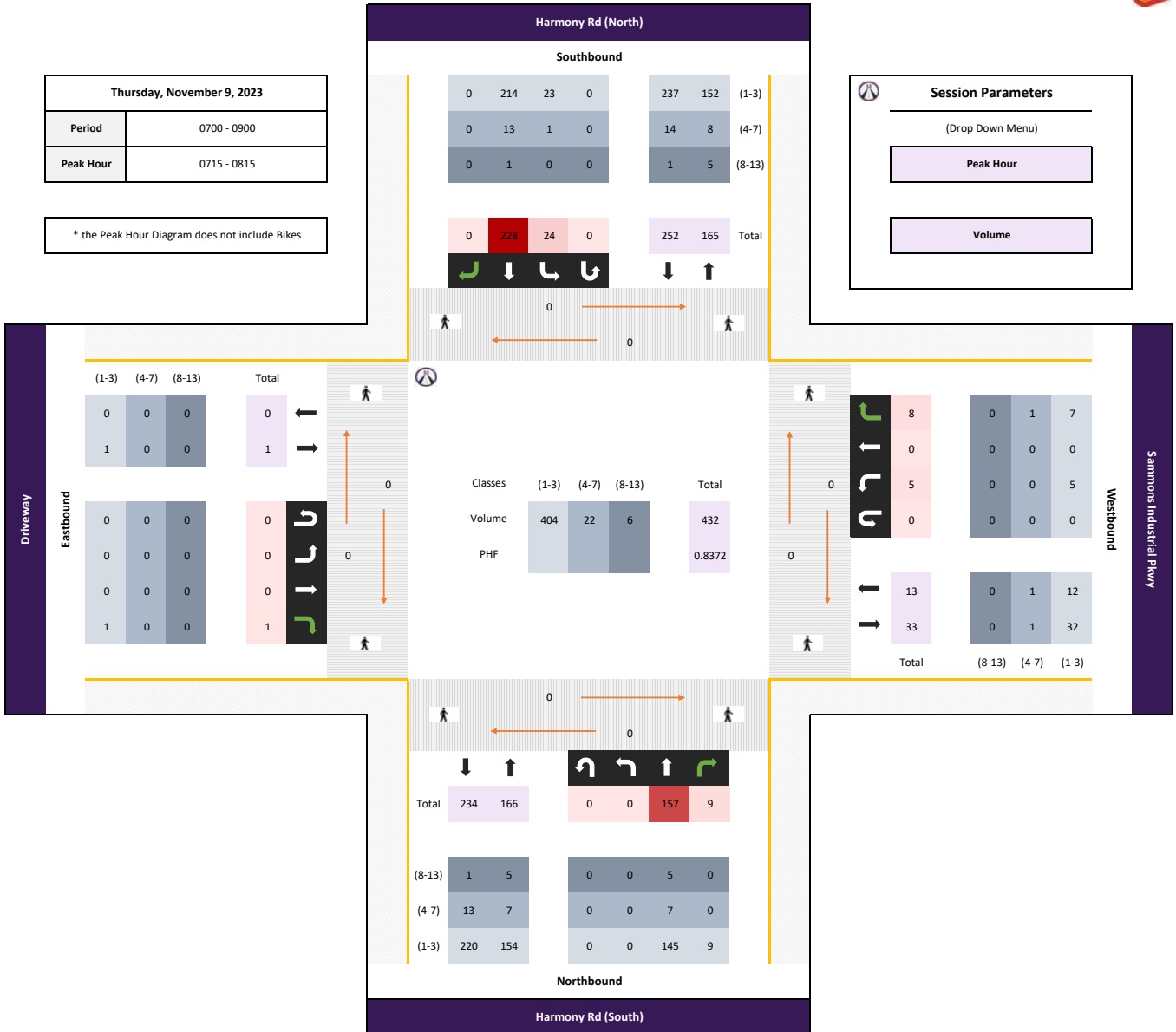
[Click here for Map](#)

Thursday, November 9, 2023	
Period	0700 - 0900
Peak Hour	0715 - 0815

* the Peak Hour Diagram does not include Bikes

Session Parameters

(Drop Down Menu)



All vehicles

Time	Northbound						Southbound						Eastbound						Westbound						Int Total					
	Harmony Rd (South)						Harmony Rd (North)						Driveway						Sammons Industrial Pkwy											
	Left 1.1	Thru 1.2	Right 1.3	U-Turn 1.4	App Total		Left 1.5	Thru 1.6	Right 1.7	U-Turn 1.8	App Total		Left 1.9	Thru 1.10	Right 1.11	U-Turn 1.12	App Total		Left 1.13	Thru 1.14	Right 1.15	U-Turn 1.16	App Total							
0715 - 0730	0	28	3	-	0	31	5	49	0	-	0	54	0	0	1	-	0	1	2	0	4	-	0	6	0	0	0	0	0	92
0730 - 0745	0	36	0	-	0	36	6	60	0	-	0	66	0	0	0	-	0	0	2	0	1	-	0	3	0	0	0	-	0	105
0745 - 0800	0	56	4	-	0	60	9	60	0	-	0	69	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	129
0800 - 0815	0	37	2	-	0	39	4	59	0	-	0	63	0	0	0	-	0	0	1	0	3	-	0	4	0	0	0	-	0	106
Total	0	157	9	0	0	166	24	228	0	0	0	252	0	0	1	0	0	1	5	0	8	0	0	13	0	0	0	0	0	432
Approach %	0.00	94.58	5.42	0.00	0.00	-	9.52	90.48	0.00	0.00	0.00	-	0.00	0.00	100.00	0.00	0.00	-	38.46	0.00	61.54	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-
PHF	0.00	0.70	0.56	0.00	0.00	0.69	0.67	0.95	0.00	0.00	0.00	0.91	0.00	0.00	0.25	0.00	0.00	0.25	0.63	0.00	0.50	0.00	0.00	0.54	0.00	0.00	0.00	0.00	0.00	0.84

Passenger Vehicles (1-3)

Time	Northbound						Southbound						Eastbound						Westbound						Int Total					
	Harmony Rd (South)						Harmony Rd (North)						Driveway						Sammons Industrial Pkwy											
	Left 1.1	Thru 1.2	Right 1.3	U-Turn 1.4	App Total		Left 1.5	Thru 1.6	Right 1.7	U-Turn 1.8	App Total		Left 1.9	Thru 1.10	Right 1.11	U-Turn 1.12	App Total		Left 1.13	Thru 1.14	Right 1.15	U-Turn 1.16	App Total							
0715 - 0730	0	24	3	-	0	27	5	48	0	-	0	53	0	0	1	-	0	1	2	0	4	-	0	6	0	0	0	0	0	87
0730 - 0745	0	35	0	-	0	35	6	56	0	-	0	62	0	0	0	-	0	0	2	0	0	-	0	2	0	0	0	-	0	99
0745 - 0800	0	51	4	-	0	55	8	55	0	-	0	63	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	118
0800 - 0815	0	35	2	-	0	37	4	55	0	-	0	59	0	0	0	-	0	0	1	0	3	-	0	4	0	0	0	-	0	100
Total	0	145	9	0	0	154	23	214	0	0	0	237	0	0	1	0	0	1	5	0	7	0	0	12	0	0	0	0	0	404
Approach %	0.00	94.16	5.84	0.00	0.00	-	9.70	90.30	0.00	0.00	0.00	-	0.00	0.00	100.00	0.00	0.00	-	41.67	0.00	58.33	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-
PHF	0.00	0.71	0.56	0.00	0.00	0.70	0.72	0.96	0.00	0.00	0.00	0.94	0.00	0.00	0.25	0.00	0.00	0.25	0.63	0.00	0.44	0.00	0.00	0.50	0.00	0.00	0.00	0.00	0.00	0.86

Single Unit Trucks (4-7)

Time	Northbound						Southbound						Eastbound						Westbound						Int Total					
	Harmony Rd (South)						Harmony Rd (North)						Driveway						Sammons Industrial Pkwy											
	Left 1.1	Thru 1.2	Right 1.3	U-Turn 1.4	App Total		Left 1.5	Thru 1.6	Right 1.7	U-Turn 1.8	App Total		Left 1.9	Thru 1.10	Right 1.11	U-Turn 1.12	App Total		Left 1.13	Thru 1.14	Right 1.15	U-Turn 1.16	App Total							
0715 - 0730	0	1	0	-	0	1	0	1	0	-	0	1	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	0	0	2
0730 - 0745	0	1	0	-	0	1	0	3	0	-	0	3	0	0	0	-	0	0	0	0	1	-	0	1	0	0	0	-	0	5
0745 - 0800	0	4	0	-	0	4	1	5	0	-	0	6	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	10
0800 - 0815	0	1	0	-	0	1	0	4	0	-	0	4	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	5
Total	0	7	0	0	0	7	1	13	0	0	0	14	0	0	0	0	0	0	0	0	1	0	0	1	0	0	0	0	0	22
Approach %	0.00	100.00	0.00	0.00	0.00	-	7.14	92.86	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	100.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-
PHF	0.00	0.44	0.00	0.00	0.00	0.44	0.25	0.65	0.00	0.00	0.00	0.58	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.25	0.00	0.00	0.25	0.00	0.00	0.00	0.00	0.00	0.55

Combination Trucks (8-13)

Time	Northbound						Southbound						Eastbound						Westbound						Int Total					
	Harmony Rd (South)						Harmony Rd (North)						Driveway						Sammons Industrial Pkwy											
	Left 1.1	Thru 1.2	Right 1.3	U-Turn 1.4	App Total		Left 1.5	Thru 1.6	Right 1.7	U-Turn 1.8	App Total		Left 1.9	Thru 1.10	Right 1.11	U-Turn 1.12	App Total		Left 1.13	Thru 1.14	Right 1.15	U-Turn 1.16	App Total							
0715 - 0730	0	3	0	-	0	3	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	0	0	3
0730 - 0745	0	0	0	-	0	0	0	1	0	-	0	1	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	1
0745 - 0800	0	1	0	-	0	1	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	1
0800 - 0815	0	1	0	-	0	1	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	1
Total	0	5	0	0	0	5	0	1	0	0	0	1	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6
Approach %	0.00	100.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	100.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-
PHF	0.00	0.42	0.00	0.00	0.00	0.42	0.00	0.25	0.00	0.00	0.00	0.25	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.50

Bikes

Time	Northbound						Southbound						Eastbound						Westbound						Int Total					
	Harmony Rd (South)						Harmony Rd (North)						Driveway						Sammons Industrial Pkwy											
	Left 1.1	Thru 1.2	Right 1.3	U-Turn 1.4	App Total		Left 1.5	Thru 1.6	Right 1.7	U-Turn 1.8	App Total		Left 1.9	Thru 1.10	Right 1.11	U-Turn 1.12	App Total		Left 1.13	Thru 1.14	Right 1.15	U-Turn 1.16	App Total							
0715 - 0730	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	0	0	0
0730 - 0745	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
0745 - 0800	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
0800 - 0815	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00

Peak Hour Turning Movement Count

Putnam County, GA



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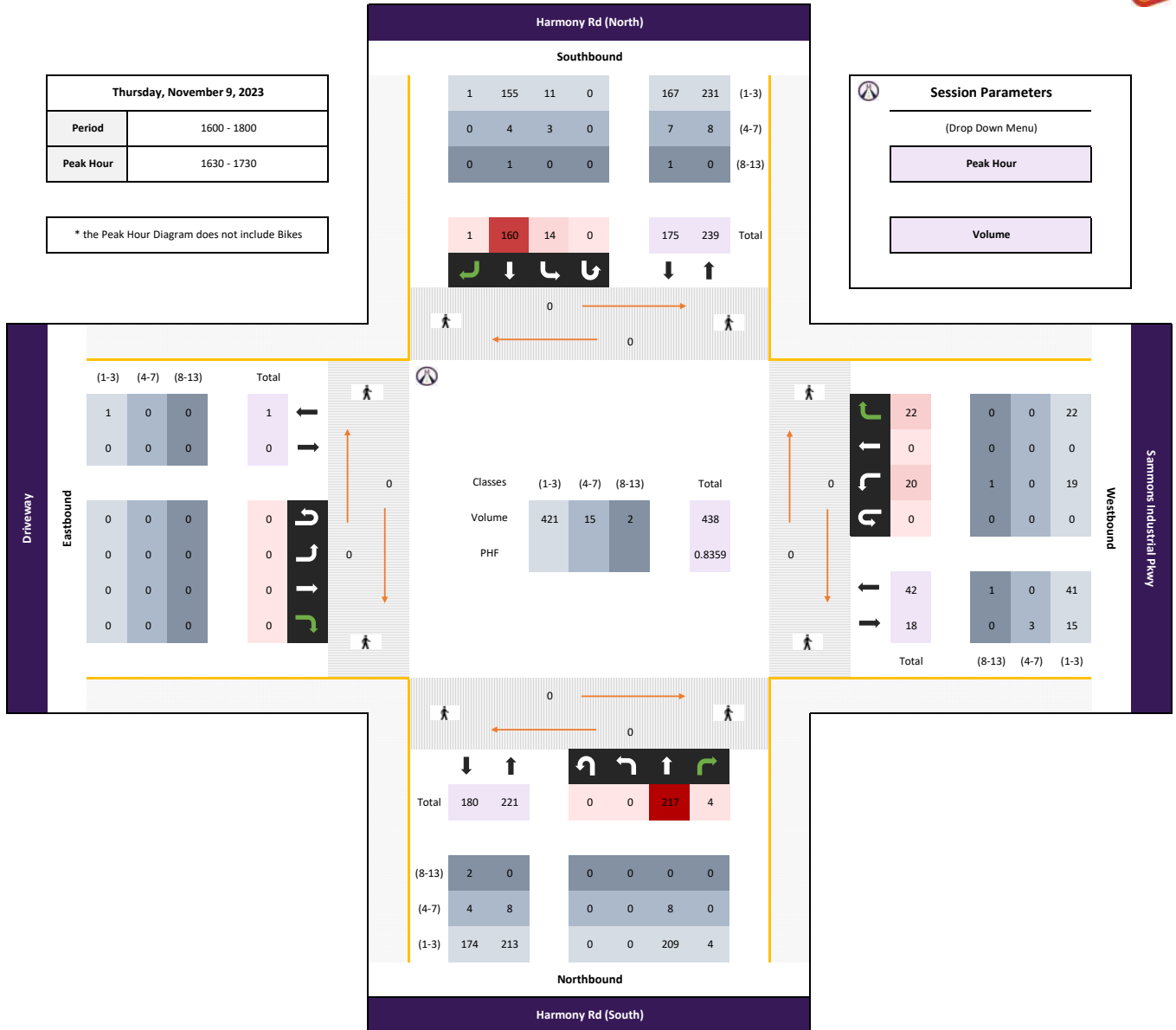
[Click here for Map](#)

Thursday, November 9, 2023	
Period	1600 - 1800
Peak Hour	1630 - 1730

* the Peak Hour Diagram does not include Bikes

Session Parameters

(Drop Down Menu)



All vehicles

Time	Northbound						Southbound						Eastbound						Westbound						Int Total
	Harmony Rd (South)						Harmony Rd (North)						Driveway						Sammons Industrial Pkwy						
	Left 1.1	Thru 1.2	Right 1.3	U-Turn 1.4	App Total		Left 1.5	Thru 1.6	Right 1.7	U-Turn 1.8	App Total		Left 1.9	Thru 1.10	Right 1.11	U-Turn 1.12	App Total		Left 1.13	Thru 1.14	Right 1.15	U-Turn 1.16	App Total		
1630 - 1645	0	37	1	-	0	38	2	42	0	-	0	44	0	0	0	-	0	0	6	0	4	-	0	10	
1645 - 1700	0	63	0	-	0	63	5	40	0	-	0	45	0	0	0	-	0	0	3	0	5	-	0	8	
1700 - 1715	0	70	3	-	0	73	3	45	1	-	0	49	0	0	0	-	0	0	0	0	9	-	0	9	
1715 - 1730	0	47	0	-	0	47	4	33	0	-	0	37	0	0	0	-	0	0	11	0	4	-	0	15	
Total	0	217	4	0	0	221	14	160	1	0	0	175	0	0	0	0	0	0	20	0	22	0	0	42	
Approach %	0.00	98.19	1.81	0.00	0.00	-	8.00	91.43	0.57	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	47.62	0.00	52.38	0.00	0.00	-	
PHF	0.00	0.78	0.33	0.00	0.00	0.76	0.70	0.89	0.25	0.00	0.00	0.89	0.00	0.00	0.00	0.00	0.00	0.00	0.45	0.00	0.61	0.00	0.00	0.70	

Passenger Vehicles (1-3)

Time	Northbound						Southbound						Eastbound						Westbound						Int Total
	Harmony Rd (South)						Harmony Rd (North)						Driveway						Sammons Industrial Pkwy						
	Left 1.1	Thru 1.2	Right 1.3	U-Turn 1.4	App Total		Left 1.5	Thru 1.6	Right 1.7	U-Turn 1.8	App Total		Left 1.9	Thru 1.10	Right 1.11	U-Turn 1.12	App Total		Left 1.13	Thru 1.14	Right 1.15	U-Turn 1.16	App Total		
1630 - 1645	0	36	1	-	0	37	2	41	0	-	0	43	0	0	0	-	0	0	5	0	4	-	0	9	
1645 - 1700	0	60	0	-	0	60	5	38	0	-	0	43	0	0	0	-	0	0	3	0	5	-	0	8	
1700 - 1715	0	67	3	-	0	70	2	45	1	-	0	48	0	0	0	-	0	0	0	0	9	-	0	9	
1715 - 1730	0	46	0	-	0	46	2	31	0	-	0	33	0	0	0	-	0	0	11	0	4	-	0	15	
Total	0	209	4	0	0	213	11	155	1	0	0	167	0	0	0	0	0	0	19	0	22	0	0	41	
Approach %	0.00	98.12	1.88	0.00	0.00	-	6.59	92.81	0.60	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	46.34	0.00	53.66	0.00	0.00	-	
PHF	0.00	0.78	0.33	0.00	0.00	0.76	0.55	0.86	0.25	0.00	0.00	0.87	0.00	0.00	0.00	0.00	0.00	0.00	0.43	0.00	0.61	0.00	0.00	0.68	

Single Unit Trucks (4-7)

Time	Northbound						Southbound						Eastbound						Westbound						Int Total
	Harmony Rd (South)						Harmony Rd (North)						Driveway						Sammons Industrial Pkwy						
	Left 1.1	Thru 1.2	Right 1.3	U-Turn 1.4	App Total		Left 1.5	Thru 1.6	Right 1.7	U-Turn 1.8	App Total		Left 1.9	Thru 1.10	Right 1.11	U-Turn 1.12	App Total		Left 1.13	Thru 1.14	Right 1.15	U-Turn 1.16	App Total		
1630 - 1645	0	1	0	-	0	1	0	1	0	-	0	1	0	0	0	-	0	0	0	0	0	-	0	0	
1645 - 1700	0	3	0	-	0	3	0	1	0	-	0	1	0	0	0	-	0	0	0	0	0	-	0	0	
1700 - 1715	0	3	0	-	0	3	1	0	0	-	0	1	0	0	0	-	0	0	0	0	0	-	0	0	
1715 - 1730	0	1	0	-	0	1	2	2	0	-	0	4	0	0	0	-	0	0	0	0	0	-	0	0	
Total	0	8	0	0	0	8	3	4	0	0	0	7	0	0	0	0	0	0	0	0	0	0	0	0	
Approach %	0.00	100.00	0.00	0.00	0.00	-	42.86	57.14	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.67	0.00	0.00	0.00	0.67	0.38	0.50	0.00	0.00	0.00	0.44	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

Combination Trucks (8-13)


Time	Northbound						Southbound						Eastbound						Westbound						Int Total
	Harmony Rd (South)						Harmony Rd (North)						Driveway						Sammons Industrial Pkwy						
	Left 1.1	Thru 1.2	Right 1.3	U-Turn 1.4	App Total		Left 1.5	Thru 1.6	Right 1.7	U-Turn 1.8	App Total		Left 1.9	Thru 1.10	Right 1.11	U-Turn 1.12	App Total		Left 1.13	Thru 1.14	Right 1.15	U-Turn 1.16	App Total		
1630 - 1645	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	1	0	0	-	0	1	
1645 - 1700	0	0	0	-	0	0	0	1	0	-	0	1	0	0	0	-	0	0	0	0	0	-	0	0	
1700 - 1715	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	
1715 - 1730	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	
Total	0	0	0	0	0	0	0	1	0	0	0	1	0	0	0	0	0	0	1	0	0	0	0	1	
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	100.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	100.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.25	0.00	0.00	0.00	0.25	0.00	0.00	0.00	0.00	0.00	0.00	0.25	0.00	0.00	0.00	0.00	0.25	

Bikes

Time	Northbound						Southbound						Eastbound						Westbound						Int Total
	Harmony Rd (South)						Harmony Rd (North)						Driveway						Sammons Industrial Pkwy						
	Left 1.1	Thru 1.2	Right 1.3	U-Turn 1.4	App Total		Left 1.5	Thru 1.6	Right 1.7	U-Turn 1.8	App Total		Left 1.9	Thru 1.10	Right 1.11	U-Turn 1.12	App Total		Left 1.13	Thru 1.14	Right 1.15	U-Turn 1.16	App Total		
1630 - 1645	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	
1645 - 1700	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	
1700 - 1715	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	
1715 - 1730	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	0	0	0	-	0	0	
Total	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	
Approach %	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	0.00	0.00	0.00	0.00	0.00	-	
PHF	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

Classified Turn Movement Count || All vehicles

Putnam County, GA

Site 1
 Harmony Rd (South) 
 Harmony Rd (North)
 Driveway
 Sammons Industrial Pkwy

Date
 Thursday, November 9, 2023

Lat/Long
 33.435139°, -83.279474°
[Click here for Map](#)

Weather
 Mostly Cloudy
 69°F
[Click here for Detailed Weather](#)

0700 - 0900 (Weekday 2h Session) (11-09-2023)

All vehicles

TIME	Northbound					Southbound					Eastbound					Westbound					
	Harmony Rd (South)			U-Turn		Harmony Rd (North)			U-Turn		Driveway			U-Turn		Sammons Industrial Pkwy			U-Turn		Int Total
	Left	Thru	Right	1.4	App Total	Left	Thru	Right	1.8	App Total	Left	Thru	Right	1.12	App Total	Left	Thru	Right	1.16	App Total	
0700 - 0715	0	32	8	0	40	3	27	0	0	30	0	0	1	0	1	3	0	2	0	5	76
0715 - 0730	0	28	3	0	31	5	49	0	0	54	0	0	1	0	1	2	0	4	0	6	92
0730 - 0745	0	36	0	0	36	6	60	0	0	66	0	0	0	0	0	2	0	1	0	3	105
0745 - 0800	0	56	4	0	60	9	60	0	0	69	0	0	0	0	0	0	0	0	0	0	129
Hourly Total	0	152	15	0	167	23	196	0	0	219	0	0	2	0	2	7	0	7	0	14	402
0800 - 0815	0	37	2	0	39	4	59	0	0	63	0	0	0	0	0	1	0	3	0	4	106
0815 - 0830	0	38	1	0	39	3	40	0	0	43	0	0	0	0	0	2	0	3	0	5	87
0830 - 0845	0	40	1	0	41	0	35	0	0	35	0	0	0	0	0	1	0	1	0	2	78
0845 - 0900	0	28	3	0	31	6	32	0	0	38	0	0	0	0	0	2	0	5	0	7	76
Hourly Total	0	143	7	0	150	13	166	0	0	179	0	0	0	0	0	6	0	12	0	18	347
Grand Total	0	295	22	0	317	36	362	0	0	398	0	0	2	0	2	13	0	19	0	32	749
Approach %	0.00	93.06	6.94	0.00	-	9.05	90.95	0.00	0.00	-	0.00	0.00	100.00	0.00	-	40.63	0.00	59.38	0.00	-	-
Intersection %	0.00	39.39	2.94	0.00	42.32	4.81	48.33	0.00	0.00	53.14	0.00	0.00	0.27	0.00	0.27	1.74	0.00	2.54	0.00	4.27	-
Heavy Vehicle %	-	7	5	-	7	3	9	-	-	9	-	-	-	-	0	23	-	11	-	16	8
PHF	0.00	0.70	0.56	0.00	0.69	0.67	0.95	0.00	0.00	0.91	0.00	0.00	0.25	0.00	0.25	0.63	0.00	0.50	0.00	0.54	0.84

1600 - 1800 (Weekday 2h Session) (11-09-2023)

All vehicles

TIME	Northbound					Southbound					Eastbound					Westbound					
	Harmony Rd (South)			U-Turn		Harmony Rd (North)			U-Turn		Driveway			U-Turn		Sammons Industrial Pkwy			U-Turn		Int Total
	Left	Thru	Right	1.4	App Total	Left	Thru	Right	1.8	App Total	Left	Thru	Right	1.12	App Total	Left	Thru	Right	1.16	App Total	
1600 - 1615	0	44	3	0	47	4	38	0	0	42	0	0	0	0	0	6	0	5	0	11	100
1615 - 1630	0	44	3	0	47	2	36	1	0	39	0	0	0	0	0	2	0	3	0	5	91
1630 - 1645	0	37	1	0	38	2	42	0	0	44	0	0	0	0	0	6	0	4	0	10	92
1645 - 1700	0	63	0	0	63	5	40	0	0	45	0	0	0	0	0	3	0	5	0	8	116
Hourly Total	0	188	7	0	195	13	156	1	0	170	0	0	0	0	0	17	0	17	0	34	399
1700 - 1715	0	70	3	0	73	3	45	1	0	49	0	0	0	0	0	0	0	9	0	9	131
1715 - 1730	0	47	0	0	47	4	33	0	0	37	0	0	0	0	0	11	0	4	0	15	99
1730 - 1745	0	38	0	0	38	2	38	0	0	40	0	0	0	0	0	4	0	1	0	5	83
1745 - 1800	0	45	0	0	45	0	29	0	0	29	1	0	0	0	1	0	0	0	0	0	75
Hourly Total	0	200	3	0	203	9	145	1	0	155	1	0	0	0	1	15	0	14	0	29	388
Grand Total	0	388	10	0	398	22	301	2	0	325	1	0	0	0	1	32	0	31	0	63	787
Approach %	0.00	97.49	2.51	0.00	-	6.77	92.62	0.62	0.00	-	100.00	0.00	0.00	0.00	-	50.79	0.00	49.21	0.00	-	-
Intersection %	0.00	49.30	1.27	0.00	50.57	2.80	38.25	0.25	0.00	41.30	0.13	0.00	0.00	0.00	0.13	4.07	0.00	3.94	0.00	8.01	-
Heavy Vehicle %	-	6	20	-	7	14	3	0	-	4	0	-	-	-	0	6	-	0	-	3	5
PHF	0.00	0.78	0.33	0.00	0.76	0.70	0.89	0.25	0.00	0.89	0.00	0.00	0.00	0.00	0.00	0.45	0.00	0.61	0.00	0.70	0.84

Peak Hour Turning Movement Count

Putnam County, GA

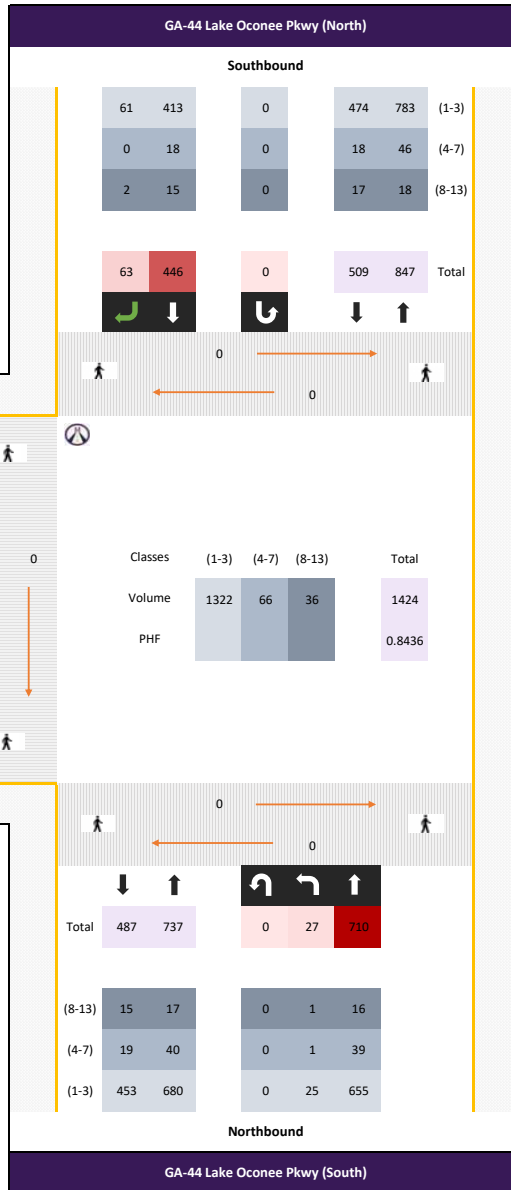


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Thursday, November 9, 2023	
Period	0700 - 0900
Peak Hour	0800 - 0900

* the Peak Hour Diagram does not include Bikes



Session Parameters

(Drop Down Menu)

Peak Hour

Volume

Scott Id

Eastbound

(1-3)	(4-7)	(8-13)	Total
86	1	3	90
168	8	2	178
0	0	0	0
128	7	2	137
40	1	0	41

Peak Hour Turning Movement Count

Putnam County, GA

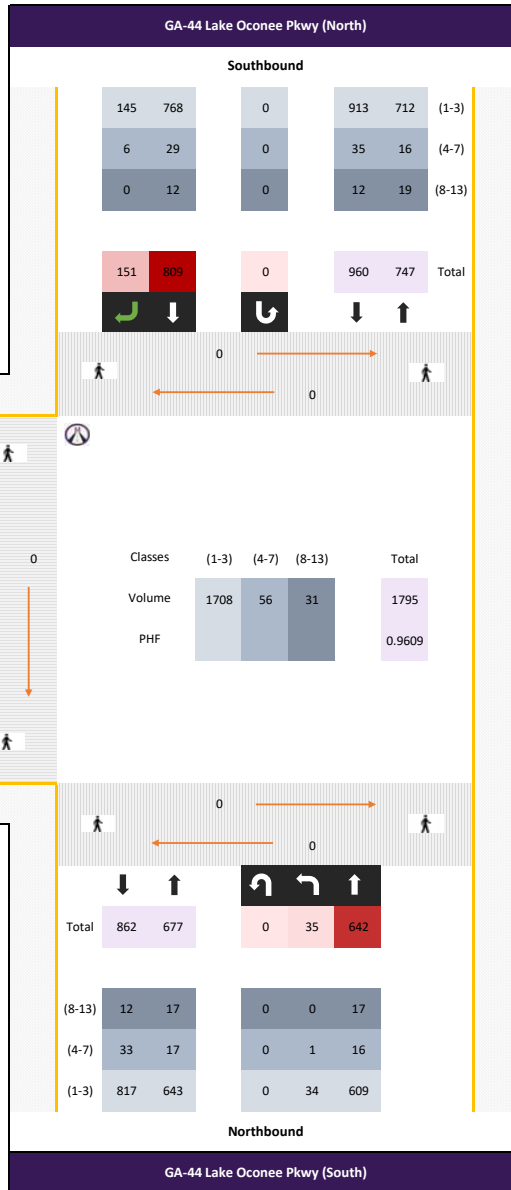


www.marrtraffic.com

[Click here for Map](#)

Thursday, November 9, 2023	
Period	1600 - 1800
Peak Hour	1615 - 1715

* the Peak Hour Diagram does not include Bikes



Session Parameters

(Drop Down Menu)

Peak Hour

Volume

Scott Rd

Eastbound

	(1-3)	(4-7)	(8-13)	Total
Left	179	7	0	186
Through	152	4	2	158
Right	0	0	0	0
Left	103	0	2	105
Through	49	4	0	53

Classified Turn Movement Count || All vehicles

Putnam County, GA

Site 2
GA-44 Lake Oconee Pkwy (South)
GA-44 Lake Oconee Pkwy (North)
Scott Rd

Date
Thursday, November 9, 2023

Weather
Mostly Cloudy
69°F
[Click here for Detailed Weather](#)

Lat/Long
33.437937°, -83.265321°
[Click here for Map](#)

0700 - 0900 (Weekday 2h Session) (11-09-2023)

All vehicles

TIME	Northbound				Southbound				Eastbound				Int Total
	GA-44 Lake Oconee Pkwy (South)				GA-44 Lake Oconee Pkwy (North)				Scott Rd				
	Left	Thru	U-Turn	App Total	Thru	Right	U-Turn	App Total	Left	Right	U-Turn	App Total	
0700 - 0715	3	65	0	68	18	2	0	20	6	2	0	8	96
0715 - 0730	1	69	0	70	26	3	0	29	10	6	0	16	115
0730 - 0745	4	90	0	94	39	4	0	43	15	3	0	18	155
0745 - 0800	6	113	0	119	59	12	0	71	17	9	0	26	216
Hourly Total	14	337	0	351	142	21	0	163	48	20	0	68	582
0800 - 0815	9	129	0	138	71	13	0	84	31	7	0	38	260
0815 - 0830	5	156	0	161	130	12	0	142	37	8	0	45	348
0830 - 0845	7	198	0	205	121	17	0	138	38	13	0	51	394
0845 - 0900	6	227	0	233	124	21	0	145	31	13	0	44	422
Hourly Total	27	710	0	737	446	63	0	509	137	41	0	178	1424
Grand Total	41	1047	0	1088	588	84	0	672	185	61	0	246	2006
Approach %	3.77	96.23	0.00	-	87.50	12.50	0.00	-	75.20	24.80	0.00	-	-
Intersection %	2.04	52.19	0.00	54.24	29.31	4.19	0.00	33.50	9.22	3.04	0.00	12.26	-
Heavy Vehicle %	7	7	-	7	7	5	-	7	5	7	-	6	7
PHF	0.75	0.78	0.00	0.79	0.86	0.75	0.00	0.88	0.90	0.79	0.00	0.87	0.84

1600 - 1800 (Weekday 2h Session) (11-09-2023)

All vehicles

TIME	Northbound				Southbound				Eastbound				Int Total
	GA-44 Lake Oconee Pkwy (South)				GA-44 Lake Oconee Pkwy (North)				Scott Rd				
	Left	Thru	U-Turn	App Total	Thru	Right	U-Turn	App Total	Left	Right	U-Turn	App Total	
1600 - 1615	9	172	0	181	198	38	0	236	30	8	0	38	455
1615 - 1630	10	163	0	173	189	28	0	217	26	15	0	41	431
1630 - 1645	8	159	0	167	192	36	0	228	30	14	0	44	439
1645 - 1700	8	174	0	182	201	40	0	241	21	14	0	35	458
Hourly Total	35	668	0	703	780	142	0	922	107	51	0	158	1783
1700 - 1715	9	146	0	155	227	47	0	274	28	10	0	38	467
1715 - 1730	6	157	0	163	178	34	0	212	35	11	0	46	421
1730 - 1745	10	137	0	147	199	33	0	232	37	18	0	55	434
1745 - 1800	10	164	0	174	212	44	0	256	29	13	0	42	472
Hourly Total	35	604	0	639	816	158	0	974	129	52	0	181	1794
Grand Total	70	1272	0	1342	1596	300	0	1896	236	103	0	339	3577
Approach %	5.22	94.78	0.00	-	84.18	15.82	0.00	-	69.62	30.38	0.00	-	-
Intersection %	1.96	35.56	0.00	37.52	44.62	8.39	0.00	53.01	6.60	2.88	0.00	9.48	-
Heavy Vehicle %	3	5	-	5	5	4	-	5	2	7	-	3	5
PHF	0.88	0.92	0.00	0.93	0.89	0.80	0.00	0.88	0.88	0.88	0.00	0.90	0.96

Peak Hour Turning Movement Count

Putnam County, GA



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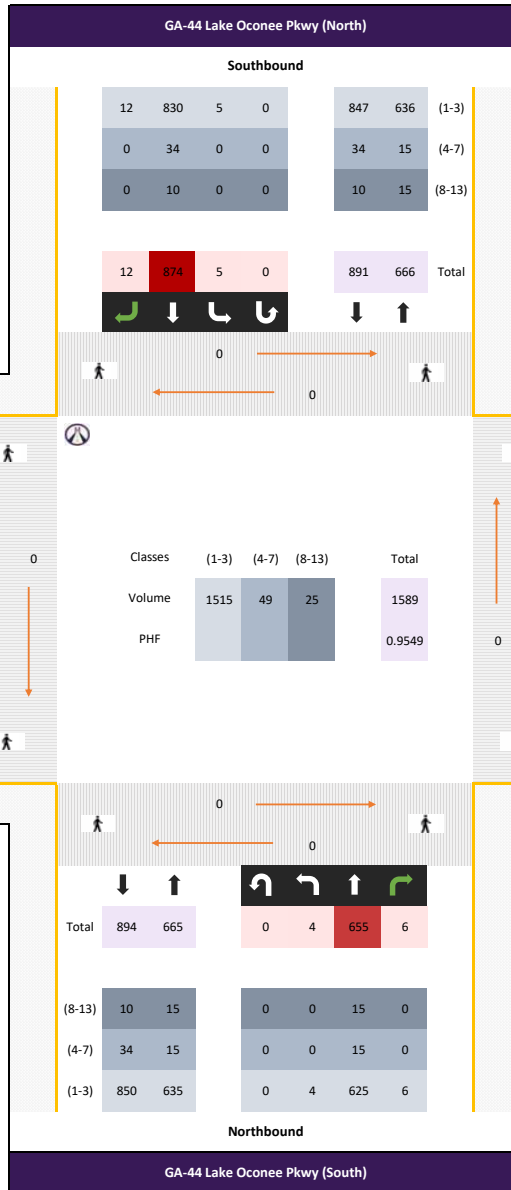
[Click here for Map](#)

Thursday, November 9, 2023	
Period	1600 - 1800
Peak Hour	1630 - 1730

* the Peak Hour Diagram does not include Bikes

Session Parameters

(Drop Down Menu)



Driveway

Thunder Rd

Classified Turn Movement Count || All vehicles

Putnam County, GA

Site 3

GA-44 Lake Oconee Pkwy (South)
GA-44 Lake Oconee Pkwy (North)
Driveway
Thunder Rd



Date

Thursday, November 9, 2023

Weather

Mostly Cloudy
69°F

Lat/Long

33.434991°, -83.265508°
[Click here for Map](#)

[Click here for Detailed Weather](#)

0700 - 0900 (Weekday 2h Session) (11-09-2023)

All vehicles

TIME	Northbound				Southbound				Eastbound					Westbound					Int Total
	GA-44 Lake Oconee Pkwy (South)				GA-44 Lake Oconee Pkwy (North)				Driveway					Thunder Rd					
	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	App	Int	
	3.1	3.2	3.3	3.4	3.5	3.6	3.7	3.8	3.9	3.10	3.11	3.12	3.13	3.14	3.15	3.16	App	Total	
0700 - 0715	2	139	1	0	0	75	1	0	76	0	0	1	0	1	0	1	0	2	221
0715 - 0730	5	170	1	0	1	133	2	0	136	1	0	1	0	3	0	0	0	3	317
0730 - 0745	3	203	2	0	0	129	2	0	131	2	0	5	0	3	0	1	0	4	350
0745 - 0800	4	221	2	0	0	124	1	0	125	0	0	2	0	0	0	6	0	6	360
Hourly Total	14	733	6	0	1	461	6	0	468	3	0	9	0	7	0	8	0	15	1248
0800 - 0815	8	239	3	0	0	111	5	0	116	3	0	4	0	1	0	3	0	4	377
0815 - 0830	4	216	1	0	3	136	2	0	141	6	0	4	0	0	0	1	0	1	373
0830 - 0845	9	188	1	0	0	117	3	0	120	4	0	2	0	1	0	1	0	2	326
0845 - 0900	7	201	0	0	0	140	7	0	147	4	0	2	0	1	0	2	0	3	364
Hourly Total	28	844	5	0	3	504	17	0	524	17	0	12	0	3	0	7	0	10	1440
Grand Total	42	1577	11	0	4	965	23	0	992	20	0	21	0	10	0	15	0	25	2688
Approach %	2.58	96.75	0.67	0.00	0.40	97.28	2.32	0.00	-	48.78	0.00	51.22	0.00	-	40.00	0.00	60.00	0.00	-
Intersection %	1.56	58.67	0.41	0.00	0.15	35.90	0.86	0.00	36.90	0.74	0.00	0.78	0.00	1.53	0.37	0.00	0.56	0.00	0.93
Heavy Vehicle %	2	6	9	-	5	5	0	-	5	5	-	0	-	2	0	-	0	-	0
PHF	0.59	0.92	0.67	0.00	0.25	0.92	0.50	0.00	0.91	0.46	0.00	0.75	0.00	0.65	0.33	0.00	0.46	0.00	0.63

1600 - 1800 (Weekday 2h Session) (11-09-2023)

All vehicles

TIME	Northbound				Southbound				Eastbound					Westbound					Int Total
	GA-44 Lake Oconee Pkwy (South)				GA-44 Lake Oconee Pkwy (North)				Driveway					Thunder Rd					
	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	Left	Thru	Right	U-Turn	App	Int	
	3.1	3.2	3.3	3.4	3.5	3.6	3.7	3.8	3.9	3.10	3.11	3.12	3.13	3.14	3.15	3.16	App	Total	
1600 - 1615	3	158	3	0	2	228	2	0	232	2	0	3	0	3	0	1	0	4	405
1615 - 1630	0	154	2	0	4	176	3	0	183	4	0	1	0	1	0	1	0	2	346
1630 - 1645	0	142	0	0	2	212	5	0	219	3	0	3	0	1	0	1	0	2	369
1645 - 1700	1	180	2	0	1	220	5	0	226	1	0	3	0	1	1	1	0	3	416
Hourly Total	4	634	7	0	9	836	15	0	860	10	0	10	0	6	1	4	0	11	1536
1700 - 1715	1	161	3	0	2	215	0	0	217	3	0	6	0	3	0	2	0	5	396
1715 - 1730	2	172	1	0	0	227	2	0	229	0	1	1	0	2	0	0	0	2	408
1730 - 1745	0	153	1	0	1	205	1	0	207	0	0	3	0	2	0	1	0	3	367
1745 - 1800	0	117	1	0	3	212	1	0	216	1	0	3	0	1	0	4	0	5	343
Hourly Total	3	603	6	0	6	859	4	0	869	4	1	13	0	8	0	7	0	15	1514
Grand Total	7	1237	13	0	15	1695	19	0	1729	14	1	23	0	14	1	11	0	26	3050
Approach %	0.56	98.41	1.03	0.00	0.87	98.03	1.10	0.00	-	36.84	2.63	60.53	0.00	-	53.85	3.85	42.31	0.00	-
Intersection %	0.23	40.56	0.43	0.00	0.49	55.57	0.62	0.00	56.69	0.46	0.03	0.75	0.00	1.25	0.46	0.03	0.36	0.00	0.85
Heavy Vehicle %	0	5	8	-	5	5	0	-	5	0	0	0	-	0	0	0	-	-	0
PHF	0.50	0.91	0.50	0.00	0.63	0.96	0.60	0.00	0.97	0.58	0.25	0.54	0.00	0.58	0.25	0.50	0.00	0.60	0.95

Bi-Directional Class Count || NB EB 15min



Putnam County, GA

Site 1
Scott Rd,
west of Ellman Dr

Date
Thursday, November 9, 2023

Weather
Mostly Cloudy
69°F

Lat/Long
33.440660°, -83.272360°

[Click here for Detailed Weather](#)

[Click here for Map](#)

0000 - 2400 (Weekday 24h Session) (11-09-2023)
NB EB 15min

Time	Eastbound (Movement 1.1)													15min Total	60min Total
	1	2	3	4	5	6	7	8	9	10	11	12	13		
0000-0015	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0
0015-0030	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0030-0045	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0
0045-0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	3
0100-0115	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0115-0130	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0130-0145	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0145-0200	0	1	0	0	0	0	0	0	0	0	0	0	0	1	1
0200-0215	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0215-0230	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0230-0245	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0245-0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300-0315	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0315-0330	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0330-0345	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0345-0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400-0415	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0
0415-0430	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0430-0445	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0
0445-0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	4
0500-0515	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0
0515-0530	0	1	1	0	0	0	0	0	0	0	0	0	0	2	0
0530-0545	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0545-0600	0	2	0	0	0	0	0	0	0	0	0	0	0	2	6
0600-0615	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0
0615-0630	0	1	1	0	0	0	0	0	0	0	0	0	0	2	0
0630-0645	0	5	0	0	0	0	0	0	0	0	0	0	0	5	0
0645-0700	0	3	2	0	0	0	0	0	0	0	0	0	0	5	13
0700-0715	0	4	2	0	0	0	0	0	0	0	0	0	0	6	0
0715-0730	0	5	5	1	1	0	0	0	0	0	0	0	0	12	0
0730-0745	0	9	3	1	0	0	0	0	0	0	0	0	0	13	0
0745-0800	0	10	2	0	1	0	0	0	0	0	0	0	0	13	44
0800-0815	0	18	11	0	2	0	0	2	0	0	0	0	0	33	0
0815-0830	0	15	17	0	2	0	0	0	0	0	0	0	0	34	0
0830-0845	0	19	17	0	2	0	0	0	0	0	0	0	0	38	0
0845-0900	0	31	14	0	0	1	0	0	0	0	0	0	0	46	151
0900-0915	0	18	20	0	2	0	0	0	0	0	0	0	0	40	0
0915-0930	0	29	17	0	2	0	0	0	0	0	0	0	0	48	0
0930-0945	0	23	13	0	1	0	0	0	2	0	0	0	0	39	0
0945-1000	0	17	17	1	0	0	0	0	0	0	0	0	0	35	162
1000-1015	0	22	16	0	1	0	0	0	0	0	0	0	0	29	0
1015-1030	0	12	11	0	0	0	0	1	0	0	0	0	0	34	0
1030-1045	0	7	10	0	0	0	0	7	0	10	0	0	0	17	0
1045-1100	0	15	7	0	3	1	0	1	0	1	0	0	0	28	108
1100-1115	0	11	11	0	3	0	0	0	0	0	0	0	0	25	0
1115-1130	0	19	6	0	1	0	0	0	0	0	0	0	0	26	0
1130-1145	0	11	13	0	2	0	0	0	1	0	0	0	0	27	0
1145-1200	1	11	9	0	0	0	0	0	0	0	0	0	0	21	99
1200-1215	0	16	8	0	1	0	0	1	0	0	0	0	0	26	0
1215-1230	0	14	6	0	1	0	0	0	0	0	0	0	0	21	0
1230-1245	0	8	8	0	0	0	0	0	0	0	0	0	0	16	0
1245-1300	0	19	8	0	1	0	0	0	0	0	0	0	0	28	91
1300-1315	0	16	5	0	2	0	0	0	0	0	0	0	0	23	0
1315-1330	0	15	8	0	0	0	0	0	0	0	0	0	0	23	0
1330-1345	1	16	6	0	1	0	0	0	0	0	0	0	0	24	0
1345-1400	0	13	8	0	1	0	0	0	0	0	0	0	0	22	92
1400-1415	0	20	8	0	0	0	0	0	0	0	0	0	0	28	0
1415-1430	0	18	5	0	1	0	0	0	0	0	0	0	0	24	0
1430-1445	0	13	7	0	1	0	0	0	0	0	0	0	0	21	0
1445-1500	1	14	6	0	0	0	0	0	0	0	0	0	0	21	94
1500-1515	0	18	9	0	0	0	0	0	0	0	0	0	0	27	0
1515-1530	0	14	7	0	0	0	0	0	0	0	0	0	0	21	0
1530-1545	0	12	8	0	1	0	0	0	0	0	0	0	0	21	0
1545-1600	0	16	9	0	1	0	0	0	0	0	0	0	0	26	95
1600-1615	0	17	12	0	0	0	0	0	0	0	0	0	0	29	0
1615-1630	0	23	8	1	0	0	0	1	0	0	0	0	0	33	0
1630-1645	1	18	9	0	1	0	0	0	0	0	0	0	0	29	0
1645-1700	0	13	5	0	0	0	0	1	0	0	0	0	0	20	111
1700-1715	0	22	11	1	0	0	0	0	0	0	0	0	0	34	0
1715-1730	1	18	9	0	1	0	0	0	0	0	0	0	0	29	0
1730-1745	0	19	14	0	2	0	0	0	0	0	0	0	0	35	0
1745-1800	0	13	17	0	0	0	0	0	0	0	0	0	0	30	128
1800-1815	1	32	7	0	1	0	0	2	0	0	0	0	0	43	0
1815-1830	0	34	7	0	0	0	0	0	0	0	0	0	0	41	0
1830-1845	0	20	10	0	0	0	0	0	0	0	0	0	0	30	0
1845-1900	0	19	7	0	0	0	0	0	0	0	0	0	0	26	140
1900-1915	0	25	4	0	0	0	0	0	0	0	0	0	0	29	0
1915-1930	0	16	2	0	0	0	0	0	0	0	0	0	0	18	0
1930-1945	0	15	1	0	0	0	0	0	0	0	0	0	0	16	0
1945-2000	0	16	1	0	0	0	0	0	0	0	0	0	0	17	80
2000-2015	0	10	2	0	0	0	0	0	0	0	0	0	0	12	0
2015-2030	0	7	0	0	0	0	0	0	0	0	0	0	0	7	0
2030-2045	0	6	0	0	0	0	0	0	0	0	0	0	0	6	0
2045-2100	0	8	2	0	0	0	0	0	0	0	0	0	0	10	35
2100-2115	0	9	1	0	0	0	0	0	0	0	0	0	0	10	0
2115-2130	0	7	1	0	0	0	0	0	0	0	0	0	0	8	0
2130-2145	0	5	2	0	0	0	0	0	0	0	0	0	0	7	0
2145-2200	0	6	1	0	0	0	0	0	0	0	0	0	0	7	32
2200-2215	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0
2215-2230	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0
2230-2245	0	4	0	0	0	0	0	0	0	0	0	0	0	4	0
2245-2300	0	4	0	0	0	0	0	0	0	0	0	0	0	4	13
2300-2315	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0
2315-2330	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0
2330-2345	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0
2345-0000	0	2	0	0	0	0	0	0	0	0	0	0	0	2	9

Session Total	6	971	474	5	39	3	0	9	4	0	0	0	0	0	1511
Session Average	0.06	10.11	4.94	0.05	0.41	0.03	0.00	0.09	0.04	0.00	0.00	0.00	0.00	0.00	15.74
Session Percentage	0.40	64.26	31.37	0.33	2.58	0.20	0.00	0.60	0.26	0.00	0.00	0.00	0.00	0.00	
AM Peak Hour	-	0845-0945	0815-0915	0645-0745	0745-0845	0800-0900	-	0715-0815	0845-0945	-	-	-	-	-	0845-0945
AM Peak Volume	0	101	68	2	7	1	0	2	2	0	0	0	0	0	173
Noon Peak Hour	1100-1200	1330-1430	1000-1100	-	1045-1145	1000-1100	-	1000-1100	1045-1145	-	-	-	-	-	1000-1100
Noon Peak Volume	1	67	44	0											

Bi-Directional Class Count | SB WB 15min



Putnam County, GA

www.marrtraffic.com

Site 1
Scott Rd,
west of Ellman Dr

Date
Thursday, November 9, 2023

Weather
Mostly Cloudy
69°F

Lat/Long
33.440660°, -83.272360°

[Click here for Detailed Weather](#)

[Click here for Map](#)

0000 - 2400 (Weekday 24h Session) (11-09-2023)
SB WB 15min

Time	Westbound (Movement 1.2)													15min Total	60min Total
	1	2	3	4	5	6	7	8	9	10	11	12	13		
0000-0015	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0
0015-0030	0	2	1	0	0	0	0	0	0	0	0	0	0	0	3
0030-0045	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0045-0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	6
0100-0115	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0115-0130	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0130-0145	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0
0145-0200	0	1	1	0	0	0	0	0	0	0	0	0	0	2	3
0200-0215	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0215-0230	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0
0230-0245	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0245-0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
0300-0315	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0315-0330	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0330-0345	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0345-0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400-0415	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0415-0430	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0430-0445	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0
0445-0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	1
0500-0515	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0515-0530	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0530-0545	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0545-0600	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0600-0615	0	2	1	0	0	0	0	0	0	0	0	0	0	3	0
0615-0630	0	1	0	0	0	0	0	0	0	1	0	0	0	2	2
0630-0645	0	2	0	0	0	0	0	0	0	0	0	0	0	2	0
0645-0700	0	0	1	0	0	0	0	0	0	0	0	0	0	1	8
0700-0715	0	1	1	0	0	0	0	0	0	0	0	0	0	2	0
0715-0730	0	2	1	1	0	0	0	0	0	0	0	0	0	4	0
0730-0745	0	2	2	0	1	0	0	0	0	0	0	0	0	5	0
0745-0800	0	8	4	0	1	0	0	0	0	0	0	0	0	13	24
0800-0815	1	5	5	0	0	0	0	0	1	0	0	0	0	12	0
0815-0830	1	10	5	0	0	0	0	0	0	0	0	0	0	16	0
0830-0845	0	15	5	0	0	0	0	1	0	0	0	0	0	22	0
0845-0900	0	7	5	0	0	0	0	0	1	0	0	0	0	12	62
0900-0915	0	6	6	0	0	0	0	1	0	0	0	0	0	13	0
0915-0930	0	13	3	0	0	0	0	0	0	0	0	0	0	16	0
0930-0945	0	8	9	0	0	0	0	1	0	0	0	0	0	18	0
0945-1000	0	4	4	0	0	0	0	0	0	0	0	0	0	8	55
1000-1015	0	5	12	0	0	0	0	0	2	0	0	0	0	19	0
1015-1030	0	7	8	0	0	0	0	0	0	0	0	0	0	15	0
1030-1045	0	7	6	0	2	0	0	0	0	1	0	0	0	16	0
1045-1100	0	12	7	0	1	0	0	0	0	0	0	0	0	20	70
1100-1115	0	2	7	0	3	1	0	0	0	0	0	0	0	13	0
1115-1130	0	12	10	0	3	0	0	0	0	0	0	0	0	25	0
1130-1145	0	6	7	0	0	0	0	0	0	0	0	0	0	13	0
1145-1200	0	13	9	0	2	0	0	0	0	0	0	0	0	24	75
1200-1215	0	8	7	0	2	0	0	0	0	0	0	0	0	17	0
1215-1230	0	10	9	0	1	0	0	0	1	0	0	0	0	21	0
1230-1245	0	10	6	0	0	0	0	0	0	0	0	0	0	16	0
1245-1300	1	13	15	1	1	0	0	0	0	0	0	0	0	31	85
1300-1315	0	20	7	0	1	0	0	0	0	0	0	0	0	28	0
1315-1330	0	18	7	0	1	1	0	0	0	0	0	0	0	27	0
1330-1345	0	15	7	0	2	0	0	0	0	0	0	0	0	24	0
1345-1400	0	12	19	0	0	0	0	1	0	0	0	0	0	32	111
1400-1415	0	12	10	0	1	0	0	0	0	0	0	0	0	23	0
1415-1430	0	12	4	0	0	0	0	0	0	0	0	0	0	16	0
1430-1445	0	19	5	0	0	0	0	0	0	0	0	0	0	24	0
1445-1500	0	17	10	0	0	0	0	0	0	0	0	0	0	27	0
1500-1515	1	16	9	0	0	0	0	0	0	0	0	0	0	26	90
1515-1530	0	18	11	0	0	0	0	0	0	0	0	0	0	29	0
1530-1545	0	11	13	0	0	0	0	1	0	0	0	0	0	25	0
1545-1600	0	11	13	0	1	0	0	0	0	0	0	0	0	25	105
1600-1615	0	20	12	1	0	0	0	0	0	0	0	0	0	33	0
1615-1630	0	15	10	0	0	0	0	0	0	0	0	0	0	25	0
1630-1645	0	25	14	0	0	0	0	0	0	0	0	0	0	39	0
1645-1700	0	20	8	0	2	0	0	0	0	0	0	0	0	31	128
1700-1715	0	22	10	0	1	0	0	0	0	0	0	0	0	35	0
1715-1730	0	18	7	0	1	1	0	0	0	0	0	0	0	27	0
1730-1745	0	23	10	0	3	0	0	0	0	0	0	0	0	36	0
1745-1800	0	25	20	0	0	1	0	0	0	0	0	0	0	46	144
1800-1815	0	27	15	0	0	0	0	0	0	0	0	0	0	42	0
1815-1830	0	25	13	0	0	0	0	1	0	0	0	0	0	39	0
1830-1845	0	26	19	0	1	0	0	0	0	0	0	0	0	46	0
1845-1900	0	23	16	0	0	0	0	0	0	0	0	0	0	39	0
1900-1915	0	36	12	0	0	0	0	0	0	0	0	0	0	48	166
1915-1930	0	24	2	0	0	0	0	0	0	0	0	0	0	26	0
1930-1945	0	17	2	0	0	0	0	0	0	0	0	0	0	19	0
1945-2000	0	19	4	0	0	0	0	0	0	0	0	0	0	23	116
2000-2015	0	12	2	0	0	0	0	0	0	0	0	0	0	14	0
2015-2030	0	10	3	0	0	0	0	0	0	0	0	0	0	13	0
2030-2045	0	13	2	0	0	0	0	0	0	0	0	0	0	15	0
2045-2100	0	12	1	0	0	0	0	0	0	0	0	0	0	13	55
2100-2115	0	11	2	0	0	0	0	0	0	0	0	0	0	13	0
2115-2130	0	9	1	0	0	0	0	0	0	0	0	0	0	10	0
2130-2145	0	8	1	0	0	0	0	0	0	0	0	0	0	9	0
2145-2200	0	5	2	0	0	0	0	0	0	0	0	0	0	7	39
2200-2215	0	4	0	0	0	0	0	0	0	0	0	0	0	4	0
2215-2230	0	8	1	0	0	0	0	0	0	0	0	0	0	9	0
2230-2245	0	7	1	0	0	0	0	0	0	0	0	0	0	8	0
2245-2300	0	5	0	0	0	0	0	0	0	0	0	0	0	5	26
2300-2315	0	3	0	0	0	0	0	0	0	0	0	0	0	3	0
2315-2330	0	7	1	0	0	0	0	0	0	0	0	0	0	8	0
2330-2345	0	4	1	0	0	0	0	0	0	0	0	0	0	5	0
2345-0000	0	4	0	0	0	0	0	0	0	0	0	0	0	4	20

Session Total	4	868	464	4	33	4	0	6	7	0	0	0	0	1390
Session Average	0.04	9.04	4.83	0.04	0.34	0.04	0.00	0.06	0.07	0.00	0.00	0.00	0.00	14.48
Session Percentage	0.29	62.45	33.38	0.29	2.37	0.29	0.00	0.43	0.50	0.00	0.00	0.00	0.00	
AM Peak Hour	0730-0830	0830-0930	0930-1030	0630-0730	0700-0800	-	-	0815-0915	0945-1045	-	-	-	-	0745-0845
AM Peak Volume	2	41	33	1	2	0	0	2	3	0	0	0	0	63
Noon Peak Hour	1200-1300	1430-1530	1315-1415	1200-1300	1030-1130	1015-1115	-	1300-1400	1000-1100	-	-	-	-	1300-1400
Noon Peak Volume	1	70	43	1	9	1	0	1	3	0	0	0	0	111
PM														

Bi-Directional Class Count | Bi-Directional 15min

Putnam County, GA



www.marrtraffic.com

Site 1
Scott Rd,
west of Ellman Dr

Date
Thursday, November 9, 2023

Weather
Mostly Cloudy
69°F

Lat/Long
33.440660°, -83.272360°

Click here for Detailed Weather

0000 - 2400 (Weekday 24h Session) (11-09-2023)

Bi-Directional 15min

Table with columns: Time, 1-13, 15min Total, 60min Total. Rows represent 15-minute intervals from 0000-0015 to 2345-0000.

Summary table with columns: Session Total, Session Average, Session Percentage. Rows: Session Total, Session Average, Session Percentage.

Summary table with columns: AM Peak Hour, AM Peak Volume. Rows: AM Peak Hour, AM Peak Volume.

Summary table with columns: Noon Peak Hour, Noon Peak Volume. Rows: Noon Peak Hour, Noon Peak Volume.

Summary table with columns: PM Peak Hour, PM Peak Volume. Rows: PM Peak Hour, PM Peak Volume.

Bi-Directional Class Count || Bi-Directional 60min

Putnam County, GA

Site 1
Scott Rd,
west of Ellman Dr

Date
Thursday, November 9, 2023

Weather
Mostly Cloudy
69°F

Lat/Long
33.440660°, -83.272360°

[Click here for Detailed Weather](#)

0000 - 2400 (Weekday 24h Session) (11-09-2023)

Bi-Directional 60min

TIME	Bi-Directional 60min													Total
	1	2	3	4	5	6	7	8	9	10	11	12	13	
0000 - 0100	0	8	1	0	0	0	0	0	0	0	0	0	0	9
0100 - 0200	0	3	1	0	0	0	0	0	0	0	0	0	0	4
0200 - 0300	0	1	0	0	0	0	0	0	0	0	0	0	0	1
0300 - 0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400 - 0500	0	5	0	0	0	0	0	0	0	0	0	0	0	5
0500 - 0600	0	5	1	0	0	0	0	0	0	0	0	0	0	6
0600 - 0700	0	15	5	0	0	0	0	0	1	0	0	0	0	21
0700 - 0800	0	41	20	3	4	0	0	0	0	0	0	0	0	68
0800 - 0900	2	120	79	0	6	1	0	3	2	0	0	0	0	213
0900 - 1000	0	118	89	1	5	0	0	2	2	0	0	0	0	217
1000 - 1100	0	87	77	0	7	1	0	2	4	0	0	0	0	178
1100 - 1200	1	85	72	0	14	1	0	0	1	0	0	0	0	174
1200 - 1300	1	98	67	1	7	0	0	1	1	0	0	0	0	176
1300 - 1400	1	125	67	0	8	1	0	1	0	0	0	0	0	203
1400 - 1500	1	125	55	0	3	0	0	0	0	0	0	0	0	184
1500 - 1600	1	116	79	0	3	0	0	1	0	0	0	0	0	200
1600 - 1700	1	151	78	3	3	1	0	2	0	0	0	0	0	239
1700 - 1800	1	160	98	1	10	2	0	0	0	0	0	0	0	272
1800 - 1900	1	206	94	0	2	0	0	3	0	0	0	0	0	306
1900 - 2000	0	168	28	0	0	0	0	0	0	0	0	0	0	196
2000 - 2100	0	78	12	0	0	0	0	0	0	0	0	0	0	90
2100 - 2200	0	60	11	0	0	0	0	0	0	0	0	0	0	71
2200 - 2300	0	37	2	0	0	0	0	0	0	0	0	0	0	39
2300 - 2400	0	27	2	0	0	0	0	0	0	0	0	0	0	29

Session Total	10	1839	938	9	72	7	0	15	11	0	0	0	0	2901
Session Average	0.42	76.63	39.08	0.38	3.00	0.29	0.00	0.63	0.46	0.00	0.00	0.00	0.00	120.88
Session Percentage	0.34	63.39	32.33	0.31	2.48	0.24	0.00	0.52	0.38	0.00	0.00	0.00	0.00	

AM Peak Hour	0800 - 0900	0800 - 0900	0900 - 1000	0700 - 0800	0800 - 0900	0800 - 0900	-	0800 - 0900	0800 - 0900	-	-	-	-	0900 - 1000
AM Peak Volume	2	120	89	3	6	1	0	3	2	0	0	0	0	217

Noon Peak Hour	1100 - 1200	1300 - 1400	1000 - 1100	1200 - 1300	1100 - 1200	1000 - 1100	-	1000 - 1100	1000 - 1100	-	-	-	-	1300 - 1400
Noon Peak Volume	1	125	77	1	14	1	0	2	4	0	0	0	0	203

PM Peak Hour	1500 - 1600	1800 - 1900	1700 - 1800	1600 - 1700	1700 - 1800	1700 - 1800	-	1800 - 1900	-	-	-	-	-	1800 - 1900
PM Peak Volume	1	206	98	3	10	2	0	3	0	0	0	0	0	306

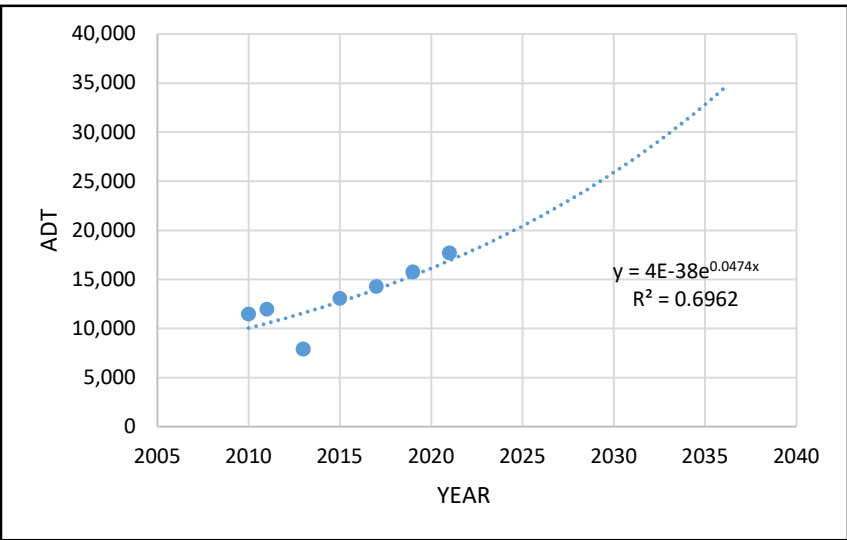
Appendix D

GDOT Traffic Data

Count Station: GDOT #237-0146
 Street: SR44/Lake Oconee Parkway
 Location: north of Harmony Rd
 Source: GDOT

YEAR	ADT	TREND
2010	11,471	10000
2011	11,986	10500
2012		11000
2013	7,904	11600
2014		12100
2015	13,096	12700
2016		13300
2017	14,290	14000
2018		14700
2019	15,768	15400
2020		16100
2021	17,714	16900
2022		17700
2023		18600
2024		19500
2025		20400
2026		21400
2027		22500
2028		23600
2029		24700
2030		25900
2031		27200
2032		28500
2033		29900
2034		31300
2035		32800
2036		34400

11-Years of Count Data
Trend Annual Historic Compound Growth Rate
 4.98%



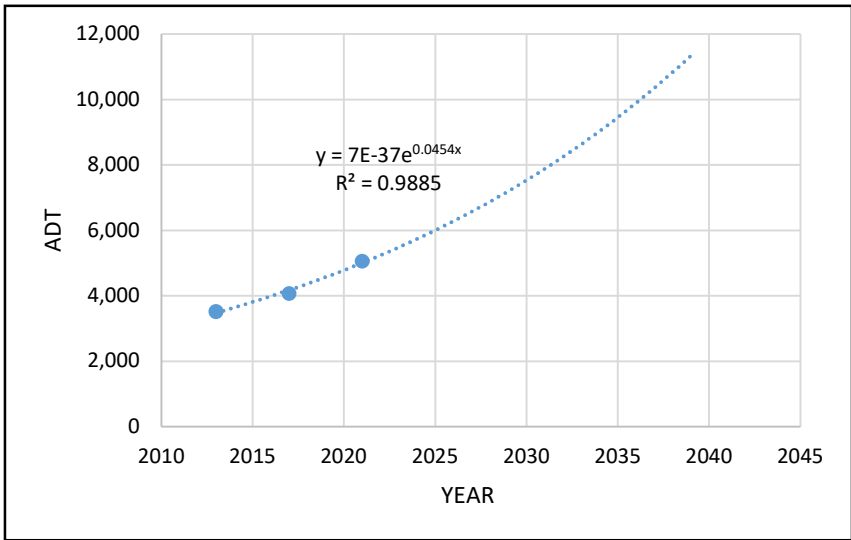
Count Station: GDOT #237-0181
 Street: Harmony Rd
 Location: West of the development
 Source: GDOT

YEAR	ADT	TREND
2013	3,521	3500
2014		3600
2015		3800
2016		4000
2017	4,077	4200
2018		4400
2019		4600
2020		4800
2021	5,064	5000
2022		5200
2023		5500
2024		5700
2025		6000
2026		6300
2027		6600
2028		6900
2029		7200
2030		7500
2031		7900
2032		8200
2033		8600
2034		9000
2035		9500
2036		9900
2037		10400
2038		10800
2039		11300

3-Years of Count Data

Trend Annual Historic Compound Growth Rate

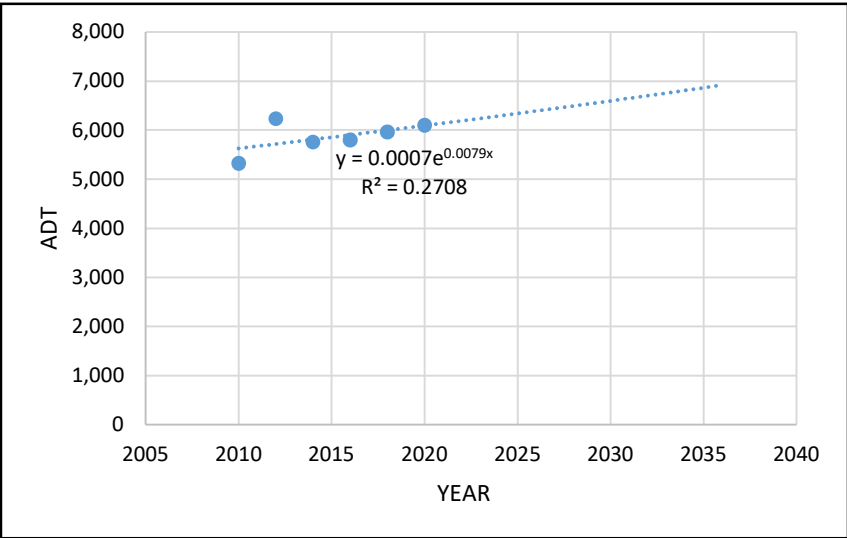
4.94%



Count Station: GDOT #237-0145
 Street: SR 44/Lake Oconee Rd
 Location: south of Harmony Rd
 Source: GDOT

YEAR	ADT	TREND
2010	5,326	5600
2011		5700
2012	6,234	5700
2013		5800
2014	5,759	5800
2015		5900
2016	5,801	5900
2017		6000
2018	5,966	6000
2019		6000
2020	6,102	6100
2021		6100
2022		6200
2023		6200
2024		6300
2025		6300
2026		6400
2027		6400
2028		6500
2029		6500
2030		6600
2031		6700
2032		6700
2033		6800
2034		6800
2035		6900
2036		6900

3-Years of Count Data
Trend Annual Historic Compound Growth Rate
 0.86%



Location Map of GDOT Count Stations



0000237_0146 - 237-0146
Description: CRX 021800
County: Putnam
Route number: 00004400
LRS section: 2371004400
Functional class: 4R - Minor Arterial (Rural)
Coordinates: 33.4295411272208, -83.265832827289

Site Data




Count History

Year	Month	Count type	Duration	Count
2021	August	Class	48 hours	17,714
2019	April	Class	48 hours	15,768
2017	August	Class	48 hours	14,290
2015	October	Class	48 hours	13,096
2013	September	Volume	48 hours	7,904
2011	August	Class	48 hours	11,986
2010	October	Class	48 hours	11,471

0000237_0145 - 237-0145
Description:
County: Putnam
Route number: 00004400
LRS section: 2371004400
Functional class: 4R - Minor Arterial (Rural)
Coordinates: 33.4047657693989, -83.2884517554456

Site Data




Count History

Year	Month	Count type	Duration	Count
2023	October	Class	48 hours	8,242
2020	October	Class	48 hours	6,102
2018	June	Class	48 hours	5,966
2016	September	Class	48 hours	5,801
2014	July	Class	48 hours	5,759
2012	July	Volume	48 hours	6,234
2010	June	Class	48 hours	5,326

0000237_0181 - 237-0181
County: Putnam
Route number: 00021800
LRS section: 2372021800
Functional class: 5R - Major Collector (Rural)
Coordinates: 33.4475254015214, -83.2951559584287



Count History

Year	Month	Count type	Duration	Count
2021	August	Volume	48 hours	5,064
2017	August	Volume	48 hours	4,077
2013	September	Volume	48 hours	3,521

Appendix E

Intersection Volume Development

Traffic Impact Study
 Stillwater Development
 Intersection Traffic Volumes

Intersection: #1 - SR44/Lake Oconee Parkway at Scott Road

A.M. PEAK HOUR

Condition	SR44/Lake Oconee Parkway Northbound			SR44/Lake Oconee Parkway Southbound			Scott Road Eastbound			N/A Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
	Existing Volumes (2023)	27	710	0	0	446	63	137	0	41		
Annual Growth Rate	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%
No-Build Condition (2030)	34	903	0	0	567	80	174	0	52	0	0	0
Project Trips:												
Trip Distribution IN	10%				5%	40%						
Trip Distribution OUT		5%					40%		10%			
Residential Trips	7	9	0	0	3	26	74	0	19	0	0	0
Total Project Trips	7	9	0	0	3	26	74	0	19	0	0	0
Buildout Total (2030)	41	912	0	0	570	106	248	0	71	0	0	0

P.M. PEAK HOUR

Condition	SR44/Lake Oconee Parkway Northbound			SR44/Lake Oconee Parkway Southbound			Scott Road Eastbound			N/A Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
	Existing Volumes (2023)	35	642	0	0	809	151	105	0	53		
Annual Growth Rate	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%
No-Build Condition (2030)	45	817	0	0	1,029	192	134	0	67	0	0	0
Project Trips:												
Trip Distribution IN	10%				5%	40%						
Trip Distribution OUT		5%					40%		10%			
Residential Trips	20	6	0	0	10	81	50	0	13	0	0	0
Total Project Trips	20	6	0	0	10	81	50	0	13	0	0	0
Buildout Total (2030)	65	823	0	0	1,039	273	184	0	80	0	0	0

Traffic Impact Study
 Stillwater Development
 Intersection Traffic Volumes

Intersection: #2 - SR44/Lake Oconee Parkway at Thunder Road

A.M. PEAK HOUR

Condition	SR44/Lake Oconee Parkway Northbound			SR44/Lake Oconee Parkway Southbound			Proposed Driveway 2 Eastbound			Thunder Road Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
	Existing Volumes (2023)	19	879	8	3	500	10	11	0	15	4	0
Annual Growth Rate	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%
No-Build Condition (2030)	24	1,118	10	4	636	13	14	0	19	5	0	14
Project Trips:												
Trip Distribution IN	5%	10%				5%						
Trip Distribution OUT					10%		5%		5%			
Residential Trips	3	7	0	0	19	3	9	0	9	0	0	0
Total Project Trips	3	7	0	0	19	3	9	0	9	0	0	0
Buildout Total (2030)	27	1,125	10	4	655	16	23	0	28	5	0	14

P.M. PEAK HOUR

Condition	SR44/Lake Oconee Parkway Northbound			SR44/Lake Oconee Parkway Southbound			Proposed Driveway 2 Eastbound			Thunder Road Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
	Existing Volumes (2023)	4	655	6	5	874	12	7	1	13	7	1
Annual Growth Rate	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%
No-Build Condition (2030)	5	833	8	6	1,112	15	9	1	17	9	1	5
Project Trips:												
Trip Distribution IN	5%	10%				5%						
Trip Distribution OUT					10%		5%		5%			
Residential Trips	10	20	0	0	13	10	6	0	6	0	0	0
Total Project Trips	10	20	0	0	13	10	6	0	6	0	0	0
Buildout Total (2030)	15	853	8	6	1,125	25	15	1	23	9	1	5

Traffic Impact Study
 Stillwater Development
 Intersection Traffic Volumes

Intersection: #3 - Harmony Road at Sammons Industrial Parkway

A.M. PEAK HOUR

Condition	Harmony Road Northbound			Harmony Road Southbound			N/A Eastbound			Sammons Industrial Parkway Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
Existing Volumes (2023)	0	157	9	24	228	0				5	0	8
Annual Growth Rate	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%
No-Build Condition (2030)	0	200	11	31	290	0	0	0	0	6	0	10
Project Trips:												
Trip Distribution IN			20%	10%								
Trip Distribution OUT										20%		10%
Residential Trips	0	0	13	7	0	0	0	0	0	37	0	19
Total Project Trips	0	0	13	7	0	0	0	0	0	37	0	19
Buildout Total (2030)	0	200	24	38	290	0	0	0	0	43	0	29

P.M. PEAK HOUR

Condition	Harmony Road Northbound			Harmony Road Southbound			N/A Eastbound			Sammons Industrial Parkway Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
Existing Volumes (2023)	0	217	4	14	160	1				20	0	22
Annual Growth Rate	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%
No-Build Condition (2030)	0	276	5	18	204	1	0	0	0	25	0	28
Project Trips:												
Trip Distribution IN			20%	10%								
Trip Distribution OUT										20%		10%
Residential Trips	0	0	40	20	0	0	0	0	0	25	0	13
Total Project Trips	0	0	40	20	0	0	0	0	0	25	0	13
Buildout Total (2030)	0	276	45	38	204	1	0	0	0	50	0	41

Traffic Impact Study
 Stillwater Development
 Intersection Traffic Volumes

Intersection: #4 - Scott Road at Proposed Driveway 1

A.M. PEAK HOUR

Condition	Proposed Driveway 1 Northbound			N/A Southbound			Scott Road Eastbound			Scott Road Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
Existing Volumes (2023)								173			63	
Annual Growth Rate	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%
No-Build Condition (2030)	0	0	0	0	0	0	0	220	0	0	80	0
Project Trips:												
Trip Distribution IN							50%					10%
Trip Distribution OUT	10%		50%									
Residential Trips	19	0	93	0	0	0	33	0	0	0	0	7
Total Project Trips	19	0	93	0	0	0	33	0	0	0	0	7
Buildout Total (2030)	19	0	93	0	0	0	33	220	0	0	80	7

P.M. PEAK HOUR

Condition	Proposed Driveway 1 Northbound			N/A Southbound			Scott Road Eastbound			Scott Road Westbound		
	L	T	R	L	T	R	L	T	R	L	T	R
Existing Volumes (2023)								149			163	
Annual Growth Rate	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%	3.5%
No-Build Condition (2030)	0	0	0	0	0	0	0	190	0	0	207	0
Project Trips:												
Trip Distribution IN							50%					10%
Trip Distribution OUT	10%		50%									
Residential Trips	13	0	63	0	0	0	101	0	0	0	0	20
Total Project Trips	13	0	63	0	0	0	101	0	0	0	0	20
Buildout Total (2030)	13	0	63	0	0	0	101	190	0	0	207	20

Appendix F

Capacity Analysis Reports

Existing Conditions – Year 2023

HCM 6th Signalized Intersection Summary
 1: SR 44/Lake Oconee Pkwy & Scott Rd



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	137	41	27	710	446	63
Future Volume (veh/h)	137	41	27	710	446	63
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1856	1856	1811	1811	1811	1811
Adj Flow Rate, veh/h	163	49	32	845	531	75
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84
Percent Heavy Veh, %	3	3	6	6	6	6
Cap, veh/h	208	185	579	1396	1239	1050
Arrive On Green	0.12	0.12	0.03	0.77	0.68	0.68
Sat Flow, veh/h	1767	1572	1725	1811	1811	1535
Grp Volume(v), veh/h	163	49	32	845	531	75
Grp Sat Flow(s),veh/h/ln	1767	1572	1725	1811	1811	1535
Q Serve(g_s), s	7.3	2.3	0.4	16.2	10.6	1.3
Cycle Q Clear(g_c), s	7.3	2.3	0.4	16.2	10.6	1.3
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	208	185	579	1396	1239	1050
V/C Ratio(X)	0.78	0.26	0.06	0.61	0.43	0.07
Avail Cap(c_a), veh/h	403	359	631	1396	1239	1050
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	34.7	32.5	3.8	4.0	5.7	4.3
Incr Delay (d2), s/veh	6.3	0.8	0.0	2.0	1.1	0.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	3.3	2.1	0.1	3.3	3.0	0.3
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	41.0	33.3	3.9	5.9	6.8	4.4
LnGrp LOS	D	C	A	A	A	A
Approach Vol, veh/h	212			877	606	
Approach Delay, s/veh	39.2			5.9	6.5	
Approach LOS	D			A	A	
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		67.0		14.1	7.1	59.9
Change Period (Y+Rc), s		4.5		4.5	4.5	4.5
Max Green Setting (Gmax), s		62.5		18.5	5.0	53.0
Max Q Clear Time (g_c+I1), s		18.2		9.3	2.4	12.6
Green Ext Time (p_c), s		6.9		0.4	0.0	3.6
Intersection Summary						
HCM 6th Ctrl Delay			10.3			
HCM 6th LOS			B			

HCM 6th TWSC
 2: SR 44/Lake Oconee Pkwy & Sherman-Williams Driveway/Thunder Rd

Existing 2023
 AM Peak Hour

Intersection												
Int Delay, s/veh	0.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	11	0	15	4	0	11	19	879	8	3	500	10
Future Vol, veh/h	11	0	15	4	0	11	19	879	8	3	500	10
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	97	97	97	97	97	97	97	97	97	97	97	97
Heavy Vehicles, %	2	2	2	2	2	2	6	6	6	6	6	6
Mvmt Flow	11	0	15	4	0	11	20	906	8	3	515	10

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1482	1480	520	1484	1481	910	525	0	0	914	0	0
Stage 1	526	526	-	950	950	-	-	-	-	-	-	-
Stage 2	956	954	-	534	531	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.16	-	-	4.16	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.254	-	-	2.254	-	-
Pot Cap-1 Maneuver	103	125	556	103	125	333	1022	-	-	729	-	-
Stage 1	535	529	-	312	339	-	-	-	-	-	-	-
Stage 2	310	337	-	530	526	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	96	119	556	97	119	333	1022	-	-	729	-	-
Mov Cap-2 Maneuver	96	119	-	97	119	-	-	-	-	-	-	-
Stage 1	514	526	-	300	325	-	-	-	-	-	-	-
Stage 2	287	324	-	512	523	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	27.9		24.3		0.2		0.1	
HCM LOS	D		C					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1022	-	-	184	202	729	-	-
HCM Lane V/C Ratio	0.019	-	-	0.146	0.077	0.004	-	-
HCM Control Delay (s)	8.6	0	-	27.9	24.3	10	0	-
HCM Lane LOS	A	A	-	D	C	A	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0.5	0.2	0	-	-

Intersection

Int Delay, s/veh 0.7

Movement WBL WBR NBT NBR SBL SBT

Lane Configurations						
Traffic Vol, veh/h	5	8	157	9	24	228
Future Vol, veh/h	5	8	157	9	24	228
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	84	84	84	84	84	84
Heavy Vehicles, %	7	7	6	6	10	10
Mvmt Flow	6	10	187	11	29	271

Major/Minor Minor1 Major1 Major2

Conflicting Flow All	522	193	0	0	198	0
Stage 1	193	-	-	-	-	-
Stage 2	329	-	-	-	-	-
Critical Hdwy	6.47	6.27	-	-	4.2	-
Critical Hdwy Stg 1	5.47	-	-	-	-	-
Critical Hdwy Stg 2	5.47	-	-	-	-	-
Follow-up Hdwy	3.563	3.363	-	-	2.29	-
Pot Cap-1 Maneuver	506	836	-	-	1328	-
Stage 1	828	-	-	-	-	-
Stage 2	718	-	-	-	-	-
Platoon blocked, %			-	-		
Mov Cap-1 Maneuver	493	836	-	-	1328	-
Mov Cap-2 Maneuver	493	-	-	-	-	-
Stage 1	828	-	-	-	-	-
Stage 2	699	-	-	-	-	-

Approach WB NB SB

HCM Control Delay, s 10.6 0 0.7
HCM LOS B

Minor Lane/Major Mvmt NBT NBRWBLn1 SBL SBT

Capacity (veh/h)	-	-	660	1328	-
HCM Lane V/C Ratio	-	-	0.023	0.022	-
HCM Control Delay (s)	-	-	10.6	7.8	0
HCM Lane LOS	-	-	B	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0.1	-

HCM 6th Signalized Intersection Summary
 1: SR 44/Lake Oconee Pkwy & Scott Rd

Existing 2023
 PM Peak Hour



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	105	53	35	642	809	151
Future Volume (veh/h)	105	53	35	642	809	151
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1856	1856	1811	1811	1811	1811
Adj Flow Rate, veh/h	109	55	36	669	843	157
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	3	3	6	6	6	6
Cap, veh/h	153	136	398	1447	1281	1086
Arrive On Green	0.09	0.09	0.03	0.80	0.71	0.71
Sat Flow, veh/h	1767	1572	1725	1811	1811	1535
Grp Volume(v), veh/h	109	55	36	669	843	157
Grp Sat Flow(s),veh/h/ln	1767	1572	1725	1811	1811	1535
Q Serve(g_s), s	4.7	2.6	0.4	9.3	20.1	2.6
Cycle Q Clear(g_c), s	4.7	2.6	0.4	9.3	20.1	2.6
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	153	136	398	1447	1281	1086
V/C Ratio(X)	0.71	0.40	0.09	0.46	0.66	0.14
Avail Cap(c_a), veh/h	403	359	448	1447	1281	1086
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	35.0	34.1	5.5	2.5	6.3	3.8
Incr Delay (d2), s/veh	6.0	1.9	0.1	1.1	2.7	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.2	0.1	0.1	1.3	5.4	0.6
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	41.0	36.0	5.6	3.6	9.0	4.0
LnGrp LOS	D	D	A	A	A	A
Approach Vol, veh/h	164			705	1000	
Approach Delay, s/veh	39.3			3.7	8.2	
Approach LOS	D			A	A	
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		67.5		11.3	7.2	60.3
Change Period (Y+Rc), s		4.5		4.5	4.5	4.5
Max Green Setting (Gmax), s		63.0		18.0	5.0	53.5
Max Q Clear Time (g_c+I1), s		11.3		6.7	2.4	22.1
Green Ext Time (p_c), s		4.8		0.3	0.0	7.2
Intersection Summary						
HCM 6th Ctrl Delay			9.2			
HCM 6th LOS			A			

Intersection												
Int Delay, s/veh	0.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔			↔	
Traffic Vol, veh/h	7	1	13	7	1	4	4	665	6	5	874	12
Future Vol, veh/h	7	1	13	7	1	4	4	665	6	5	874	12
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	6	6	6	6	6	6
Mvmt Flow	7	1	14	7	1	4	4	700	6	5	920	13

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1651	1651	927	1655	1654	703	933	0	0	706	0	0
Stage 1	937	937	-	711	711	-	-	-	-	-	-	-
Stage 2	714	714	-	944	943	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.16	-	-	4.16	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.254	-	-	2.254	-	-
Pot Cap-1 Maneuver	79	99	325	78	98	438	717	-	-	874	-	-
Stage 1	318	343	-	424	436	-	-	-	-	-	-	-
Stage 2	422	435	-	315	341	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	76	97	325	73	96	438	717	-	-	874	-	-
Mov Cap-2 Maneuver	76	97	-	73	96	-	-	-	-	-	-	-
Stage 1	315	339	-	420	432	-	-	-	-	-	-	-
Stage 2	413	431	-	297	337	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	33.8		44.3		0.1		0.1	
HCM LOS	D		E					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	717	-	-	147	104	874	-	-
HCM Lane V/C Ratio	0.006	-	-	0.15	0.121	0.006	-	-
HCM Control Delay (s)	10.1	0	-	33.8	44.3	9.1	0	-
HCM Lane LOS	B	A	-	D	E	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.5	0.4	0	-	-

Intersection

Int Delay, s/veh 1.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	20	22	217	4	14	160
Future Vol, veh/h	20	22	217	4	14	160
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	84	84	84	84	84	84
Heavy Vehicles, %	7	7	6	6	10	10
Mvmt Flow	24	26	258	5	17	190

Major/Minor

	Minor1	Major1	Major2		
Conflicting Flow All	485	261	0	0	263
Stage 1	261	-	-	-	-
Stage 2	224	-	-	-	-
Critical Hdwy	6.47	6.27	-	-	4.2
Critical Hdwy Stg 1	5.47	-	-	-	-
Critical Hdwy Stg 2	5.47	-	-	-	-
Follow-up Hdwy	3.563	3.363	-	-	2.29
Pot Cap-1 Maneuver	532	766	-	-	1256
Stage 1	771	-	-	-	-
Stage 2	802	-	-	-	-
Platoon blocked, %					
Mov Cap-1 Maneuver	524	766	-	-	1256
Mov Cap-2 Maneuver	524	-	-	-	-
Stage 1	771	-	-	-	-
Stage 2	790	-	-	-	-

Approach

	WB	NB	SB
HCM Control Delay, s	11.2	0	0.6
HCM LOS	B		

Minor Lane/Major Mvmt

	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	628	1256
HCM Lane V/C Ratio	-	-	0.08	0.013
HCM Control Delay (s)	-	-	11.2	7.9
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0.3	0

Future No-Build Conditions – Year 2030

HCM 6th Signalized Intersection Summary
 1: SR 44/Lake Oconee Pkwy & Scott Rd



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	174	52	34	903	567	80
Future Volume (veh/h)	174	52	34	903	567	80
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1856	1856	1811	1811	1811	1811
Adj Flow Rate, veh/h	207	62	40	1075	675	95
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84
Percent Heavy Veh, %	3	3	6	6	6	6
Cap, veh/h	252	224	458	1357	1194	1012
Arrive On Green	0.14	0.14	0.04	0.75	0.66	0.66
Sat Flow, veh/h	1767	1572	1725	1811	1811	1535
Grp Volume(v), veh/h	207	62	40	1075	675	95
Grp Sat Flow(s),veh/h/ln	1767	1572	1725	1811	1811	1535
Q Serve(g_s), s	9.5	2.9	0.6	30.5	16.9	1.9
Cycle Q Clear(g_c), s	9.5	2.9	0.6	30.5	16.9	1.9
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	252	224	458	1357	1194	1012
V/C Ratio(X)	0.82	0.28	0.09	0.79	0.57	0.09
Avail Cap(c_a), veh/h	392	349	499	1357	1194	1012
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	34.7	31.9	5.6	6.4	7.7	5.2
Incr Delay (d2), s/veh	7.8	0.7	0.1	4.8	1.9	0.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.4	2.7	0.1	7.8	5.3	0.5
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	42.5	32.6	5.7	11.2	9.7	5.3
LnGrp LOS	D	C	A	B	A	A
Approach Vol, veh/h	269			1115	770	
Approach Delay, s/veh	40.2			11.0	9.1	
Approach LOS	D			B	A	
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		67.0		16.4	7.5	59.5
Change Period (Y+Rc), s		4.5		4.5	4.5	4.5
Max Green Setting (Gmax), s		62.5		18.5	5.0	53.0
Max Q Clear Time (g_c+I1), s		32.5		11.5	2.6	18.9
Green Ext Time (p_c), s		10.0		0.4	0.0	5.0
Intersection Summary						
HCM 6th Ctrl Delay			14.0			
HCM 6th LOS			B			

HCM 6th TWSC
 2: SR 44/Lake Oconee Pkwy & Sherman-Williams Driveway/Thunder Rd

No Build 2030
 AM Peak Hour

Intersection												
Int Delay, s/veh	1.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔			↔	
Traffic Vol, veh/h	14	0	19	5	0	14	24	1118	10	4	636	13
Future Vol, veh/h	14	0	19	5	0	14	24	1118	10	4	636	13
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	97	97	97	97	97	97	97	97	97	97	97	97
Heavy Vehicles, %	2	2	2	2	2	2	6	6	6	6	6	6
Mvmt Flow	14	0	20	5	0	14	25	1153	10	4	656	13

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1886	1884	663	1889	1885	1158	669	0	0	1163	0	0
Stage 1	671	671	-	1208	1208	-	-	-	-	-	-	-
Stage 2	1215	1213	-	681	677	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.16	-	-	4.16	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.254	-	-	2.254	-	-
Pot Cap-1 Maneuver	54	71	461	53	71	239	902	-	-	586	-	-
Stage 1	446	455	-	224	256	-	-	-	-	-	-	-
Stage 2	222	255	-	440	452	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	47	65	461	47	65	239	902	-	-	586	-	-
Mov Cap-2 Maneuver	47	65	-	47	65	-	-	-	-	-	-	-
Stage 1	411	450	-	206	236	-	-	-	-	-	-	-
Stage 2	192	235	-	417	447	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	60.9		42.6		0.2		0.1	
HCM LOS	F		E					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	902	-	-	97	115	586	-	-
HCM Lane V/C Ratio	0.027	-	-	0.351	0.17	0.007	-	-
HCM Control Delay (s)	9.1	0	-	60.9	42.6	11.2	0	-
HCM Lane LOS	A	A	-	F	E	B	A	-
HCM 95th %tile Q(veh)	0.1	-	-	1.4	0.6	0	-	-

HCM 6th TWSC
3: Harmony Rd & Sammons Industrial Pkwy

No Build 2030
AM Peak Hour

Intersection						
Int Delay, s/veh	0.8					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	W		T			T
Traffic Vol, veh/h	6	10	200	11	31	290
Future Vol, veh/h	6	10	200	11	31	290
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	84	84	84	84	84	84
Heavy Vehicles, %	7	7	6	6	10	10
Mvmt Flow	7	12	238	13	37	345

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	664	245	0	0	251
Stage 1	245	-	-	-	-
Stage 2	419	-	-	-	-
Critical Hdwy	6.47	6.27	-	-	4.2
Critical Hdwy Stg 1	5.47	-	-	-	-
Critical Hdwy Stg 2	5.47	-	-	-	-
Follow-up Hdwy	3.563	3.363	-	-	2.29
Pot Cap-1 Maneuver	418	782	-	-	1269
Stage 1	784	-	-	-	-
Stage 2	653	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	403	782	-	-	1269
Mov Cap-2 Maneuver	403	-	-	-	-
Stage 1	784	-	-	-	-
Stage 2	629	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	11.4	0	0.8
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	578	1269
HCM Lane V/C Ratio	-	-	0.033	0.029
HCM Control Delay (s)	-	-	11.4	7.9
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0.1	0.1

HCM 6th Signalized Intersection Summary
 1: SR 44/Lake Oconee Pkwy & Scott Rd

No Build 2030
 PM Peak Hour



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	134	67	45	817	1029	192
Future Volume (veh/h)	134	67	45	817	1029	192
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1856	1856	1811	1811	1811	1811
Adj Flow Rate, veh/h	140	70	47	851	1072	200
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	3	3	6	6	6	6
Cap, veh/h	187	166	257	1417	1243	1053
Arrive On Green	0.11	0.11	0.04	0.78	0.69	0.69
Sat Flow, veh/h	1767	1572	1725	1811	1811	1535
Grp Volume(v), veh/h	140	70	47	851	1072	200
Grp Sat Flow(s),veh/h/ln	1767	1572	1725	1811	1811	1535
Q Serve(g_s), s	6.2	3.4	0.6	15.5	36.6	3.8
Cycle Q Clear(g_c), s	6.2	3.4	0.6	15.5	36.6	3.8
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	187	166	257	1417	1243	1053
V/C Ratio(X)	0.75	0.42	0.18	0.60	0.86	0.19
Avail Cap(c_a), veh/h	395	352	294	1417	1243	1053
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	35.0	33.7	13.0	3.6	9.7	4.6
Incr Delay (d2), s/veh	5.9	1.7	0.3	1.9	8.0	0.4
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	2.8	0.1	0.4	2.8	11.9	0.9
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	40.9	35.4	13.3	5.5	17.7	5.0
LnGrp LOS	D	D	B	A	B	A
Approach Vol, veh/h				898	1272	
Approach Delay, s/veh				5.9	15.7	
Approach LOS				A	B	
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		67.5		13.0	7.8	59.7
Change Period (Y+Rc), s		4.5		4.5	4.5	4.5
Max Green Setting (Gmax), s		63.0		18.0	5.0	53.5
Max Q Clear Time (g_c+I1), s		17.5		8.2	2.6	38.6
Green Ext Time (p_c), s		7.0		0.4	0.0	7.7
Intersection Summary						
HCM 6th Ctrl Delay			14.1			
HCM 6th LOS			B			

HCM 6th TWSC
 2: SR 44/Lake Oconee Pkwy & Sherman-Williams Driveway/Thunder Rd

No Build 2030
 PM Peak Hour

Intersection												
Int Delay, s/veh	1.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	9	1	17	9	1	5	5	833	8	6	1112	15
Future Vol, veh/h	9	1	17	9	1	5	5	833	8	6	1112	15
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	6	6	6	6	6	6
Mvmt Flow	9	1	18	9	1	5	5	877	8	6	1171	16

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	2085	2086	1179	2092	2090	881	1187	0	0	885	0	0
Stage 1	1191	1191	-	891	891	-	-	-	-	-	-	-
Stage 2	894	895	-	1201	1199	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.16	-	-	4.16	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.254	-	-	2.254	-	-
Pot Cap-1 Maneuver	39	53	232	38	53	346	574	-	-	748	-	-
Stage 1	229	261	-	337	361	-	-	-	-	-	-	-
Stage 2	336	359	-	226	259	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	37	51	232	33	51	346	574	-	-	748	-	-
Mov Cap-2 Maneuver	37	51	-	33	51	-	-	-	-	-	-	-
Stage 1	225	255	-	331	355	-	-	-	-	-	-	-
Stage 2	324	353	-	203	253	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	73		110.1		0.1		0.1	
HCM LOS	F		F					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	574	-	-	80	49	748	-	-
HCM Lane V/C Ratio	0.009	-	-	0.355	0.322	0.008	-	-
HCM Control Delay (s)	11.3	0	-	73	110.1	9.9	0	-
HCM Lane LOS	B	A	-	F	F	A	A	-
HCM 95th %tile Q(veh)	0	-	-	1.4	1.1	0	-	-

HCM 6th TWSC
3: Harmony Rd & Sammons Industrial Pkwy

No Build 2030
PM Peak Hour

Intersection						
Int Delay, s/veh	1.5					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	25	28	276	5	18	204
Future Vol, veh/h	25	28	276	5	18	204
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	84	84	84	84	84	84
Heavy Vehicles, %	7	7	6	6	10	10
Mvmt Flow	30	33	329	6	21	243

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	617	332	0	0	335	0
Stage 1	332	-	-	-	-	-
Stage 2	285	-	-	-	-	-
Critical Hdwy	6.47	6.27	-	-	4.2	-
Critical Hdwy Stg 1	5.47	-	-	-	-	-
Critical Hdwy Stg 2	5.47	-	-	-	-	-
Follow-up Hdwy	3.563	3.363	-	-	2.29	-
Pot Cap-1 Maneuver	445	698	-	-	1181	-
Stage 1	716	-	-	-	-	-
Stage 2	752	-	-	-	-	-
Platoon blocked, %			-	-		
Mov Cap-1 Maneuver	436	698	-	-	1181	-
Mov Cap-2 Maneuver	436	-	-	-	-	-
Stage 1	716	-	-	-	-	-
Stage 2	736	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	12.5	0	0.7
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	544	1181
HCM Lane V/C Ratio	-	-	0.116	0.018
HCM Control Delay (s)	-	-	12.5	8.1
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0.4	0.1

Future Build Conditions – Year 2030

HCM 6th Signalized Intersection Summary
 1: SR 44/Lake Oconee Pkwy & Scott Rd



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	248	71	41	912	570	106
Future Volume (veh/h)	248	71	41	912	570	106
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1856	1856	1811	1811	1811	1811
Adj Flow Rate, veh/h	295	85	49	1086	679	126
Peak Hour Factor	0.84	0.84	0.84	0.84	0.84	0.84
Percent Heavy Veh, %	3	3	6	6	6	6
Cap, veh/h	333	296	406	1285	1120	950
Arrive On Green	0.19	0.19	0.04	0.71	0.62	0.62
Sat Flow, veh/h	1767	1572	1725	1811	1811	1535
Grp Volume(v), veh/h	295	85	49	1086	679	126
Grp Sat Flow(s),veh/h/ln	1767	1572	1725	1811	1811	1535
Q Serve(g_s), s	14.3	4.1	0.8	38.4	20.2	3.0
Cycle Q Clear(g_c), s	14.3	4.1	0.8	38.4	20.2	3.0
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	333	296	406	1285	1120	950
V/C Ratio(X)	0.89	0.29	0.12	0.85	0.61	0.13
Avail Cap(c_a), veh/h	371	330	435	1285	1120	950
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	34.8	30.7	7.6	9.3	10.2	7.0
Incr Delay (d2), s/veh	20.4	0.5	0.1	7.0	2.4	0.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	7.6	0.0	0.2	12.2	7.0	0.9
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	55.2	31.2	7.8	16.3	12.7	7.3
LnGrp LOS	E	C	A	B	B	A
Approach Vol, veh/h	380			1135	805	
Approach Delay, s/veh	49.8			15.9	11.8	
Approach LOS	D			B	B	
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		67.0		21.1	8.0	59.0
Change Period (Y+Rc), s		4.5		4.5	4.5	4.5
Max Green Setting (Gmax), s		62.5		18.5	5.0	53.0
Max Q Clear Time (g_c+I1), s		40.4		16.3	2.8	22.2
Green Ext Time (p_c), s		9.0		0.3	0.0	5.1
Intersection Summary						
HCM 6th Ctrl Delay			20.0			
HCM 6th LOS			C			

Intersection												
Int Delay, s/veh	3.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	23	0	28	5	0	14	27	1125	10	4	655	16
Future Vol, veh/h	23	0	28	5	0	14	27	1125	10	4	655	16
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	97	97	97	97	97	97	97	97	97	97	97	97
Heavy Vehicles, %	2	2	2	2	2	2	6	6	6	6	6	6
Mvmt Flow	24	0	29	5	0	14	28	1160	10	4	675	16

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1919	1917	683	1927	1920	1165	691	0	0	1170	0	0
Stage 1	691	691	-	1221	1221	-	-	-	-	-	-	-
Stage 2	1228	1226	-	706	699	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.16	-	-	4.16	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.254	-	-	2.254	-	-
Pot Cap-1 Maneuver	51	67	449	50	67	236	885	-	-	583	-	-
Stage 1	435	446	-	220	252	-	-	-	-	-	-	-
Stage 2	218	251	-	427	442	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	44	60	449	43	60	236	885	-	-	583	-	-
Mov Cap-2 Maneuver	44	60	-	43	60	-	-	-	-	-	-	-
Stage 1	395	441	-	200	229	-	-	-	-	-	-	-
Stage 2	186	228	-	395	437	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	95.8		45.6		0.2		0.1	
HCM LOS	F		E					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	885	-	-	87	108	583	-	-
HCM Lane V/C Ratio	0.031	-	-	0.604	0.181	0.007	-	-
HCM Control Delay (s)	9.2	0	-	95.8	45.6	11.2	0	-
HCM Lane LOS	A	A	-	F	E	B	A	-
HCM 95th %tile Q(veh)	0.1	-	-	2.8	0.6	0	-	-

Intersection						
Int Delay, s/veh	2.1					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	43	29	200	24	38	290
Future Vol, veh/h	43	29	200	24	38	290
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	84	84	84	84	84	84
Heavy Vehicles, %	7	7	6	6	10	10
Mvmt Flow	51	35	238	29	45	345

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	688	253	0	0	267
Stage 1	253	-	-	-	-
Stage 2	435	-	-	-	-
Critical Hdwy	6.47	6.27	-	-	4.2
Critical Hdwy Stg 1	5.47	-	-	-	-
Critical Hdwy Stg 2	5.47	-	-	-	-
Follow-up Hdwy	3.563	3.363	-	-	2.29
Pot Cap-1 Maneuver	405	774	-	-	1252
Stage 1	778	-	-	-	-
Stage 2	642	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	387	774	-	-	1252
Mov Cap-2 Maneuver	387	-	-	-	-
Stage 1	778	-	-	-	-
Stage 2	614	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	14	0	0.9
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	485	1252
HCM Lane V/C Ratio	-	-	0.177	0.036
HCM Control Delay (s)	-	-	14	8
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0.6	0.1

Intersection

Int Delay, s/veh 3

Movement	SET	SER	NWL	NWT	NEL	NER
Lane Configurations	↑	↗	↖	↑	↘	↙
Traffic Vol, veh/h	80	7	33	220	19	93
Future Vol, veh/h	80	7	33	220	19	93
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	75	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	87	8	36	239	21	101

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	95	0	398
Stage 1	-	-	-	-	87
Stage 2	-	-	-	-	311
Critical Hdwy	-	-	4.12	-	6.42
Critical Hdwy Stg 1	-	-	-	-	5.42
Critical Hdwy Stg 2	-	-	-	-	5.42
Follow-up Hdwy	-	-	2.218	-	3.518
Pot Cap-1 Maneuver	-	-	1499	-	607
Stage 1	-	-	-	-	936
Stage 2	-	-	-	-	743
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1499	-	592
Mov Cap-2 Maneuver	-	-	-	-	592
Stage 1	-	-	-	-	936
Stage 2	-	-	-	-	725

Approach	SE	NW	NE
HCM Control Delay, s	0	1	9.8
HCM LOS			A

Minor Lane/Major Mvmt	NELn1	NWL	NWT	SET	SER
Capacity (veh/h)	876	1499	-	-	-
HCM Lane V/C Ratio	0.139	0.024	-	-	-
HCM Control Delay (s)	9.8	7.5	-	-	-
HCM Lane LOS	A	A	-	-	-
HCM 95th %tile Q(veh)	0.5	0.1	-	-	-

HCM 6th Signalized Intersection Summary
 1: SR 44/Lake Oconee Pkwy & Scott Rd

Build 2030
 PM Peak Hour



Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	184	80	65	823	1039	273
Future Volume (veh/h)	184	80	65	823	1039	273
Initial Q (Qb), veh	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00	1.00	1.00			1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach	No			No	No	
Adj Sat Flow, veh/h/ln	1856	1856	1811	1811	1811	1811
Adj Flow Rate, veh/h	192	83	68	857	1082	284
Peak Hour Factor	0.96	0.96	0.96	0.96	0.96	0.96
Percent Heavy Veh, %	3	3	6	6	6	6
Cap, veh/h	238	212	224	1371	1187	1006
Arrive On Green	0.13	0.13	0.05	0.76	0.66	0.66
Sat Flow, veh/h	1767	1572	1725	1811	1811	1535
Grp Volume(v), veh/h	192	83	68	857	1082	284
Grp Sat Flow(s),veh/h/ln	1767	1572	1725	1811	1811	1535
Q Serve(g_s), s	8.8	4.0	0.9	18.2	42.6	6.5
Cycle Q Clear(g_c), s	8.8	4.0	0.9	18.2	42.6	6.5
Prop In Lane	1.00	1.00	1.00			1.00
Lane Grp Cap(c), veh/h	238	212	224	1371	1187	1006
V/C Ratio(X)	0.81	0.39	0.30	0.63	0.91	0.28
Avail Cap(c_a), veh/h	382	340	246	1371	1187	1006
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	1.00	1.00	1.00	1.00	1.00
Uniform Delay (d), s/veh	34.9	32.9	17.7	4.7	12.3	6.1
Incr Delay (d2), s/veh	6.4	1.2	0.8	2.2	12.0	0.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	4.0	0.1	0.8	4.2	15.8	1.7
Unsig. Movement Delay, s/veh						
LnGrp Delay(d),s/veh	41.4	34.1	18.5	6.8	24.3	6.8
LnGrp LOS	D	C	B	A	C	A
Approach Vol, veh/h	275			925	1366	
Approach Delay, s/veh	39.2			7.7	20.6	
Approach LOS	D			A	C	
Timer - Assigned Phs		2		4	5	6
Phs Duration (G+Y+Rc), s		67.5		15.7	8.5	59.0
Change Period (Y+Rc), s		4.5		4.5	4.5	4.5
Max Green Setting (Gmax), s		63.0		18.0	5.0	53.5
Max Q Clear Time (g_c+I1), s		20.2		10.8	2.9	44.6
Green Ext Time (p_c), s		7.0		0.5	0.0	5.6
Intersection Summary						
HCM 6th Ctrl Delay			18.0			
HCM 6th LOS			B			

Intersection												
Int Delay, s/veh	3.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	15	1	23	9	1	5	15	853	8	6	1125	25
Future Vol, veh/h	15	1	23	9	1	5	15	853	8	6	1125	25
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	95	95	95	95	95	95	95	95	95	95	95	95
Heavy Vehicles, %	2	2	2	2	2	2	6	6	6	6	6	6
Mvmt Flow	16	1	24	9	1	5	16	898	8	6	1184	26

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	2146	2147	1197	2156	2156	902	1210	0	0	906	0	0
Stage 1	1209	1209	-	934	934	-	-	-	-	-	-	-
Stage 2	937	938	-	1222	1222	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.16	-	-	4.16	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.254	-	-	2.254	-	-
Pot Cap-1 Maneuver	35	48	226	35	48	336	563	-	-	735	-	-
Stage 1	223	256	-	319	345	-	-	-	-	-	-	-
Stage 2	318	343	-	220	252	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	32	44	226	29	44	336	563	-	-	735	-	-
Mov Cap-2 Maneuver	32	44	-	29	44	-	-	-	-	-	-	-
Stage 1	210	250	-	301	325	-	-	-	-	-	-	-
Stage 2	294	323	-	191	246	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	124.5		131		0.2		0.1	
HCM LOS	F		F					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	563	-	-	66	43	735	-	-
HCM Lane V/C Ratio	0.028	-	-	0.622	0.367	0.009	-	-
HCM Control Delay (s)	11.6	0	-	124.5	131	9.9	0	-
HCM Lane LOS	B	A	-	F	F	A	A	-
HCM 95th %tile Q(veh)	0.1	-	-	2.7	1.3	0	-	-

HCM 6th TWSC
3: Harmony Rd & Sammons Industrial Pkwy

Intersection						
Int Delay, s/veh	2.5					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	Y		B			4
Traffic Vol, veh/h	50	41	276	45	38	204
Future Vol, veh/h	50	41	276	45	38	204
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	84	84	84	84	84	84
Heavy Vehicles, %	7	7	6	6	10	10
Mvmt Flow	60	49	329	54	45	243

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	689	356	0	0	383	0
Stage 1	356	-	-	-	-	-
Stage 2	333	-	-	-	-	-
Critical Hdwy	6.47	6.27	-	-	4.2	-
Critical Hdwy Stg 1	5.47	-	-	-	-	-
Critical Hdwy Stg 2	5.47	-	-	-	-	-
Follow-up Hdwy	3.563	3.363	-	-	2.29	-
Pot Cap-1 Maneuver	404	677	-	-	1133	-
Stage 1	698	-	-	-	-	-
Stage 2	715	-	-	-	-	-
Platoon blocked, %			-	-	-	-
Mov Cap-1 Maneuver	385	677	-	-	1133	-
Mov Cap-2 Maneuver	385	-	-	-	-	-
Stage 1	698	-	-	-	-	-
Stage 2	682	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	14.7	0	1.3
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	478	1133
HCM Lane V/C Ratio	-	-	0.227	0.04
HCM Control Delay (s)	-	-	14.7	8.3
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0.9	0.1

Intersection

Int Delay, s/veh 2.8

Movement SET SER NWL NWT NEL NER

Lane Configurations	↑	↗	↖	↑	↘	
Traffic Vol, veh/h	207	20	101	190	13	63
Future Vol, veh/h	207	20	101	190	13	63
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	0	75	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	225	22	110	207	14	68

Major/Minor Major1 Major2 Minor1

Conflicting Flow All	0	0	247	0	652	225
Stage 1	-	-	-	-	225	-
Stage 2	-	-	-	-	427	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1319	-	433	814
Stage 1	-	-	-	-	812	-
Stage 2	-	-	-	-	658	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1319	-	397	814
Mov Cap-2 Maneuver	-	-	-	-	397	-
Stage 1	-	-	-	-	812	-
Stage 2	-	-	-	-	603	-

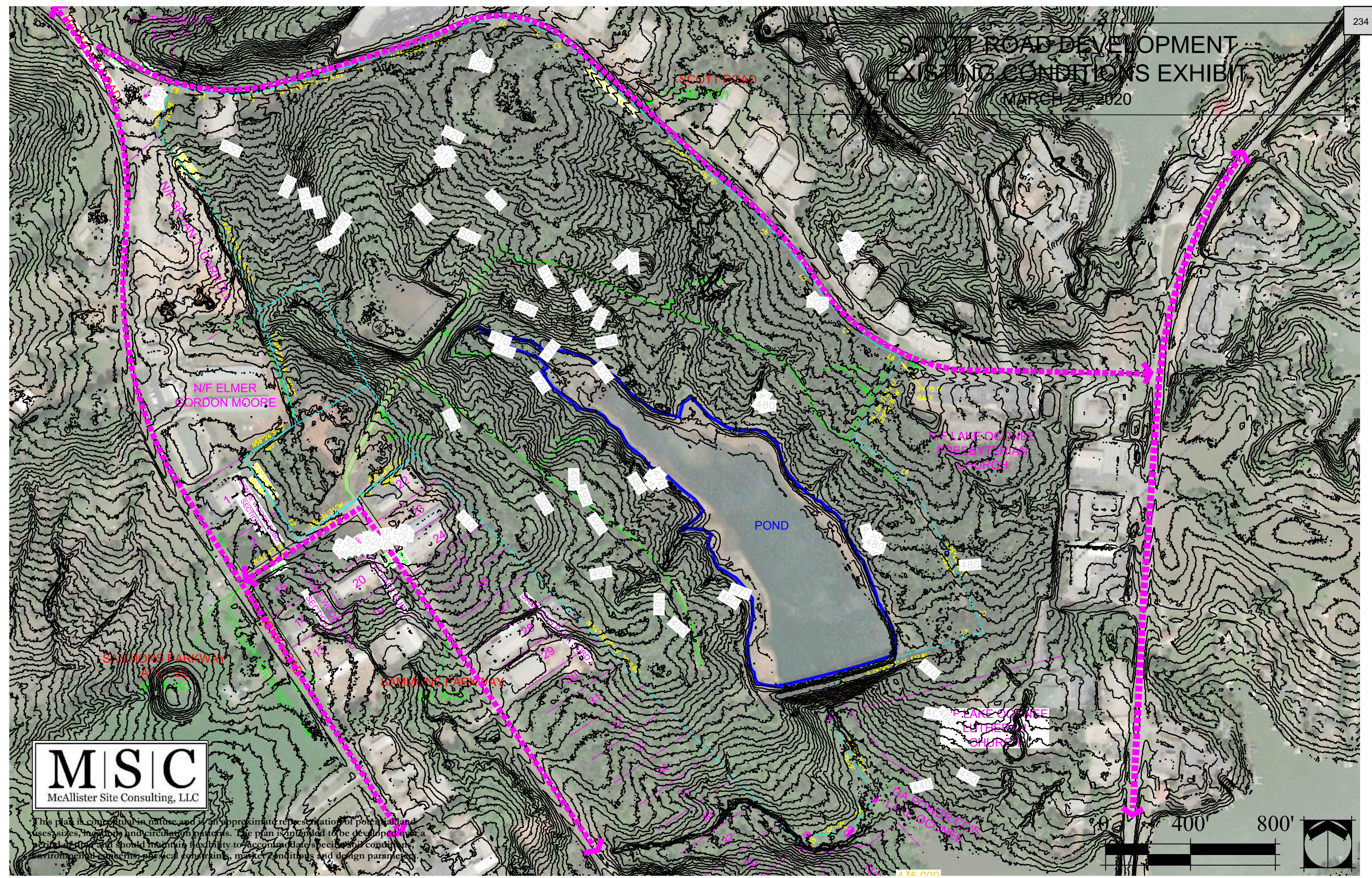
Approach SE NW NE

HCM Control Delay, s 0 2.8 10.9
HCM LOS B

Minor Lane/Major Mvmt NELn1 NWL NWT SET SER

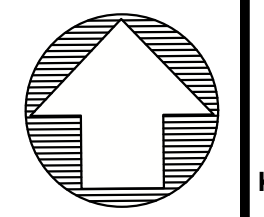
Capacity (veh/h)	690	1319	-	-	-
HCM Lane V/C Ratio	0.12	0.083	-	-	-
HCM Control Delay (s)	10.9	8	-	-	-
HCM Lane LOS	B	A	-	-	-
HCM 95th %tile Q(veh)	0.4	0.3	-	-	-

SCOTT ROAD DEVELOPMENT EXISTING CONDITIONS EXHIBIT MARCH 24, 2020



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

436.000



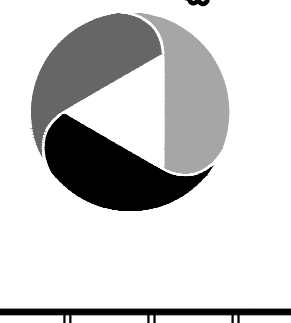
Know what's below. Call before you dig.
 THE LOCATIONS OF EXISTING UNDERGROUND UTILITIES ARE SHOWN BY AN APPROXIMATE WAY ONLY AND HAVE NOT BEEN INDEPENDENTLY VERIFIED BY THE OWNER OR HIS REPRESENTATIVE. THE CONTRACTOR SHALL DETERMINE THE EXACT LOCATION OF ALL EXISTING UTILITIES BEFORE COMMENCING WORK AND SHALL BE FULLY RESPONSIBLE FOR ANY AND ALL DAMAGES WHICH MAY BE INCURRED BY THE CONTRACTOR'S FAILURE TO LOCATE AND PRESERVE ANY AND ALL UNDERGROUND UTILITIES.

NOTICE:
 CONSTRUCTION SITE SAFETY IS THE SOLE RESPONSIBILITY OF THE CONTRACTOR. NEITHER THE OWNER NOR THE ENGINEER SHALL BE HELD RESPONSIBLE FOR ANY ACCIDENTS OR INJURIES TO PERSONS OR PROPERTY OR ANY OTHER PERSONS.

EMERGENCY CONTACT
 ATWELL GROUP
 1800 PARKWAY PLACE, SUITE 700
 WAREHOUSES, GA 30186
 COAF PFE005804

24 HOUR EMERGENCY CONTACT
 ###
 ###

ATWELL GROUP
 866.850.4200 www.atwell-group.com
 1800 PARKWAY PLACE, SUITE 700
 WAREHOUSES, GA 30186
 COAF PFE005804



STILLWATER SCOTT OAK DRIVE
 FORESTAR
 CONCEPT PLAN
 PUTNAM COUNTY, GEORGIA

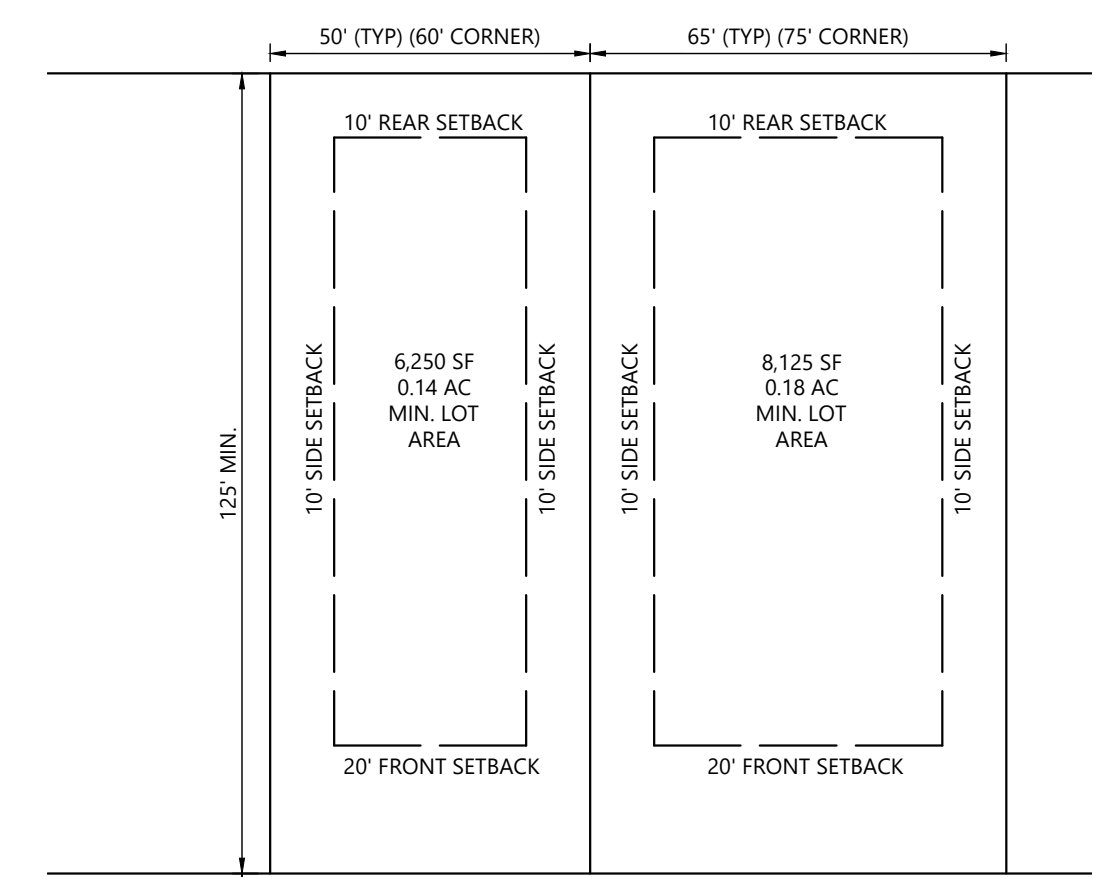
DATE 05-17-2023
REVISIONS

DRAWN BY ###
CHECKED BY ###
PROJECT MANAGER ###
JOB # ###
FILE CODE ###
SHEET NO. CSP2

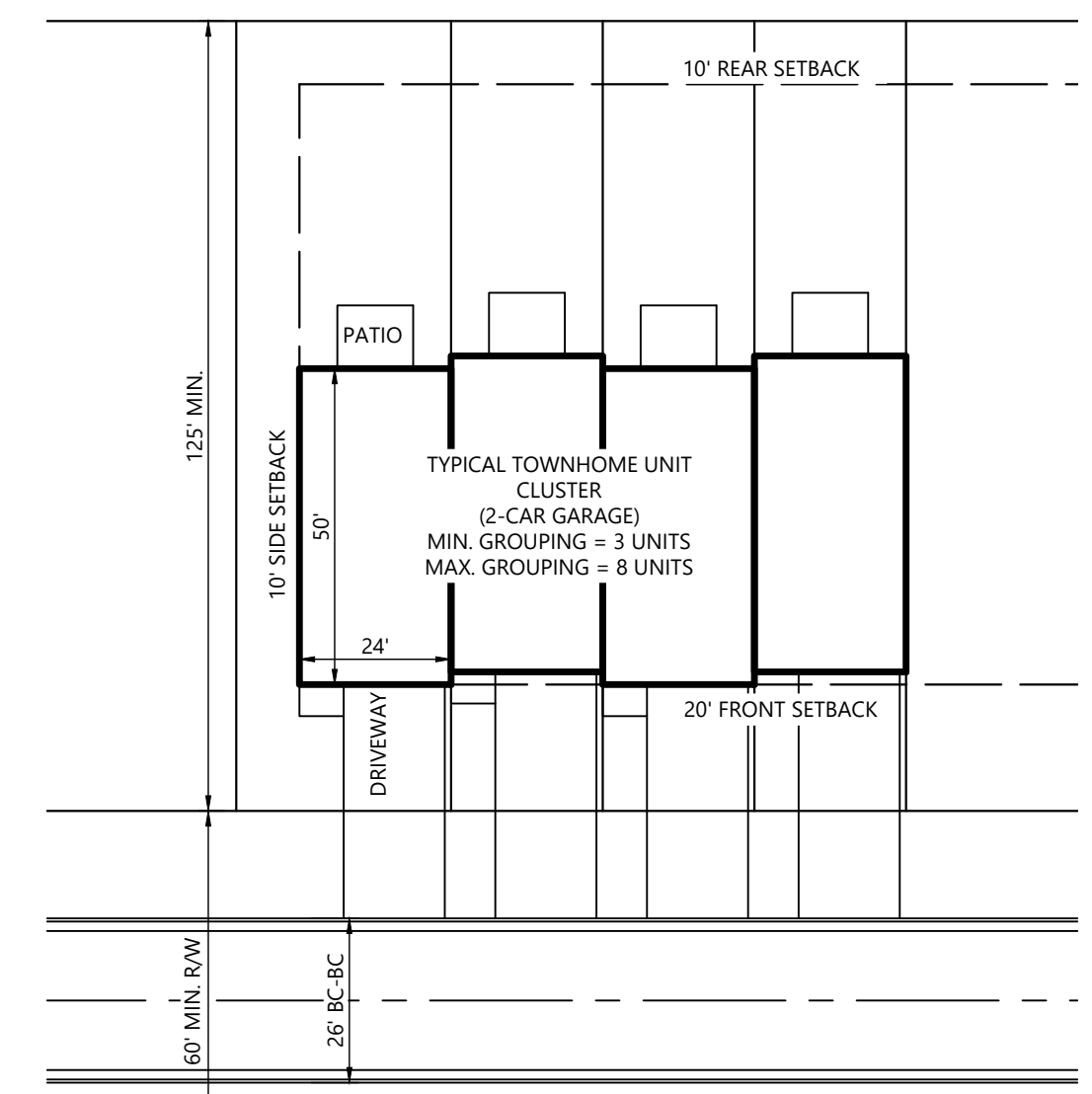
PROPOSED USE: RPUD

APPLICANT: RICK MCALLISTER
 1341 BEVERLY DRIVE
 ATHENS, GA 30606

SITE AREA	
TOTAL PROPERTY AREA:	158.3± AC
ZONING CLASSIFICATION	
JURISDICTION:	PUTNAM COUNTY
EXISTING ZONING:	CPUD
PROPOSED ZONING:	RPUD
DEVELOPMENT PROPOSAL	
PROPOSED DENSITY:	387 UNITS
24' TOWNHOME PRODUCT:	124 UNITS (32%)
50' SINGLE FAMILY DETACHED LOT:	163 UNITS (42%)
65' SINGLE FAMILY DETACHED LOT:	100 UNITS (26%)
ZONING BUFFER	
FRONT SETBACK:	20'
REAR SETBACK:	50' (DISTURBED/RE-VEGETATED)
SIDE SETBACK:	10'
REAR SETBACK:	20'
PROPOSED R/W:	60'
MIN. OPEN SPACE REQUIRED	
PROPOSED OPEN SPACE:	20.2% (32.0 AC)
LAKE/WETLANDS:	17.25 AC (34.5 TOTAL AC)
REMAINING OPEN SPACE:	14.75 AC
NOTES	
1. ZONING REQUIRED.	
2. BASE INFORMATION PROVIDED BY CLIENT AND GIS DATA.	
3. WETLAND/STREAM DETERMINATION PROVIDED BY SELLER.	
4. STORMWATER DETENTION TO BE PROVIDED WITHIN EXISTING LAKE.	
5. WATER QUALITY NOT PROVIDED FOR THE SITE.	



TYPICAL LOT LAYOUT
N.T.S.



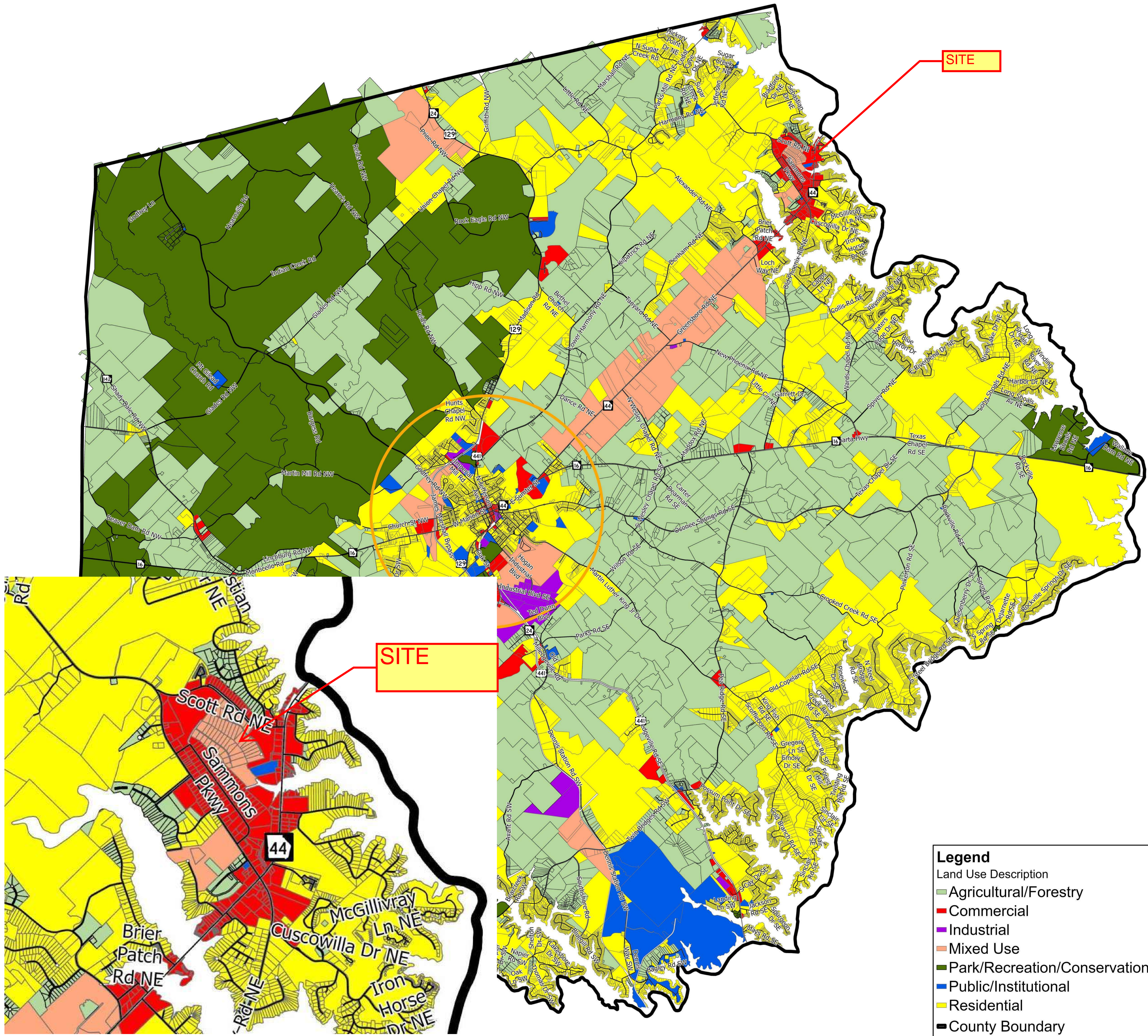
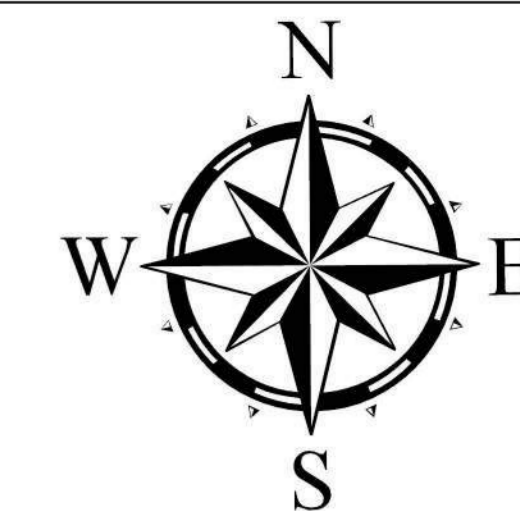
TYPICAL TOWNHOME LAYOUT
N.T.S.



FILE NAME: K:\Projects\2023\Newland\Benton\Stillwater\811\PRODUCTION\CSP2 SITE PLAN.dwg
 LAST DATE: 05-17-2023 4:11 PM
 PLOTTED BY: [redacted]
 PLOT DATE: 05-17-2023 4:11 PM
 PLOT SCALE: 1"=200'
 PLOT SHEET: 235

NOT ISSUED FOR CONSTRUCTION
 CAD FILE: CSP2 SITE PLAN

Putnam County 2022 Future Land Use



Legend

Land Use Description

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



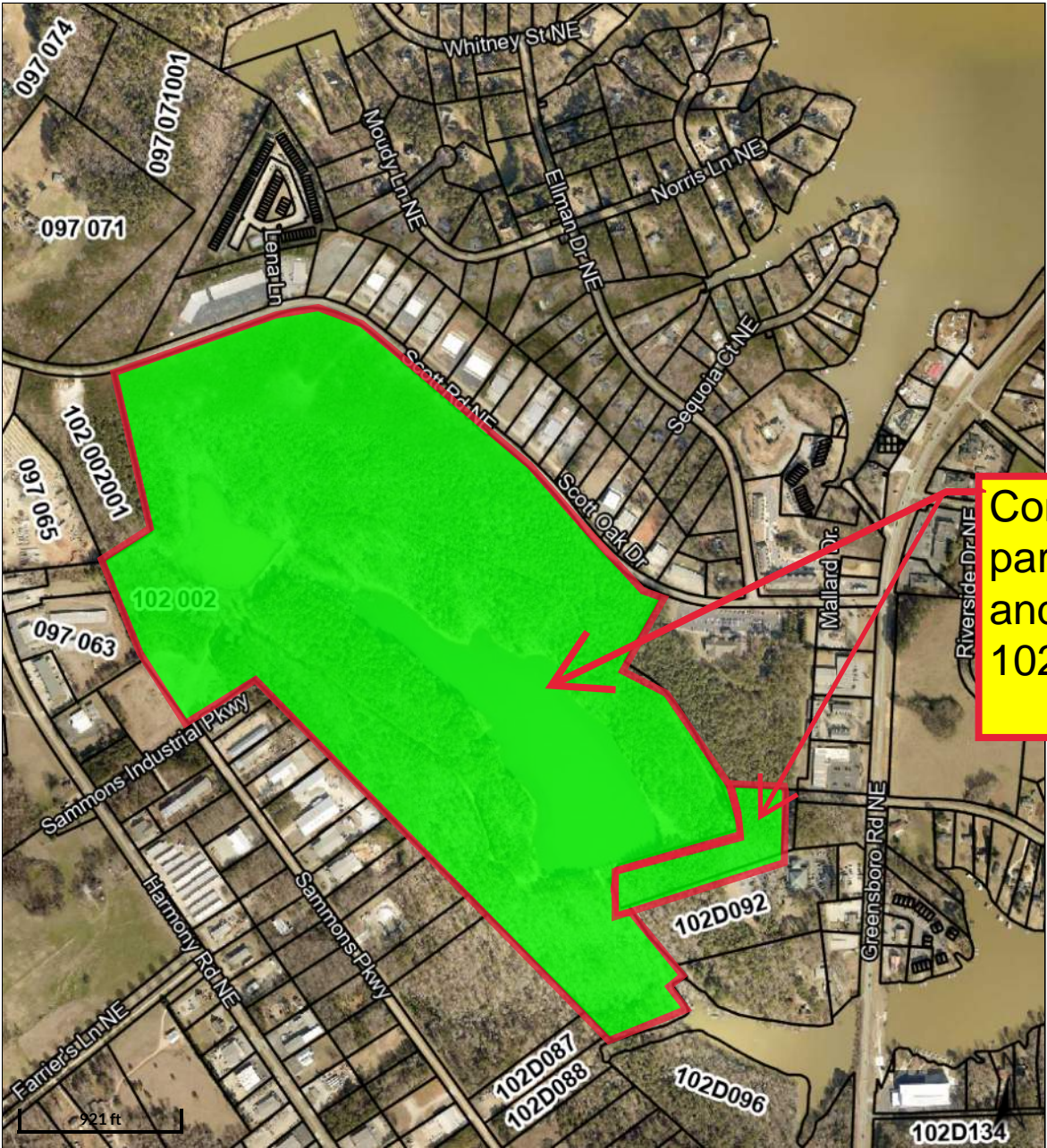
Sec. 66-118. Development standards.

Lot Dimensions	R-PUD	PROPOSED
Minimum Lot Area	15 acres	APROROXMATLEY 165 acres
Minimum Lot Width	As established in an approved concept plan	50 feet
Minimum Lot Frontage		
Setbacks		
Principal Building		
Front	As established in an approved concept plan	20 feet
Side	As established in an approved concept plan	10 feet
Rear	As established in an approved concept plan	20 feet
From Lake Oconee / Sinclair	65 feet	N/A
State Hwy or Arterial	50 feet	50 feet
Accessory Building		
From Principal Structure	As established in an approved concept plan	
Front	Not Permitted 10 feet if less than 100 sf 20 feet if greater than 100 sf	Not Permitted
Side		10 feet if less than 100 sf 20 feet if greater than 100 sf
Rear		
Maximum Height		
Principal	35 feet from highest point of grade	35 feet from highest point of grade for any residential structures, 45 feet from highest point of grade for any nonresidential structures
Accessory		
Minimum Floor Area		
Single Family Detached	1,000 sf	1,000 sf
Single Family Attached	1,000 sf	1,000 sf
Manufactured Home		
One-Bedroom Unit	700 sf	700 sf
Two-Bedroom Unit	900 sf	900 sf
Three or More Bedroom Unit	1,100 sf	1,100 sf
Impervious Surface Coverage	As established in an approved concept plan	As established in an approved concept plan
Residential Density	8 dwelling unit maximum per acre	8 dwelling unit maximum per acre
Land Use Mix	Residential—100%	Residential—100%
Water and Sewer	Must be connected to a central water supply and sewer system	Must be connected to a central water supply and sewer system

¹ Minimums are determined by floor area of interior spaces for each use category

(Ord. of 12-4-2020(1) ; Ord. of 2-16-2021(3))



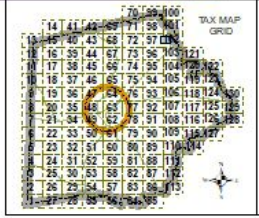
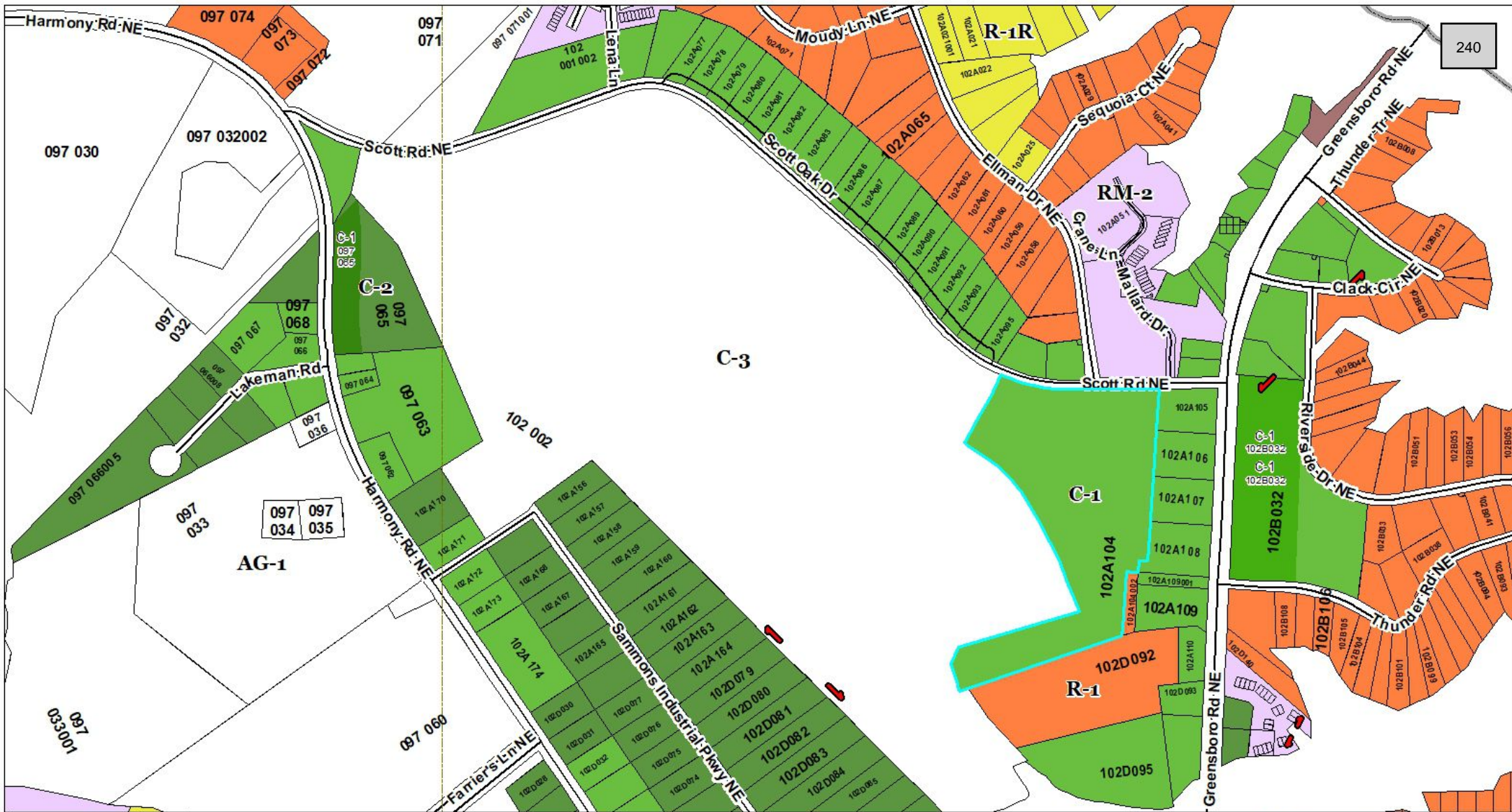


- Legend**
- City Limit
 - Parcels
 - Parcel Numbers
 - Roads

Combine parcel 102-002 and 102A-104003

Date created: 11/29/2023
Last Data Uploaded: 11/29/2023 7:17:42 PM

Developed by 



- Eatonton Limits
- County Boundary
- Roads
- Parcels
- Parcel Hooks

GEOGRAPHIC FEATURE LEGEND

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

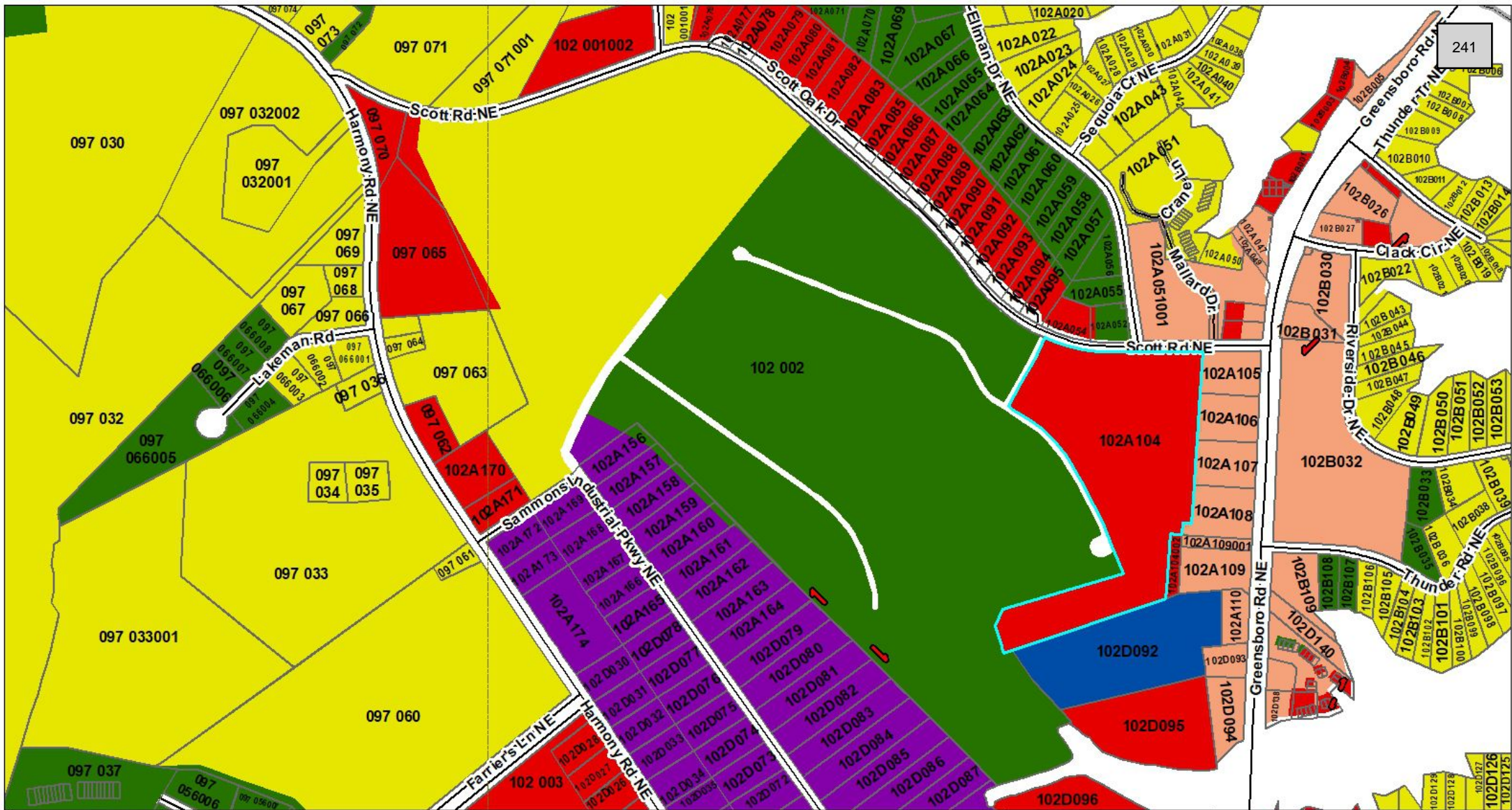


Middle Georgia Regional Commission
 175 Emery Hwy
 Suite C
 Macon, Georgia 31217
 (478) 751-6160
 Web:
www.middlegeorgia.org

**PUTNAM COUNTY, GEORGIA
 ZONING MAPS**



MAP 102A



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

MGRCA
 Middle Georgia Regional Commission
 175 Emory Hwy
 Suite C
 Macon, Georgia 31217
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PUTNAM COUNTY, GEORGIA
 FUTURE LAND USE MAPS

MAP 102
 MAP SCALE: 1" = 500' SCALE RATIO: 1:6,000 DATE: DECEMBER 2023

File Attachments for Item:

- 11. Consent Agenda
 - a. Approval of Minutes - January 5, 2024 Regular Meeting (staff-CC)
 - b. Approval of 2024 Alcohol License - Lake Oconee Bistro (staff-CC)

PUTNAM COUNTY BOARD OF COMMISSIONERS



117 Putnam Drive, Suite A ♦ Eatonton, GA 31024

Minutes

Friday, January 5, 2024 ♦ 10:00 AM

Putnam County Administration Building – Room 203

The Putnam County Board of Commissioners met on Friday, January 5, 2024 at approximately 10:00 AM in the Putnam County Administration Building, 117 Putnam Drive, Room 203, Eatonton, Georgia.

PRESENT

- Chairman Bill Sharp
- Commissioner Gary McElhenney
- Commissioner Daniel Brown
- Commissioner Steve Hersey
- Commissioner Jeff Wooten

STAFF PRESENT

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

Opening

1. Welcome - Call to Order

Chairman Sharp called the meeting to order at approximately 10:01 a.m.
(Copy of agenda made a part of the minutes on minute book page _____.)

2. Approval of Agenda

Motion to approve the Agenda.

Motion made by Commissioner Brown, Seconded by Commissioner Wooten.

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

3. Invocation

County Attorney Adam Nelson gave the invocation.

4. Pledge of Allegiance - (SH)

Commissioner Hersey led the Pledge of Allegiance.

Draft Minutes	Page 1 of 6	

5. Special Presentation - Habitat for Humanity (Murali Thirumal)

Mr. Murali Thirumal presented information on the ways in which Habitat for Humanity has helped citizens of Putnam County. In the past 25 years, Habitat for Humanity has built 28 houses in Putnam County, all within the city limits. Two are currently under construction and two more are about to break ground. New models of funding homes are considered every year.

6. Special Presentation - Uncle Remus Golf Course Superintendent Michael Benton

Golf Course Superintendent, Mr. Michael Benton, displayed a PowerPoint presentation to showcase improvements made to the Uncle Remus Golf Course. He highlighted the increase in memberships and the loyal customer base the Golf Course has.

Regular Business Meeting

7. Public Comments

Mr. Bill Vargo – Presented a handout to the Commissioners. He stated there was a lack of representation from the elected District 3 representative. County Attorney Nelson reminded Mr. Vargo that speaking about a person by name was prohibited. Mr. Vargo complied and stated that he hoped communication would improve between the elected official and the citizens in the district.

8. Consent Agenda

- a. ~~Approval of Minutes – November 21, 2023 Regular Meeting (staff-CC)~~
- b. Approval of Minutes - December 19, 2023 Regular Meeting (staff-CC)
- c. Approval of Minutes - December 19, 2023 Executive Session (staff-CC)

Motion made by Commissioner McElhenney, Seconded by Commissioner Wooten.

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

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

9. Chairman to appoint Vice-Chairman for 2024 (BS)

Chairman Sharp thanked Commissioner Brown for the outstanding job he did serving as Vice-Chairman. Commissioner Brown resigned as Vice-Chairman to run for re-election in District 2. Chairman Sharp appointed Commissioner Wooten as Vice-Chairman.

10. Request for final plat subdivision approval - Enclave at Waterfront (staff-P&D)

Chairman Sharp called on P&D Director, Lisa Jackson, to speak about this item. Ms. Jackson advised that Mr. John Wojtas was in attendance and asked him to speak. Mr. Wojtas spoke about development indicating that the plat approval is for the last 12 homes. Staff recommendation is for approval with the condition that all three streetlights are installed within 30 days of receipt by Tri-County. This is per the letter submitted by tri-county dated 12-13-23. Streetlights and poles are on backorder.

Motion for final plat subdivision approval – Enclave at Waterfront

Motion made by Commissioner Hersey, Seconded by Commissioner Wooten.

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

Draft Minutes	Page 2 of 6	

11. Repeal of HB 300 (staff-CM)

Commissioners would be treated like employees where their per diem is evaluated every year. Expenses for Commissioners would be treated like those of employees. Under the current bill, Commissioner expenses are treated as income and taxed.

Commissioner Hersey amended to not appeal until we have a replacement plan within the county.

Motion to amend the request for Repeal of HB 300 to the legislature until a replacement plan is in place locally.

Motion made by Commissioner Hersey, Seconded by Commissioner Brown.

Voting by voice vote was as follows:

District 1: Nay

District 2: Nay

District 3: Yea

District 4: Nay

Vote on original motion:

Motion made by Commissioner McElhenney, Seconded by Commissioner Brown.

Voting Yea: Commissioner McElhenney, Commissioner Brown, Commissioner Wooten

Voting Nay: Commissioner Hersey

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

12. Approval of 2024 LMIG Project List (staff-CM)

Mr. Billy Webster expressed concern about District 4's LMIG road paving being in District 3 and that agenda item 14 implies that Districts 1 and 3 will get all the LMIG money. Commissioner Brown commented that District 3's LMIG funds were given to District 4, for Dennis Station. Commissioner Wooten commented that the wrong side of Dennis Station was paved by mistake. County Manager Van Haute stated that if the contractor who made the mistake is awarded the project this time, they will correct the mistake.

Motion to approve the 2024 LMIG Project List

Motion made by Commissioner Wooten, Seconded by Commissioner Brown.

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

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

13. Request for approval of installation of four FLOCK cameras in County ROW (staff-Public Works/PCSO)

Public Works Director Anthony Frazier spoke about this item, stating that FLOCK cameras are to be installed in county right of way at 441 at Twin Bridges, in state route right of way. These cameras have been requested by Sheriff Howard Sills and are legitimate cameras. The cameras will provide surveillance and look at vehicle tags and vehicles.

Motion to approve the installation of four FLOCK cameras in the County Right of Way
Motion made by Commissioner Wooten, Seconded by Commissioner McElhenney.

Voting Yea: Commissioner McElhenney, Commissioner Brown, Commissioner Wooten
Voting Nay: Commissioner Hersey

14. Request for approval purchase material for two road resurfacing projects (staff-Public Works)

Public Works Director, Anthony Frazier presented information about the paving materials for resurfacing projects on Scott Road and Sammons Parkway and stated that samples have been collected. Utilizing the product provided by the vendor, Lithified Technologies, will give the base of the roads just under a 500K PSI base, which is far better than results with concrete. The material used is 100% waterproof and will make the total expense for the projects less than \$548,000.

Motion to approve request for approval to purchase material for two road surfacing projects.

Motion made by Commissioner McElhenney, Seconded by Commissioner Hersey.

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

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

15. Approval of FY24 Budget Amendment #1 (staff-Finance)

Assistant Finance Director, Jennifer Fricks presented information on the budget amendment for the 2024 budget. The items in the amendment are to account for grant money that was received in fiscal year 2023 instead of 2024, and to allocate donations received by the Clerk of Superior Court and for the new Fire/EMS Station.

Motion to approve the FY24 Budget Amendment

Motion made by Commissioner Wooten, Seconded by Commissioner McElhenney.

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

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

16. Setting of Qualifying Fees for 2024 General Election (staff-Finance)
Finance Director, Linda Cook, spoke about the 2024 General Election qualifying fees and stated the Elections Supervisor agrees with the calculations presented.

Motion for the setting of Qualifying Fees for the 2024 General Election

Motion made by Commissioner McElhenney, Seconded by Commissioner Hersey.

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

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

17. Authorization for Chairman to sign Resolutions for the Tax Commissioner's Office (staff-Tax Comm)

- a. Resolution for Authority for Tax Commissioner to Receive Funds
- b. Resolution for Waiver of Penalties and Interest on Unpaid Ad Valorem Taxes
- c. Resolution Establishing Due Date for all Taxes

Newly appointed Tax Commissioner, Terrell Abernathy, spoke about each item and explained their necessity.

Motion for Chairman to sign Resolutions for the Tax Commissioner's Office

Motion made by Commissioner Hersey, Seconded by Commissioner Wooten.

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

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

Reports/Announcements

18. County Manager Report

No report.

19. County Attorney Report

County Attorney Adam Nelson stated that the Governor has asked County Attorney, Barry Fleming, to serve as a Superior Court Judge for the Columbia County Judicial District. As a result, County Attorney Fleming will be leaving the Fleming and Nelson law practice. County Attorney Nelson stated that he appreciates the opportunity to remain as Putnam County's Attorney.

20. Commissioner Announcements

Commissioner McElhenney: thanked the staff, especially the County Manager for the work he does to save us money.

Commissioner Brown: expressed pride in our County Manager and all the Putnam County staff who do such a great job for our County.

Commissioner Hersey: none.

Commissioner Wooten: expressed gratitude that Putnam County did so well and accomplished so much in 2023.

Draft Minutes	Page 5 of 6	

Chairman Sharp: asked that everyone continue to keep County Clerk Lynn Butterworth in their prayers as she returns to Texas for treatment. He also asked everyone to pray for our county.

Closing

21. Adjournment

Motion to adjourn the meeting.

Motion made by Commissioner McElhenney, Seconded by Commissioner Wooten.

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

Meeting was adjourned at approximately 12:18 p.m.

ATTEST:

Donna Todd
Deputy County Clerk

B. W. "Bill" Sharp
Chairman

Draft Minutes	Page 6 of 6	



Office of the County Clerk
117 Putnam Drive, Suite A ♦ Eatonton, GA 31024
706-485-5826 (main office) ♦ 706-485-1877 (direct line) ♦ 706-923-2345 (fax)
lbutterworth@putnamcountyga.us ♦ www.putnamcountyga.us

Approval of 2024 Alcohol Licenses

The following alcohol license applications (which are available for review in the County Clerk’s office) have been approved by the Sheriff, Fire Marshal and/or Building Inspector, and Tax Commissioner and are ready for BOC approval:

Individual Name	Business Name	Address	License Type
Gary Sofen	Lake Oconee Bistro, Inc.	1130 Lake Oconee Parkway	Beer/Wine/Liquor Pouring

File Attachments for Item:

12. Request by AT&T for a Right-of-Way Permit for work to be done on River Lake Drive. (staff-PW)



Putnam County Board of Commissioners
Agenda Item Request Form

DATE OF MEETING REQUESTED: January 16th 2024

REQUEST BY: Anthony Frazier, Public Works

AGENDA ITEM: Right of Way (ROW) Permit for ATT

AGENDA ITEM TYPE:

- Presentation Discussion Action*
- Other (Please Specify) _____

*ACTION REQUESTED: Approve/Disapprove ROW permit for ATT

SUPPORTING DOCUMENTATION PROVIDED: Yes No

BUDGET/FUNDING INFORMATION: _____

FACTS AND/OR ISSUES: See attached documents provided by ATT and permit

Right-of-Way Permit

Putnam County Public Works Department

115 S. Forrest Street
Eatonton, Georgia 31024
706-485-8817



Permit Number: 20240009

Job Location:
City, State, Zip: ,
APN:
Right of Way: 0

Permit Type: Right of Way Permit
Permit #: 20240009
Date Issued: 01/16/2024

Job Description: AT&T to Directional bore approx 65' of 144CT buried fiber cable. AT&T to lash 13293' of arial fiber cable to existing strands.

Applicant Name: AT&T/ Hussain Hamlin
Address: 3065 Main St
City, State, Zip: East Point, GA 30344
Phone: 404-359-5196
Email: dc7951@att.com

Owner:
Address:
City, State, Zip: ,
Phone:
Email:

Fee	Amount	Payment Date	Amount
Total Fee: \$0.00		Total Paid: \$0.00	

Putnam County hereby grants this permit to use the county right-of-way along the above-named road for the above stated purpose.

Permittee agrees to abide by all of the rules and regulations of Putnam County during construction and at all times thereafter.

Permittee shall be responsible for placing the right-of-way in like condition as they found it.

Putnam County may cancel this permit at any time for any reason or no reason and shall not be liable for any damages or costs which shall incur.

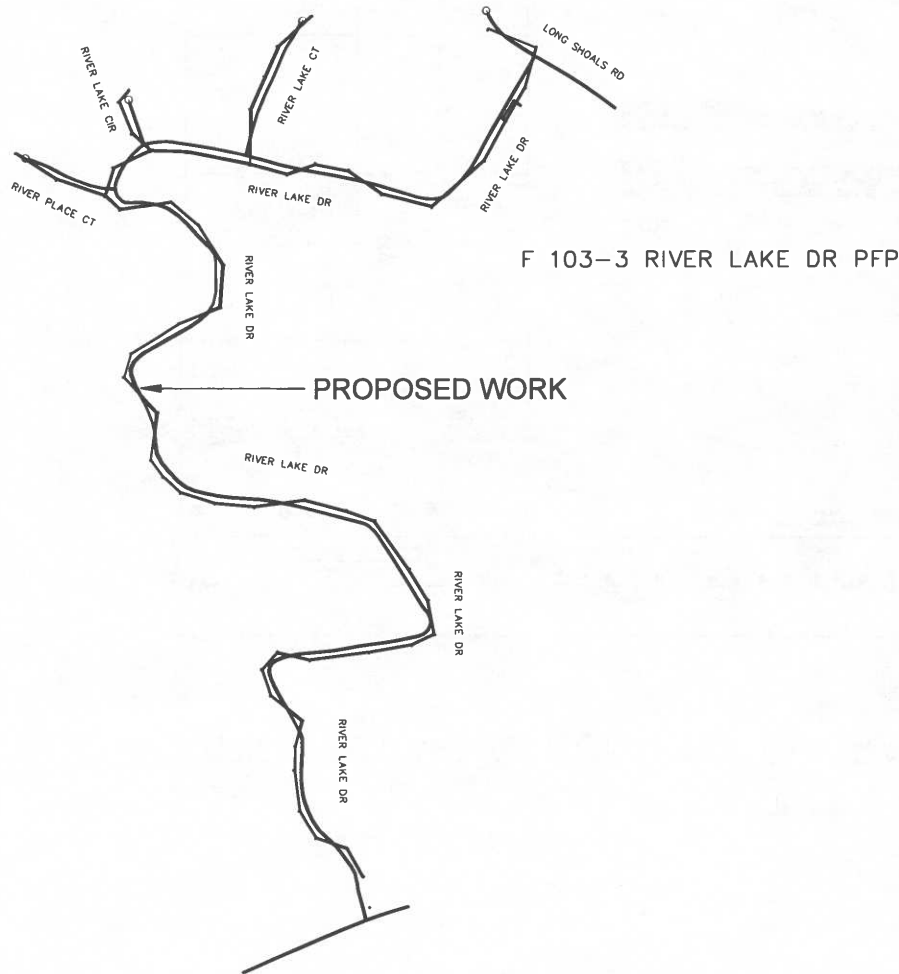
This permit does not grant any right, title, or interest in the county right-of-way.

County Official

01/16/2024

Date

VICINITY MAP
 NOT TO SCALE
PUTNAM COUNTY



SYMBOL LEGEND

Proposed	Existing	Description
		AERIAL CABLE
		BURIED CABLE
		PIPE/CONDUIT
	N/A	DBORE
		POWER POLE
		AT&T POLE
		GUY & ANCHOR
		HANDHOLE MANHOLE



AT&T WILL:

- NOT CLOSE STREET TO WORK.
- BE RESPONSIBLE FOR TRAFFIC CONTROL.
- RESTORE ANY PRE-CONSTRUCTION CONDITION.
- DO LOCATES FOR OTHER UTILITIES LOCATED IN THE PUBLIC RIGHT-OF-WAY.

ALL TRAFFIC CONTROL TO BE HANDLED IN ACCORDANCE WITH THE LATEST APPROVED EDITION OF THE MUTCD.

GENERAL NOTE:

- RIGHT-OF-WAY MEASUREMENTS ARE SHOWN APPROXIMATE AND SHOULD BE FIELD VERIFIED PRIOR TO CONSTRUCTION.

SCOPE OF WORK:

AT&T TO:

- LASH 13228' OF NEW AERIAL FIBER CABLE TO EXISTING 6.6M & 10M STRANDS.
- REPLACE GUY/ANCHORS.
- DIRECTIONAL BORE 65' OF NEW BURIED FIBER CABLE.
- TOTAL FOOTAGE 13293'



PROPOSED TELEPHONE FACILITIES
 ON RIGHT OF WAY OF
 PUTNAM COUNTY
 103 RIVER LAKE DR

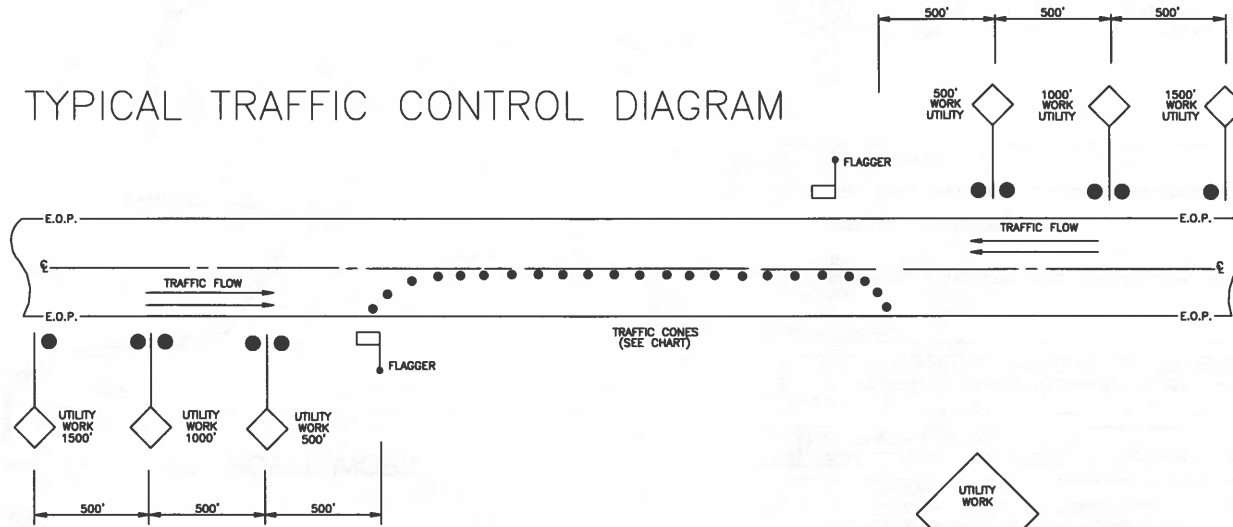
NPANNX:	706485
Designer:	HAMLIN, HUSSAIN
Phone:	404-765-6822
Project #:	A02D3T8
Sheet #:	PRINT 1 OF 18



**Know what's below.
 Call before you dig.**



TYPICAL TRAFFIC CONTROL DIAGRAM



TYPICAL
SIGNS TO BE 48" x 48" W / BLACK LETTERS ON ORANGE BACKGROUND

SPACING FOR CONES

POSTED TRAFFIC SPEED (M.P.H.)	CONE SPACING (FEET)
15 OR UNDER	10'
20	20'
25	25'
30	30'
35	35'
40	40'
45 OR ABOVE	SAME AS POSTED SPEED

NOTE:

SIGNS TO BE PLACED ON PORTABLE STANDS WITH SAND BAGS TO PREVENT BLOWING OVER & WITH TYPE "B" FLASHER SIGNS TO BE PLACED ON SHOULDER

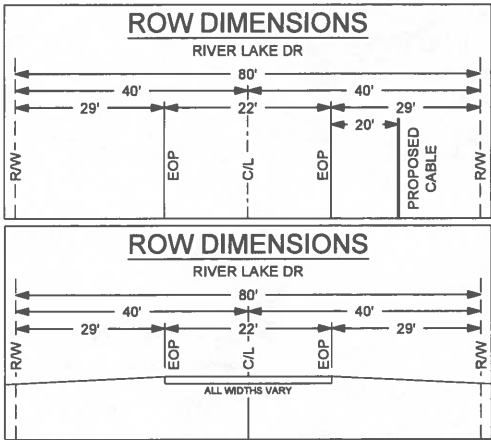
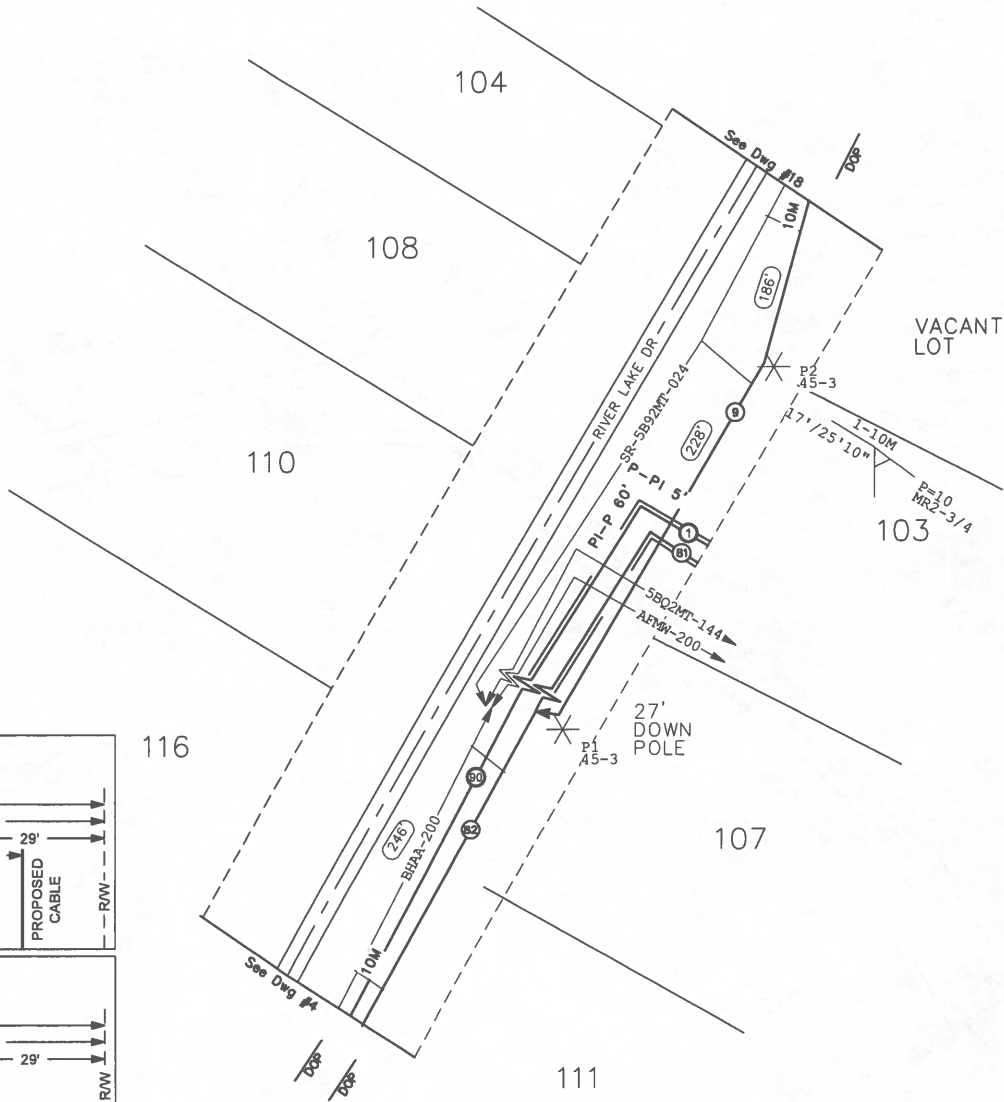
A CERTIFIED FLAGMAN OR POLICEMAN WILL BE EMPLOYED TO DIRECT TRAFFIC FLOW AT EACH WORK LOCATION.

SAFETY FIRST !

PROPOSED TELEPHONE FACILITIES ON RIGHT OF WAY OF PUTNAM COUNTY 103 RIVER LAKE DR	
NPANNX:	706485
Designer:	HAMLIN, HUSSAIN
Phone:	404-765-6822
Project #:	A02D3TB
Sheet #:	PRINT 2 OF 18

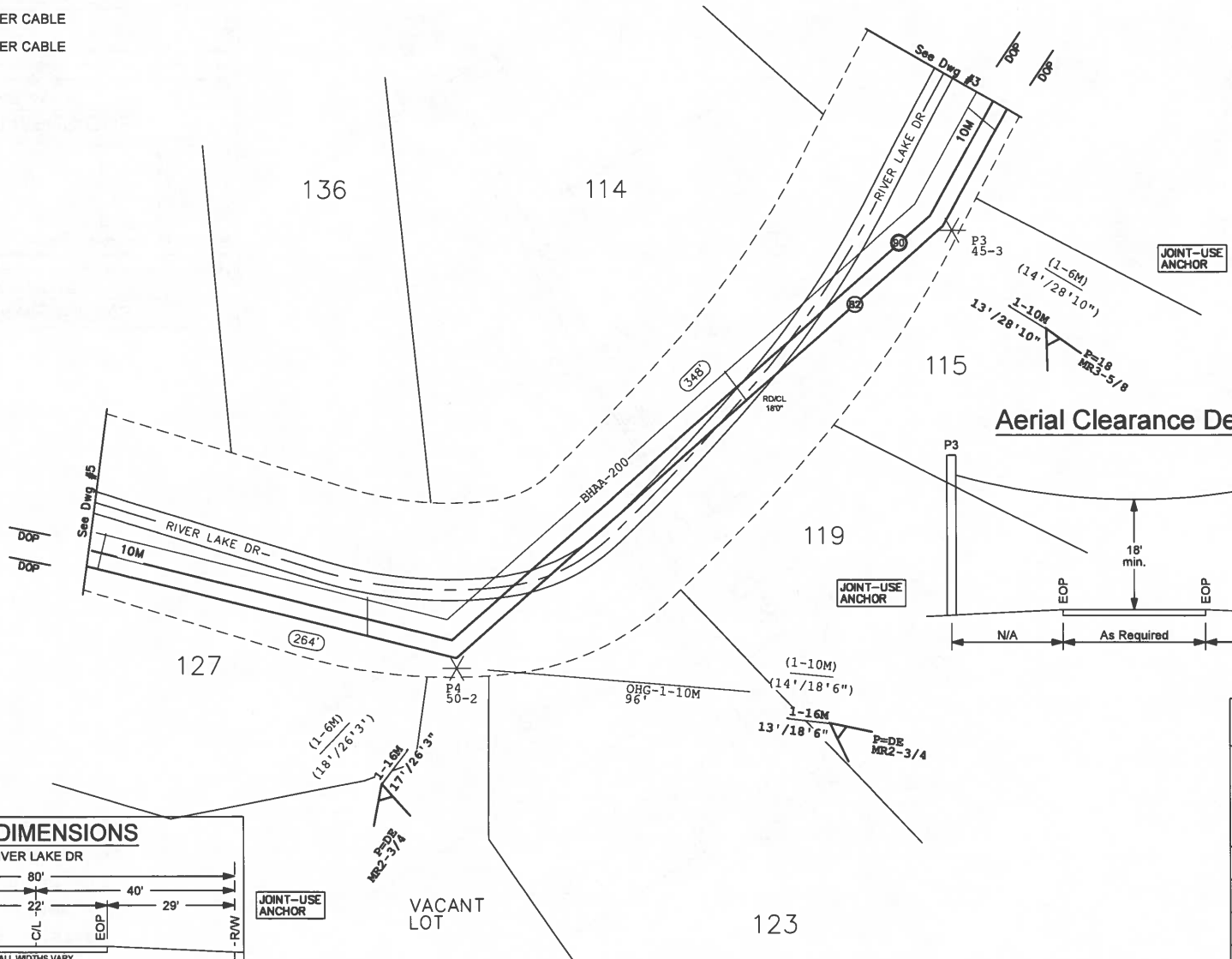


- ① PROPOSED 65' OF BURIED FIBER CABLE
- ⑨ PROPOSED 632' OF AERIAL FIBER CABLE
- ⑪ PROPOSED 65' OF BURIED FIBER CABLE
- ⑫ PROPOSED 1304' OF AERIAL FIBER CABLE
- ⑳ PROPOSED 2952' OF AERIAL FIBER CABLE

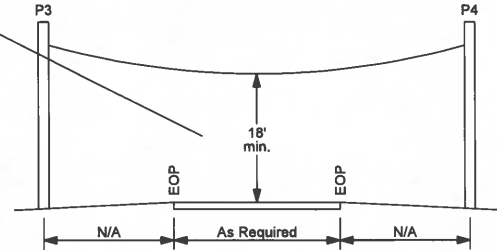


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103 RIVER LAKE DR	
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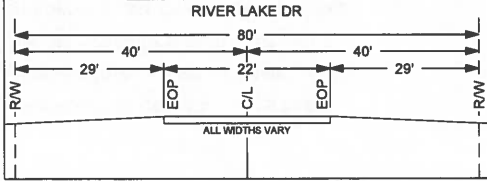
- 82 PROPOSED AERIAL FIBER CABLE
- 90 PROPOSED AERIAL FIBER CABLE



Aerial Clearance Detail



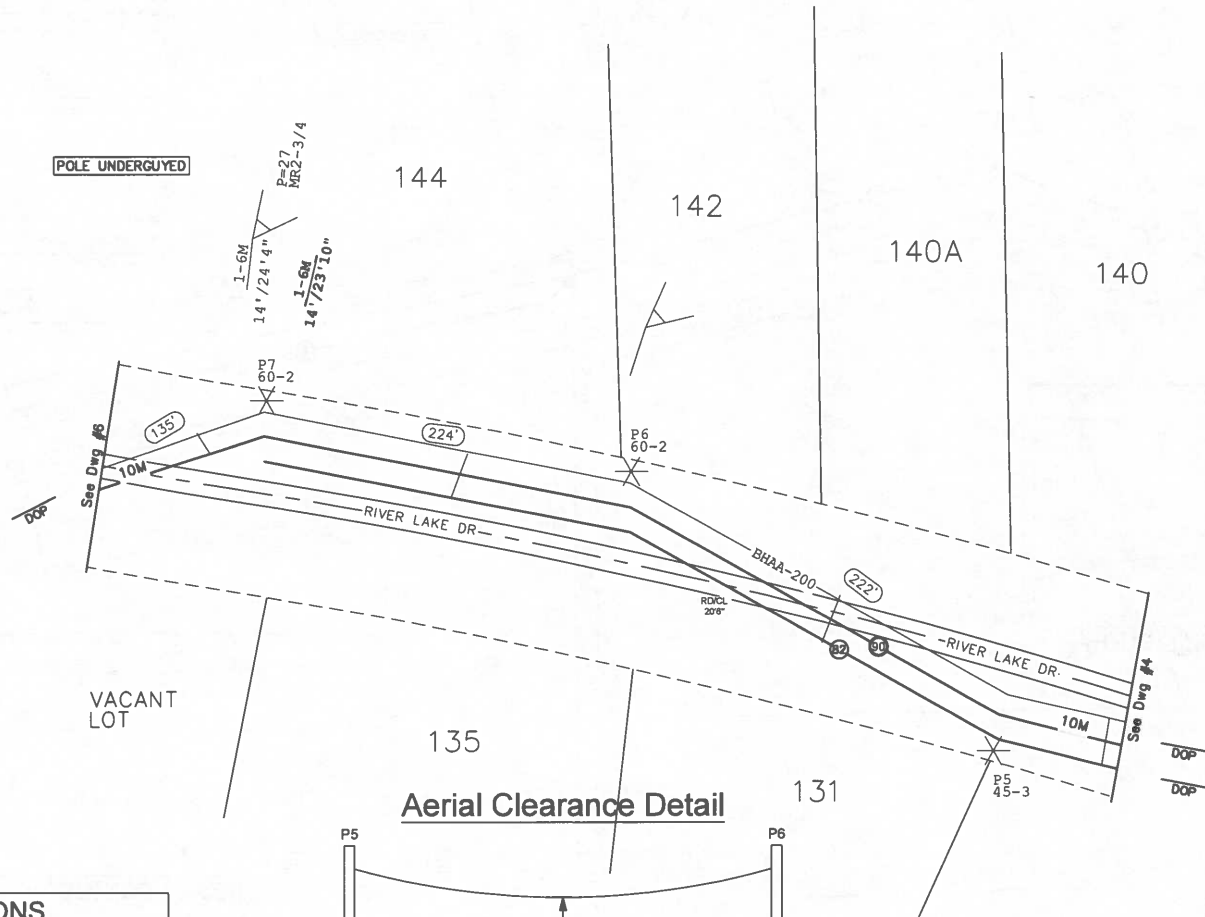
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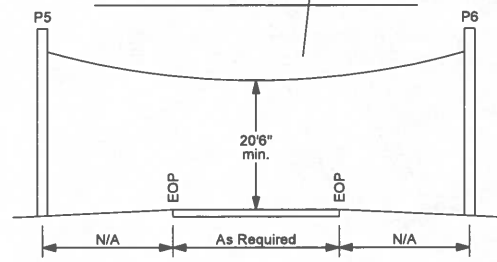
AT&T	
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103 RIVER LAKE DR	
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Phone:	404-765-6822
Project #:	A02D3T8
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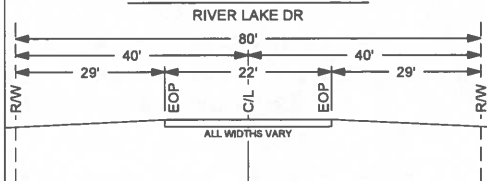
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- ⓓ PROPOSED AERIAL FIBER CABLE



Aerial Clearance Detail



ROW DIMENSIONS

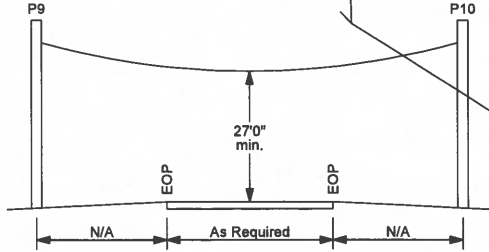


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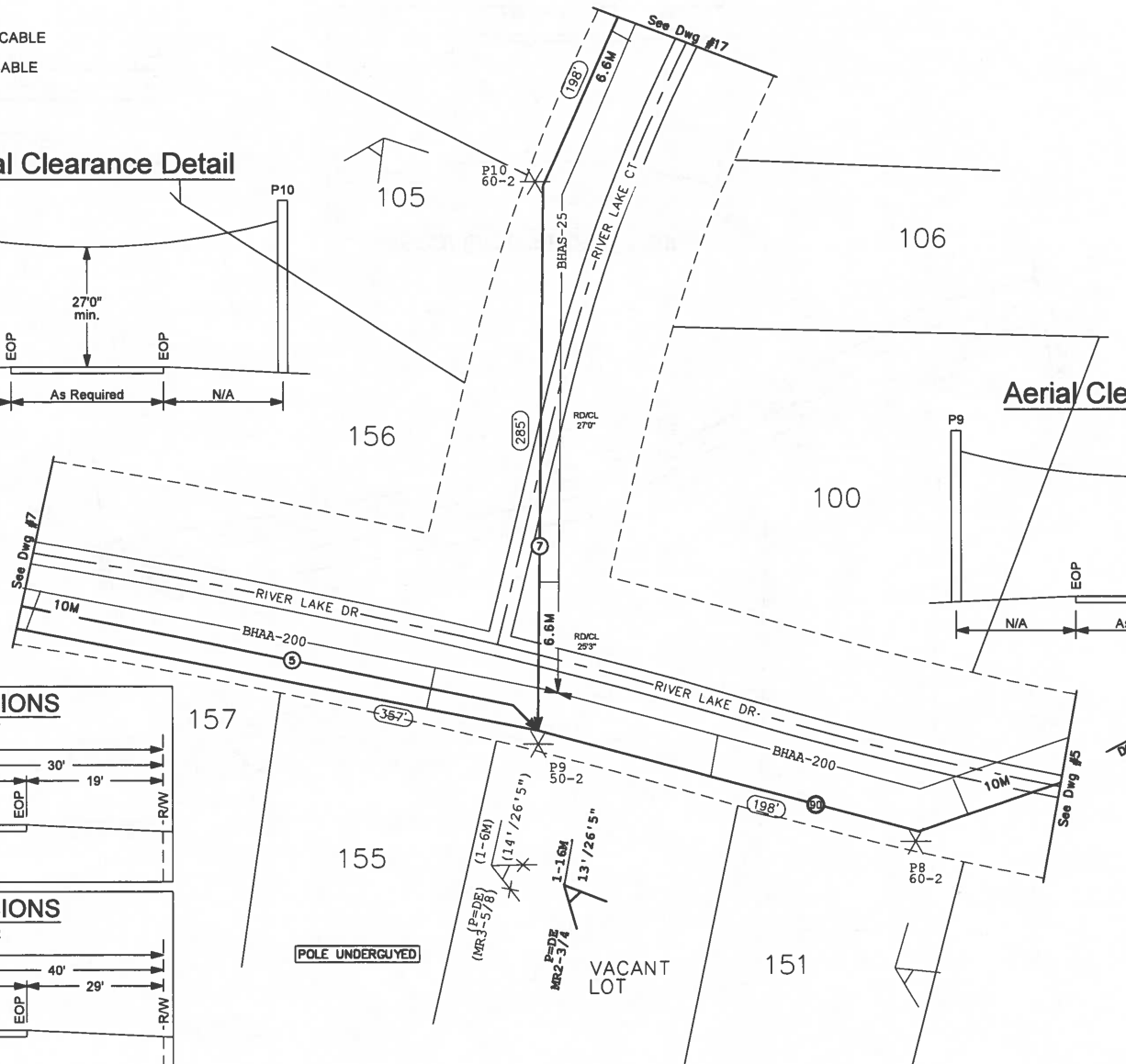
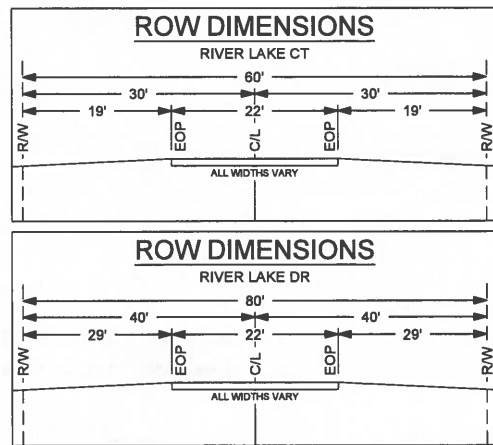
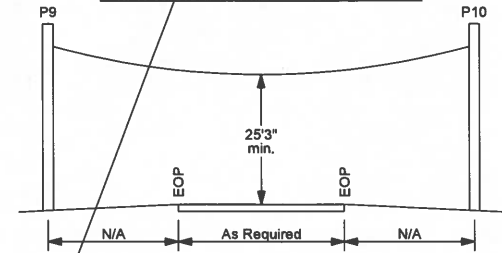
- ⑤ PROPOSED 1359' OF AERIAL FIBER CABLE
- ⑦ PROPOSED 884' OF AERIAL FIBER CABLE
- ⑨ PROPOSED AERIAL FIBER CABLE



Aerial Clearance Detail



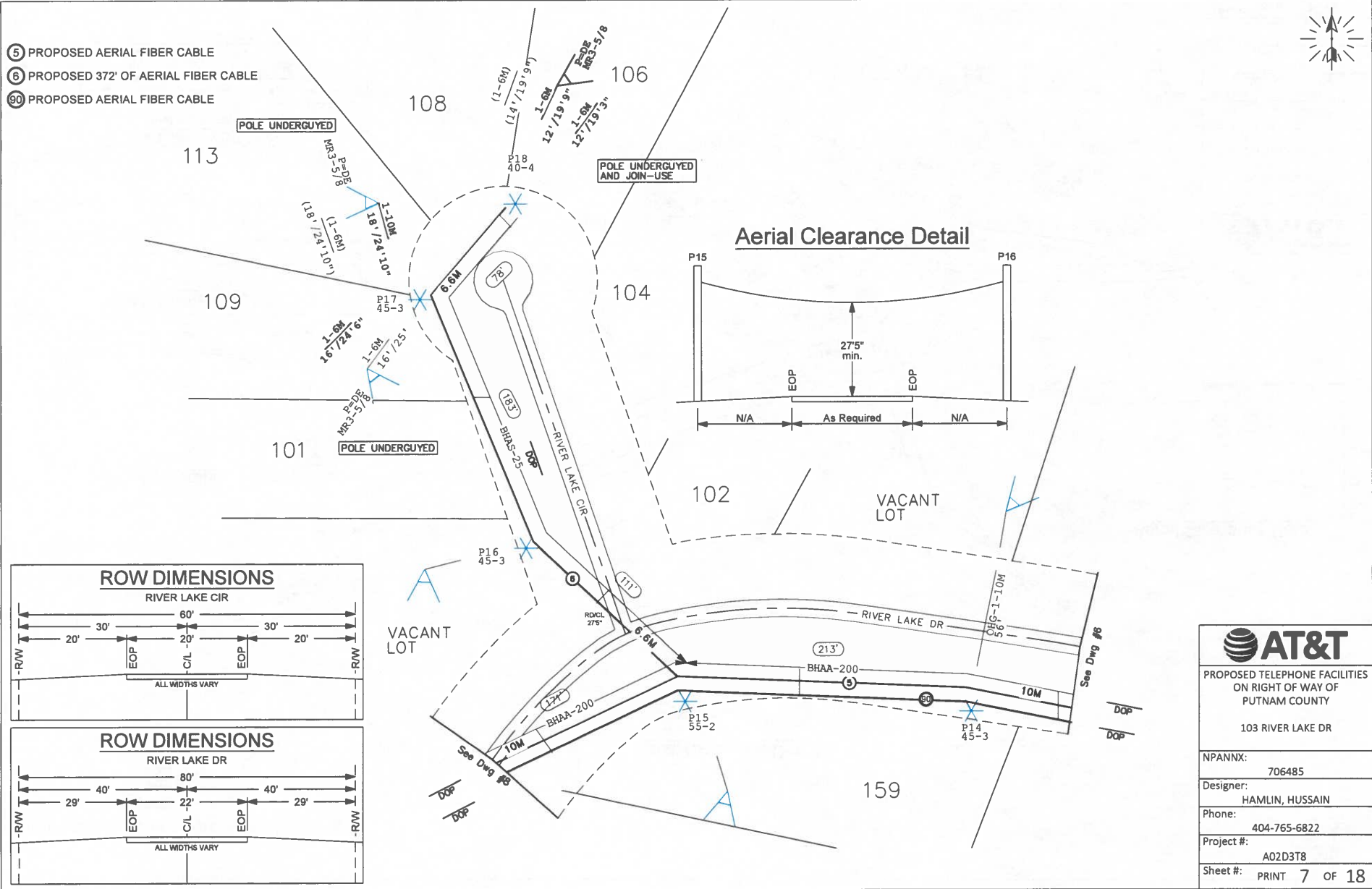
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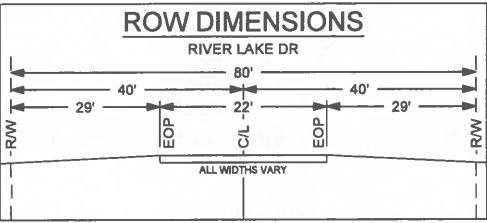
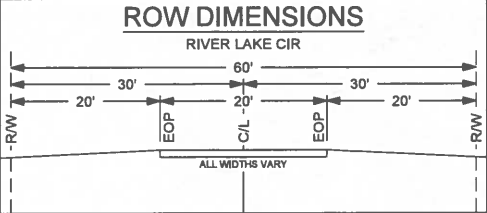
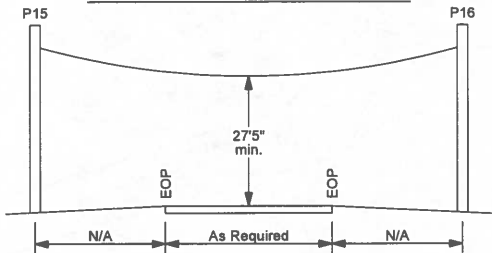
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Sheet #:	PRINT 6 OF 18



- ⑤ PROPOSED AERIAL FIBER CABLE
- ⑥ PROPOSED 372' OF AERIAL FIBER CABLE
- ⑧ PROPOSED AERIAL FIBER CABLE



Aerial Clearance Detail

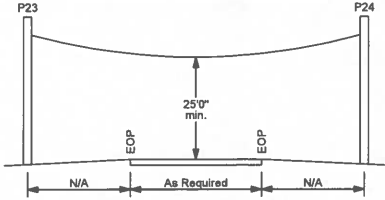


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PROPOSED TELEPHONE FACILITIES ON RIGHT OF WAY OF PUTNAM COUNTY	
103 RIVER LAKE DR	
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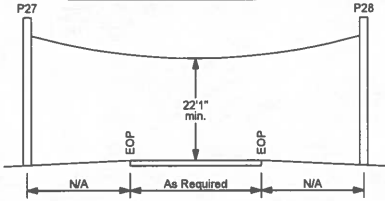


- ② PROPOSED 2531' OF AERIAL FIBER CABLE
- ⑨ PROPOSED AERIAL FIBER CABLE

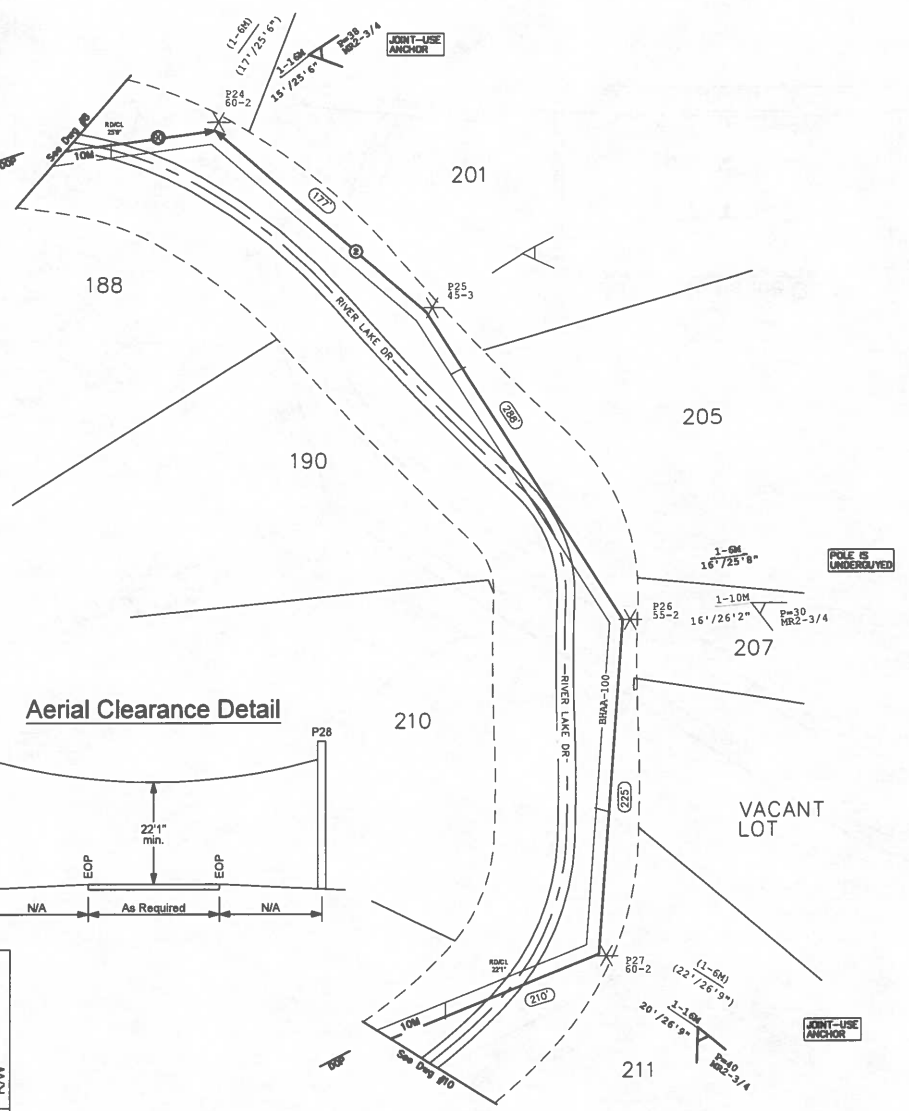
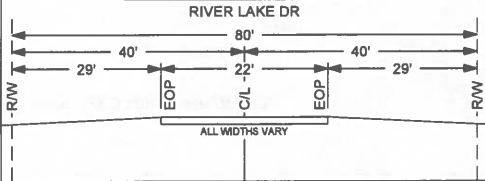
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Aerial Clearance Detail



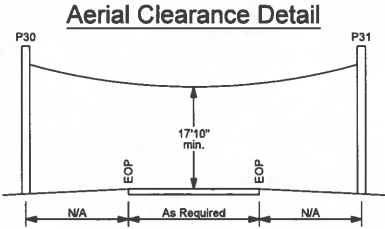
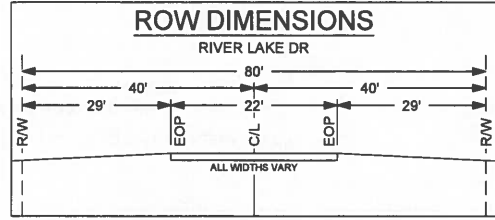
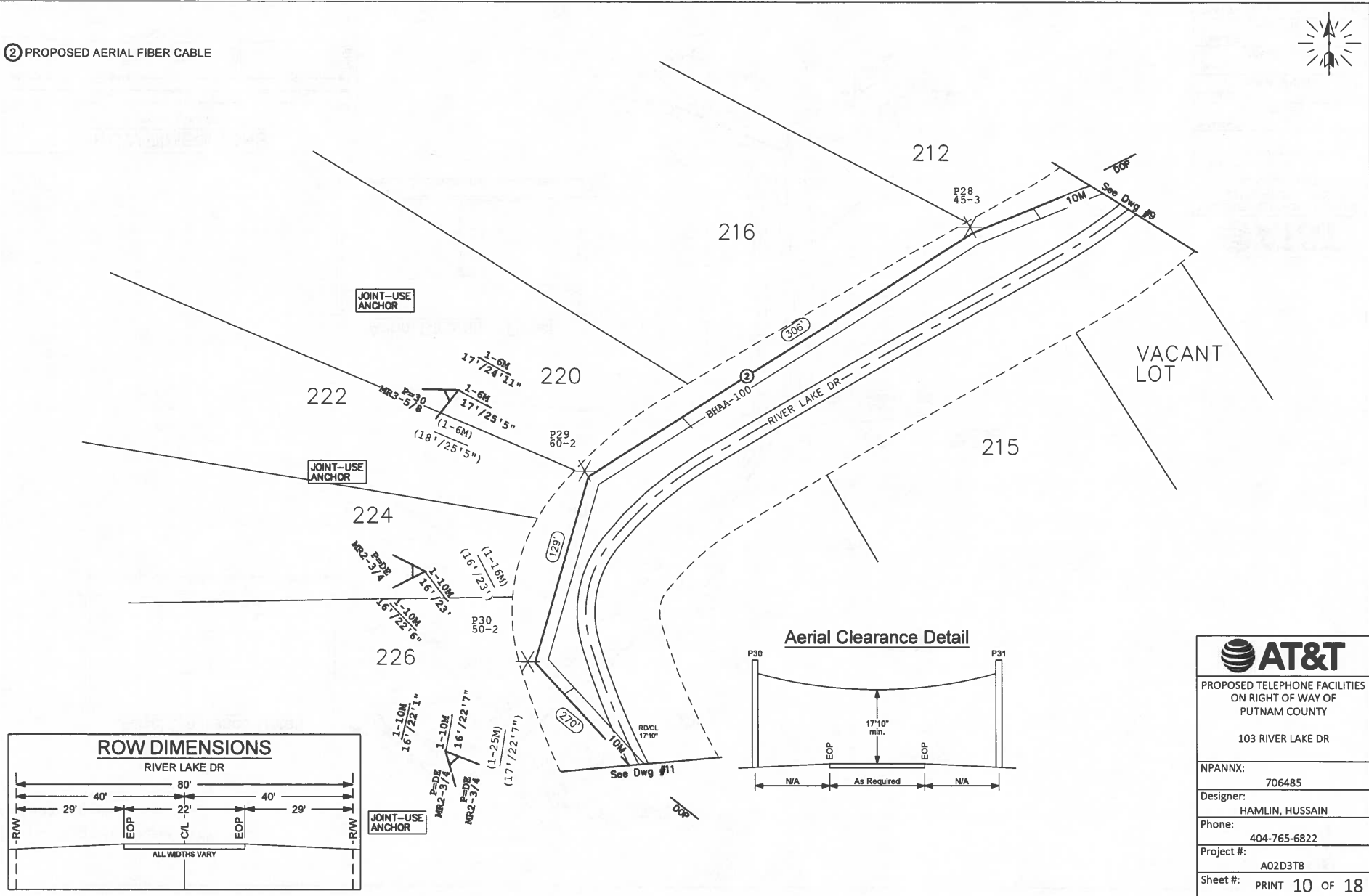
ROW DIMENSIONS



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PROPOSED TELEPHONE FACILITIES ON RIGHT OF WAY OF PUTNAM COUNTY	
103 RIVER LAKE DR	
NPANNX:	706485
Designer:	HAMLIN, HUSSAIN
Phone:	404-765-6822
Project #:	A02D3T8
Sheet #:	PRINT 9 OF 18



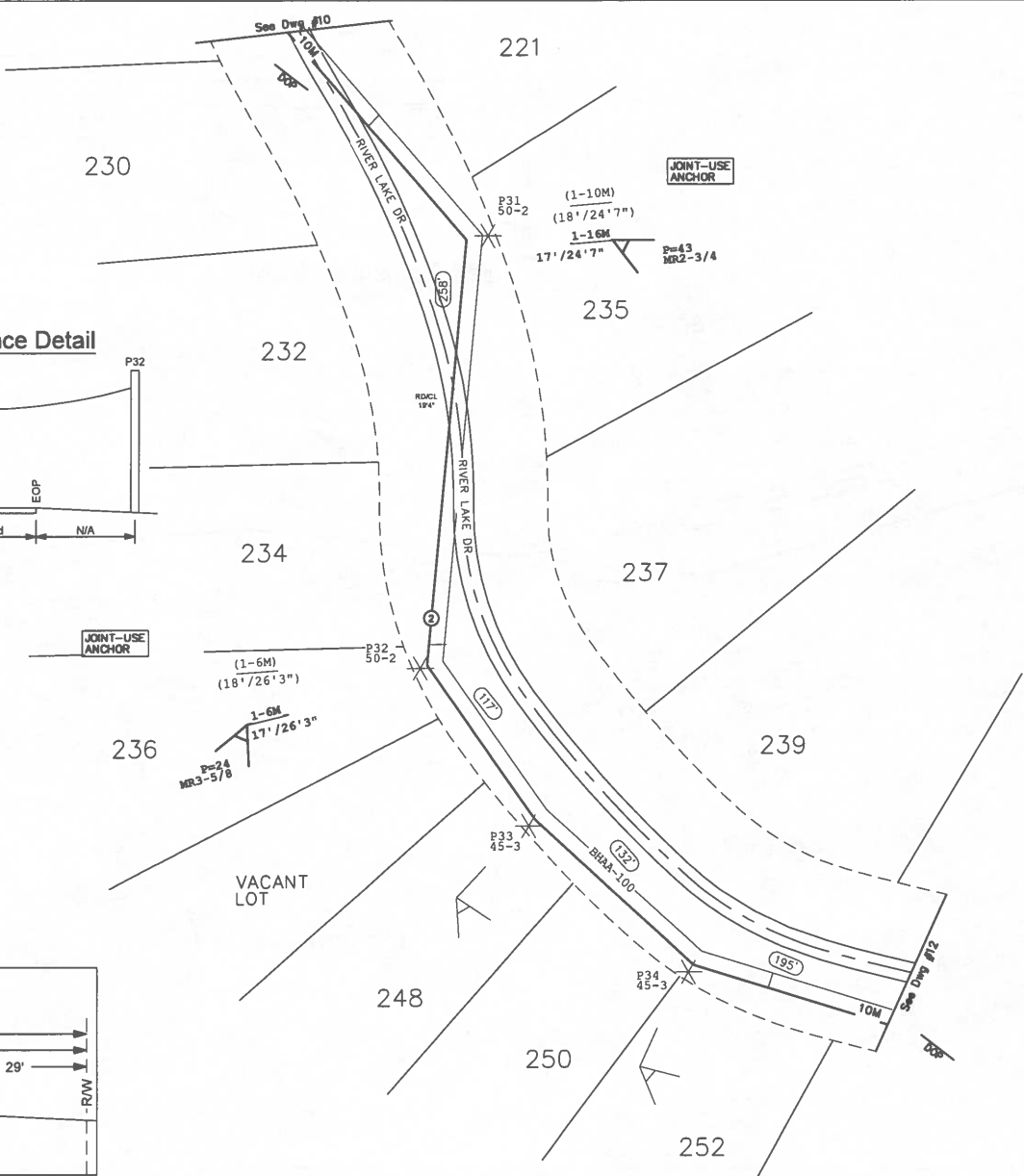
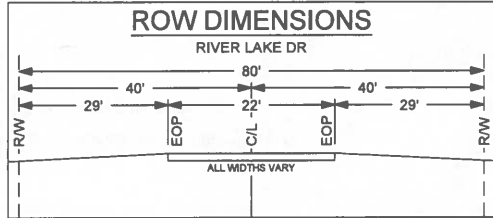
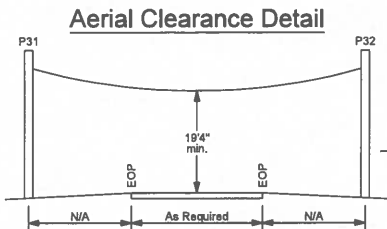
2 PROPOSED AERIAL FIBER CABLE



PROPOSED TELEPHONE FACILITIES ON RIGHT OF WAY OF PUTNAM COUNTY 103 RIVER LAKE DR	
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Designer:	HAMLIN, HUSSAIN
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Sheet #:	PRINT 10 OF 18

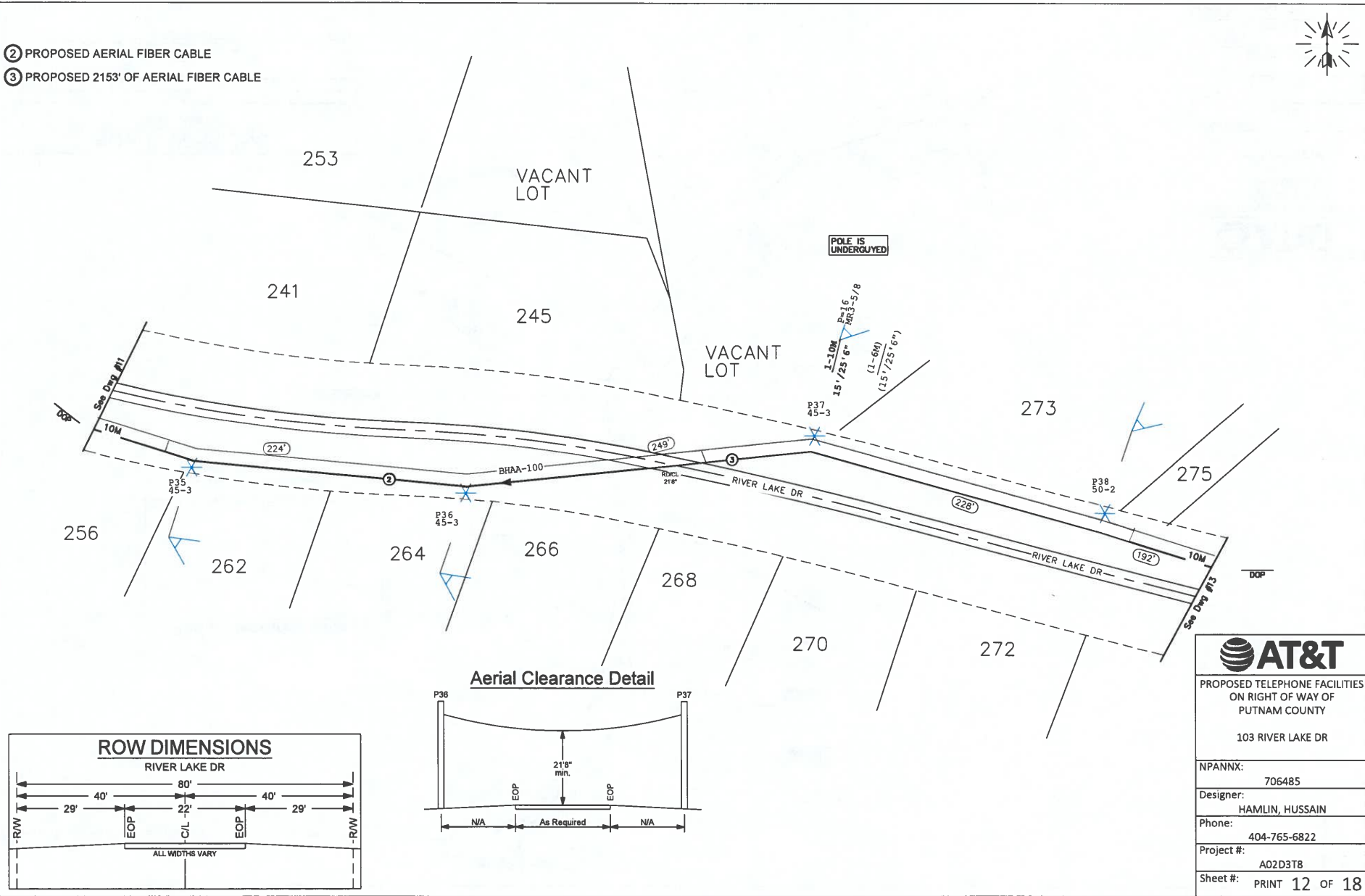


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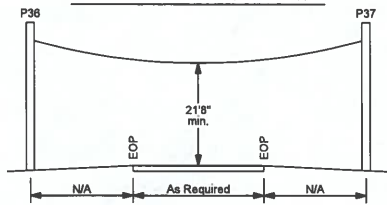


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103 RIVER LAKE DR	
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Project #:	A02D3T8
Sheet #:	PRINT 11 OF 18

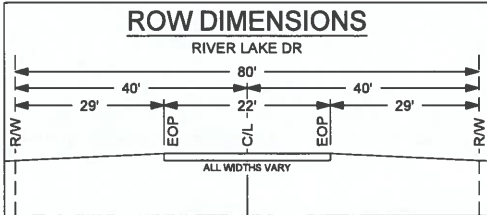
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- ③ PROPOSED 2153' OF AERIAL FIBER CABLE



Aerial Clearance Detail



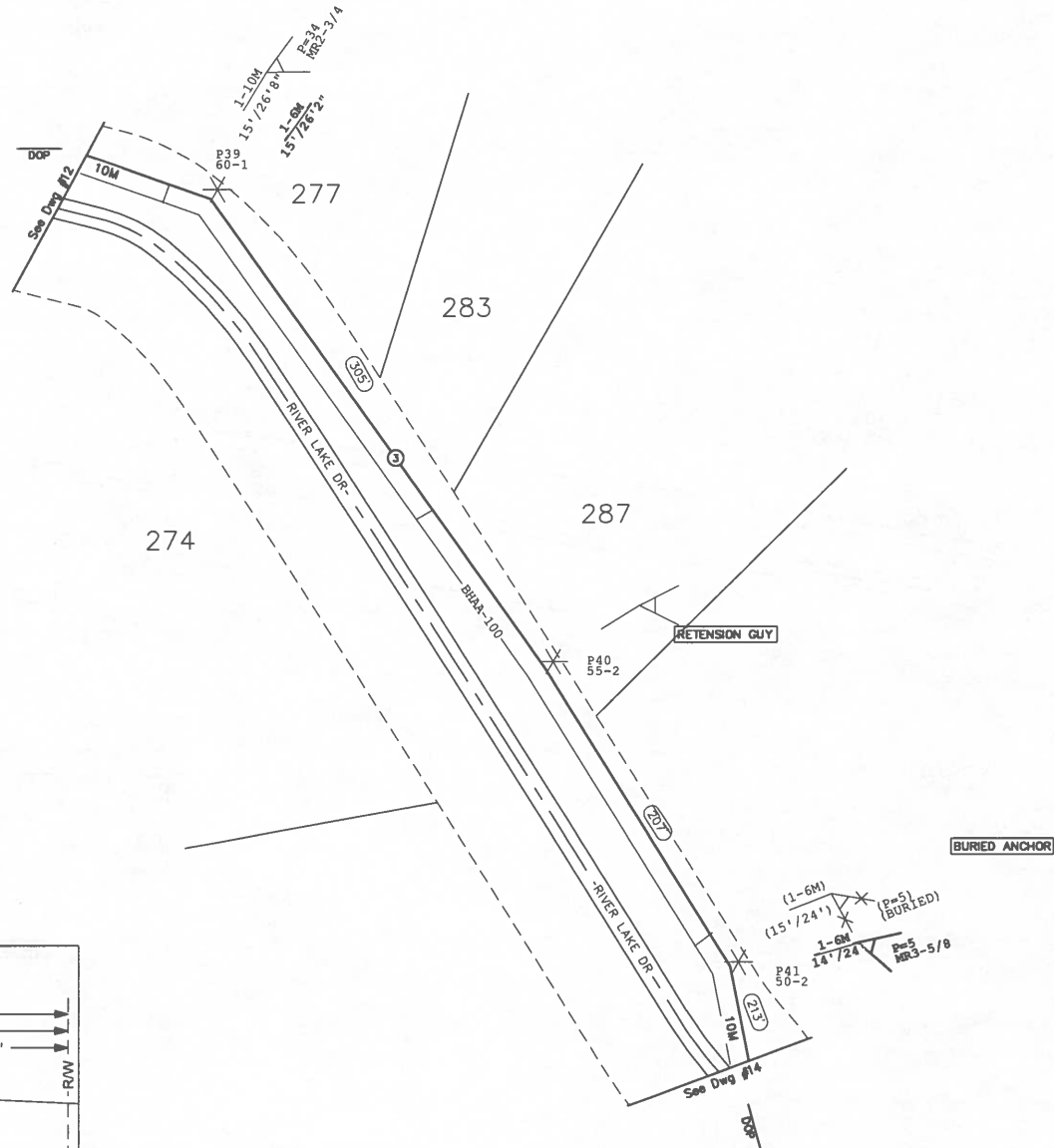
ROW DIMENSIONS



PROPOSED TELEPHONE FACILITIES ON RIGHT OF WAY OF PUTNAM COUNTY 103 RIVER LAKE DR	
NPANNX:	706485
Designer:	HAMLIN, HUSSAIN
Phone:	404-765-6822
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Sheet #:	PRINT 12 OF 18



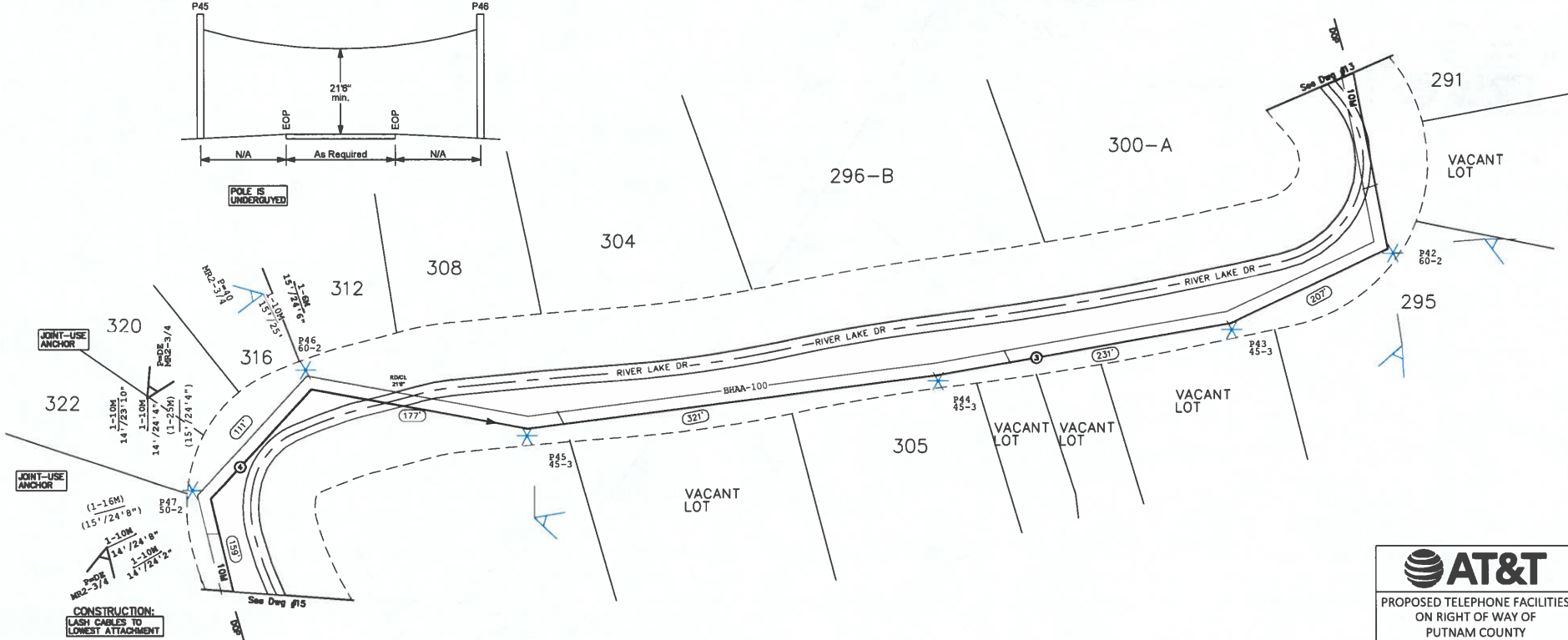
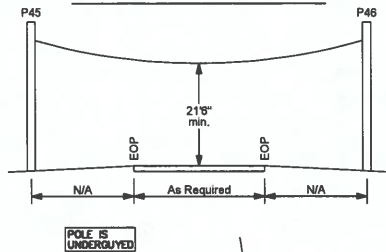
3 PROPOSED AERIAL FIBER CABLE



- ③ PROPOSED AERIAL FIBER CABLE
- ④ PROPOSED 1673' OF AERIAL FIBER CABLE

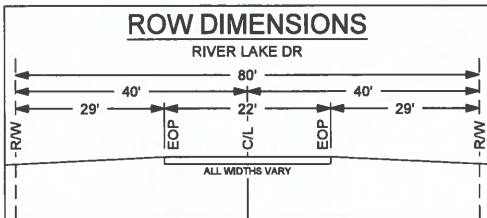


Aerial Clearance Detail



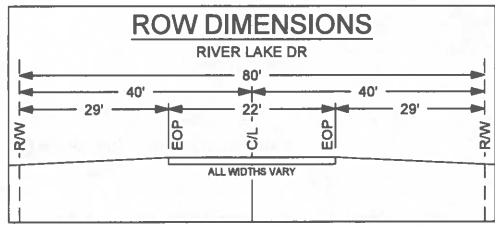
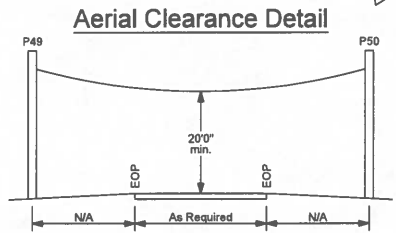
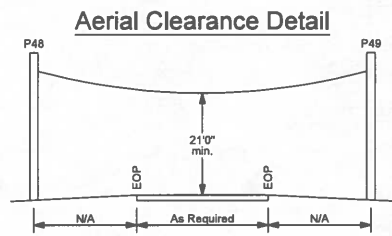
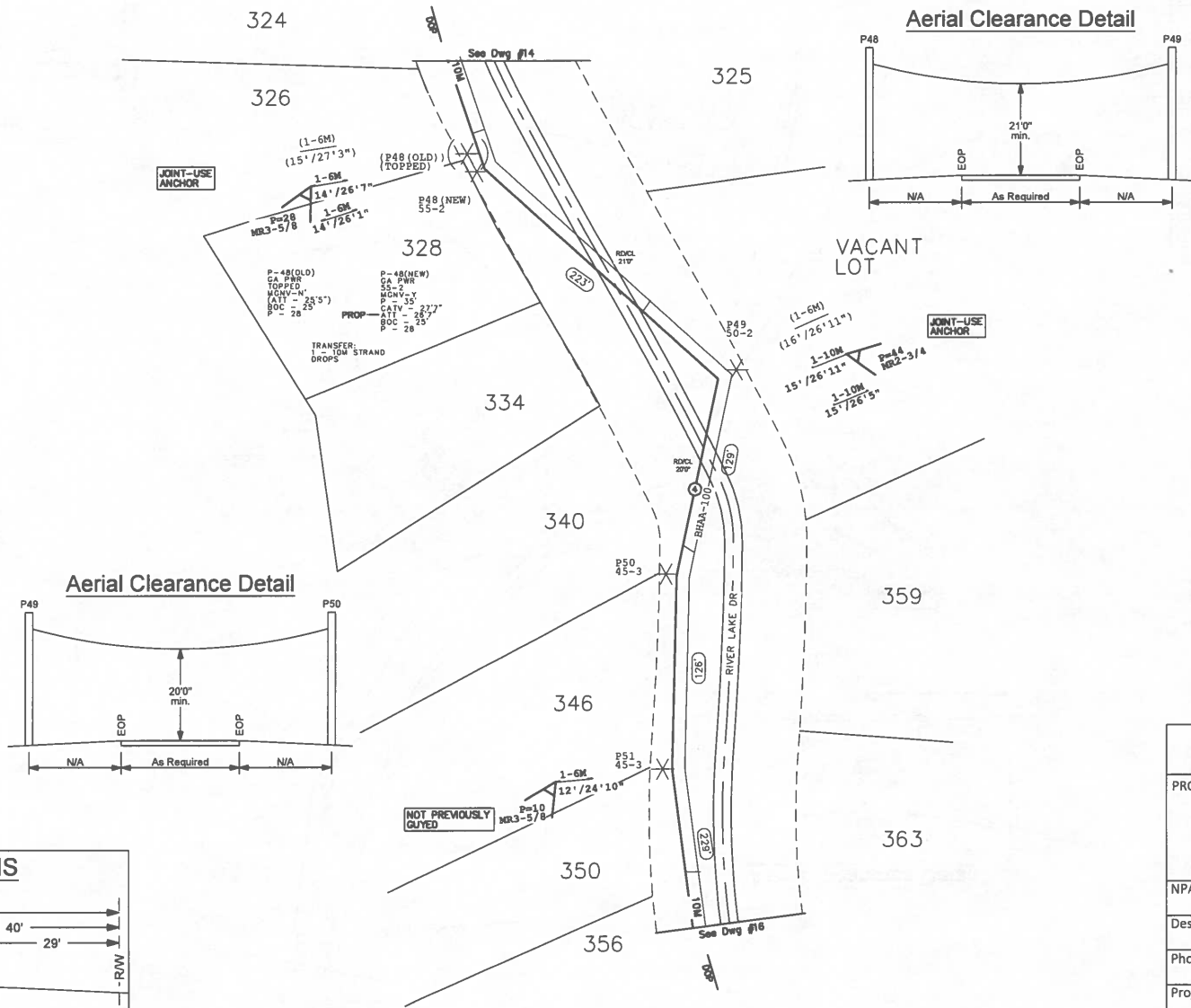
CONSTRUCTION:
LASH CABLES TO
LOWEST ATTACHMENT

ROW DIMENSIONS



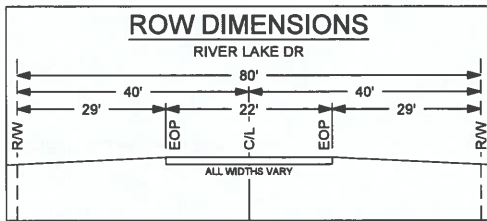
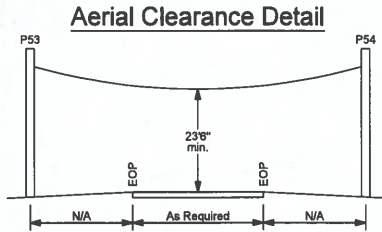
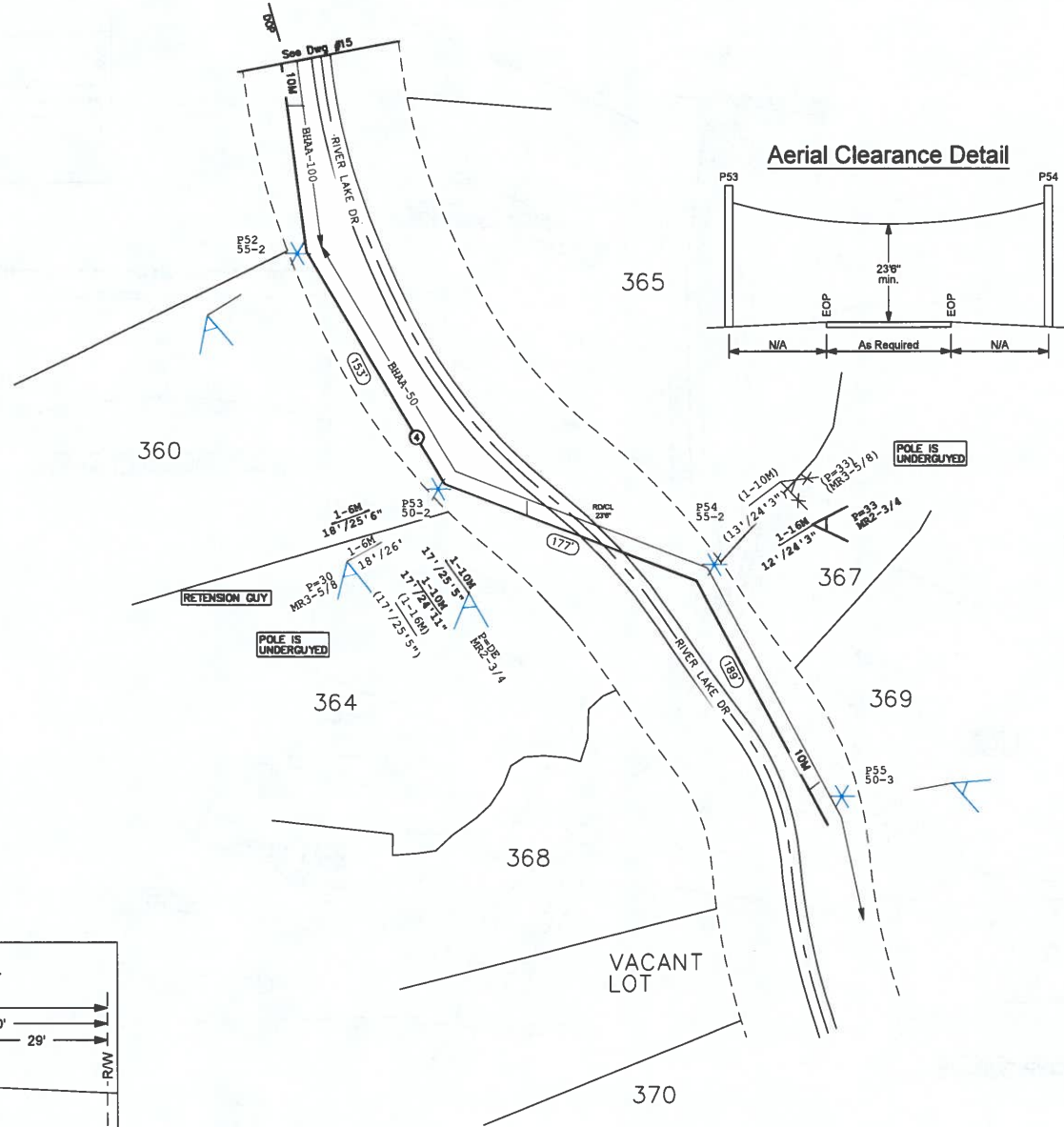
PROPOSED TELEPHONE FACILITIES ON RIGHT OF WAY OF PUTNAM COUNTY 103 RIVER LAKE DR	
NPANNX:	706485
Designer:	HAMLIN, HUSSAIN
Phone:	404-765-6822
Project #:	A02D3T8
Sheet #:	PRINT 14 OF 18

4 PROPOSED AERIAL FIBER CABLE



AT&T	
PROPOSED TELEPHONE FACILITIES ON RIGHT OF WAY OF PUTNAM COUNTY	
103 RIVER LAKE DR	
NPANNX:	706485
Designer:	HAMLIN, HUSSAIN
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Project #:	A02D3T8
Sheet #:	PRINT 15 OF 18

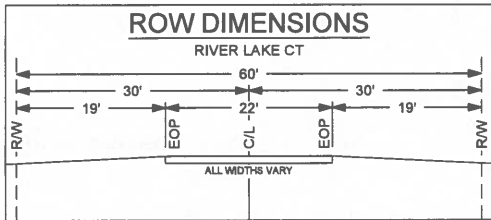
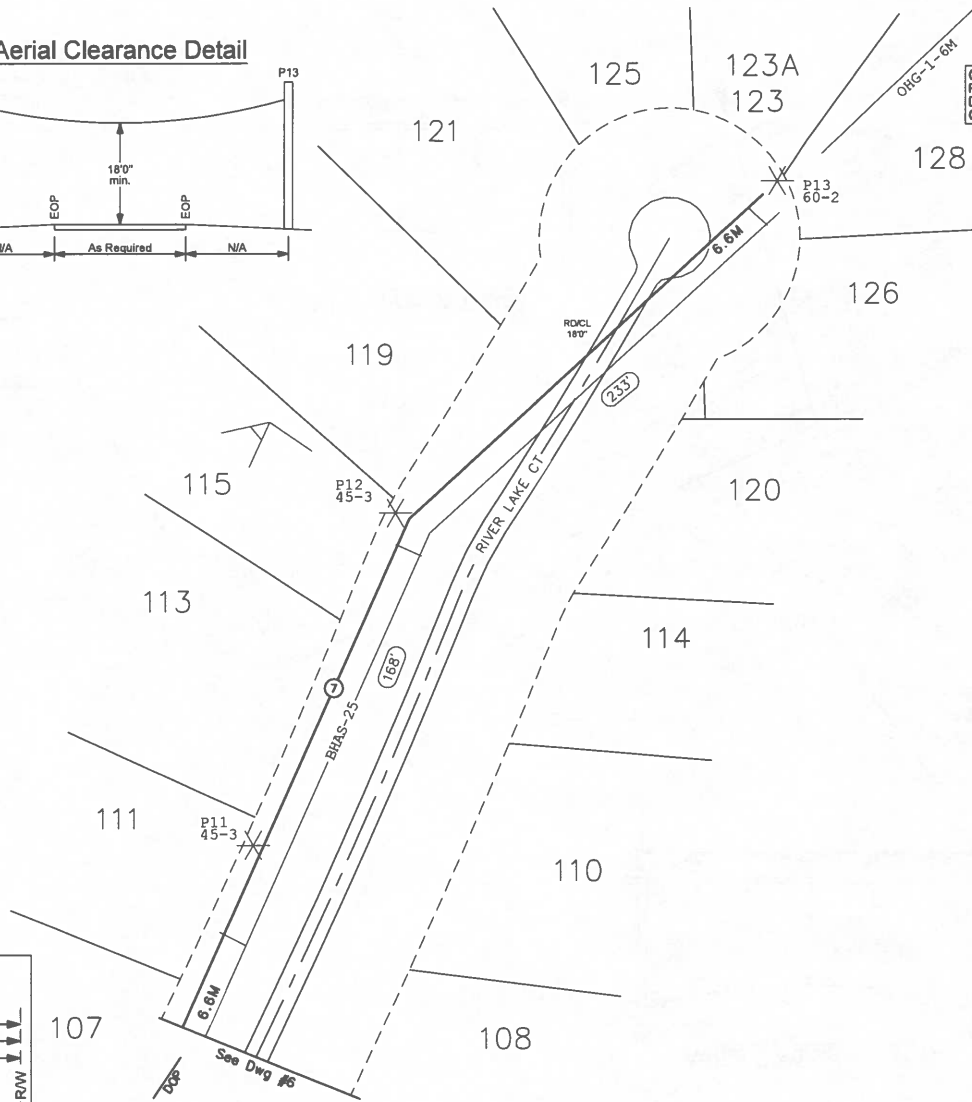
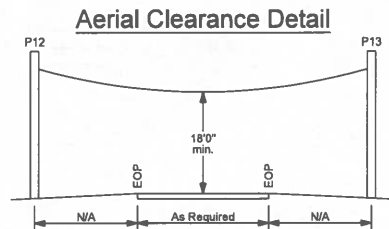
④ PROPOSED AERIAL FIBER CABLE



AT&T	
PROPOSED TELEPHONE FACILITIES ON RIGHT OF WAY OF PUTNAM COUNTY 103 RIVER LAKE DR	
NPANNX:	706485
Designer:	HAMLIN, HUSSAIN
Phone:	404-765-6822
Project #:	A02D3T8
Sheet #:	PRINT 16 OF 18



7 PROPOSED AERIAL FIBER CABLE

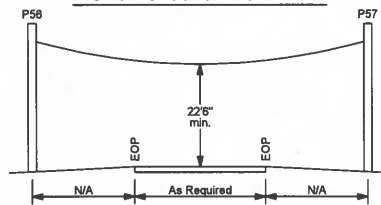


PROPOSED TELEPHONE FACILITIES ON RIGHT OF WAY OF PUTNAM COUNTY	
103 RIVER LAKE DR	
NPANNX:	706485
Designer:	HAMLIN, HUSSAIN
Phone:	404-765-6822
Project #:	A02D3T8
Sheet #:	PRINT 17 OF 18



9 PROPOSED AERIAL FIBER CABLE

Aerial Clearance Detail



5 VACANT LOT

464

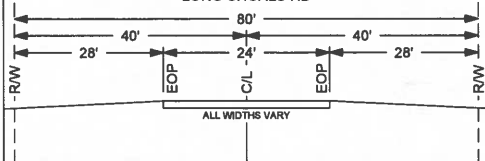
POLE IS UNDERGUYED

1-10M
15' / 21"
R/PDE
MR-2-3 / 4
(1-8W)
(15' / 19' 10")
1-10M
15' / 19' 10"

100

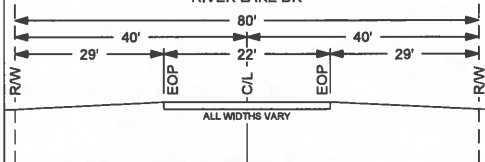
ROW DIMENSIONS

LONG SHOALS RD

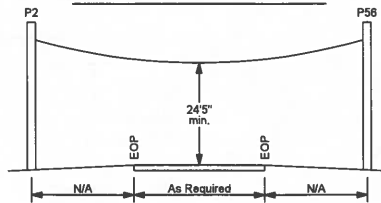


ROW DIMENSIONS

RIVER LAKE DR



Aerial Clearance Detail



P57
45-3

RDCL
22'

BARE STRAND (218)

LONG SHOALS RD

P56
40-4

RDCL
24'

RIVER LAKE DR
SR-5B924M-024

PROPOSED TELEPHONE FACILITIES ON RIGHT OF WAY OF PUTNAM COUNTY 103 RIVER LAKE DR	
NPANNX:	706485
Designer:	HAMLIN, HUSSAIN
Phone:	404-765-6822
Project #:	A02D3T8
Sheet #:	PRINT 18 OF 18

File Attachments for Item:

14. Discussion and possible action on ordinance for HB 300 (staff-CA)

Section 2-54 - Compensation.

- a. Immediately upon the effective date of the repeal of any local act setting the compensation for members of the Board of Commissioner, and thereafter, compensation for the members of the Board of Commissioners shall be as follows:
 1. The chairperson shall receive a salary of \$750.00 per month.
 2. Each commissioner other than the chairperson shall receive a salary of \$650.00 per month.
- b. All compensation provided for in this section shall be payable monthly and shall be paid from county funds. Except as otherwise provided in subsection (d) of this section, the compensation provided for in this subsection shall constitute the entire compensation from all public sources to which the chairperson or commissioners shall be entitled, unless otherwise provided for by state law. The chairperson and commissioners shall not be entitled to any further compensation for serving on any boards or authorities by virtue of their office.
- c. Expenses for official county business incurred outside of the county are to be reimbursed to the commissioners at the same rate as county employees.
- d. Pursuant to O.C.G.A. § 36-1-11.1, as amended, members of the governing authority, as well as the dependents and beneficiaries of such officials, shall be entitled to receive, upon their election and in the same manner as provided county personnel, group health, life, disability, and liability insurance, retirement or pension coverage, social security and employment security coverage, or other similar or related employment benefits, as offered by the governing authority.

File Attachments for Item:

15. Discussion and possible action regarding Permission to Drill - Inquiry and Discovery (Rick McAllister)

December 15, 2023

Mrs. Lauren K. Sprayberry
Oconee Overlook, LLC
6350 Lake Oconee Parkway, Ste. 110 PMB 33
Greensboro, Georgia 30642

RE: Oconee Overlook, LLC Putnam County Parcel# 104-032
Permission to drill – Inquiry and Discovery

This letter is a certification from Putnam County, Georgia that the proposed project planned for parcel 104-032 is within the jurisdiction of Putnam County. In addition, we are in concurrence with the development of a privately- owned community public water supply system for the project.

Putnam County also has no knowledge of active or abandoned landfills on or near this parcel.

Thanks,