



# PUTNAM COUNTY PLANNING & DEVELOPMENT

117 Putnam Drive, Suite B ♦ Eatonton, GA 31024

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

## Agenda

Thursday, January 04, 2024 ♦ 6:30 PM

*Putnam County Administration Building – Room 203*

The Putnam County Planning & Zoning Commission will conduct a public hearing meeting on January 4, 2024 at 6:30 PM in the Putnam County Administration Building, 117 Putnam Drive, Room 203, Eatonton, GA. The following agenda will be considered:

### Opening

1. Call to Order
2. Attendance
3. P&Z Rules of Procedures

### Minutes

4. Approval of Minutes- 12/7/2023

### Requests

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].\*

### New Business

#### **Approval of 2024 P&Z Public Hearing Schedule and Deadlines**

### Adjournment

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

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

\*The Putnam County Board of Commissioners will hear these agenda items on January 16, 2024 at 6:00 P.M., in the Putnam County Administration Building, 117 Putnam Drive, Room 203, Eatonton, GA 31024.

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

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

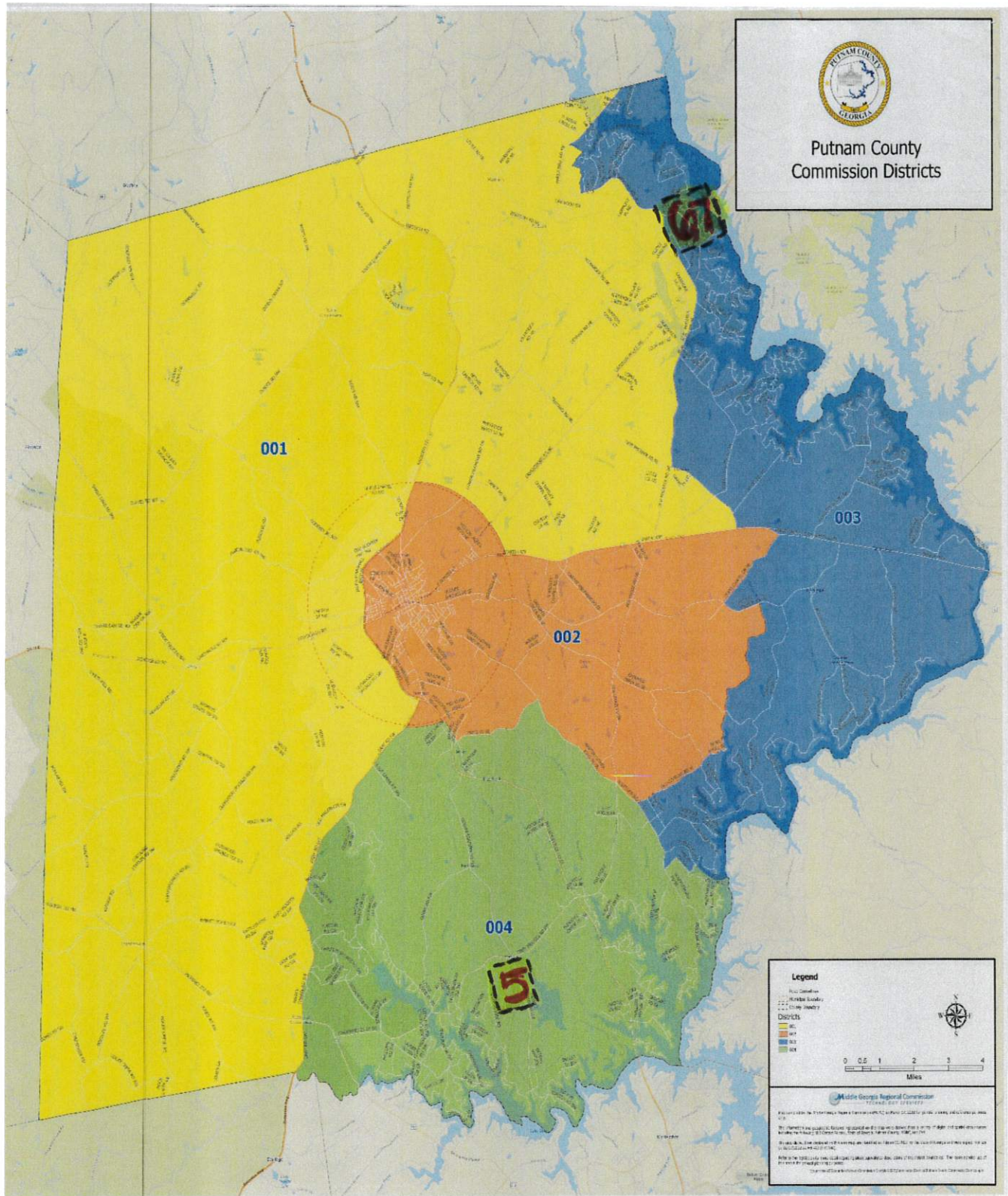
The Board of Commissioners' hearing will be conducted pursuant to O.C.G.A. 50-14-1 and Section 66-159 of the Putnam County Code of Ordinances and meets the requirements of the Zoning Procedures Laws established in O.C.G.A 36-66.

Individuals with disabilities who require certain accommodations in order to allow them to observe and/or participate in this meeting, or who have questions regarding the accessibility of the meeting or the facilities

are required to contact the ADA Compliance Officer, at least three business days in advance of the meeting at 706-485-2776 to allow the County to make reasonable accommodations for those persons.

**File Attachments for Item:**

5. Request by **Bobby J. Wilder** for a conditional use at 641 Dennis Station Road. Presently zoned AG. **[Map 082, Parcel 059, District 4].\***



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## APPLICATION CONDITIONAL USE

PLAN 2022- Cond-2

### Application Information

(same as owner Yes  No )

Name: Bobby J. Wilder

Address: 141 Casters Branch Rd  
Eatonton, GA 31024

Phone: 404 557 9413

Email: wild65gto@gmail.com

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	<u>8/24/23</u>	FEE: \$ <u>220.00</u>	CK. NO. <u>648</u>	CASH _____	C. CARD _____	INITIALS <u>afw</u>
RECEIPT #	_____					
DATE OF NEWSPAPER AD:	<u>12-14-23</u>	DATE SIGN POSTED:	_____			
PLANNING & ZONING HEARING:	<u>1-4-24</u>	RESULT:	_____			
COMMISSIONERS'/CITY COUNCIL HEARING:	<u>1-16-24</u>	RESULT:	_____			

RECEIVED AUG 29 2023 *GW*



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## 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  
24<sup>th</sup> day of August 20 23.

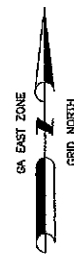


eFiled & eRecorded  
 DATE: 10/12/2023  
 TIME: 9:43 AM  
 PLAT BOOK: 00038  
 PAGE: 00166  
 RECORDING FEES: \$10.00  
 PARTICIPANT ID: 42.17088038  
 CLERK: Trevor J. Addison  
 Putnam County, GA

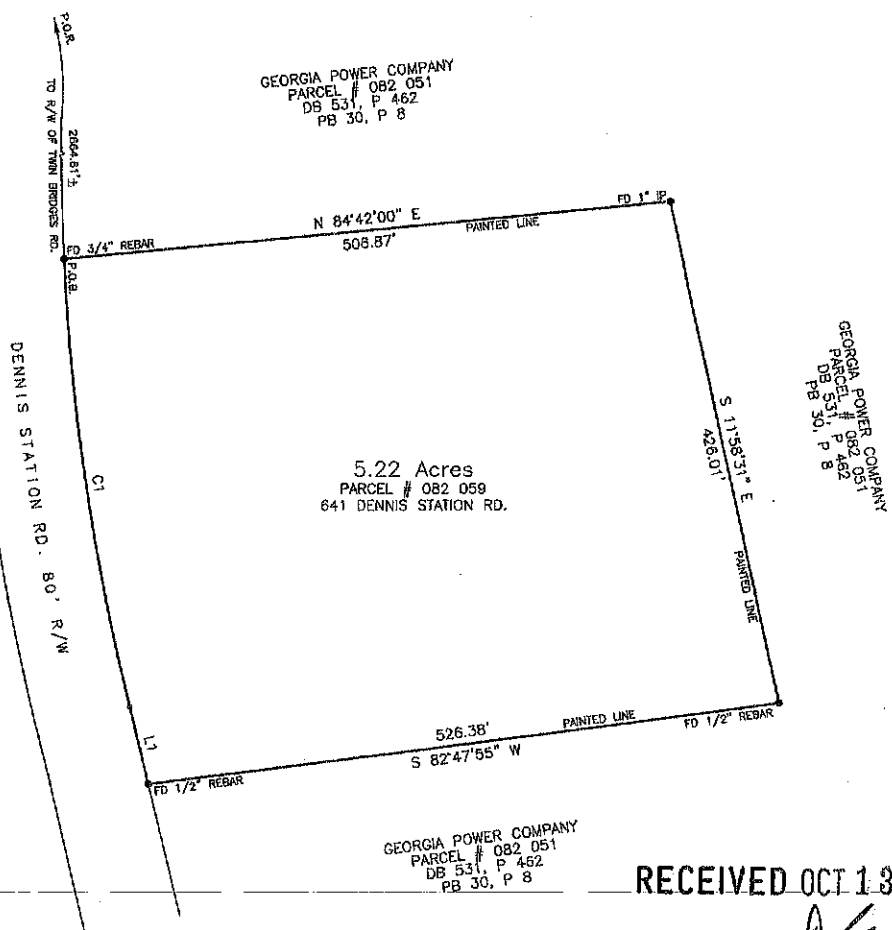
Reserved for The Clerk of Superior Court

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

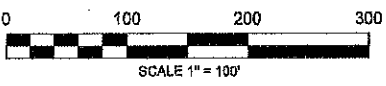
2ND LAND DISTRICT  
 LAND LOT 193  
 PUTNAM COUNTY  
 GEORGIA

**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 Total 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

**NOTES:**

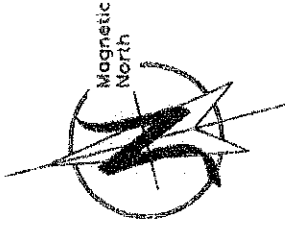
- 1) The surveyor whose seal is hereto attached has made no investigation or independent search for encumbrances of record, encumbrances, restrictive covenants, ownership title evidence, or any other facts that an accurate and current title search may disclose. Matters of title are excepted.
- 2) The 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 PLATED AND HAS BEEN PREPARED IN CONFORMITY WITH THE MINIMUM STANDARDS AND REQUIREMENTS OF THE GEORGIA PLAT LAW.

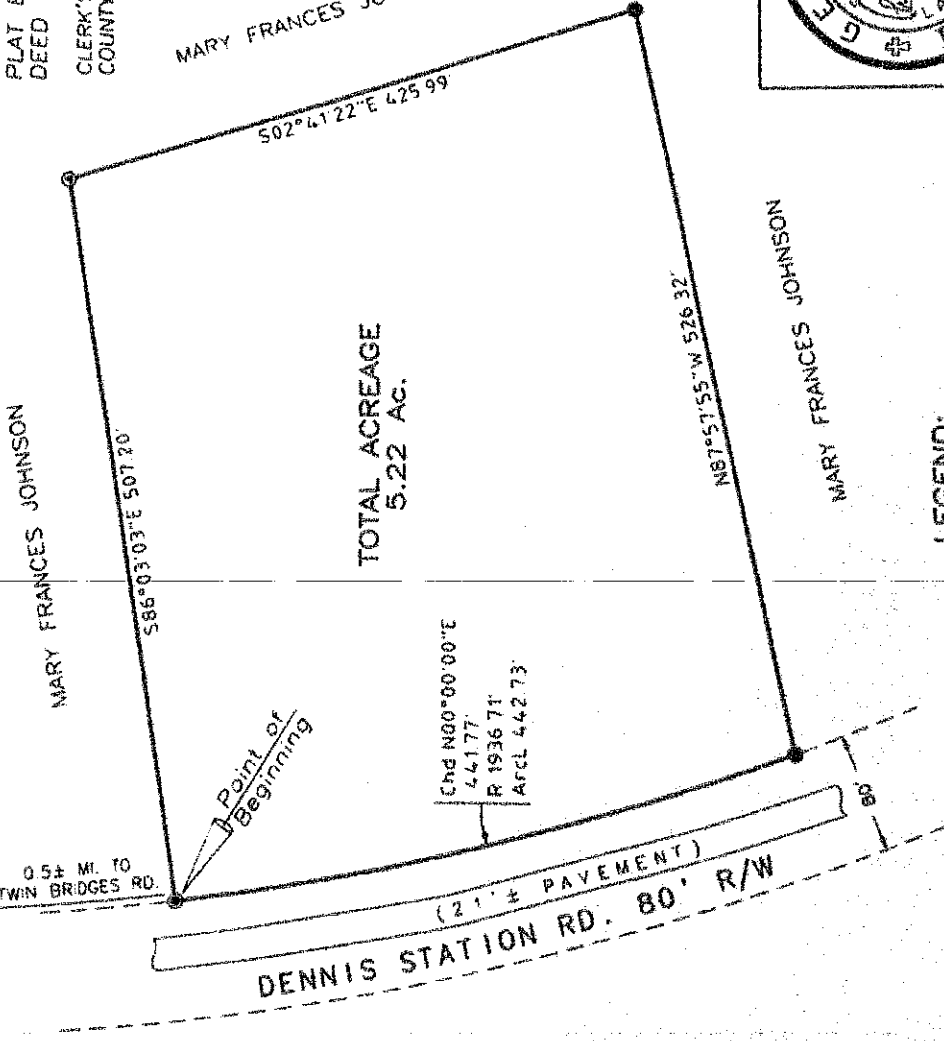
THE FIELD DATA UPON WHICH THIS MAP OR PLAT IS BASED HAS A CLOSURE PRECISION OF ONE FOOT IN 15,000+ FEET AND AN ANGULAR ERROR OF 30 SECONDS PER ANGLE POINT, AND WAS ADJUSTED USING THE COMPASS RULE. THIS MAP OR PLAT HAS BEEN CALCULATED FOR CLOSURE AND IS FOUND TO BE ACCURATE WITHIN ONE FOOT IN 80,000+ FEET.

**REFERENCES:**

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



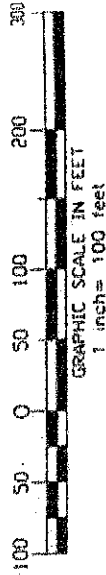
MARY FRANCES JOHNSON



TOTAL ACREAGE  
5.22 AC.

**LEGEND:**

- - 1" IRON PIN FOUND
- - 1/2" IRON PIN FOUND
- - 3/4" 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 693 Dunlap Rd. Suite B  
Milledgeville GA 31051  
512-453-3454

Equipment Used  
Linear: Leica TCA05  
Angular: Leica TC805



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:

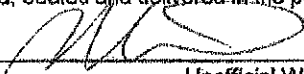
**BEGINNING** at a point located on the northeasterly right of way of Dennis Station Road (80' right of way\_ said point being 0.5 miles more or less southerly along the easterly right of way line of Dennis Station Road from the intersection of the easterly right of way line of Dennis Station Road and 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 868 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.

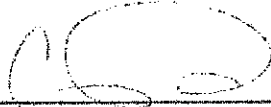
SUBJECT to all zoning ordinances, easements and restrictions of record affecting said premises.


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]





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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: \_\_\_\_\_

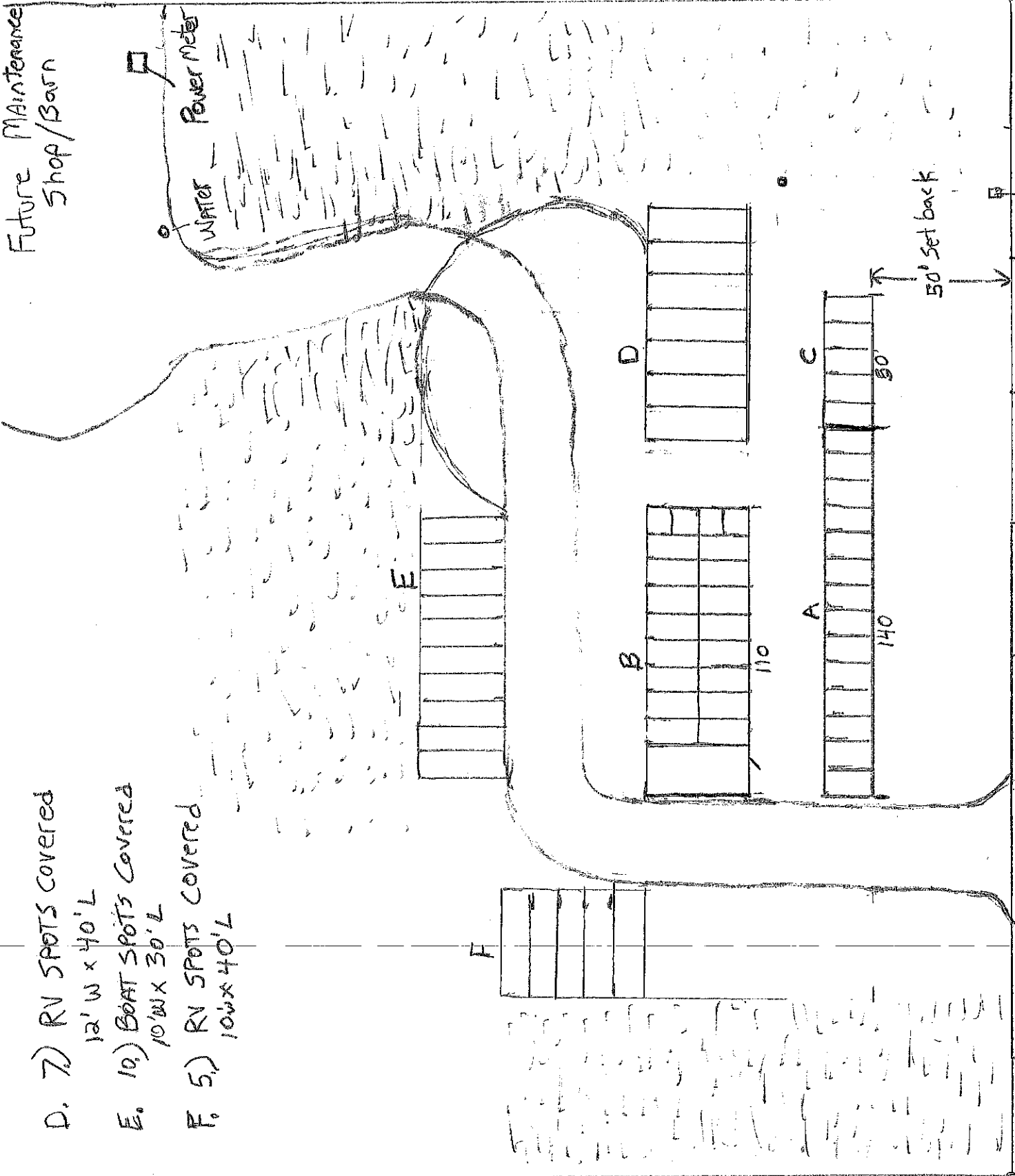
I hereby depose and say that all statements herein are true, correct and complete to the best of my knowledge and belief.

Bobby J. Williams  
Owner or Applicant Signature

Kentaria Williams  
Notary Public

Sworn and subscribed before me this  
24<sup>th</sup> day of August 2023



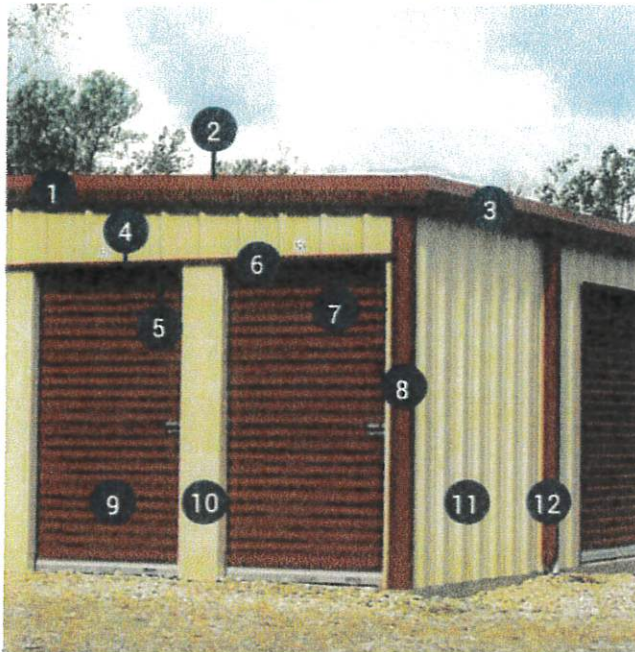


- D. 7) RV SPOTS COVERED  
12' W x 40' L
- E. 10) BOAT SPOTS COVERED  
10' W x 30' L
- F. 5) RV SPOTS COVERED  
10' W x 40' L

1" = 50'

Nennis 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
- COLONIAL RED  
SRI 32
- PATRIOT RED  
SRI 32



- 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

- LIGHT STONE  
SRI 62
- SURFSAND  
SRI 38
- SAHARA TAN  
SRI 47
- KOKO BROWN  
SRI 9
- FERN GREEN  
SRI 26
- EVERGREEN  
SRI 10

**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





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Notes:  
 DOOR SCHEDULE  
 (1) 1 1/2" SASH 9'-0" x 7'-0" FRAMELESS OPERING

A

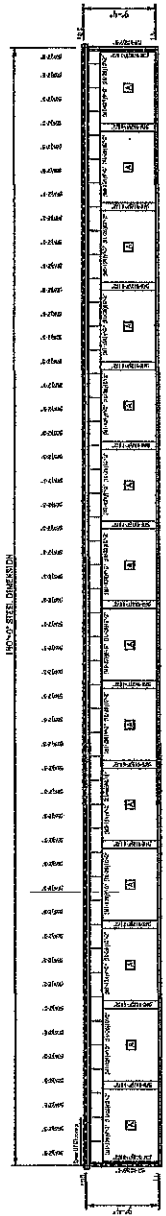


CONSTRUCTION ISSUE

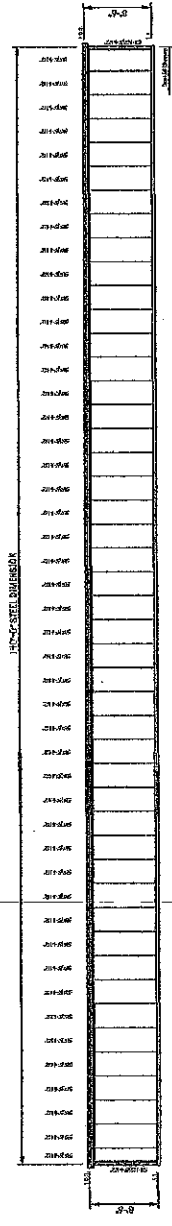
9508-28825

**PEAK STEEL**  
 P.O. Box 12075  
 Marietta, GA 30066  
 Phone: (770) 342-7776  
 Fax: (770) 342-1988

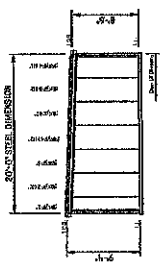
TBD  
 POCONO PINES, PA 18950  
**20' x 140' x 8'-6" LS**  
 ORDER NO. 9508-28825  
 DRAWING NO. 05127/22  
 CONTRACTOR W.R. BARNETT  
 SHEET NO. 2 of 8  
 PROJECT NO. 9508-28825-A



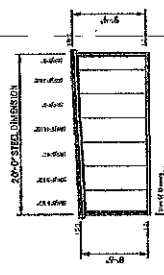
**FRONT ELEVATION**



**REAR ELEVATION**



**RIGHT ELEVATION**



**LEFT ELEVATION**

**ELEVATION PLAN**

**CONFIDENTIAL AND PROPRIETARY INFORMATION**

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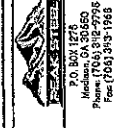
- Notes:
- 1. (2) EACH 9'-0" x 7'-0" FRAME OPENING
  - 2. (1) 10'-0" x 10'-0" BLANK WALLBOARD
  - 3. (1) 10'-0" x 10'-0" WALLBOARD W/ LUMBER LADDER
  - 4. (2) 10'-0" x 7'-0" WALLBOARD FRAMED OPENINGS

B

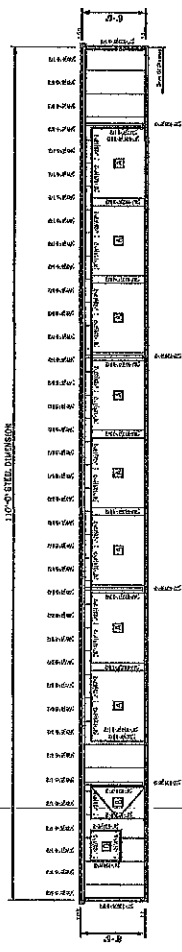


627172  
CONSTRUCTION ISSUE

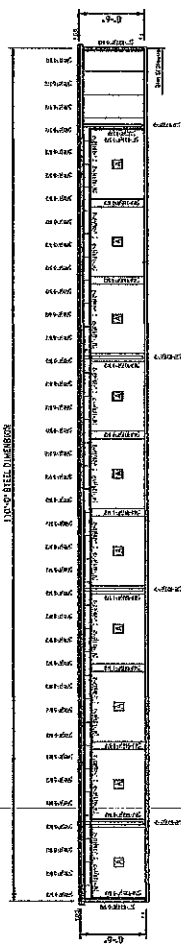
9508-28826



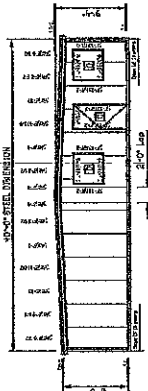
TBD  
POCONO PINES, PA. 18350  
40' x 110' x 8'-6" LS  
ANSI D 06/07/22 TM W/R  
2 of 8 9508-28826-8



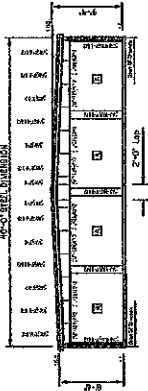
FRONT ELEVATION



REAR ELEVATION



LEFT ELEVATION



RIGHT ELEVATION

EXTERIOR ELEVATIONS

CONFIDENTIAL AND PROPRIETARY INFORMATION

IT IS THE POLICY OF PEAK STEEL TO PROTECT THE CONFIDENTIALITY AND PROPRIETARY INFORMATION OF ITS CLIENTS AND TO MAINTAIN THE INTEGRITY OF ITS BUSINESS. THIS INFORMATION IS NOT TO BE REPRODUCED, COPIED, OR DISCLOSED TO ANY OTHER PARTY WITHOUT THE WRITTEN PERMISSION OF PEAK STEEL.

Notes:  
1. SEE EACH DRAWING FOR DIMENSIONS AND FINISHES.

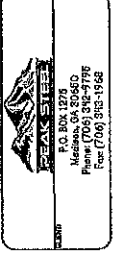
2. ALL DIMENSIONS UNLESS OTHERWISE NOTED.

C

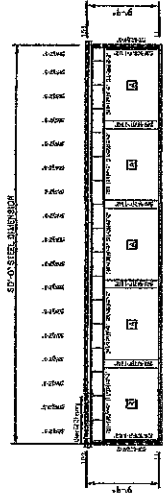


CONSTRUCTION ISSUE

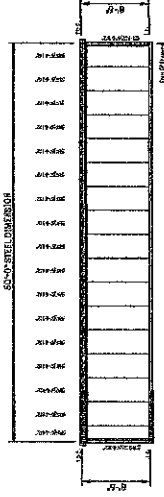
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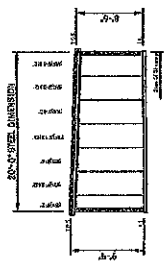
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2 of 8 9508-28828-C



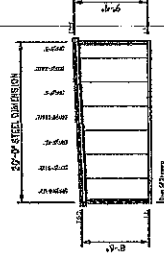
FRONT ELEVATION



REAR ELEVATION

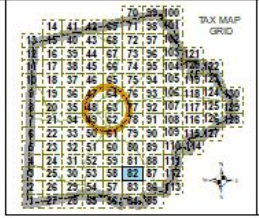
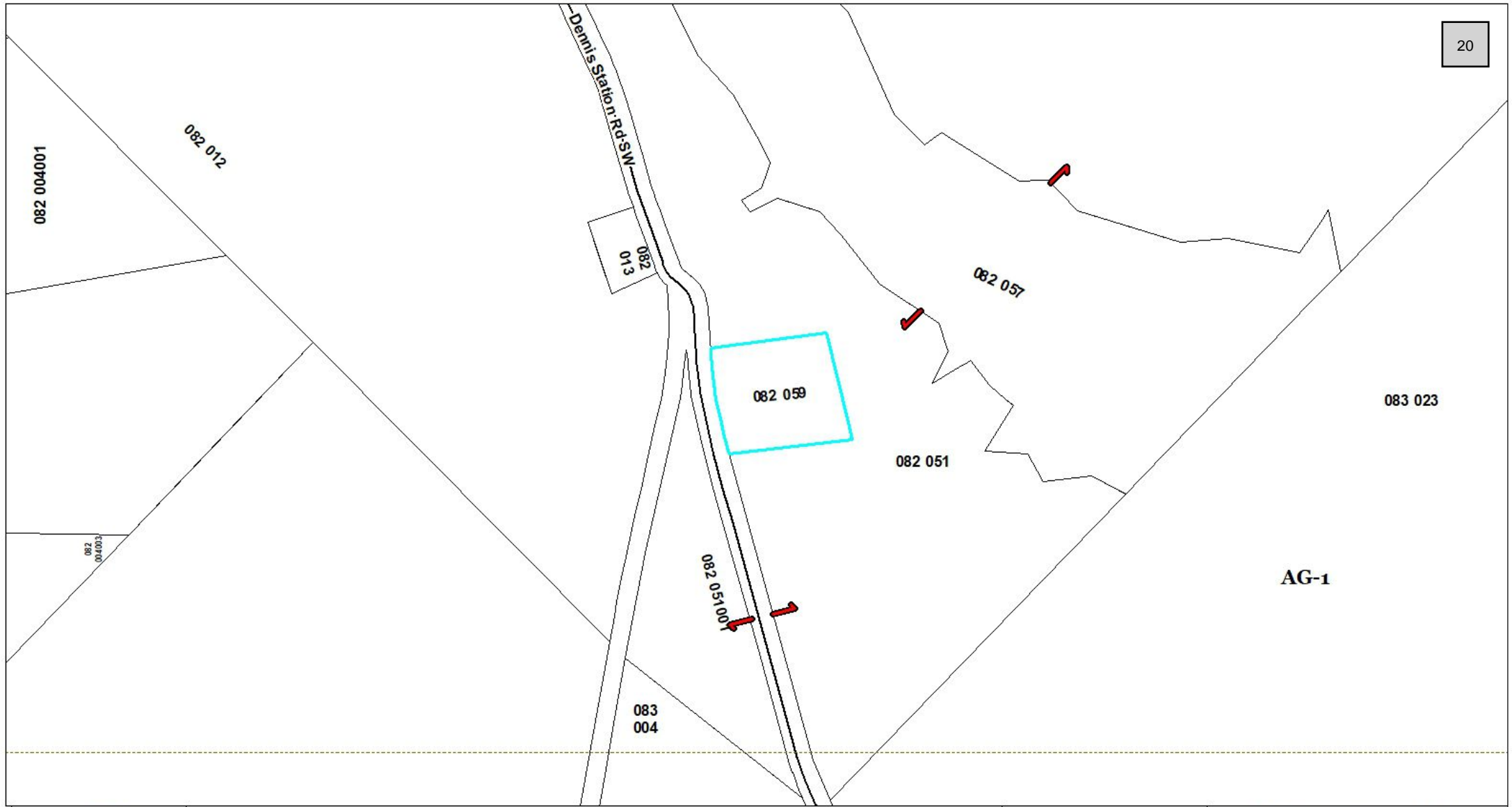


RIGHT ELEVATION



LEFT ELEVATION

ELEVATION PLAN



**GEOGRAPHIC FEATURE LEGEND**

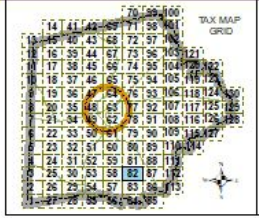
Eatonton Limits	Overlay District	AG-2	C-2 CITY	IND-2 CITY	R - 1 CITY	RM-2
County Boundary	No Code	C-1	I-M	MHP	R - 2 CITY	R-1R
Roads	AG-1	C-1 CITY	IND-1 CITY	PUBLIC	R - 3 CITY	R-2
Parcels	AG-1 CITY	C-2	IND-2	PUBLIC CITY	R - 4 CITY	VILLAGE
Parcel_Hooks					R - 4 CITY	RM-1

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

PUTNAM COUNTY, GEORGIA  
ZONING MAPS

**MAP 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			

  
 Middle Georgia Regional Commission  
 175 Emery Hwy  
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 Macon, Georgia 31217  
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**PUTNAM COUNTY, GEORGIA**  
**FUTURE LAND USE MAPS**



# MAP 082

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



# PUTNAM COUNTY PLANNING & DEVELOPMENT

117 Putnam Drive, Suite B ♦ Eatonton, GA 31024

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

## Staff Recommendations

Thursday, January 4, 2024 ♦ 6:30 PM

Putnam County Administration Building – Room 203

TO: Planning & Zoning Commission

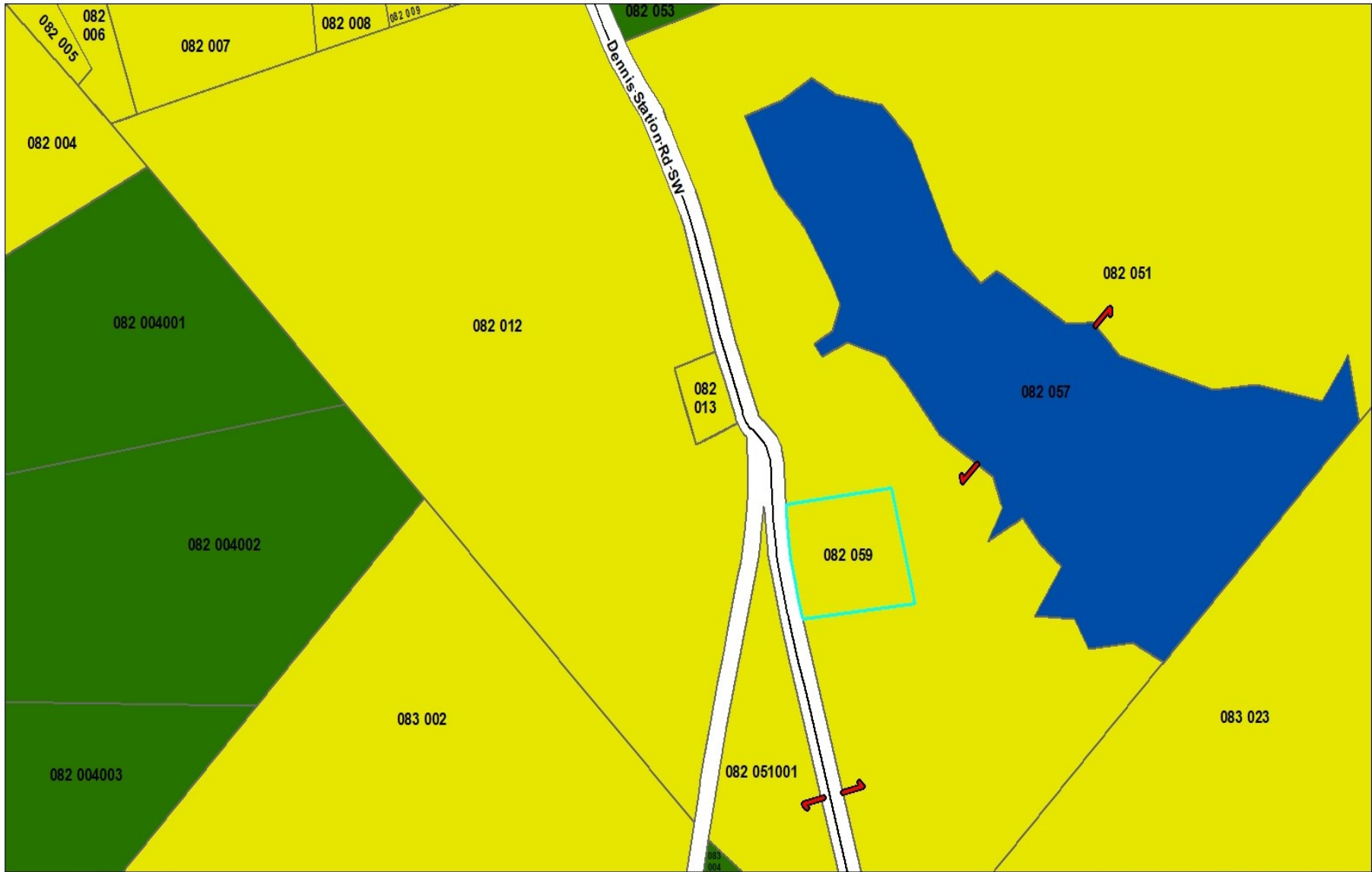
FROM: Lisa Jackson

RE: Staff Recommendation for Public Hearing Agenda on 1/4/2024

### Requests

5. 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 parcel is surrounded by AG zoned property owned by GA Power and the parcel adjacent is a convenience center for the local residents. There is also one residential dwelling located within approximately 500 feet. The proposed parcel is also located a few miles from the Dennis Station Boat Launch on Lake Sinclair. The proposed conditional use will not adversely affect this district, nor should it cause any excessive or burdensome use of public facilities or services. Although the proposed use is not listed as an allowed use in AG-1, staff believes that a conditional use would be more suitable than a commercial rezoning. The C-1 and C-2 zoning district allows for a host of commercial uses not allowed in the existing Agricultural zoning district. Also, the commercial zoning districts are intended for satisfying both local and large consumer's daily needs for professional, retail, and for goods and services as well as the needs of the transient and recreational consumers. The closest commercial zoned parcel is located 3.4 miles from the subject parcel at 609 Twin Bridges Road. All surround parcels are zoned AG with some residential parcels located approximately 400 feet on Casters Branch Rd SW/Myricks Rd SW and approximately 1,000 feet from the Dennis Station Rd SW/Humber Ferry Rd SW. The intended use should not have a significant impact or an adverse effect on the nearby or adjacent properties. Therefore, staff recommends approval of the requested conditional use with the condition that the development shall substantially comply with the submitted plans in support of the conditional use application. Additionally, 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; and No unsheltered/uncovered outdoor storage of watercraft, recreational vehicles, or other material shall be permitted.



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**GEOGRAPHIC FEATURE LEGEND**

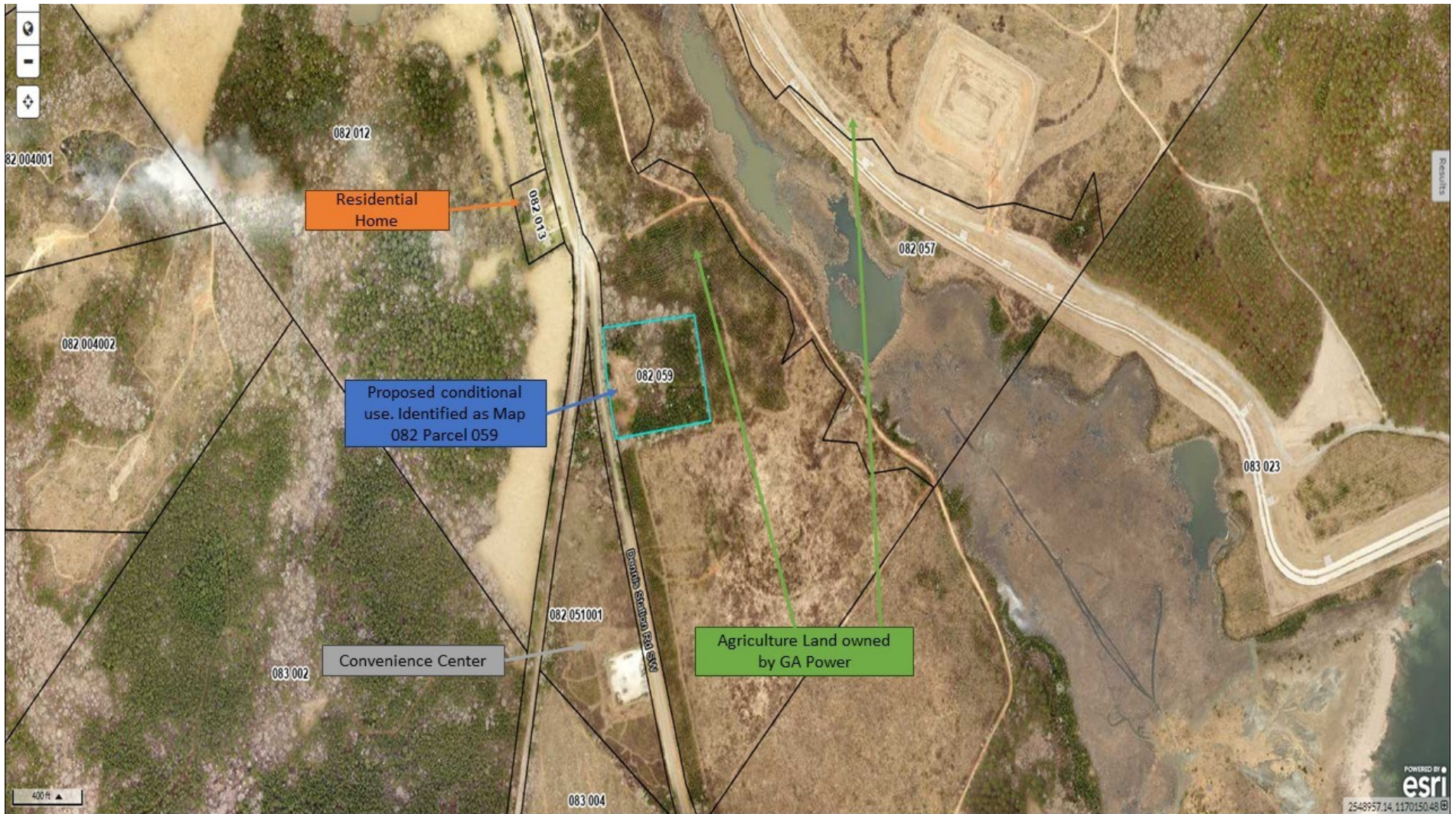
Estonton Limits	Agriculture/Forestry	Mixed Use	Residential
County Boundary	Commercial	Park/Recreation/Conservation	Transportation/Communication/Utilities
Roads	Industrial	Public/Institutional	Undeveloped/Vacant
Parcels			
Parcel_Hooks			

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PUTNAM COUNTY, GEORGIA  
FUTURE LAND USE MAPS

**MAP 082**

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



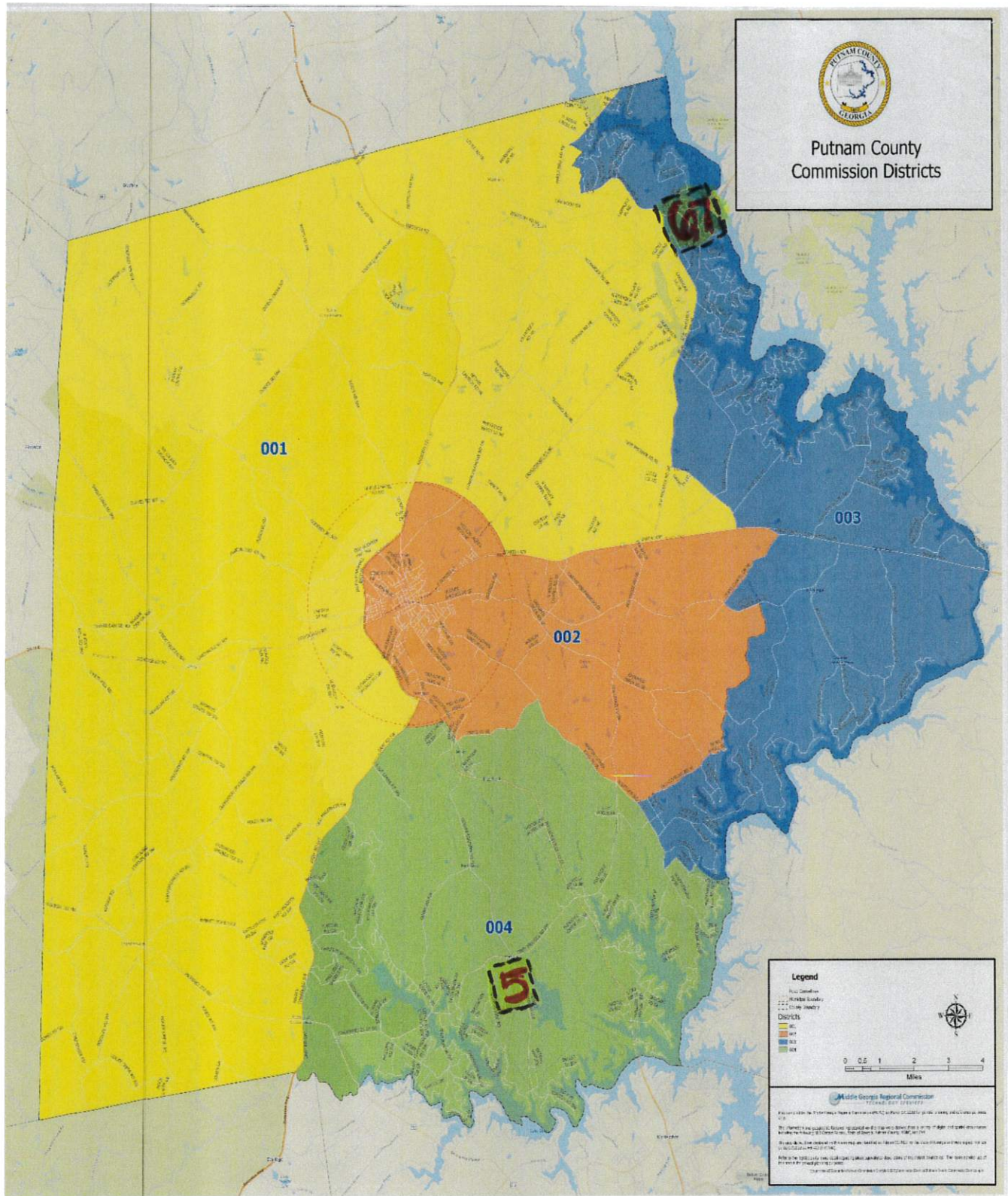
The staff recommendation is for approval for a conditional use at 641 Dennis Station Road. Currently zoned AG. [Map 082, Parcel 059, District 4]. \* with the following conditions:

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.



**File Attachments for Item:**

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].\***



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

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## 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: rncallister.msc@gmail.com

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

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

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# PUTNAM COUNTY PLANNING & DEVELOPMENT

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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.

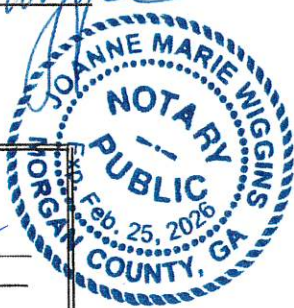
THE ABOVE STATEMENTS AND ACCOMPANYING MATERIALS ARE COMPLETE AND ACCURATE. APPLICANT HEREBY GRANTS PERMISSION FOR PLANNING AND DEVELOPMENT PERSONNEL OR ANY LEGAL REPRESENTATIVE OF PUTNAM COUNTY TO ENTER UPON AND INSPECT THE PROPERTY FOR ALL PURPOSES ALLOWED AND REQUIRED BY THE PUTNAM COUNTY CODE OF ORDINANCES.

Jeff Stigler, Manager 11.13.2023  
Signature (Property Owner) (Date)

Rock Maslister 11-22-23  
Signature (Applicant) (Date)

Cheryl Underwood  
Notary Public

Joanne Marie Wiggin  
Notary Public



Office Use

Paid: \$ 650.00 (cash) \_\_\_\_\_ (check) \_\_\_\_\_ (credit card)

Receipt No: 2335551044987 Date Paid: 12/1/23

Date Application Received: 11/29/23

Reviewed for completeness by: Angie Waldman

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

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**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.

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After recording, return to:  
Blasingame, Burch, Garrard & Ashley, P.C.  
1021 Parkside Commons, Suite 104  
Greensboro, GA 30642  
C/M # 25057-0001 RWS

eFiled & eRecorded  
DATE: 3/12/2021  
TIME: 11:13 AM  
DEED BOOK: 01028  
PAGE: 00738 - 00739  
RECORDING FEES: \$25.00  
TRANSFER TAX: \$1425.00  
PARTICIPANT ID: 1281406978  
CLERK: Trevor J. Addison  
Putnam County, GA  
PT61: 117-2021-000432

**LIMITED WARRANTY DEED**

**STATE OF GEORGIA, GREENE COUNTY**

**THIS INDENTURE**, made this 12<sup>th</sup> day of March, 2021, between **FARMERS AND MERCHANTS BANK**, a Georgia banking company, Grantor, as party of the first part (hereinafter called "Grantor") and **SHAIFER OCONEE, LLC**, a Georgia limited liability company, Grantee, as party of the second part (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, 350, 351, 352, 368, 368 & 370 of the 3rd Land District, located in the 389th G.M.D. of Putnam County, Georgia, being known as Tract 1, containing 171.23 acres, more or less, according to that plat of survey for Steve Sammons, dated June 6, 2007, prepared by Ogletree & Chivers Land Surveyors, certified by Phillip H. Chivers, R.L.S. No. 2658, recorded in Plat Book 32, Page 39, in the Office of the Clerk of Superior Court of Putnam County, Georgia, which said plat and the record thereof are incorporated herein for a more complete description.

Prior Deed Reference: Deed Book 806, Pages 433-434, said Clerk's Office.

**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 **FEE SIMPLE**.

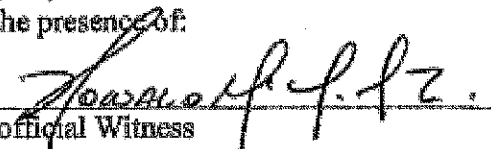
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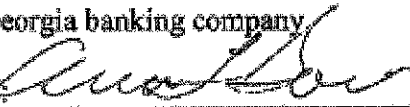
RECEIVED DEC 01 2023  
aws

AND the said Grantor, for himself, his 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.

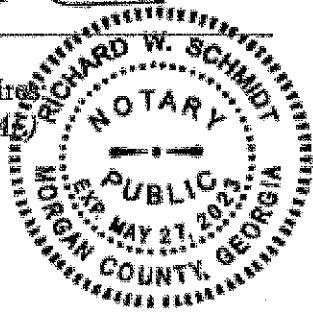
IN WITNESS WHEREOF, the said Grantor has hereunto set its hand and affixed its seal the day and year first above written.

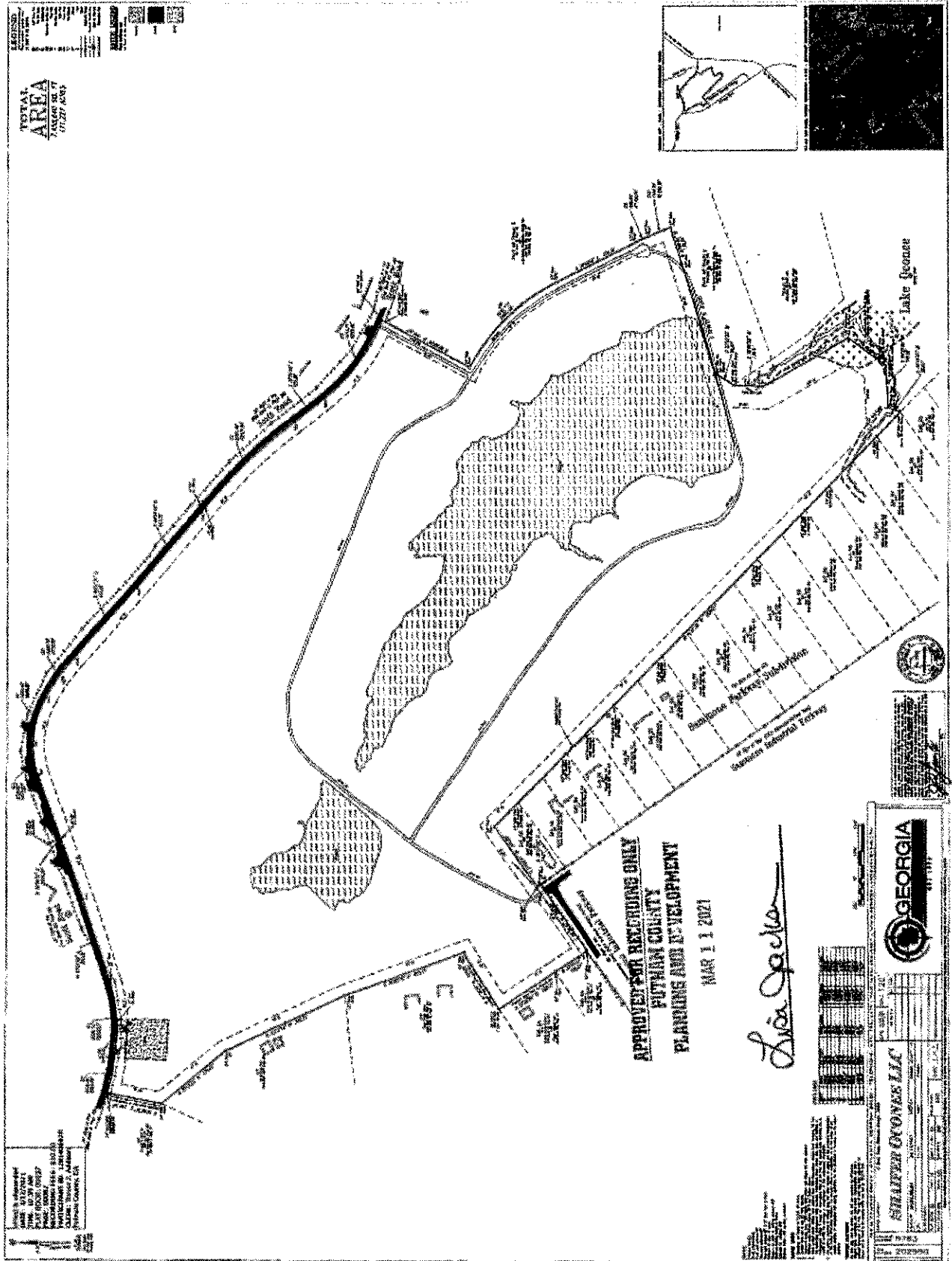
Signed, sealed and delivered  
in the presence of:

  
Unofficial Witness

Farmers and Merchants Bank  
a Georgia banking company  
BY:  (SEAL)  
William L. Gower, COO

Notary Public  
My Commission Expires  
(AFFIX NOTARY SEAL)





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*aw*





# PUTNAM COUNTY PLANNING & DEVELOPMENT

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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? : \_\_\_\_\_.

Signature of Applicant:     Rick McAllister    

Date:     11     /     12     /     23    

Revised 10-1-23

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ص



# 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 102 PARCEL 002, CONSISTING OF 158.22 ACRES, WHICH HAS THE FOLLOWING ADDRESS: 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 Ocean LLC, by Jerry Sharter  
NAME (Neatly PRINTED)

[Signature]  
SIGNATURE

ADDRESS: 1785 Lyckskillet Road, Greensboro, GA 30642  
PHONE: 404.316.6192

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

NOTARY [Signature]  
MY COMMISSION EXPIRES: 05-08-2027



Revised 7-16-21

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[Signature]

2023 021170  
SHAIFER OCONEE LLC

INTERNET TAX RECEIPT

HARMONY RD

102 002

35

DESCRIPTION	TAX AMOUNT	EXEMPTION	MILLAGE
FAIR MARKET VALUE	\$1,582,200		
COUNTY	\$4,050.43	\$0.00	6.4
SCHOOL	\$7,119.90	\$0.00	11.25
SPEC SERV	\$253.15	\$0.00	0.4

<b>ORIGINAL TAX DUE</b>	\$11,423.48
<b>INTEREST</b>	
<b>COLLECTION COST</b>	
<b>FIFA CHARGE</b>	
<b>PENALTY</b>	
<b>TOTAL PAID</b>	\$11,423.48
<b>TOTAL DUE</b>	\$0.00

TO SHAIFER OCONEE LLC  
5256 PEACHTREE ROAD  
SUITE 120  
CHAMBLEE, GA 30341

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



Date Paid: 10/23/2023



Scan this code  
with your mobile  
phone to view this  
bill

INTERNET TAX RECEIPT

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aw



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 horizontal flourish 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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A.S.



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

RECEIVED DEC 01 2023  
G.W.



DISTRICT ONE:  
KELVIN IRVIN

DISTRICT TWO:  
DANIEL W. BROWN

CHAIRMAN:  
BILLY WEBSTER

DISTRICT THREE:  
B. W. "BILL" SHARP

DISTRICT FOUR:  
TREVOR J. ADDISON

August 19, 2020

Rick McAllister  
1341 Beverly Drive  
Athens, GA 30606

RE: Map 102, Parcel 002

At their August 18, 2020 board meeting, the Putnam County Board of Commissioners considered your request to rezone 171.23 acres on Scott Road from R-1 to C-3. Their decision was **for approval with the following conditions:**

- 1. The developer shall construct a deceleration lane and turn lane in accordance with the Georgia Department of Transportation Regulations for Driveway & Encroachment Control to service the main entrance on Scott Road to the residential portion of the development. Additional right-of-way to accommodate the deceleration lane and a ten-foot shoulder shall be dedicated by the developer to the county. It shall be completed by the developer prior to the completion of phase one, and**
- 2. The developer shall direct construction traffic through the entrance located at Sammons Parkway or the current ingress and egress point servicing the Putnam County Convenience Center, located approximately 672 feet from the intersection of Scott Road and Harmony Road. Subject to this condition, the Planning & Development Director may authorize, in writing, construction traffic along Scott Road on an as necessary basis. The intention of this condition is to minimize construction traffic along Scott Road.**

If you have any questions, please call me at 706-485-1877.

Sincerely,

A handwritten signature in blue ink that reads "Lynn Butterworth".

Lynn Butterworth  
County Clerk

RECEIVED DEC 01 2023

*G.S.*

**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**

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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](http://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, all rendered in a geometric, low-poly style.

**RISE TO THE  
CHALLENGE**



# Stillwater Development

## Traffic Impact Study

**Prepared for:**

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2160 Satellite Boulevard, Suite 130

Duluth, GA 30097

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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 3<sup>rd</sup> 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



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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 9<sup>th</sup>, 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.

Table 1: Proposed Site Trip Generation								
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
<b>Driveway Totals</b>		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, 6<sup>th</sup> 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:

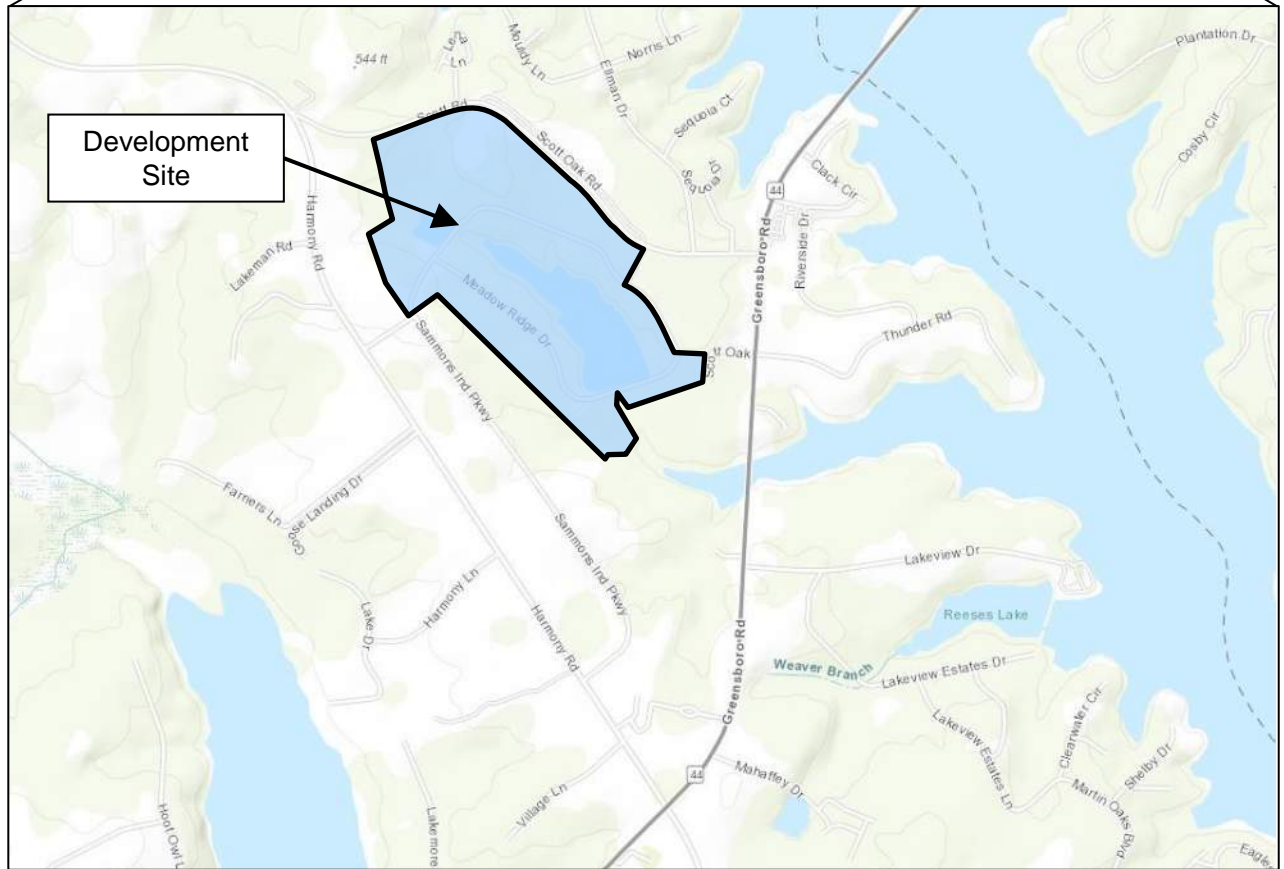
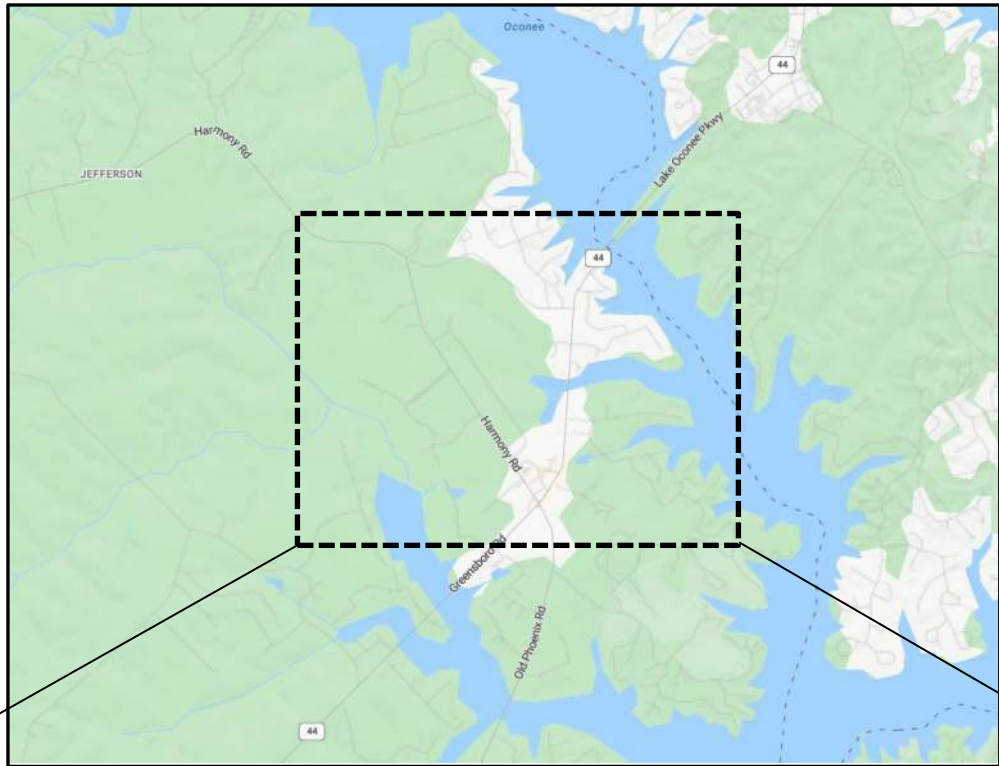
- Scott Road at Proposed Driveway #1:
  - Provide a full-movement driveway; driveway to be stop-control
  - Provide one entry lane and one exit lane
  - Install a westbound right-turn deceleration lane
  - Install an eastbound left-turn deceleration lane
- Proposed Driveway #2 connection to existing 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 3<sup>rd</sup> 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

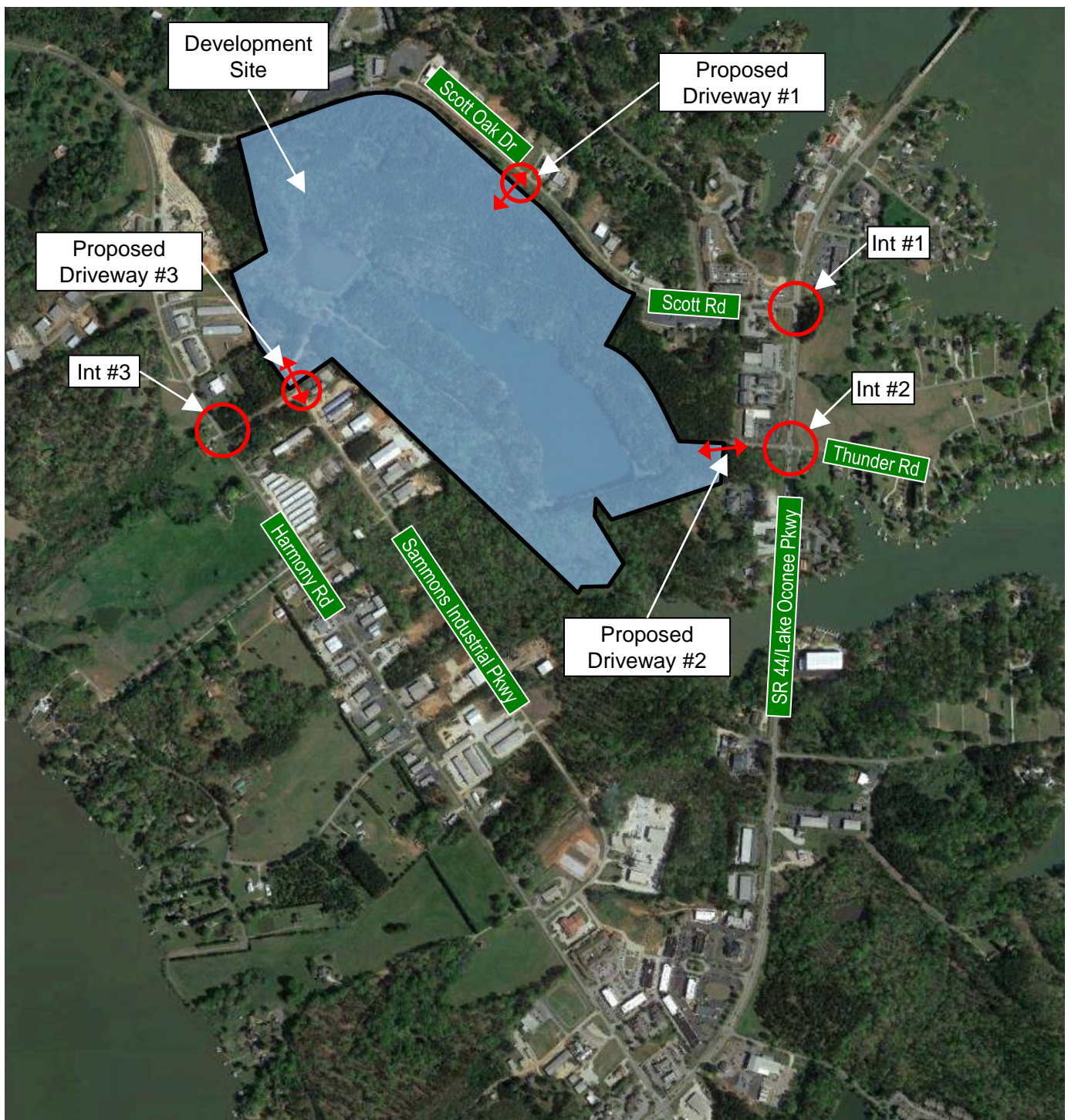


**Traffic Impact Study  
Stillwater Development  
Putnam County, Georgia**

**Location  
Map**

**Figure  
1**

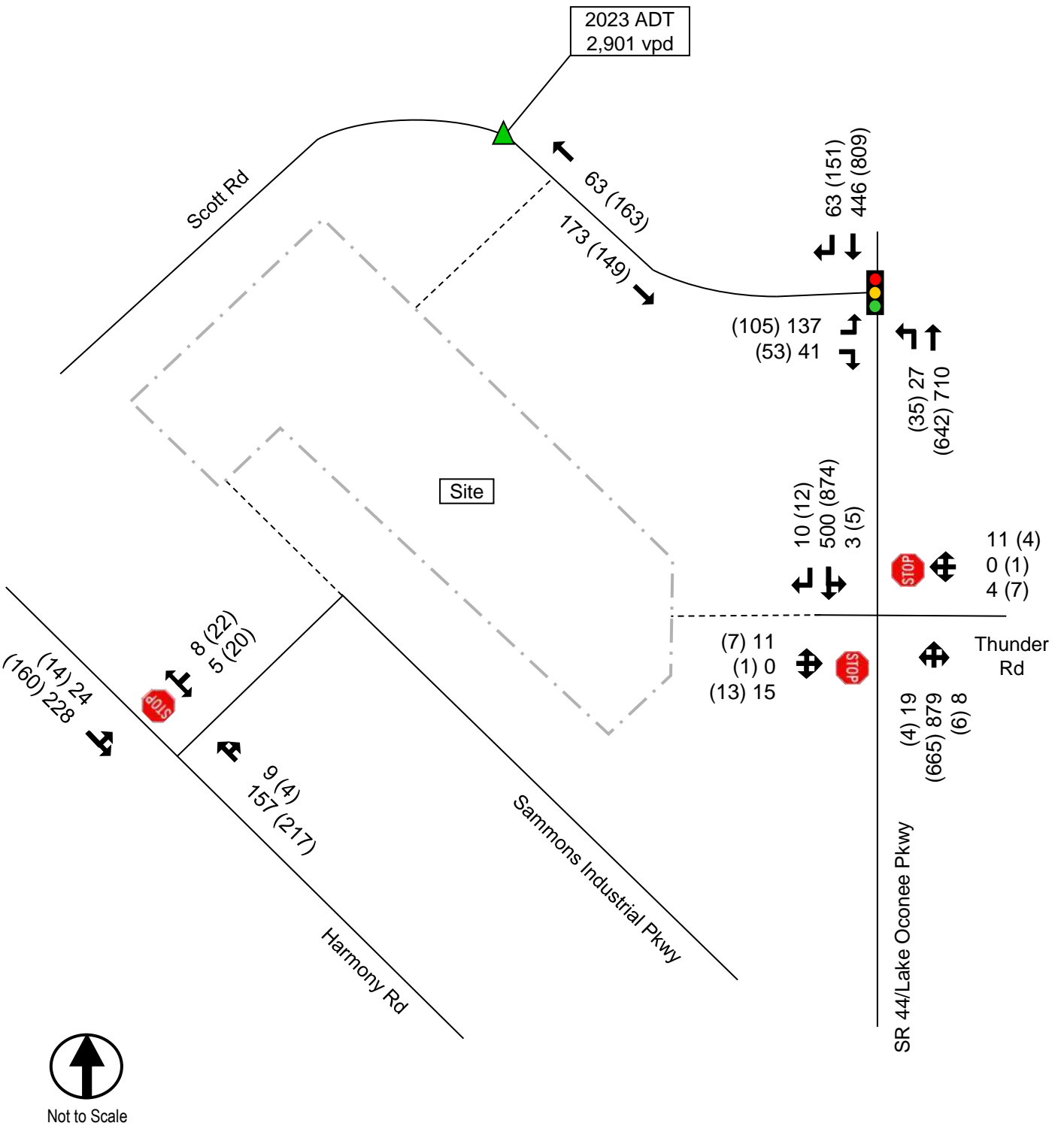
Legend:  
○ Study Intersection



Not to Scale

**LEGEND:**

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



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

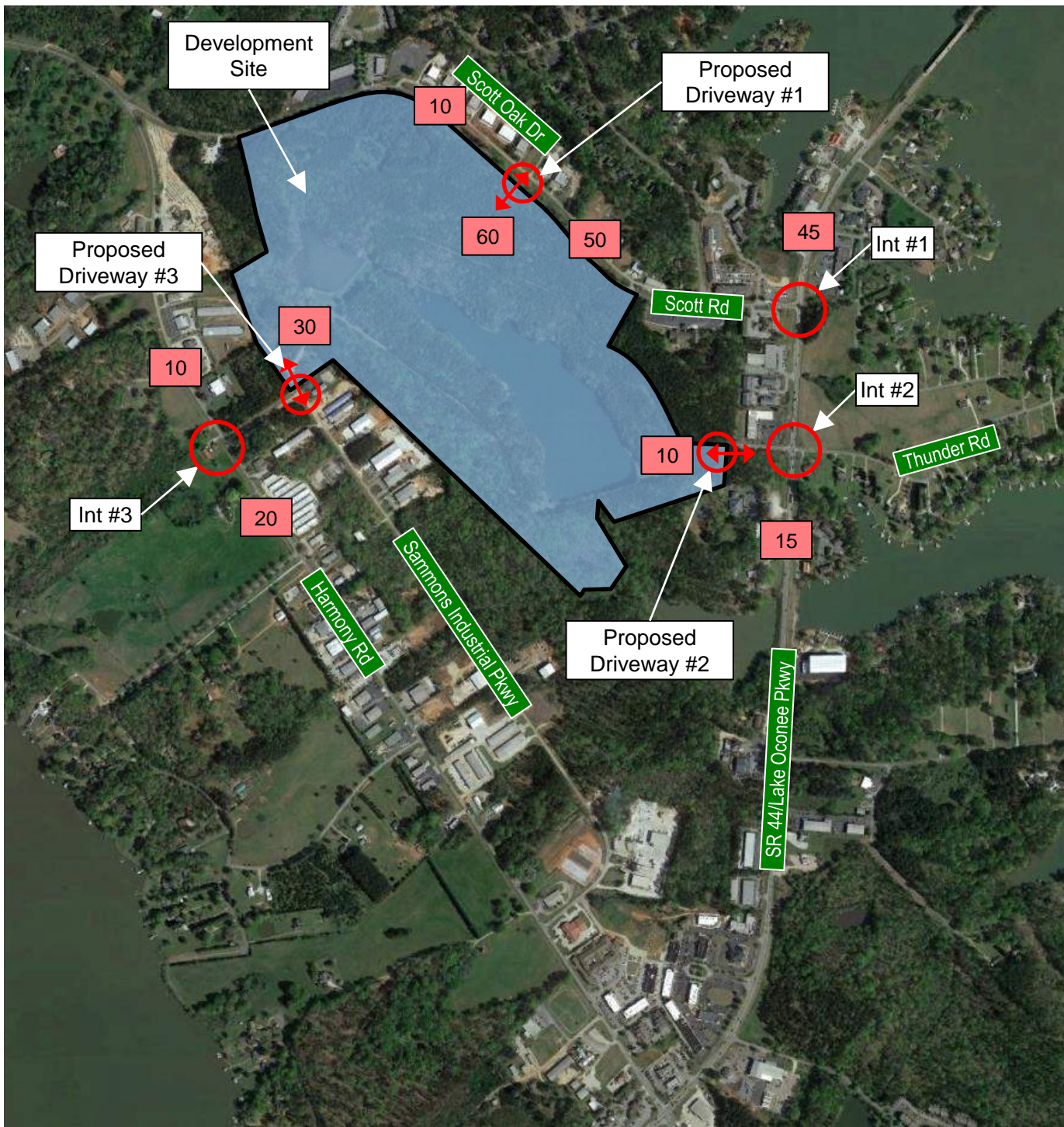
**Existing Traffic  
Conditions**

**Figure  
3**



Legend:

100 Development Trip %



Not to Scale



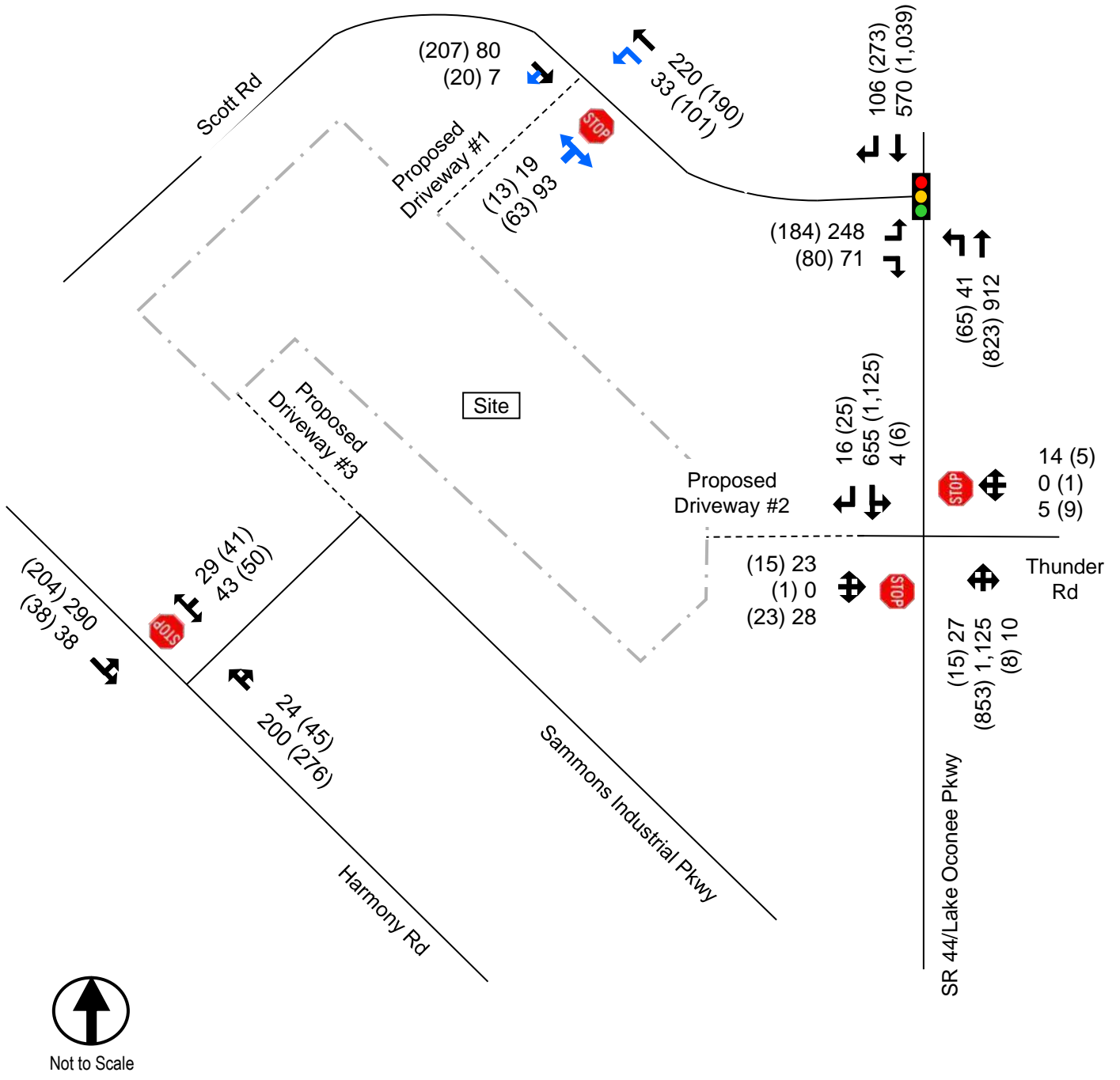
Traffic Impact Study  
Stillwater Development  
Putnam County, Georgia

Project Trip  
Distribution

Figure  
4

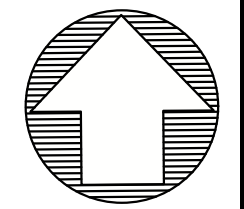
**LEGEND:**

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



## **Appendix B**

### **Concept Plan**



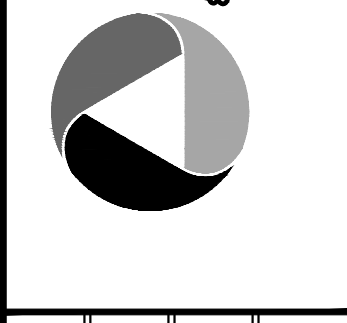
**Know what's below. Call before you dig.**  
 THE LOCATIONS OF EXISTING UNDERGROUND UTILITIES ARE SHOWN BY AN APPROXIMATE REPRESENTATION. THE CONTRACTOR SHALL DETERMINE THE EXACT LOCATION OF ALL EXISTING UTILITIES BEFORE COMMENCING WORK AND ALL DAMAGES WHICH MAY BE INCURRED BY THE CONTRACTOR SHALL BE EXACTLY LOCATED AND PRESERVED 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 ARISING FROM 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

**DATE** 05-17-2023

**REVISIONS**

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

NOT ISSUED FOR CONSTRUCTION CAD FILE: C08 SITE PLAN

<b>SITE AREA</b>	
TOTAL PROPERTY AREA:	158.3± AC
<b>ZONING CLASSIFICATION</b>	
JURISDICTION:	PUTNAM COUNTY
EXISTING ZONING:	CPUD
PROPOSED ZONING:	RPUD
<b>DEVELOPMENT PROPOSAL</b>	
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:	50' (DISTURBED/RE-VEGETATED)
FRONT SETBACK:	20'
SIDE SETBACK:	10'
REAR SETBACK:	20'
PROPOSED R/W:	60'
MIN. OPEN SPACE REQUIRED:	20% (31.6 AC)
PROPOSED OPEN SPACE:	20.2% (32.0 AC)
LAKE/WETLANDS:	17.25 AC (34.5 TOTAL AC)
REMAINING OPEN SPACE:	14.75 AC
<b>NOTES</b>	
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\C08 SITE PLAN.dwg LAST SAVED BY: user 11/17/2023 10:06 PM PLOTTED BY: Reginald Dill 11/17/2023 11:27:00 AM PLOT DATE: 05/17/2023 10:45 AM PLOT SIZE: 11.7x20.0 INCHES DSC: BWS TO PDF PLOT STYLE: ATWELL.ctb

# **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

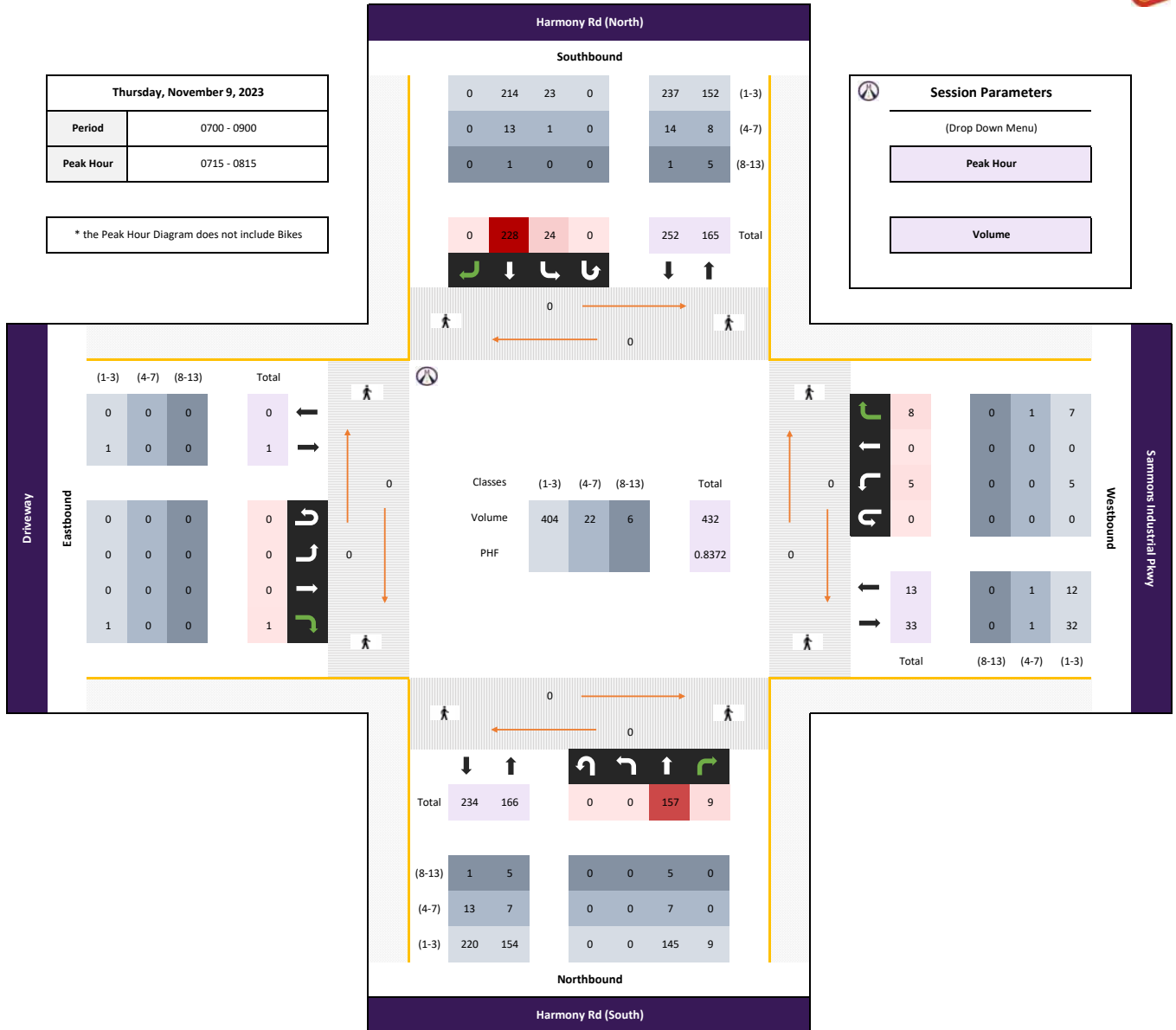
\* the Peak Hour Diagram does not include Bikes

**Session Parameters**

(Drop Down Menu)

Peak Hour

Volume





Peak Hour Turning Movement Count

Putnam County, GA



www.marrtraffic.com

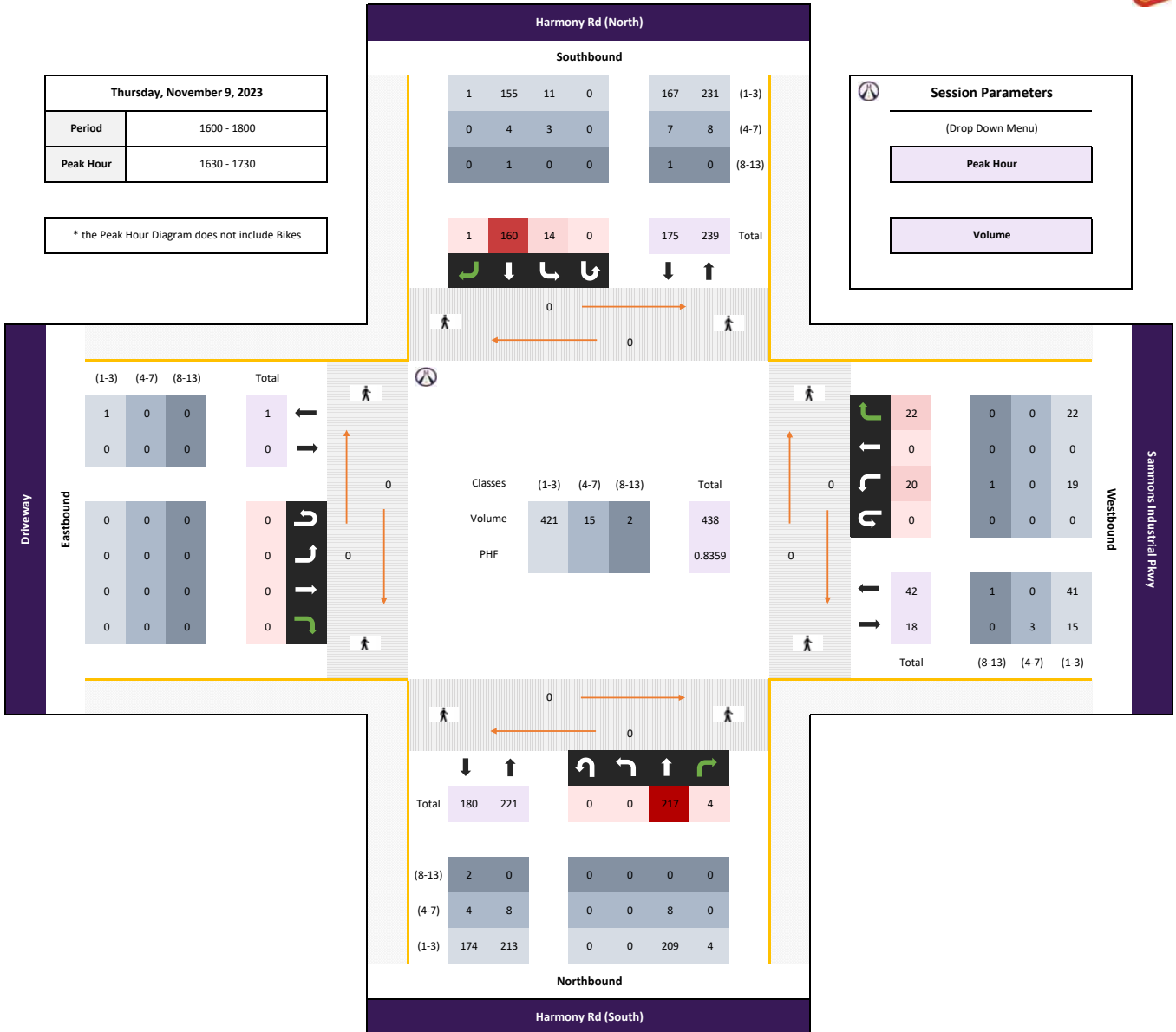
[Click here for Map](#)

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)			U-Turn			Harmony Rd (North)			U-Turn			Driveway			Sammons Industrial Pkwy			U-Turn						
	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)			U-Turn			Harmony Rd (North)			U-Turn			Driveway			Sammons Industrial Pkwy			U-Turn						
	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)			U-Turn			Harmony Rd (North)			U-Turn			Driveway			Sammons Industrial Pkwy			U-Turn						
	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)			U-Turn			Harmony Rd (North)			U-Turn			Driveway			Sammons Industrial Pkwy			U-Turn						
	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)			U-Turn			Harmony Rd (North)			U-Turn			Driveway			Sammons Industrial Pkwy			U-Turn						
	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				Int Total					
	Harmony Rd (South)			U-Turn	Harmony Rd (North)			U-Turn	Driveway			U-Turn	Sammons Industrial Pkwy			U-Turn						
	Left	Thru	Right		Left	Thru	Right		Left	Thru	Right		Left	Thru	Right			Left	Thru	Right		
0700 - 0715	0	32	8	0	0	3	27	0	0	30	0	0	0	0	1	3	0	2	0	0	5	76
0715 - 0730	0	28	3	0	0	5	49	0	0	54	0	0	1	0	1	2	0	4	0	0	6	92
0730 - 0745	0	36	0	0	0	6	60	0	0	66	0	0	0	0	0	2	0	1	0	0	3	105
0745 - 0800	0	56	4	0	0	9	60	0	0	69	0	0	0	0	0	0	0	0	0	0	0	129
Hourly Total	0	152	15	0	0	23	196	0	0	219	0	0	2	0	2	7	0	7	0	0	14	402
0800 - 0815	0	37	2	0	0	4	59	0	0	63	0	0	0	0	1	1	0	3	0	0	4	106
0815 - 0830	0	38	1	0	0	3	40	0	0	43	0	0	0	0	0	2	0	3	0	0	5	87
0830 - 0845	0	40	1	0	0	4	35	0	0	35	0	0	0	0	1	1	0	1	0	0	2	78
0845 - 0900	0	28	3	0	0	3	32	0	0	38	0	0	0	0	2	0	5	0	0	0	7	76
Hourly Total	0	143	7	0	0	13	166	0	0	179	0	0	0	0	6	0	12	0	0	0	18	347
Grand Total	0	295	22	0	0	36	362	0	0	398	0	0	2	0	2	13	0	19	0	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	-	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	0.00	-
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	0.84

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

All vehicles

TIME	Northbound				Southbound				Eastbound				Westbound				Int Total					
	Harmony Rd (South)			U-Turn	Harmony Rd (North)			U-Turn	Driveway			U-Turn	Sammons Industrial Pkwy			U-Turn						
	Left	Thru	Right		Left	Thru	Right		Left	Thru	Right		Left	Thru	Right			Left	Thru	Right		
1600 - 1615	0	44	3	0	0	4	38	0	0	42	0	0	0	0	0	6	0	5	0	0	11	100
1615 - 1630	0	44	3	0	0	2	36	1	0	39	0	0	0	0	0	2	0	3	0	0	5	91
1630 - 1645	0	37	1	0	0	2	42	0	0	44	0	0	0	0	0	6	0	4	0	0	10	92
1645 - 1700	0	63	0	0	0	5	40	0	0	45	0	0	0	0	0	3	0	5	0	0	8	116
Hourly Total	0	188	7	0	0	13	156	1	0	170	0	0	0	0	0	17	0	17	0	0	34	399
1700 - 1715	0	70	3	0	0	3	45	1	0	49	0	0	0	0	0	0	0	9	0	0	9	131
1715 - 1730	0	47	0	0	0	4	33	0	0	37	0	0	0	0	0	11	0	4	0	0	15	99
1730 - 1745	0	38	0	0	0	2	38	0	0	40	0	0	0	0	0	4	0	1	0	0	5	83
1745 - 1800	0	45	0	0	0	0	29	0	0	29	1	0	0	0	1	0	0	0	0	0	0	75
Hourly Total	0	200	3	0	0	9	145	1	0	155	1	0	0	0	1	15	0	14	0	0	29	388
Grand Total	0	388	10	0	0	22	301	2	0	325	1	0	0	0	1	32	0	31	0	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	-	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	0.00	-
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	0.84

Peak Hour Turning Movement Count

Putnam County, GA

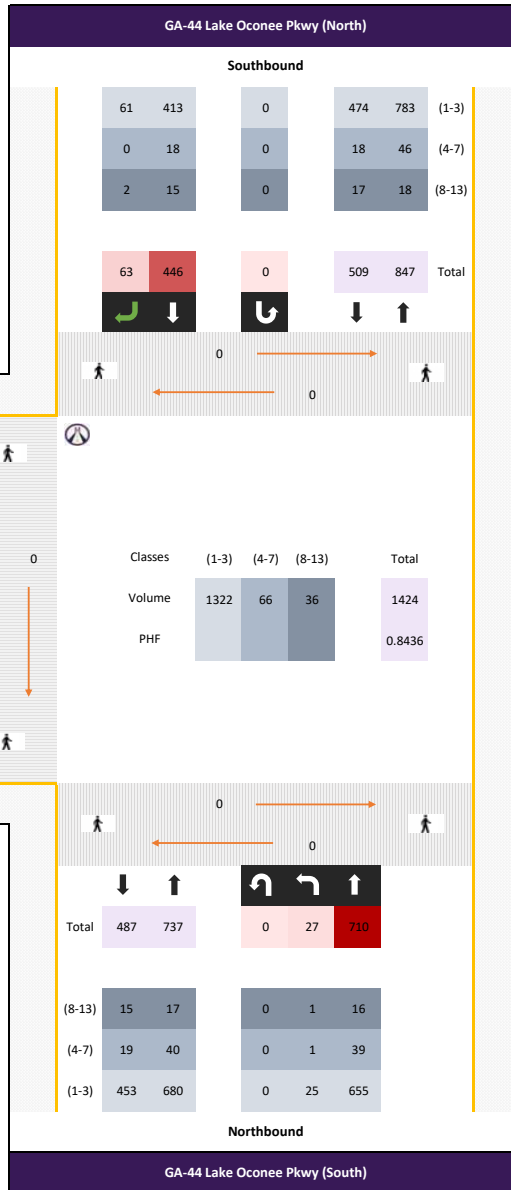


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Thursday, November 9, 2023	
Period	0700 - 0900
Peak Hour	0800 - 0900

\* 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

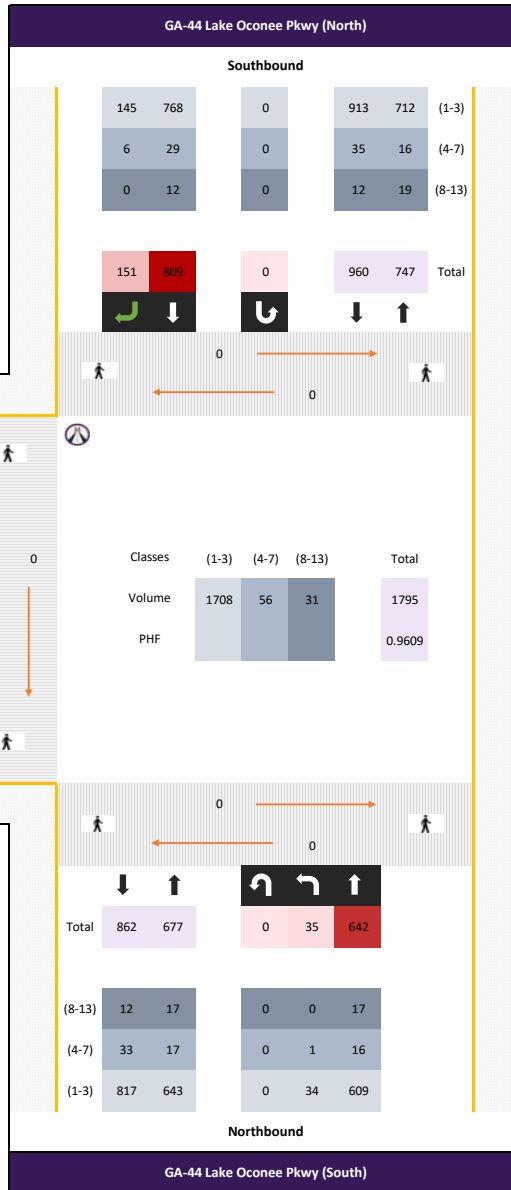


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Thursday, November 9, 2023	
Period	1600 - 1800
Peak Hour	1615 - 1715

\* 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
Right	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)				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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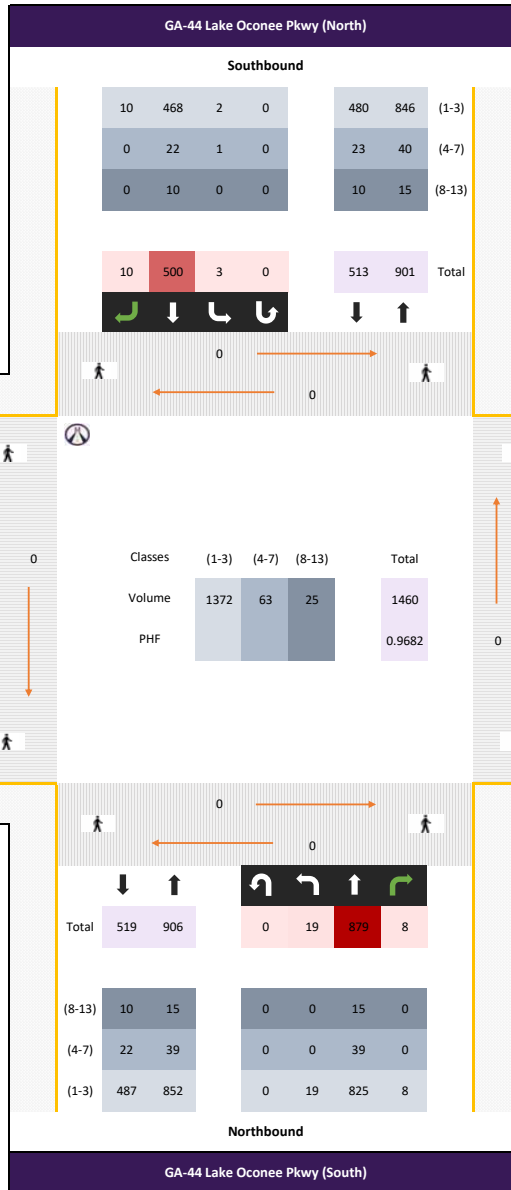
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Thursday, November 9, 2023	
Period	0700 - 0900
Peak Hour	0730 - 0830

\* 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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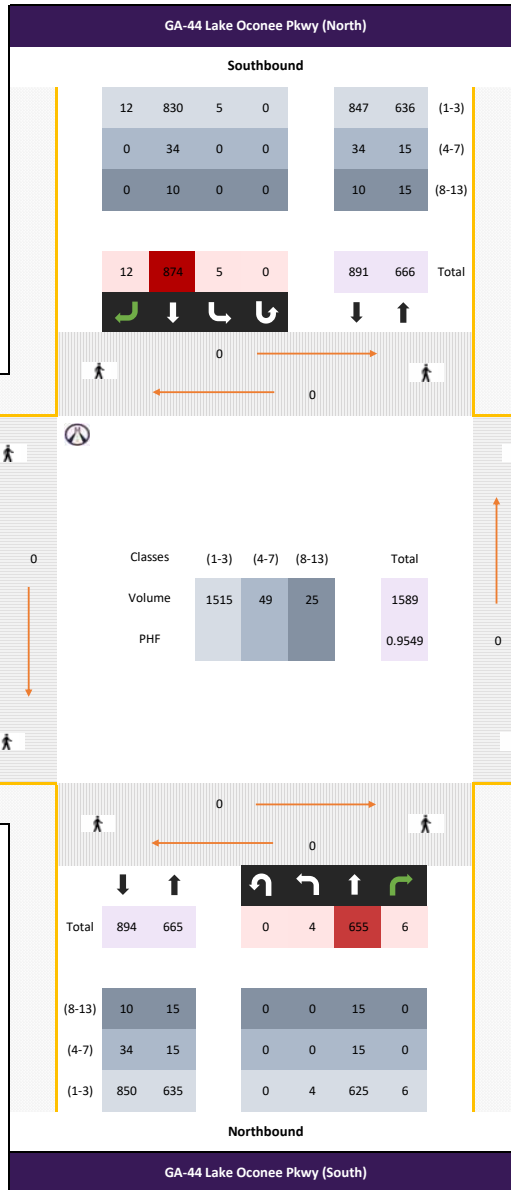
[Click here for Map](#)

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	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	2	139	1	0	142	0	75	1	0	76	0	0	0	0	1	1	0	0	0	2	221
0715 - 0730	5	170	1	0	176	1	133	2	0	136	1	0	1	0	2	3	0	0	0	3	317
0730 - 0745	3	203	2	0	208	0	129	2	0	131	2	0	5	0	7	3	0	1	0	4	350
0745 - 0800	4	221	2	0	227	0	124	1	0	125	0	0	2	0	2	0	0	6	0	6	360
Hourly Total	14	733	6	0	753	1	461	6	0	468	3	0	9	0	12	7	0	8	0	15	1248
0800 - 0815	8	239	3	0	250	0	111	5	0	116	3	0	4	0	7	1	0	3	0	4	377
0815 - 0830	4	216	1	0	221	3	136	2	0	141	6	0	4	0	10	0	0	1	0	1	373
0830 - 0845	9	188	1	0	198	0	117	3	0	120	4	0	2	0	6	1	0	1	0	2	326
0845 - 0900	7	201	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	877	3	504	17	0	524	17	0	12	0	29	3	0	7	0	10	1440
Grand Total	42	1577	11	0	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	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	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	0.91	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	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	3	158	3	0	164	2	228	2	0	232	2	0	3	0	5	3	0	1	0	4	405
1615 - 1630	0	154	2	0	156	4	176	3	0	183	4	0	1	0	5	1	0	1	0	2	346
1630 - 1645	0	142	0	0	142	2	212	5	0	219	3	0	3	0	6	1	0	1	0	2	369
1645 - 1700	1	180	2	0	183	1	220	5	0	226	1	0	3	0	4	1	1	1	0	3	416
Hourly Total	4	634	7	0	645	9	836	15	0	860	10	0	10	0	20	6	1	4	0	11	1536
1700 - 1715	1	161	3	0	165	2	215	0	0	217	3	0	6	0	9	3	0	2	0	5	396
1715 - 1730	2	172	1	0	175	0	227	2	0	229	0	1	1	0	2	2	0	0	0	2	408
1730 - 1745	0	153	1	0	154	1	205	1	0	207	0	0	3	0	3	2	0	1	0	3	367
1745 - 1800	0	117	1	0	118	3	212	1	0	216	1	0	3	0	4	1	0	4	0	5	343
Hourly Total	3	603	6	0	612	6	859	4	0	869	4	1	13	0	18	8	0	7	0	15	1514
Grand Total	7	1237	13	0	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	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	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	0.91	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

Weather  
Mostly Cloudy  
69°F

Lat/Long  
33.440660°, -83.272360°

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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	12	16	0	1	0	0	0	0	0	0	0	0	29	0
1015-1030	0	22	11	0	0	0	0	1	0	0	0	0	0	34	0
1030-1045	0	7	10	0	0	0	0	0	0	0	0	0	0	17	0
1045-1100	0	15	7	0	3	1	0	1	1	0	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	7	10	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	1	0	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												

Bi-Directional Class Count || SB WB 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)  
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	0
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	0	1	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	3	1	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								

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

Putnam County, GA



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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	
0015-0030	0	2	1	0	0	0	0	0	0	0	0	0	0	3	
0030-0045	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
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	
0115-0130	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	
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	
0215-0230	0	1	0	0	0	0	0	0	0	0	0	0	0	1	
0230-0245	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	
0315-0330	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	
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	
0415-0430	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	
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	
0515-0530	0	1	1	0	0	0	0	0	0	0	0	0	0	2	
0530-0545	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	
0615-0630	0	2	1	0	0	0	0	0	0	1	0	0	0	4	
0630-0645	0	7	0	0	0	0	0	0	0	0	0	0	0	7	
0645-0700	0	3	3	0	0	0	0	0	0	0	0	0	0	6	21
0700-0715	0	5	3	0	0	0	0	0	0	0	0	0	0	8	
0715-0730	0	7	6	2	1	0	0	0	0	0	0	0	0	16	
0730-0745	0	11	5	1	1	0	0	0	0	0	0	0	0	18	
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	
0815-0830	1	25	22	0	2	0	0	0	0	0	0	0	0	50	
0830-0845	0	34	22	0	2	0	0	1	1	0	0	0	0	60	
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	
0915-0930	0	42	20	0	2	0	0	0	0	0	0	0	0	64	
0930-0945	0	31	22	0	1	0	0	1	2	0	0	0	0	57	
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	
1015-1030	0	29	19	0	0	0	0	1	0	0	0	0	0	49	
1030-1045	0	14	16	0	2	0	0	0	1	0	0	0	0	33	
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	
1115-1130	0	31	16	0	4	0	0	0	0	0	0	0	0	51	
1130-1145	0	17	20	0	2	0	0	0	1	0	0	0	0	40	
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	
1215-1230	0	24	15	0	2	0	0	0	1	0	0	0	0	42	
1230-1245	0	18	14	0	0	0	0	0	0	0	0	0	0	32	
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	
1315-1330	0	33	15	0	1	1	0	0	0	0	0	0	0	50	
1330-1345	1	31	13	0	3	0	0	0	0	0	0	0	0	48	
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	
1415-1430	0	30	9	0	1	0	0	0	0	0	0	0	0	40	
1430-1445	0	32	12	0	1	0	0	0	0	0	0	0	0	45	
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	
1515-1530	0	32	18	0	0	0	0	0	0	0	0	0	0	50	
1530-1545	0	23	21	0	1	0	0	1	0	0	0	0	0	46	
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	
1615-1630	0	38	18	1	0	0	0	1	0	0	0	0	0	58	
1630-1645	1	43	23	0	1	0	0	0	0	0	0	0	0	68	
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	
1715-1730	1	36	16	0	2	1	0	0	0	0	0	0	0	56	
1730-1745	0	42	24	0	5	0	0	0	0	0	0	0	0	71	
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	
1815-1830	0	59	20	0	0	0	0	1	0	0	0	0	0	80	
1830-1845	0	46	29	0	1	0	0	0	0	0	0	0	0	76	
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	
1915-1930	0	40	4	0	0	0	0	0	0	0	0	0	0	44	
1930-1945	0	32	3	0	0	0	0	0	0	0	0	0	0	35	
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	
2015-2030	0	17	3	0	0	0	0	0	0	0	0	0	0	20	
2030-2045	0	19	2	0	0	0	0	0	0	0	0	0	0	21	
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	
2115-2130	0	16	2	0	0	0	0	0	0	0	0	0	0	18	
2130-2145	0	13	3	0	0	0	0	0	0	0	0	0	0	16	
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	
2215-2230	0	10	1	0	0	0	0	0	0	0	0	0	0	11	
2230-2245	0	11	1	0	0	0	0	0	0	0	0	0	0	12	
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	
2315-2330	0	10	1	0	0	0	0	0	0	0	0	0	0	11	
2330-2345	0	6	1	0	0	0	0	0	0	0	0	0	0	7	
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	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	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	
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	235
Noon Peak Hour	1245 - 1345	1245 - 1345	1000 - 1100	1200 - 1300	1030 - 1130	1015 - 1115	-	1000 - 1100	1000 - 1100	-	-	-	-	1245 - 1345
Noon Peak Volume	2	132	77	1	16	2	0	2	4	0	0	0	0	208
PM Peak Hour	1630 - 1730	1815 - 1915	1745 - 1845	1600 - 1700	1645 - 1745	1630 - 17								

### 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



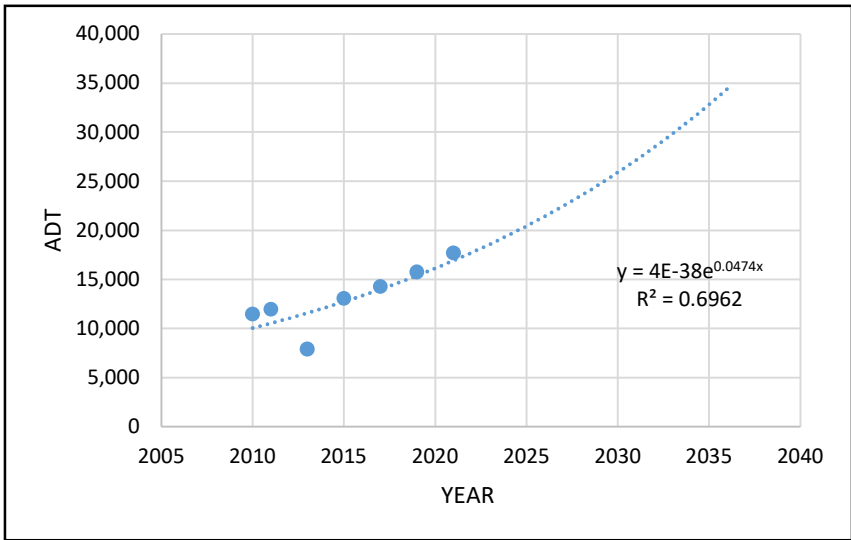
## **Appendix D**

### **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

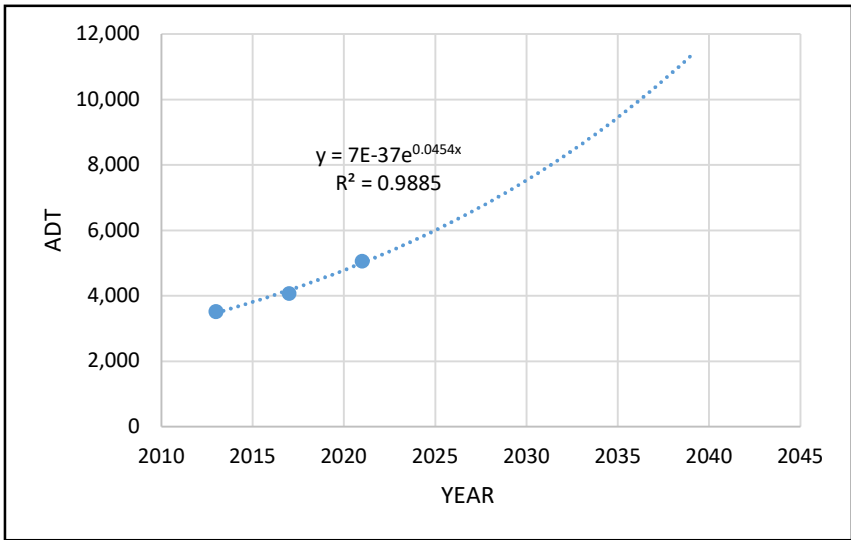
11-Years of Count Data  
Trend Annual Historic Compound Growth Rate  
 4.98%



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%



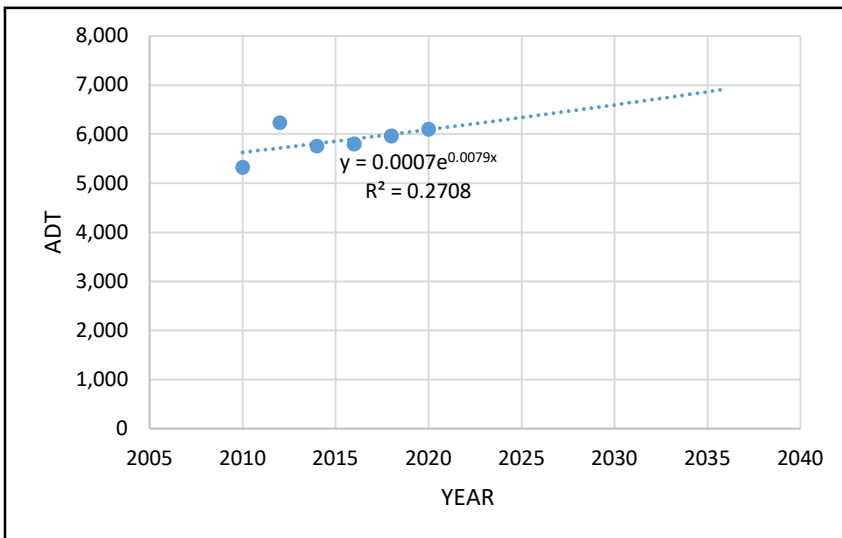
Count Station: GDOT #237-0145  
 Street: SR 44/Lake Oconee Rd  
 Location: south of Harmony Rd  
 Source: GDOT

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

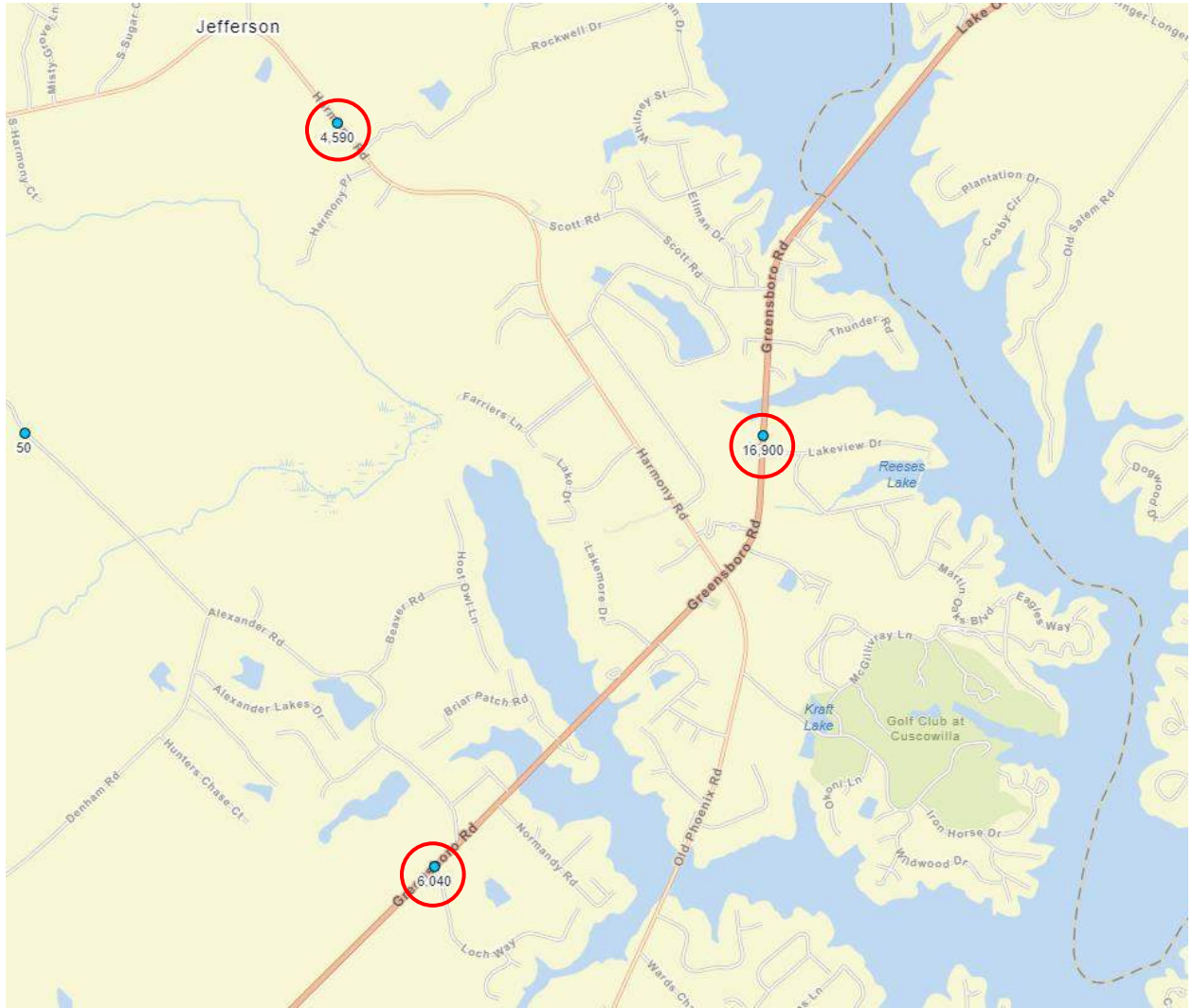
3-Years of Count Data

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**

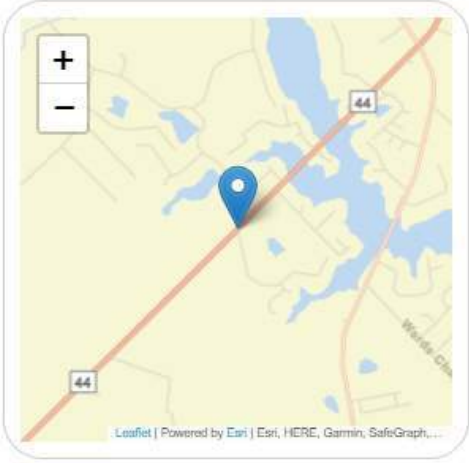



**Count History**

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

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
<b>Intersection Summary</b>						
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	-	-



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

Existing 2023  
AM Peak Hour

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
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(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
<b>Intersection Summary</b>						
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

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
<b>Intersection Summary</b>						
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
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
<b>Intersection Summary</b>						
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
<b>Intersection Summary</b>						
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

HCM 6th TWSC  
4: Proposed Drwy #1 & Scott Rd

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
<b>Intersection Summary</b>						
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	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

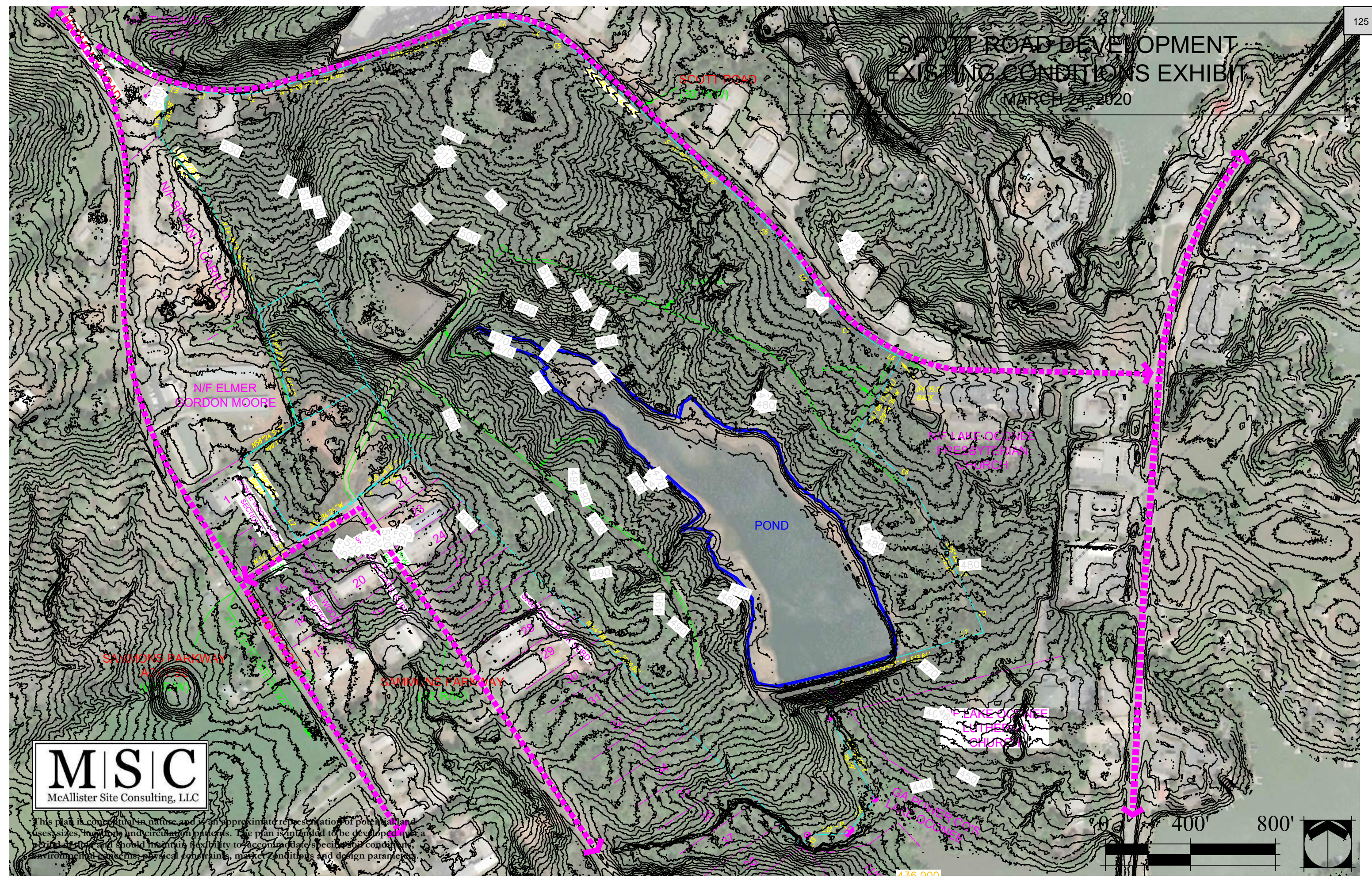
Intersection						
Int Delay, s/veh	2.8					
Movement	SET	SER	NWL	NWT	NEL	NER
Lane Configurations	↑	↗	↖	↑	↘	↙
Traffic Vol, veh/h	207	20	101	190	13	63
Future Vol, veh/h	207	20	101	190	13	63
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
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
Stage 1	-	-	-	-	225
Stage 2	-	-	-	-	427
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	-	-	1319	-	433
Stage 1	-	-	-	-	812
Stage 2	-	-	-	-	658
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1319	-	397
Mov Cap-2 Maneuver	-	-	-	-	397
Stage 1	-	-	-	-	812
Stage 2	-	-	-	-	603

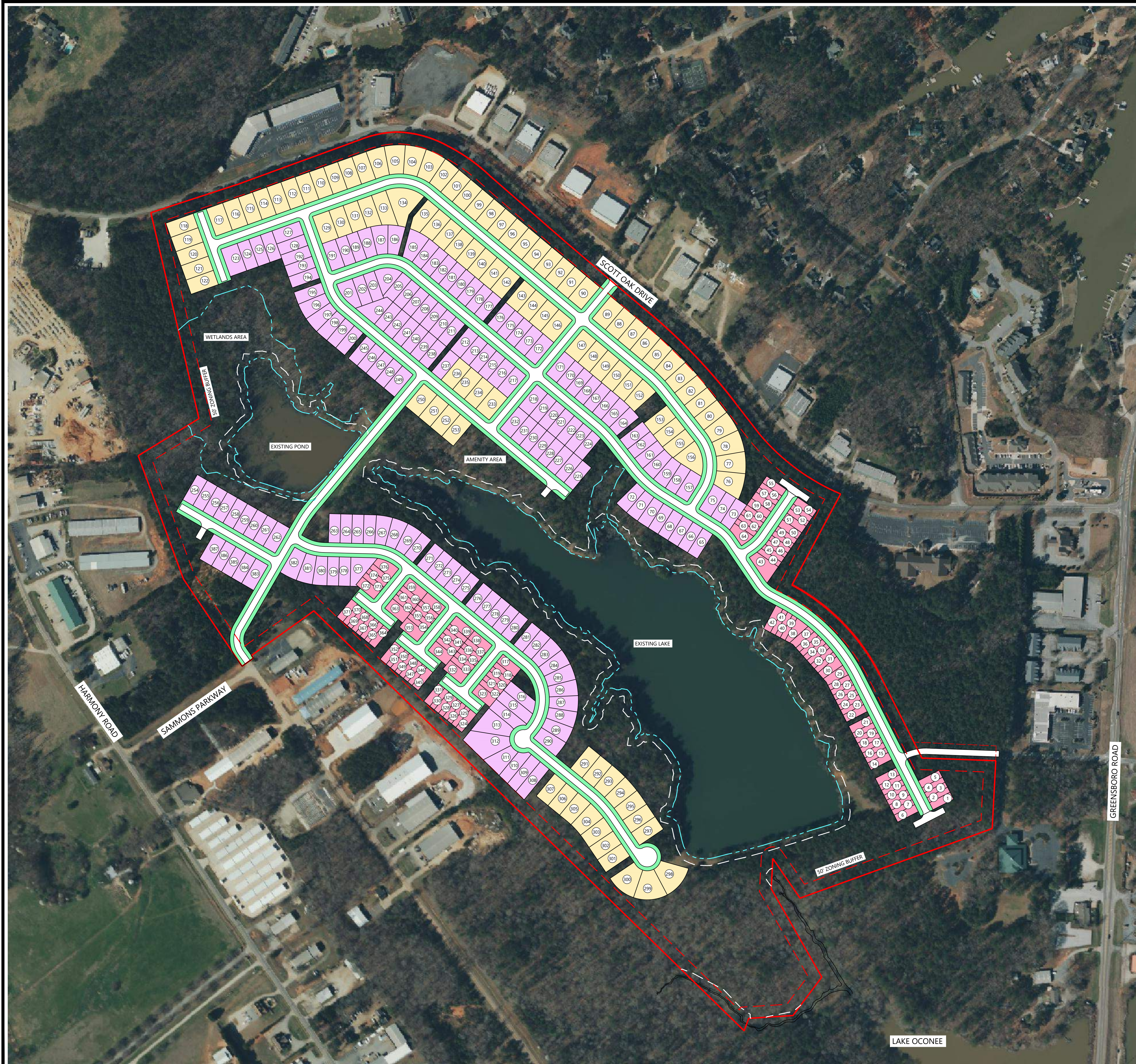
Approach	SE	NW	NE
HCM Control Delay, s	0	2.8	10.9
HCM LOS			B

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

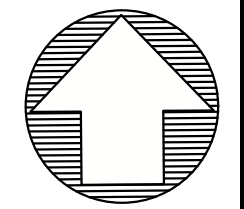


This plan is conceptual in nature and is an approximate representation of potential land uses, sizes, locations and circulation patterns. The plan is intended to be developed over a period of time and should maintain flexibility to accommodate specific site conditions, environmental concerns, physical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



PROPOSED USE: RPUD

APPLICANT: RICK MCALLISTER  
1341 BEVERLY DRIVE  
ATHENS, GA 30606



**811**  
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 INDEPENDENTLY VERIFY BY THE OWNER OR ITS REPRESENTATIVE THE EXACT LOCATION OF ALL EXISTING UTILITIES BEFORE COMMENCING WORK AND AGREE TO 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.

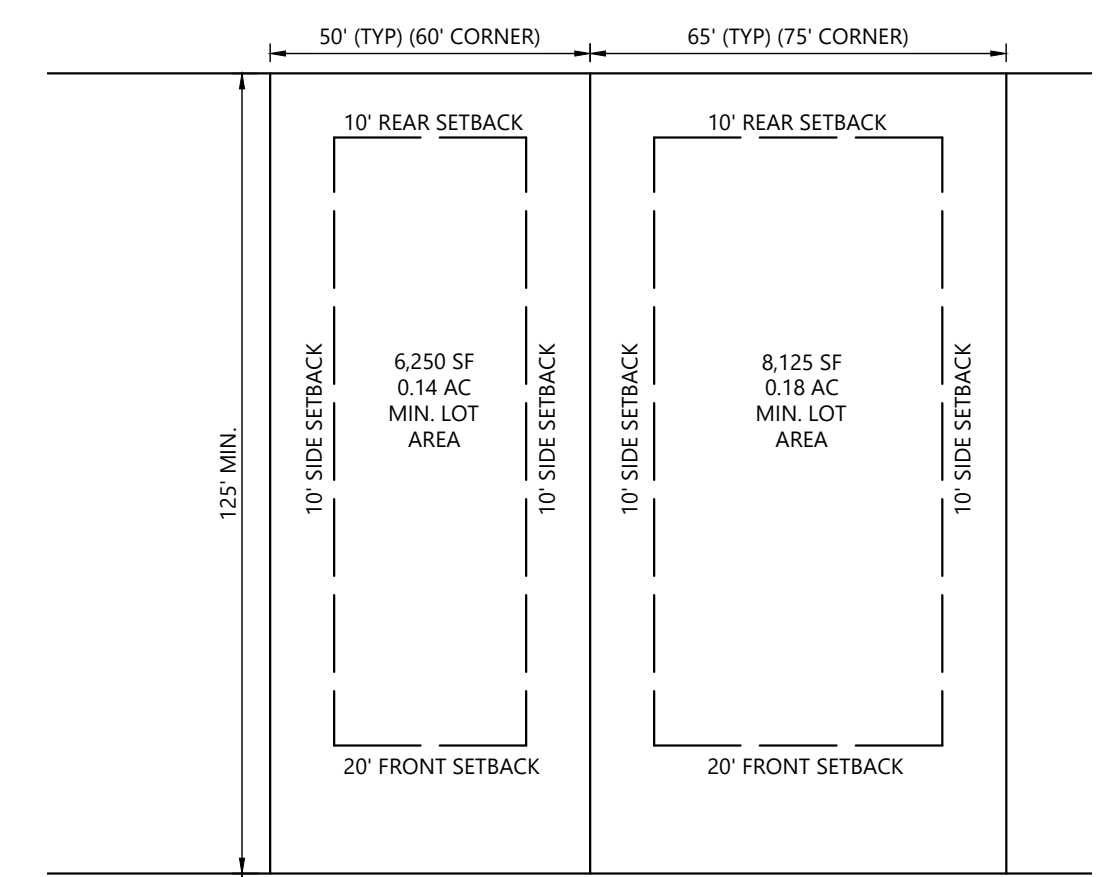
**NOTICE:**  
CONSTRUCTION SITE SAFETY IS THE SOLE RESPONSIBILITY OF THE CONTRACTOR. NEITHER THE OWNER NOR THE ENGINEER SHALL BE HELD RESPONSIBLE FOR ANY ACCIDENTS OR INJURIES TO PERSONS OR PROPERTY OR ANY OTHER PERSONS.

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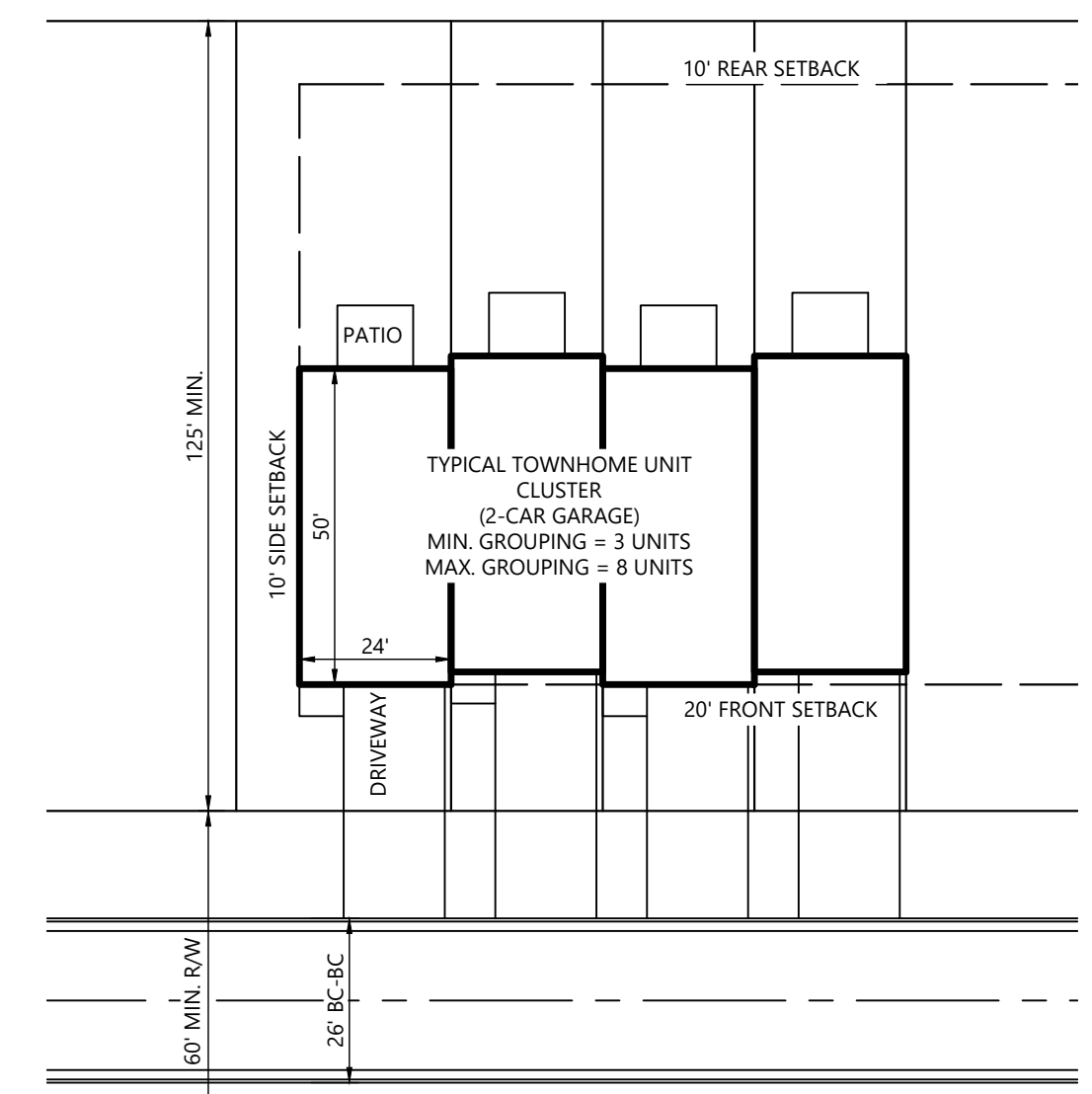
SITE AREA	
TOTAL PROPERTY AREA:	158.3± AC
ZONING CLASSIFICATION	
JURISDICTION:	PUTNAM COUNTY
EXISTING ZONING:	CPUD
PROPOSED ZONING:	RPUD
DEVELOPMENT PROPOSAL	
PROPOSED DENSITY:	387 UNITS
24' TOWNHOME PRODUCT:	124 UNITS (32%)
50' SINGLE FAMILY DETACHED LOT:	163 UNITS (42%)
65' SINGLE FAMILY DETACHED LOT:	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 30066  
COAF PEF005804



TYPICAL LOT LAYOUT  
N.T.S.



TYPICAL TOWNHOME LAYOUT  
N.T.S.

PUTNAM COUNTY, GEORGIA

STILLWATER SCOTT OAK DRIVE  
FORESTAR  
CONCEPT PLAN

DATE 05-17-2023

REVISIONS

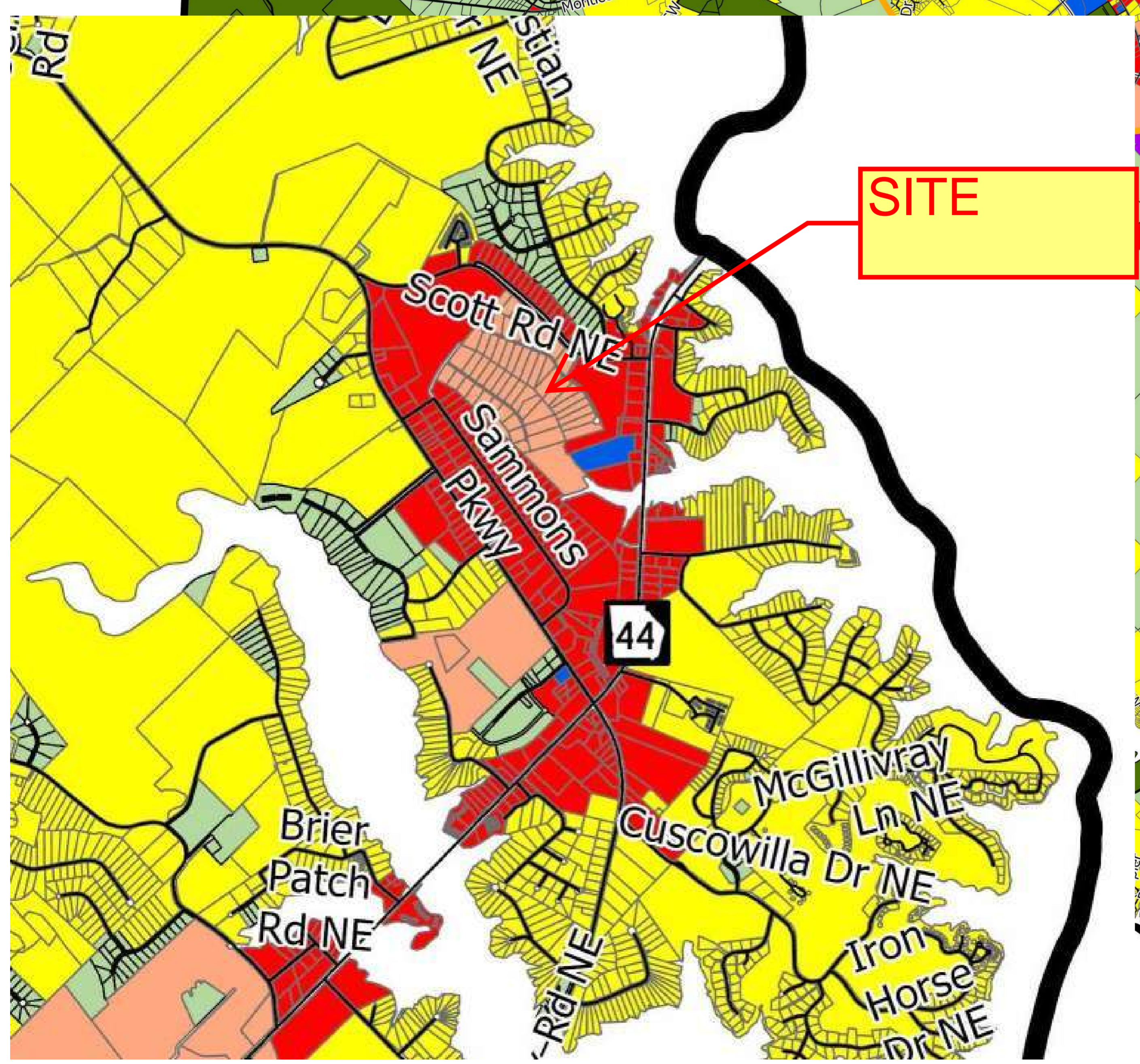
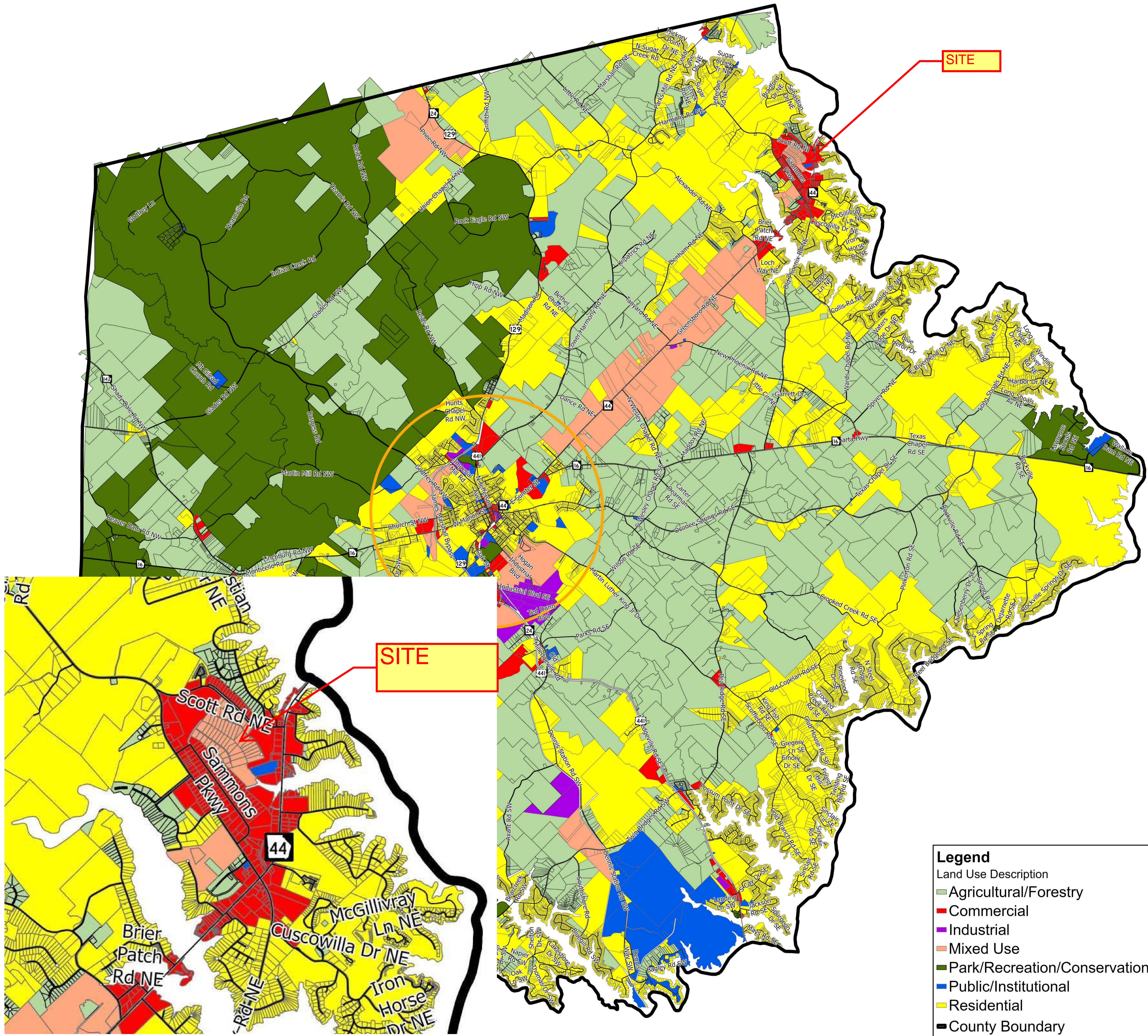
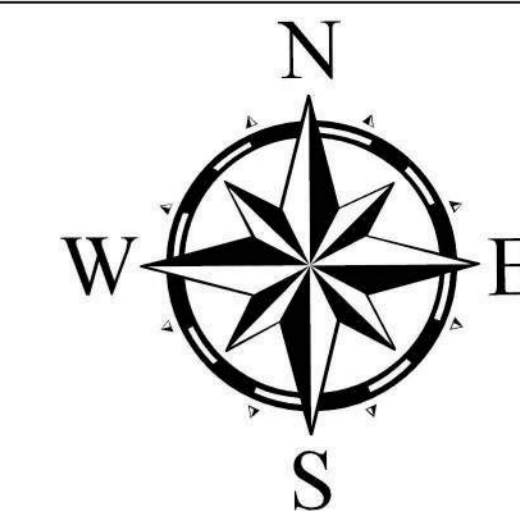
SCALE: 1"=200'

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

FILE NAME: K:\Projects\2023\Newlands\Newlands\Site\2023\0517\2023\0517\_Plan\_Plot.dwg PLOT DATE: 05/17/2023 4:11 PM PLOTTED BY: [redacted] PLOT DEVICE: HP DesignJet 4000 Series PLOT SCALE: 1"=200'

NOT ISSUED FOR CONSTRUCTION CAD FILE: C06 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

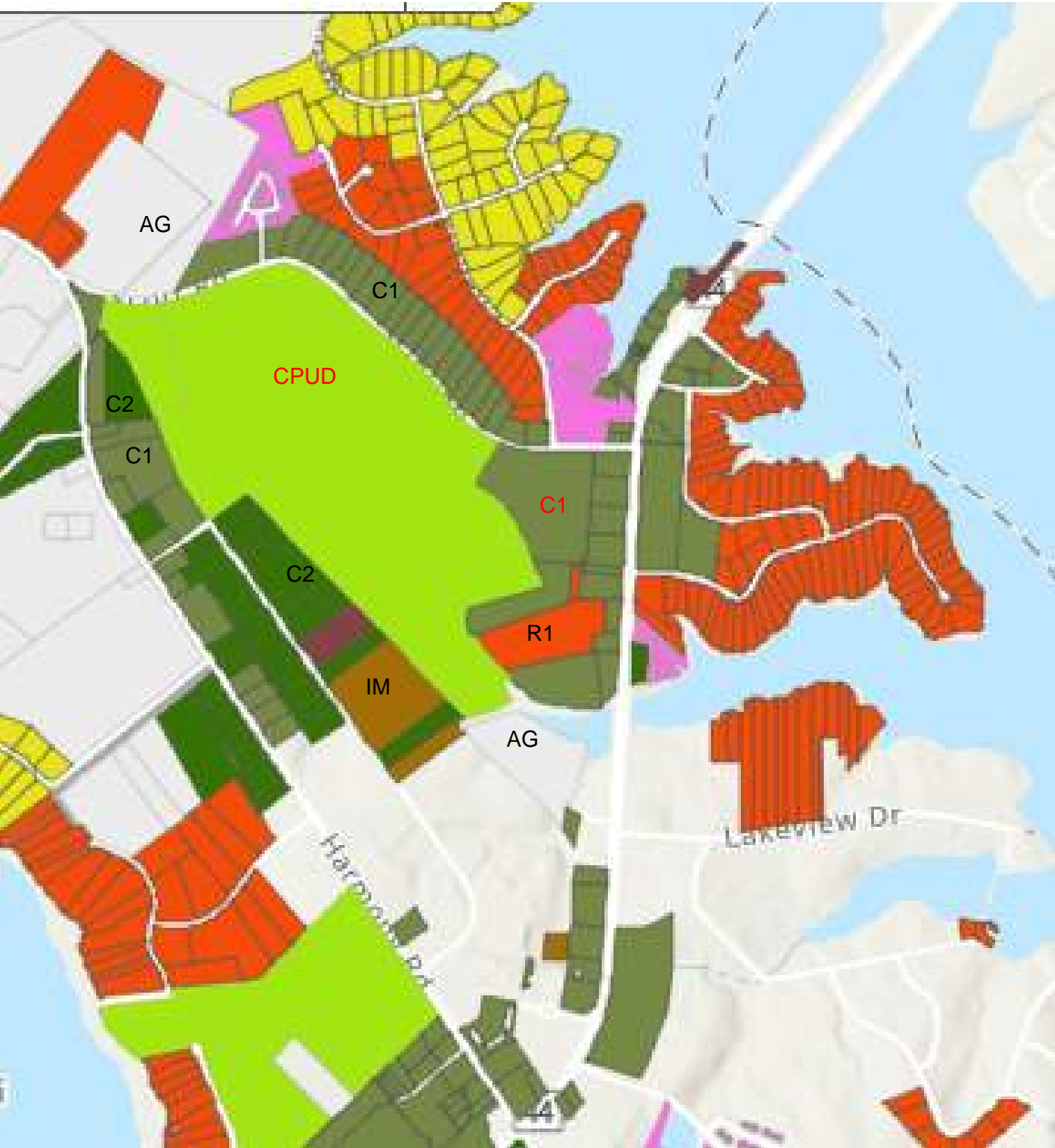
**Sec. 66-118. Development standards.**

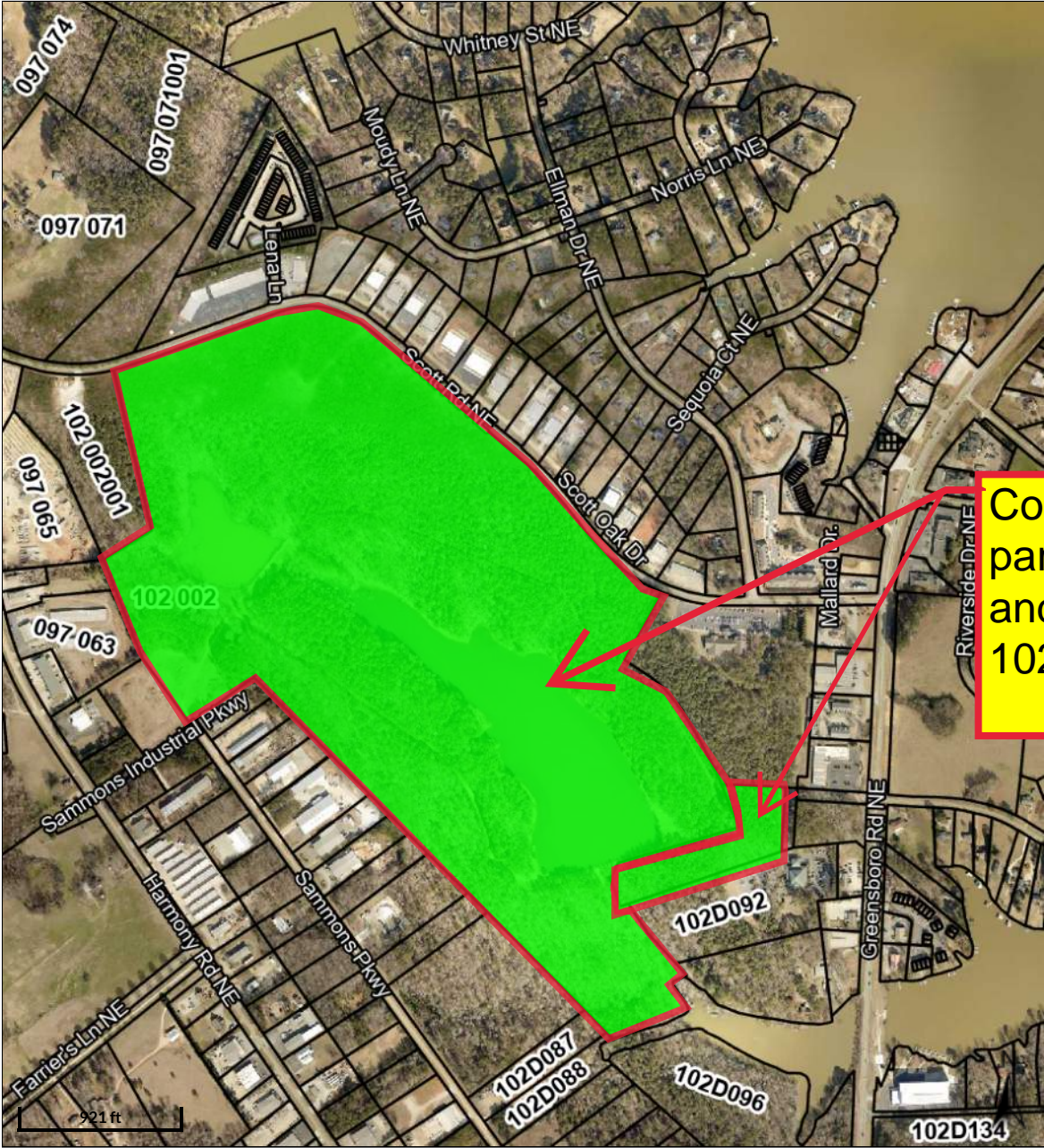
Lot Dimensions	R-PUD	PROPOSED
Minimum Lot Area	15 acres	APROROXMATLEY 165 acres
Minimum Lot Width	As established in an approved concept plan	50 feet
Minimum Lot Frontage		
<b>Setbacks</b>		
<b>Principal Building</b>		
Front	As established in an approved concept plan	20 feet
Side	As established in an 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
<b>Accessory Building</b>		
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		
<b>Maximum Height</b>		
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
<b>Accessory</b>		
<b>Minimum Floor Area</b>		
Single Family Detached	1,000 sf	1,000 sf
Single Family Attached	1,000 sf	1,000 sf
<b>Manufactured Home</b>		
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

<sup>1</sup> 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) )











Overview



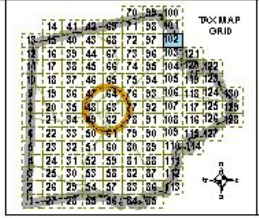
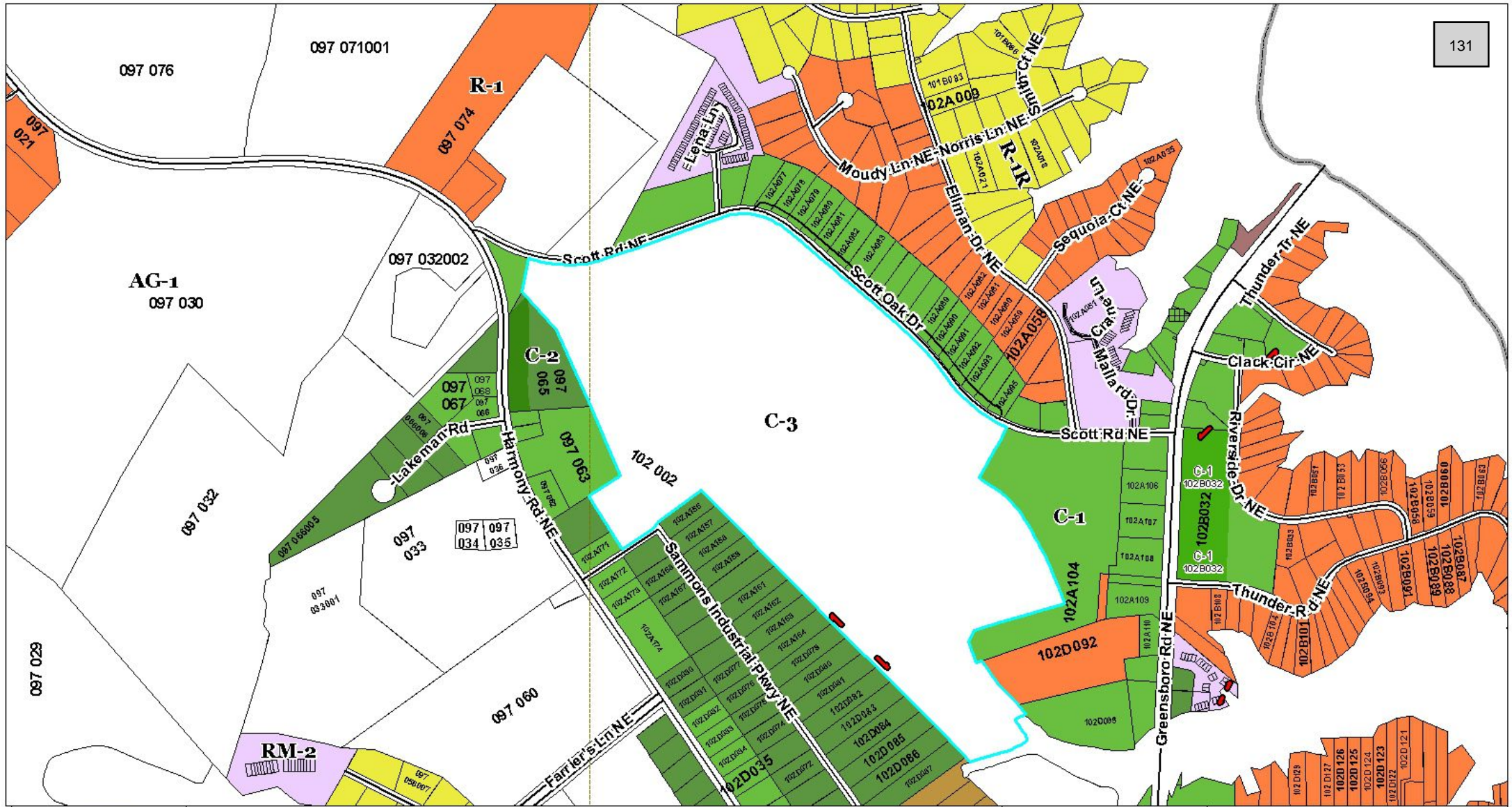
Legend

-  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**

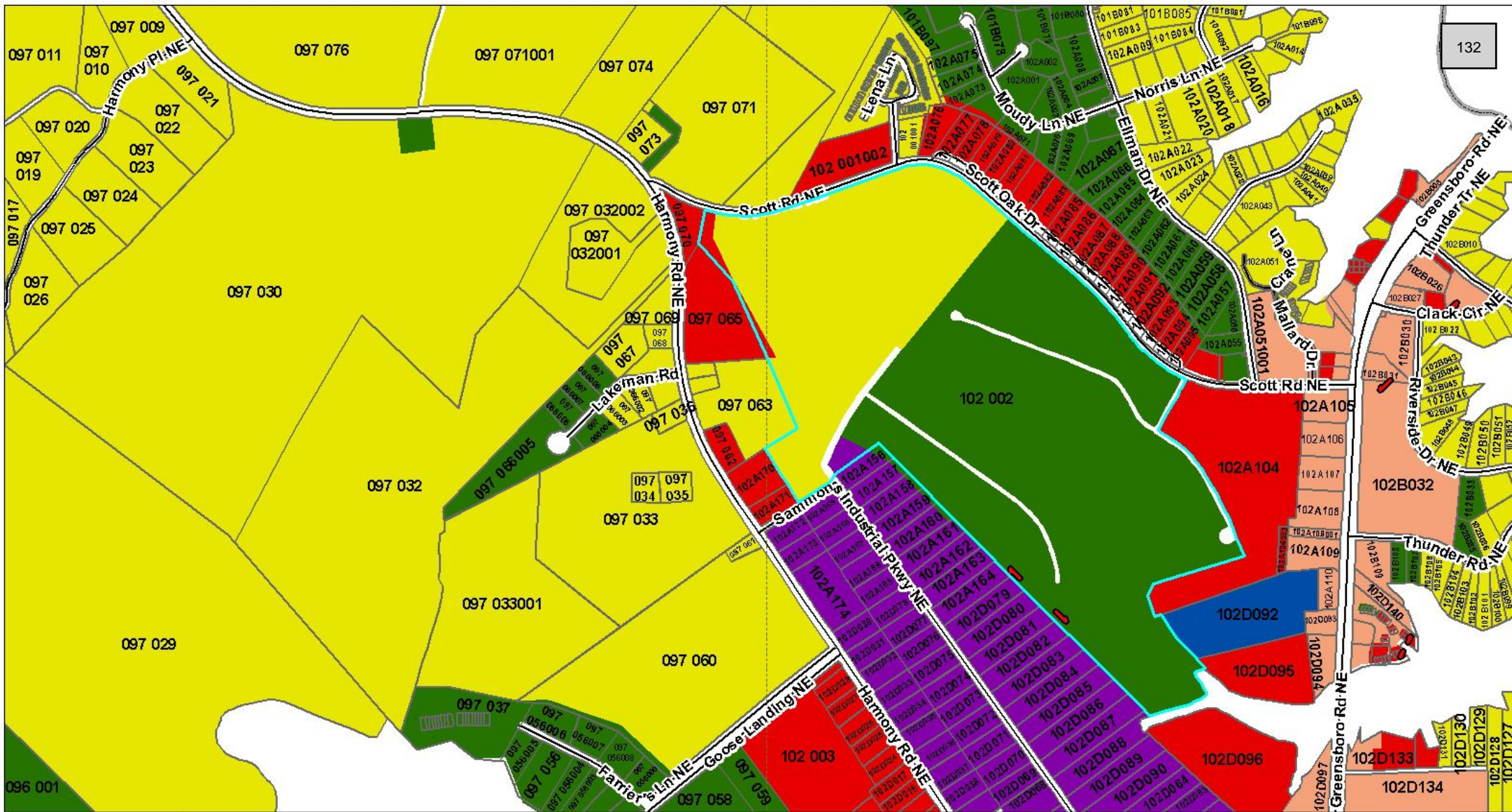
Overlay District	AG-2	C-2 CITY	IND-2 CITY	R - 1 CITY	R-1	RM-2
No Code	C-1	I-M	MHP	R - 2 CITY	R-1R	RM-3
AG-1	C-1 CITY	IND-1 CITY	PUBLIC	R - 3 CITY	R-2	VILLAGE
AG-1 CITY	C-2	IND-2	PUBLIC CITY	R - 4 CITY	RM-1	

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

PUTNAM COUNTY, GEORGIA  
ZONING MAPS

**MAP 102**

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



**GEOGRAPHIC FEATURE LEGEND**

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



Middle Georgia Regional Commission  
175 Emory Hwy  
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PUTNAM COUNTY, GEORGIA  
FUTURE LAND USE MAPS



**MAP 102**



# PUTNAM COUNTY PLANNING & DEVELOPMENT

117 Putnam Drive, Suite B ♦ Eatonton, GA 31024

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

## Staff Recommendations

Thursday, January 4, 2024 ♦ 6:30 PM

Putnam County Administration Building – Room 203

TO: Planning & Zoning Commission

FROM: Lisa Jackson

RE: Staff Recommendation for Public Hearing Agenda on 1/4/2024

### Requests

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**].\* 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.

The subject parcel is currently zoned C-PUD. It was rezoned to C-PUD in 2020 with the hopes of establishing a mixed-use commercial development including a residential component. As indicated by the applicant, this request is driven by the market demand for residential dwellings in the Lake Oconee area. As proposed, the desired use is not allowed in the C-PUD zoning district as stated in [Sec. 66-120. - Permitted uses in C-PUD of the Putnam County Code of Ordinances](#). The proposed parcel is currently undeveloped and is located along the south side of Scott Road, between Harmony Road and SR 44/Lake Oconee Parkway. Scott Road is a two-lane roadway with a 45-mph speed limit also Harmony Road and SR 44/Lake Oconee Parkway are two-lane road.

Based on the applicant’s Traffic Impact Study performed in November 2023 by a licensed design professional, the current traffic volume per day on Scott Road is 2,901 with a peak am at 63 and peak PM at 163. The Highway Capacity Manual, 6th Edition suggests the existing intersections are presently performing at acceptable levels of service during the AM and PM peak hours. It states that 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.

The study estimates that the 2030 Future Build Conditions for this site will generate a total of 3,425 daily trips. It further suggests that Intersection #1 and Intersection #3 are expected to continue performing with acceptable levels of service during the AM and PM peak

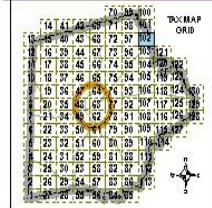
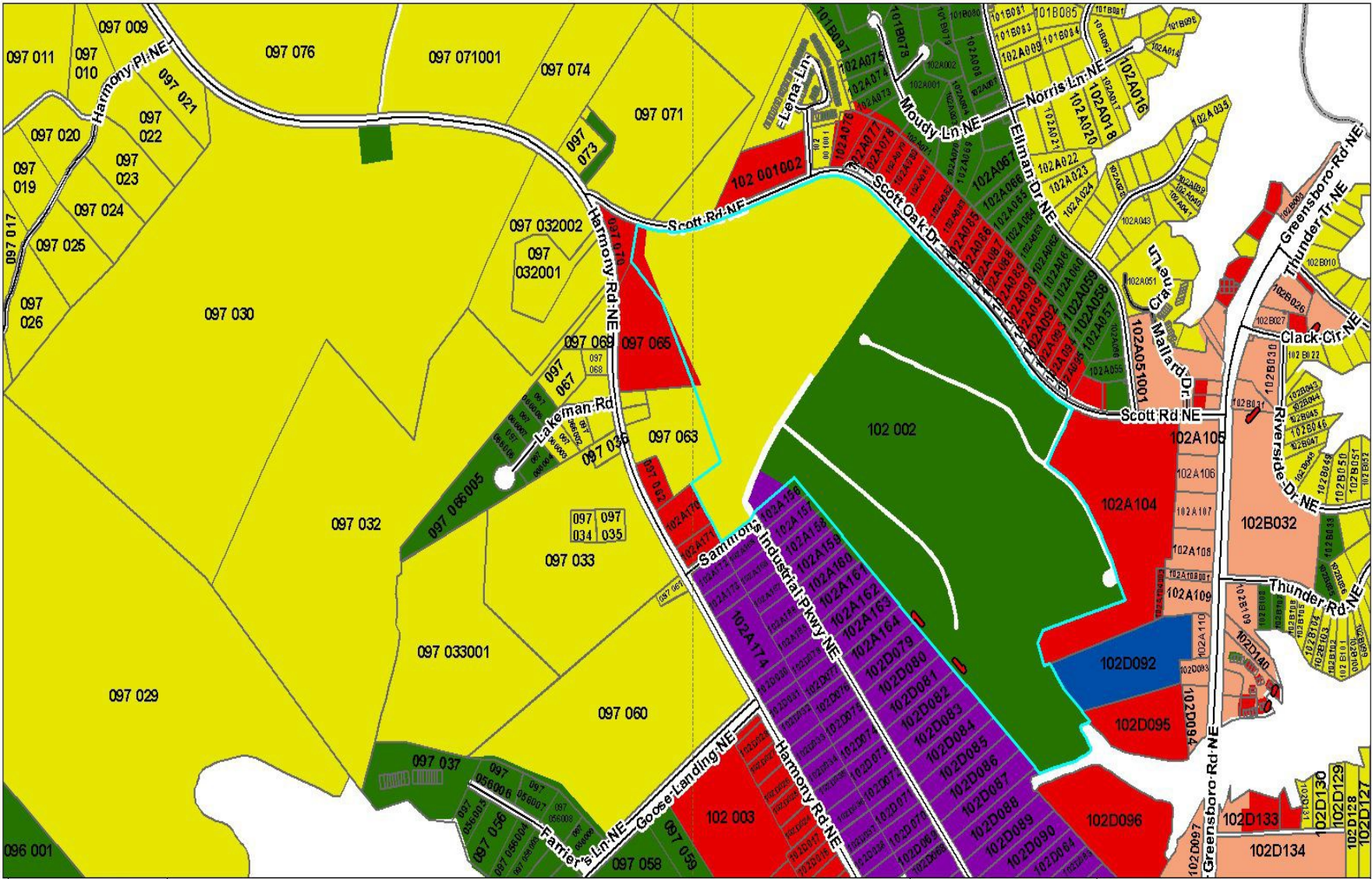
hours. The new proposed driveway on Scott Road is expected to operate with acceptable levels of service during the AM and PM peak hours. However, intersection #2 is expected to operate with low levels of service during the AM and PM peak hours. The eastbound and westbound vehicles turning left onto SR 44 from Thunder Road are expected to continue to experience delays, which are common for stop-control intersections along major routes. The Hwy 44 widening project is expected to improve the conditions at this intersection.

As proposed, the main entrance will be on Scott Road and the secondary access will be on Hwy 44 and Sammons Industrial Road. According to the study, the threshold for a dedicated right-turn lane on a 45-mph speed road is at least 150 vehicles turning right onto the site within one day. The estimated number of daily right-turn traffic volume entering the proposed development will be 171 per day, which exceeds the 150 total threshold. The left-turn deceleration lane threshold is 350 vehicles turning into the site per day and the estimated daily left-turns will be 850 which also exceeds the threshold. Therefore, if approved, the study recommends the following driveway geometric:

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

While the property can be used as it is currently zoned, staff sees no adverse effect that the proposed R-PUD zoning would have on the existing use, value, or usability of adjacent or nearby properties if the recommended improvements are made. Furthermore, the proposed development is consistent with the existing residential, multi-family, and commercial developments in this area, and the comprehensive plan matches the proposed use for future residential development on a portion of this proposed property. In addition, there is no evidence that the proposed development would cause excessive or burdensome use of public services, nor should it affect police, fire protection, or sewer services. Moreover, the proposed use should not cause any excessive or burdensome use of public facilities or services. If approved, staff recommends the following:


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.**



**GEOGRAPHIC FEATURE LEGEND**

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

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

PUTNAM COUNTY, GEORGIA  
 FUTURE LAND USE MAPS  
  

# MAP 102

  
MAP SCALE: 1" = 666.67'    SCALE RATIO: 1:43200    DATE: 9 SEP 2021



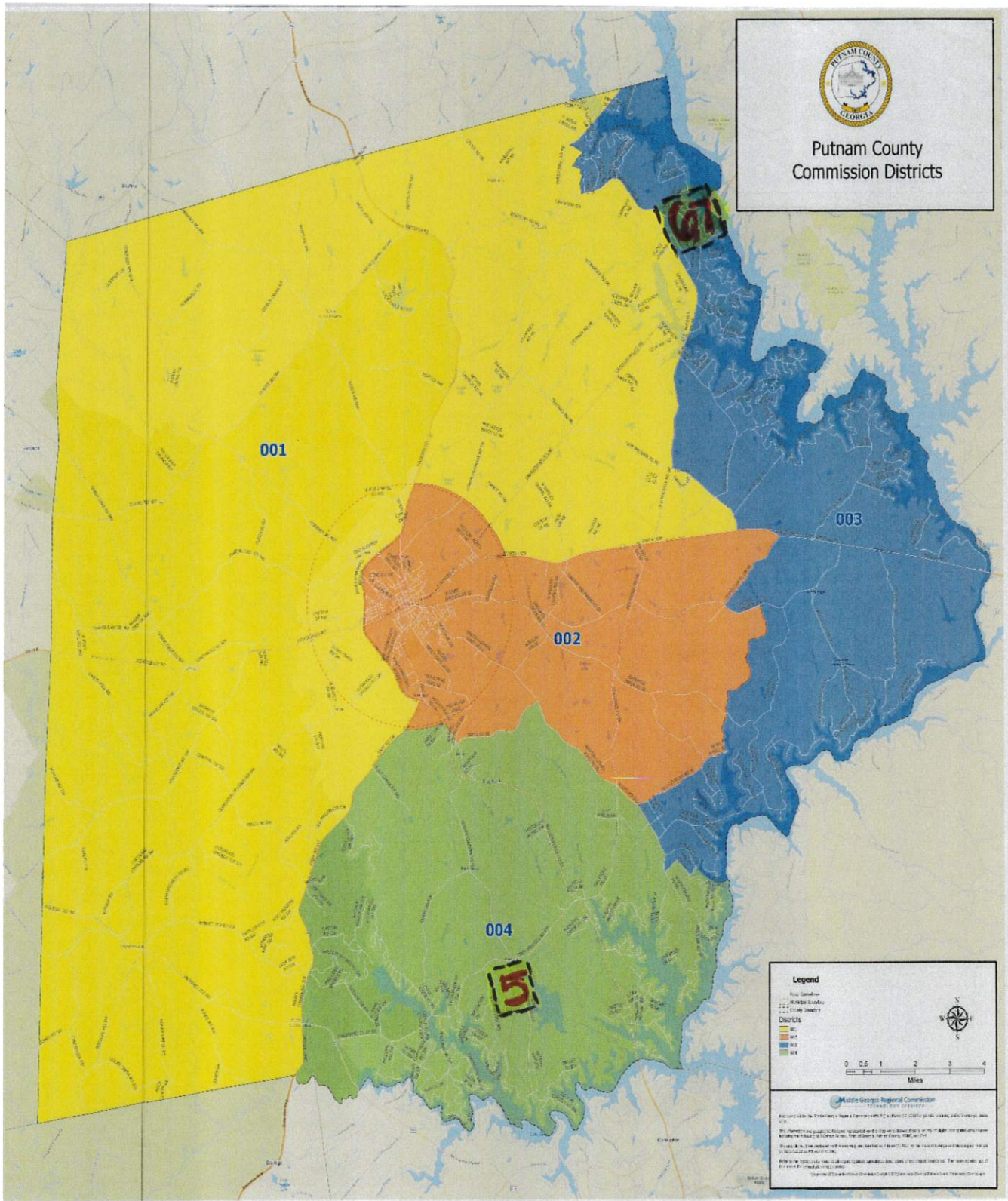
The staff recommendation is for approval to rezone 158.22 acres from C-PUD to R-PUD on Scott Road. [Map 102, Parcel 002, District 3].  
 \* with the following conditions:

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. 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.



**File Attachments for Item:**

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].\***



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: rmcallister.msc@gmail.com

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

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

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- 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.

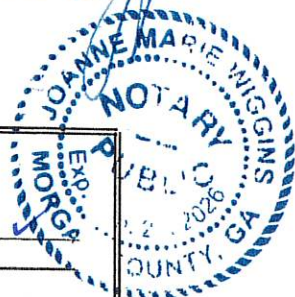
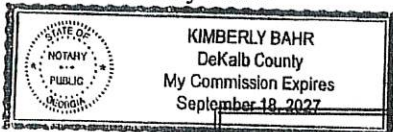
THE ABOVE STATEMENTS AND ACCOMPANYING MATERIALS ARE COMPLETE AND ACCURATE. APPLICANT HEREBY GRANTS PERMISSION FOR PLANNING AND DEVELOPMENT PERSONNEL OR ANY LEGAL REPRESENTATIVE OF PUTNAM COUNTY TO ENTER UPON AND INSPECT THE PROPERTY FOR ALL PURPOSES ALLOWED AND REQUIRED BY THE PUTNAM COUNTY CODE OF ORDINANCES.

[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

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*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.

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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 1<sup>st</sup> 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.

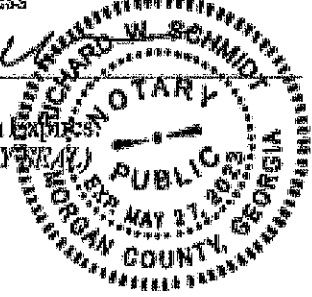
The above-described property is conveyed subject to the covenants and restrictions set out on Exhibit A, attached hereto and made a part hereof.

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

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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

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

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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 13<sup>th</sup> DAY OF November, 20 23.

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

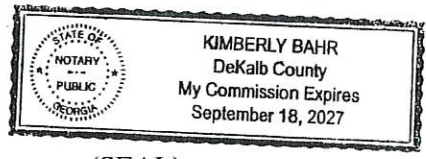
Jerry Sharfer  
SIGNATURE

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

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2023 021171  
SHAIFER OCONEE LLC

INTERNET TAX RECEIPT  
SCOTT RD PARCEL X50  
102A 104 003

147

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

<b>ORIGINAL TAX DUE</b>
\$1,328.93
<b>INTEREST</b>
<b>COLLECTION COST</b>
<b>FIFA CHARGE</b>
<b>PENALTY</b>
<b>TOTAL PAID</b>
\$1,328.93
<b>TOTAL DUE</b>
\$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 stylized and cursive.

Rick McAllister  
Agent for Shaifer Oconee, LLC

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ص.ص.ج.



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,

W. J. Matthews  
Vice President of Operations

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

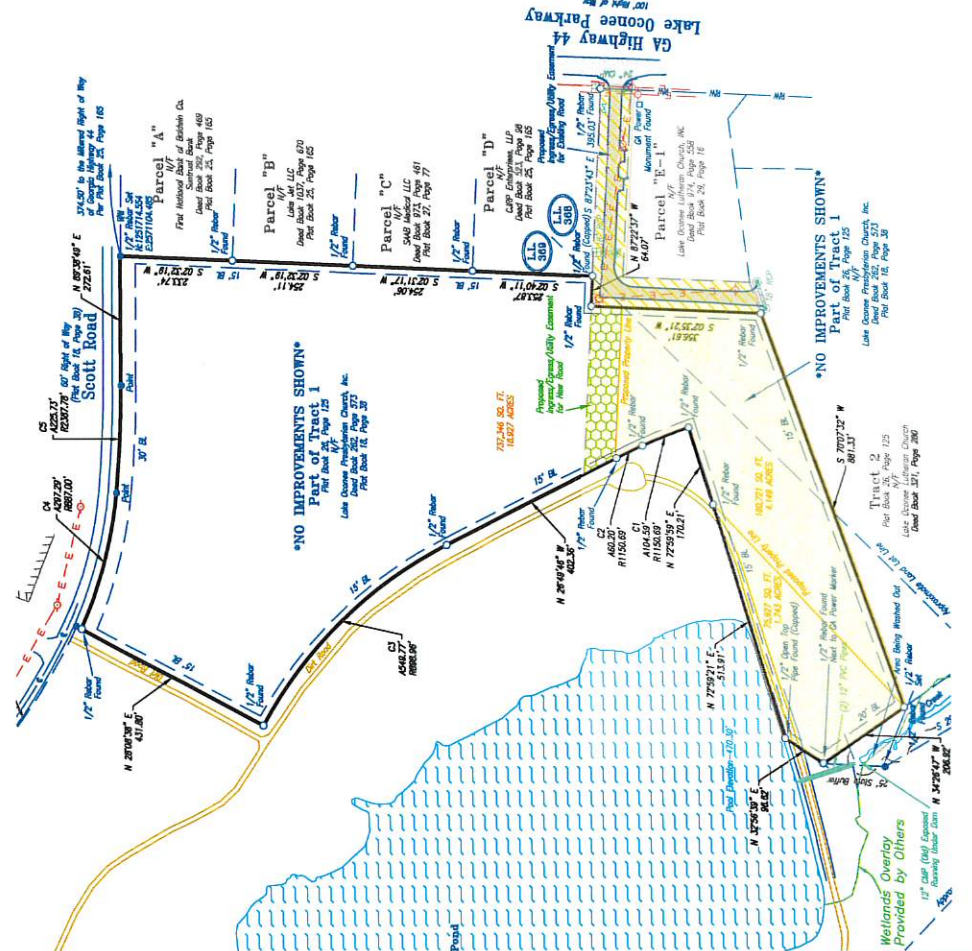
RECEIVED DEC 01 2023  
G.W.

4.35' Magnetic North  
 4.35' Declination  
 Grid North  
 True North  
 Building North

**TOTAL AREA**  
 993,994 SQ. FT.  
 22.819 ACRES

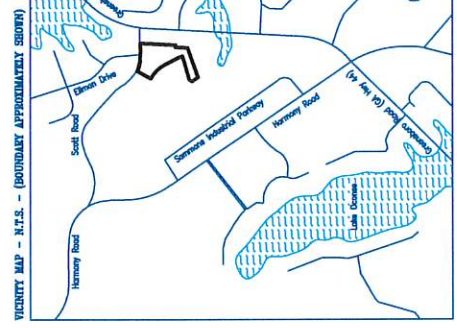
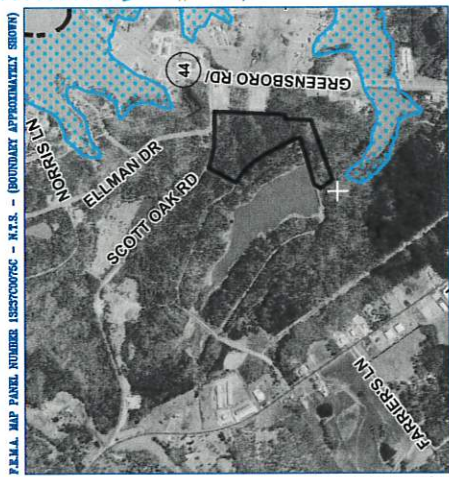
**HATCH LEGEND**  
 These hatchings may be found in the drawing.  
 Concrete  
 Asphalt  
 Gravel

**LEGEND**  
 These standard symbols may be found in the drawing.  
 1/2" Baker Scale  
 Iron Pins Found  
 Stake  
 Building Line  
 Survey Line  
 Power Pole  
 Light Pole  
 Fire Hydrant  
 Blotter  
 Neighbor's Fence  
 Overhead Electric Line  
 Right of Way Line  
 Surveyor's Pipe  
 Surveyor's Pipe



**CURVE TABLE**

CURVE	RADIUS	ARC LENGTH	CHORD BEARING	CHORD LENGTH	DEFLECT ANGLE
C1	1150.69'	104.39'	N 21°27'10" W	57.25'	37°52'58"
C2	850.69'	509.77'	N 44°23'54" W	357.23'	52°12'23"
C3	801.00'	254.00'	S 29°19'45" E	197.12'	107°12'12"
C4	801.00'	254.00'	S 87°39'18" E	197.12'	107°12'12"
C5	2387.78'	225.73'	S 87°39'18" E	52.92'	107°12'12"



**ZONING**  
 (Plum County)  
 (C-1) Commercial  
 Sides just setback - 35'  
 Rear yard setback - 20' (100' from lake or river)

**CLOSURE STATEMENT**  
 The field notes used to complete this plat were gathered by differential GPS methods and were not gathered by traditional methods. The positional balance of 0.1 feet. This map or plat has been calculated for closure and is found to be accurate within one foot in 250,000 feet.

**SURVEY NOTES**  
 1. Elevation used: Leica 1200 robotic total station and Mirco MS data collector.  
 2. Solinix used: Carlson Survey 2013 and Carlson Survey.  
 3. Above ground visible utilities were obtained from field observations. Georgia Land Surveying Co. has not been able to verify the location or completeness of this underground information. It is understood that the utility company is responsible for the location and completeness of this underground information.  
 4. Any graphic depiction of setback lines and other markers of zoning are the surveyor's interpretation of the zoning regulations and are not to be used as a basis for the enforcement of the zoning subject property or compliance with zoning regulations for the structures or businesses on the subject property.



PROFESSIONAL  
 No. 3008  
 150

This plat is a representation of an existing parcel or parcels of land and does not constitute a warranty of title. The recording information of this document, survey, plat, or map is for informational purposes only and does not constitute a warranty of title. THE PLAT DOES NOT REPRESENT ANY LOCAL JURISDICTION, LIABILITY OF PUBLIC OFFICIALS, OR LIABILITY OF ANY LOCAL JURISDICTION, OR LIABILITY OF ANY PUBLIC OFFICIALS. THE SURVEYOR'S LIABILITY IS LIMITED TO THE ACCURACY OF THE SURVEYOR'S MEASUREMENTS AND THE ACCURACY OF THE SURVEYOR'S INSTRUMENTS. THE SURVEYOR'S LIABILITY IS LIMITED TO THE ACCURACY OF THE SURVEYOR'S MEASUREMENTS AND THE ACCURACY OF THE SURVEYOR'S INSTRUMENTS. THE SURVEYOR'S LIABILITY IS LIMITED TO THE ACCURACY OF THE SURVEYOR'S MEASUREMENTS AND THE ACCURACY OF THE SURVEYOR'S INSTRUMENTS.

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**GEORGIA LAND SURVEYING CO. EST. 1865**

SURVEY PLAT FOR: **LAKE OCOONEE PRESBYTERIAN CHURCH**  
 DATE: 8/13/21 SCALE: 180'  
 REVISION BY DATE  
 PHASE: SECTION: Plum County, GA  
 LAND LOT: 368 & 369 BLOCK: 3rd DISTRICT  
 LOT: Part of Tract 1  
 SUBDIVISION: Property Division Survey of Lake Ocoonee Presbyterian Church, Inc.  
 PLAT BOOK: 26 PAGE: 125 PARTY CHIEF: JJ FIELD DATE: 8/16/21  
 DEED BOOK: DRAFTER: BMS SHEET 1 OF 1

THIS PLAT WAS PREPARED FOR THE EXCLUSIVE USE OF THE PERSON, PERSONS, OR ENTITY WHOSE INTEREST IS SET FORTH IN THE SURVEYOR'S NAME. THE SURVEYOR MAKES NO 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**

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Comprehensive plan insert ..... Attachment

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**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](http://www.kci.com)  
678.990.6200

November 2023

KCI Project #242309129



**RISE TO THE  
CHALLENGE**



# Stillwater Development

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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 3<sup>rd</sup> 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



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- 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 9<sup>th</sup>, 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
<b>Driveway Totals</b>		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, 6<sup>th</sup> 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:

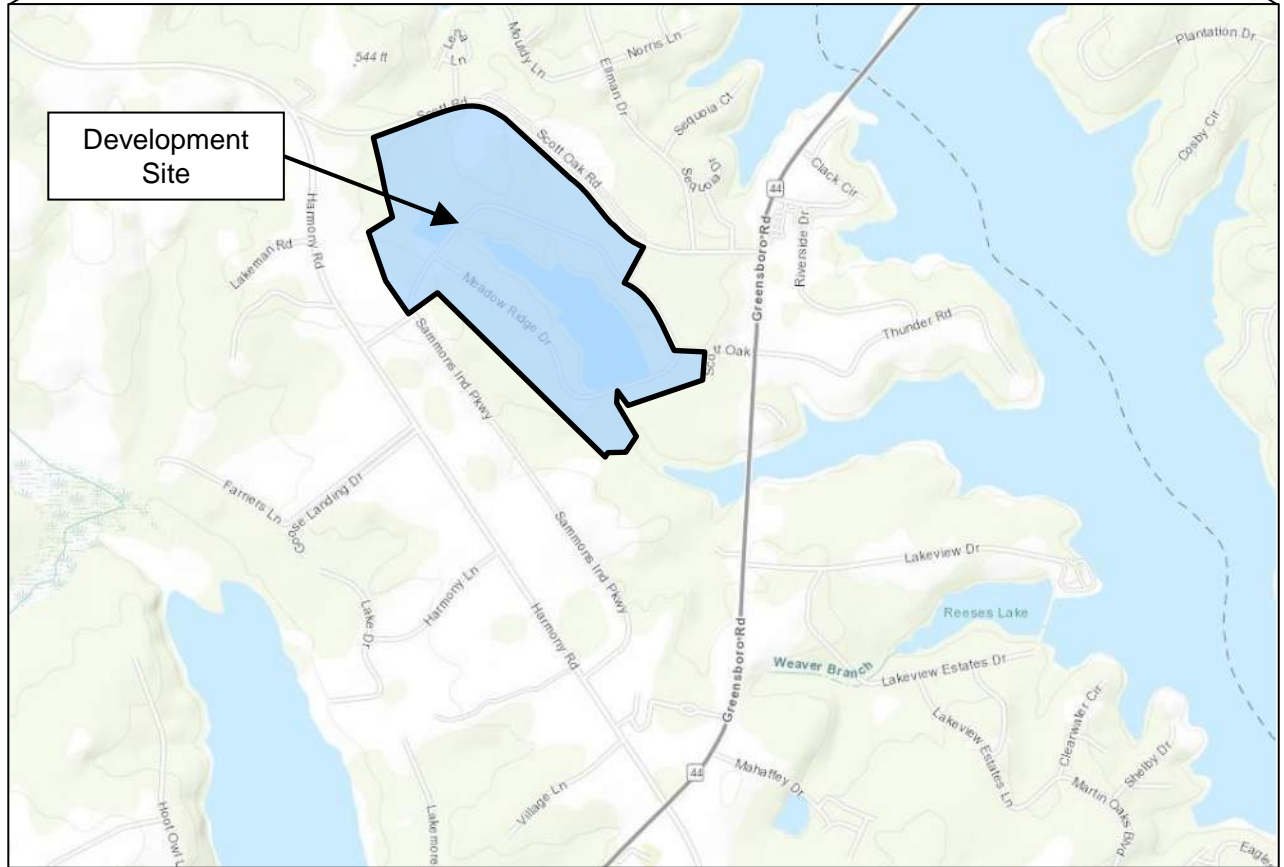
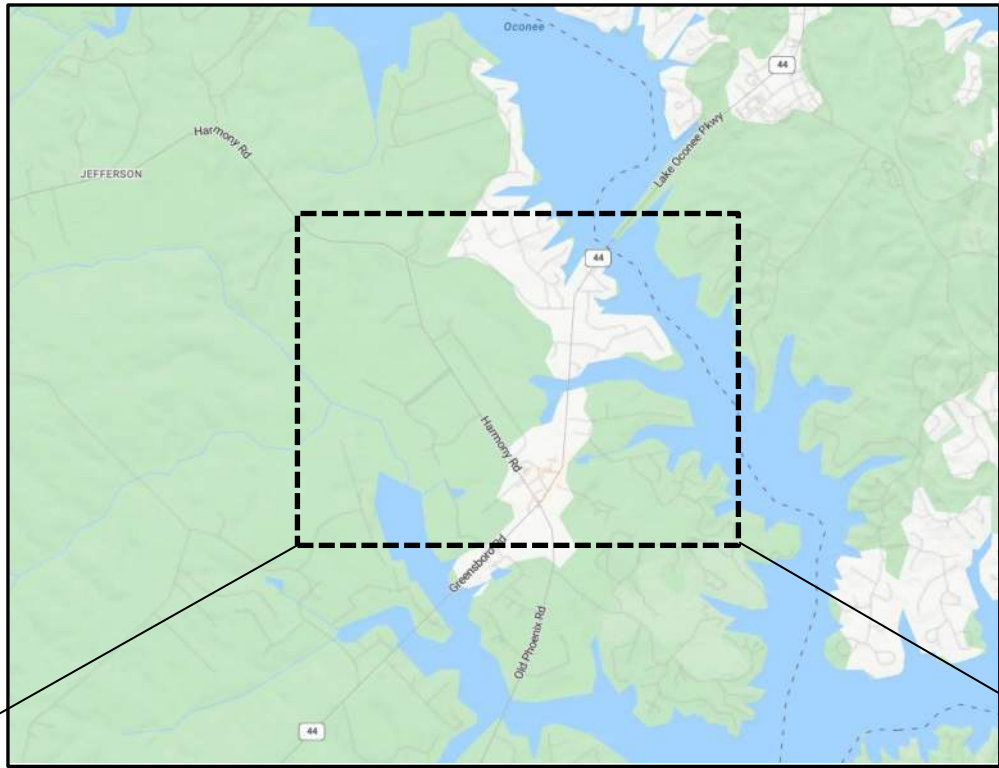
- Scott Road at Proposed Driveway #1:
  - Provide a full-movement driveway; driveway to be stop-control
  - Provide one entry lane and one exit lane
  - Install a westbound right-turn deceleration lane
  - Install an eastbound left-turn deceleration lane
- Proposed Driveway #2 connection to existing 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 3<sup>rd</sup> 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

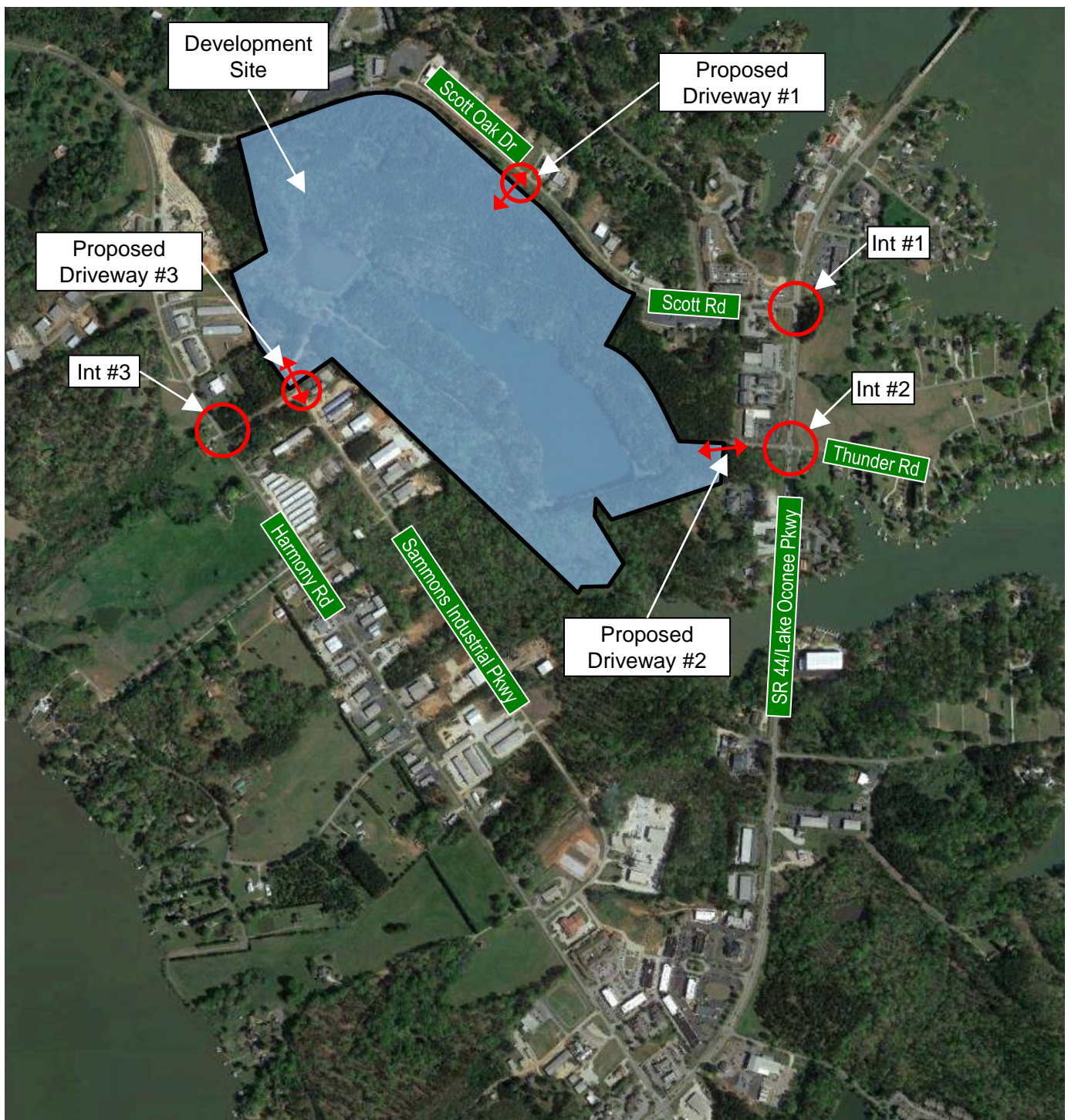


**Traffic Impact Study  
Stillwater Development  
Putnam County, Georgia**

**Location  
Map**

**Figure  
1**

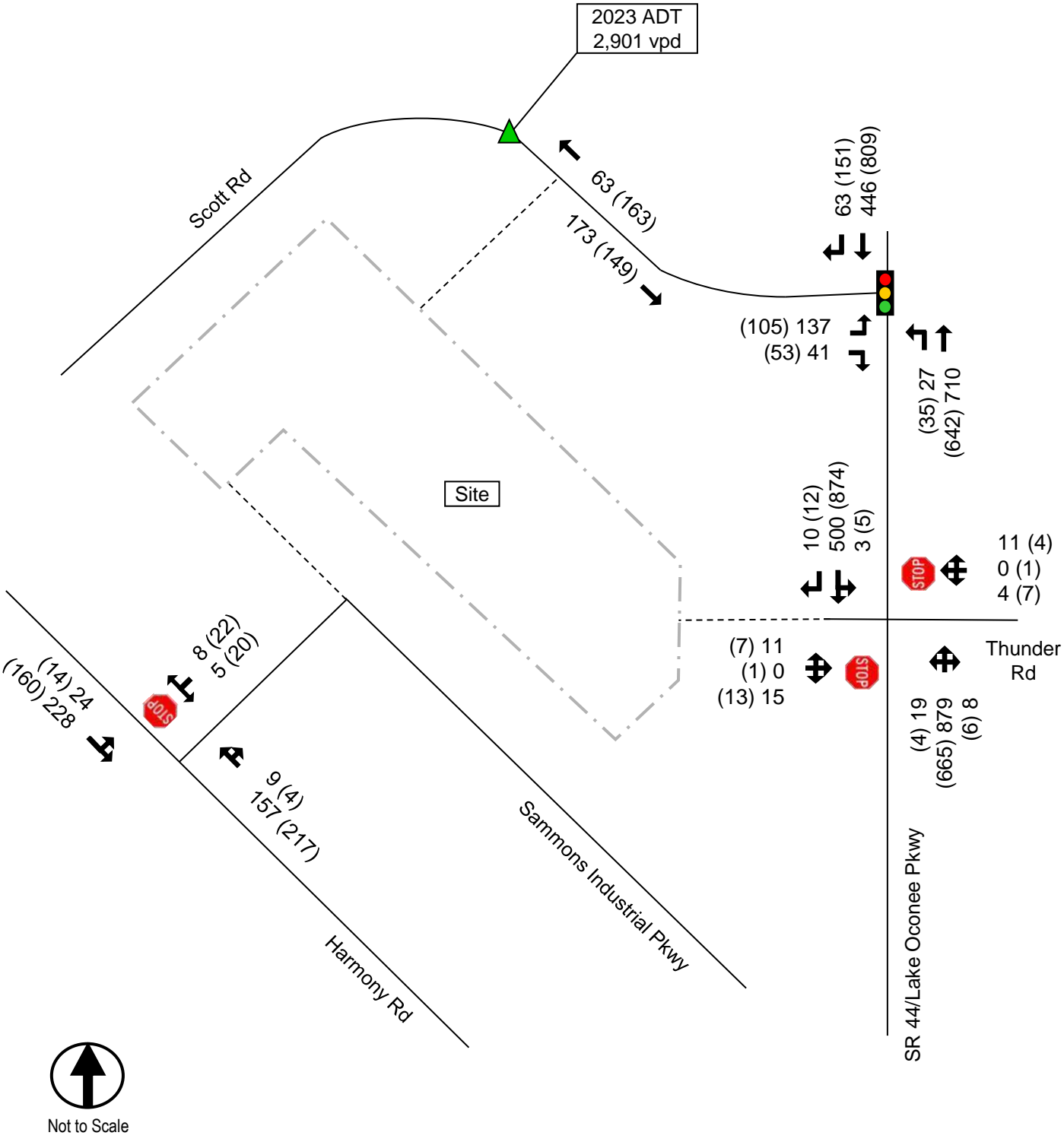
**Legend:**  
○ Study Intersection



Not to Scale

**LEGEND:**

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



Not to Scale



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

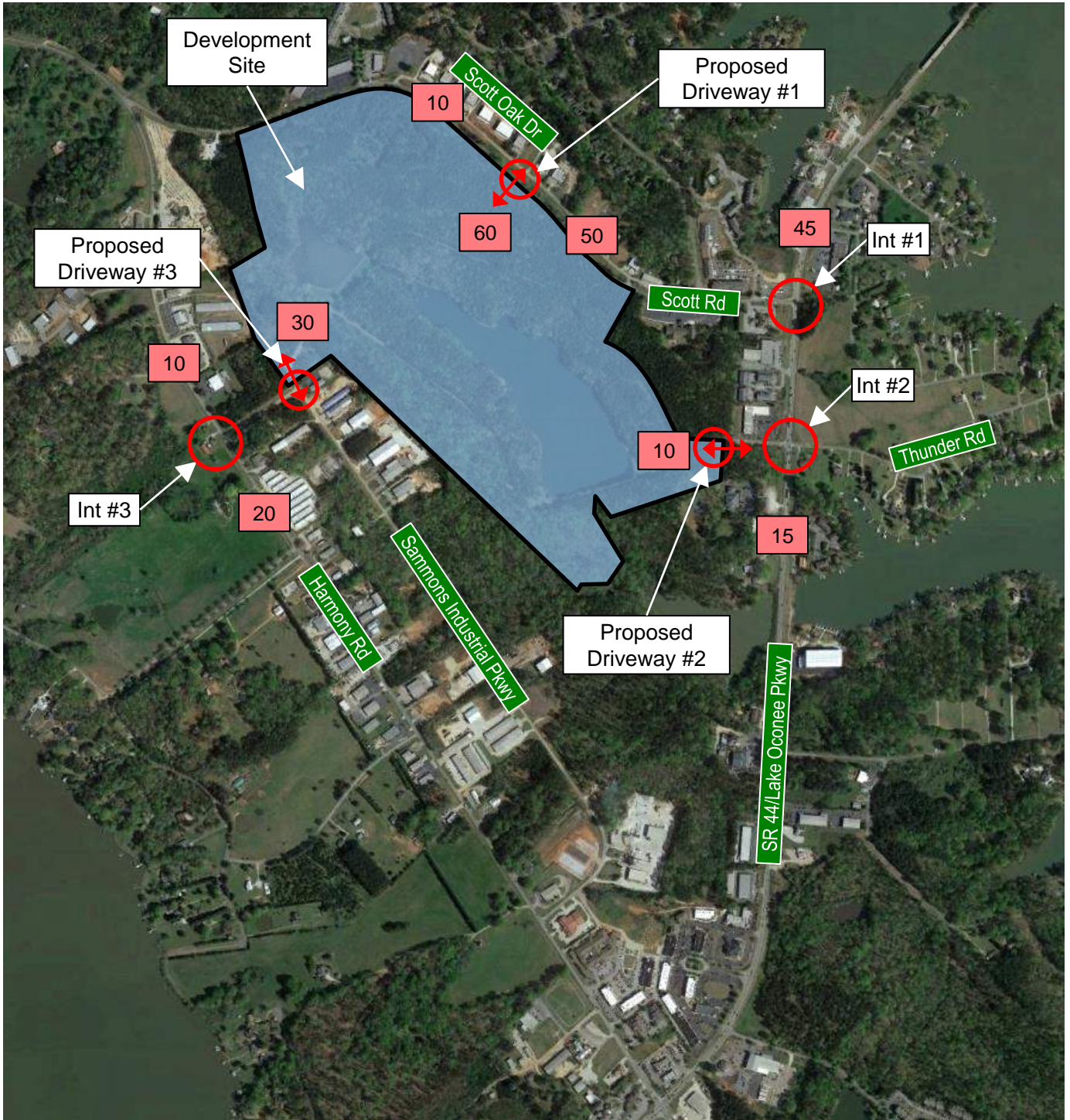
**Existing Traffic**  
**Conditions**

**Figure**  
**3**



Legend:

100 Development Trip %



Not to Scale



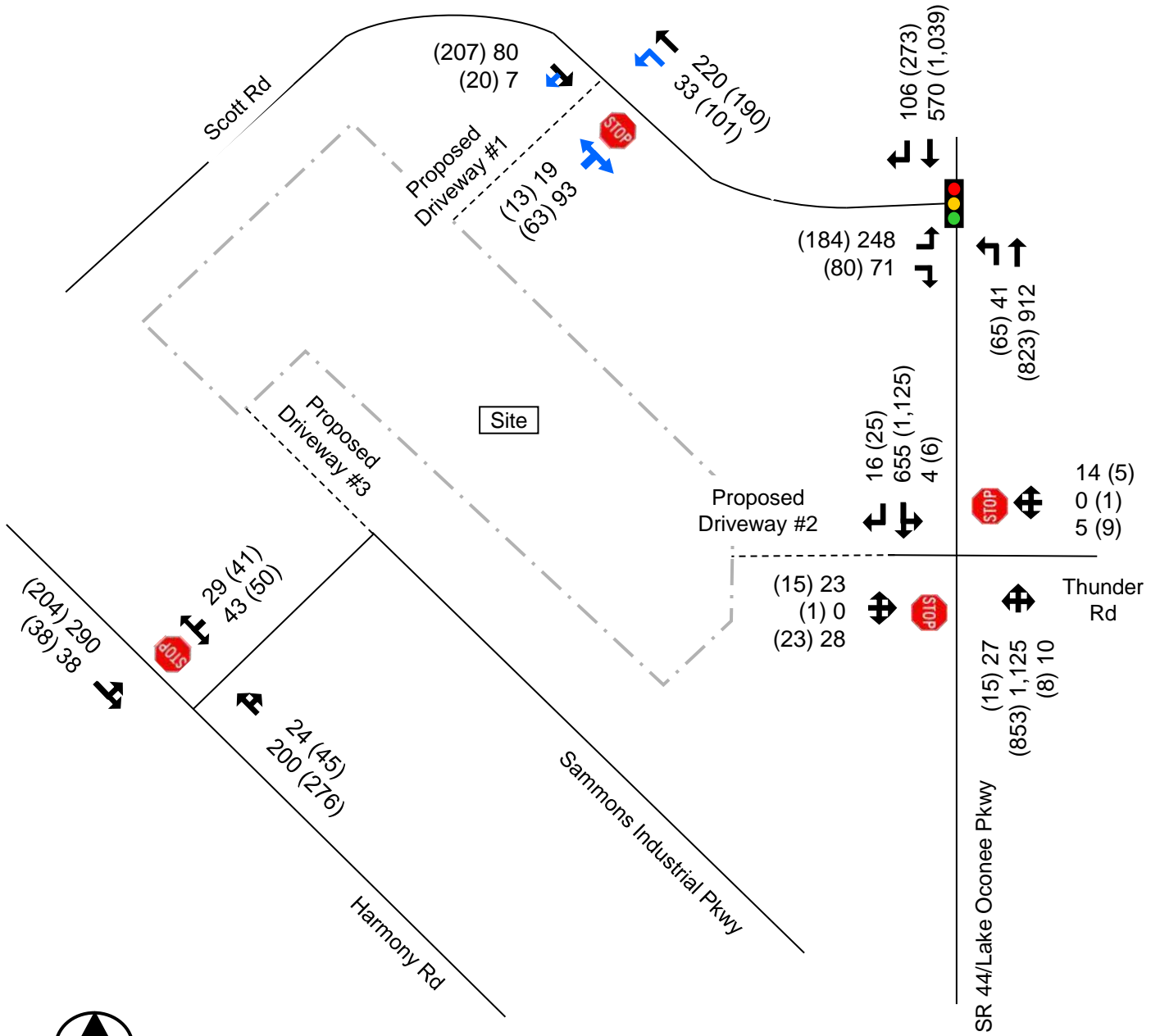
Traffic Impact Study  
Stillwater Development  
Putnam County, Georgia

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



# Appendix C

## Traffic Count Data

Peak Hour Turning Movement Count

Putnam County, GA



www.marrtraffic.com

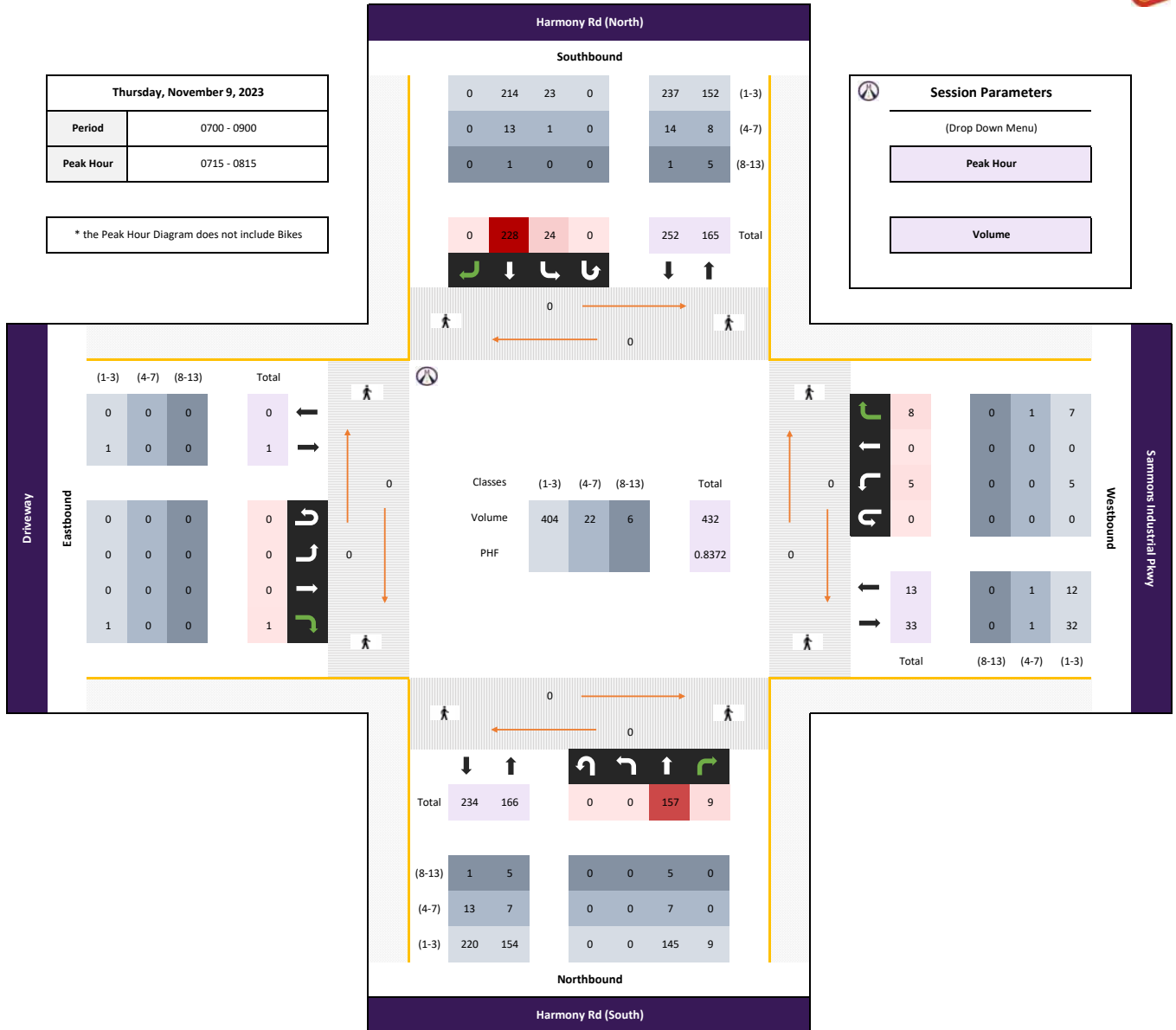
[Click here for Map](#)

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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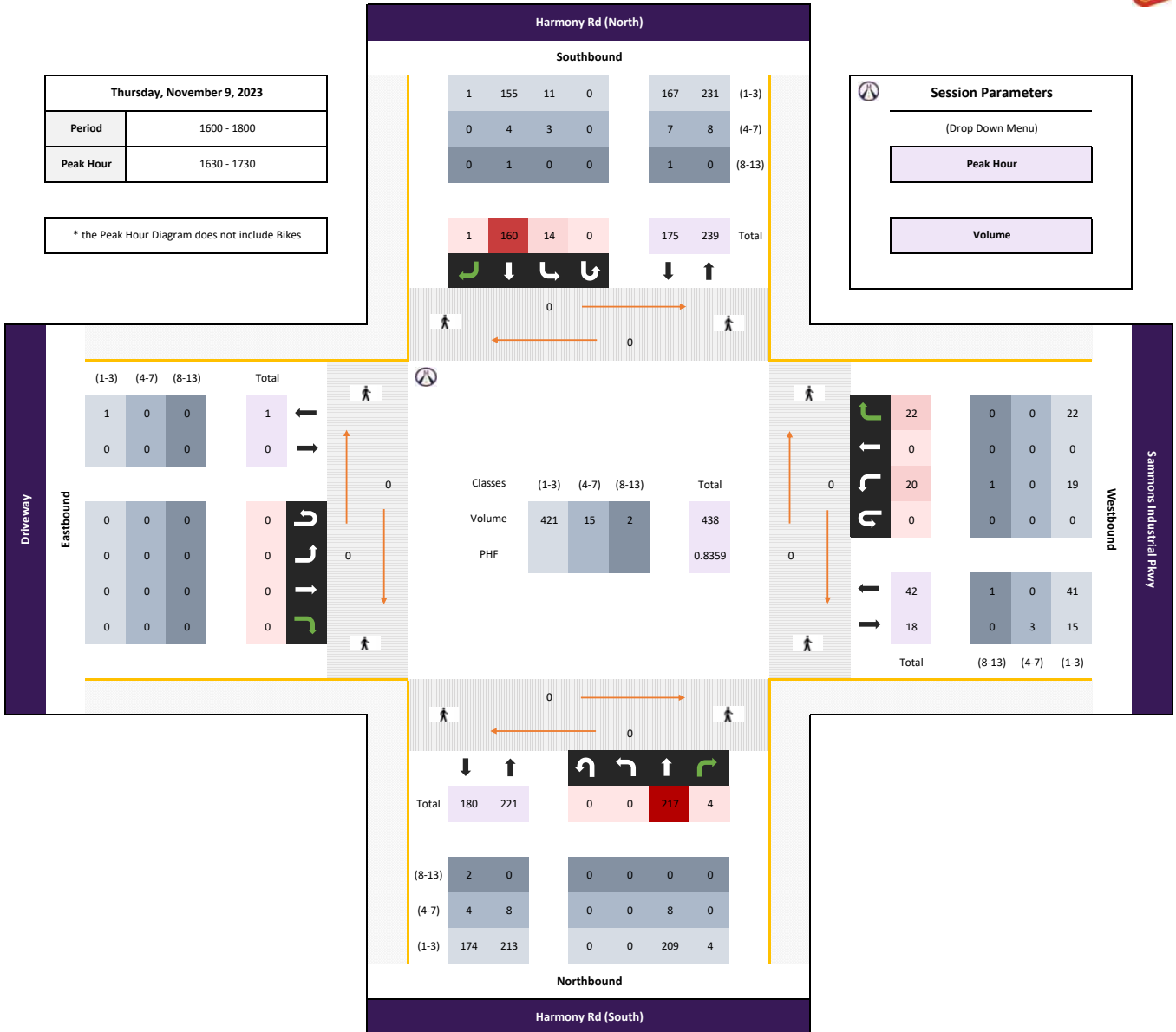
[Click here for Map](#)

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

**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				Int Total					
	Harmony Rd (South)			U-Turn	Harmony Rd (North)			U-Turn	Driveway			U-Turn	Sammons Industrial Pkwy			U-Turn						
	Left	Thru	Right		Left	Thru	Right		Left	Thru	Right		Left	Thru	Right			Left	Thru	Right		
0700 - 0715	0	32	8	0	40	3	27	0	0	30	0	0	1	0	1	3	0	2	0	0	5	76
0715 - 0730	0	28	3	0	31	5	49	0	0	54	0	0	1	0	1	2	0	4	0	0	6	92
0730 - 0745	0	36	0	0	36	6	60	0	0	66	0	0	0	0	0	2	0	1	0	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	0	129
Hourly Total	0	152	15	0	167	23	196	0	0	219	0	0	2	0	2	7	0	7	0	0	14	402
0800 - 0815	0	37	2	0	39	4	59	0	0	63	0	0	0	0	0	1	0	3	0	0	4	106
0815 - 0830	0	38	1	0	39	3	40	0	0	43	0	0	0	0	0	2	0	3	0	0	5	87
0830 - 0845	0	40	1	0	41	0	35	0	0	35	0	0	0	0	0	1	0	1	0	0	2	78
0845 - 0900	0	28	3	0	31	6	32	0	0	38	0	0	0	0	0	2	0	5	0	0	7	76
Hourly Total	0	143	7	0	150	13	166	0	0	179	0	0	0	0	0	6	0	12	0	0	18	347
Grand Total	0	295	22	0	317	36	362	0	0	398	0	0	2	0	2	13	0	19	0	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	-	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	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				Int Total					
	Harmony Rd (South)			U-Turn	Harmony Rd (North)			U-Turn	Driveway			U-Turn	Sammons Industrial Pkwy			U-Turn						
	Left	Thru	Right		Left	Thru	Right		Left	Thru	Right		Left	Thru	Right			Left	Thru	Right		
1600 - 1615	0	44	3	0	47	4	38	0	0	42	0	0	0	0	0	6	0	5	0	0	11	100
1615 - 1630	0	44	3	0	47	2	36	1	0	39	0	0	0	0	0	2	0	3	0	0	5	91
1630 - 1645	0	37	1	0	38	2	42	0	0	44	0	0	0	0	0	6	0	4	0	0	10	92
1645 - 1700	0	63	0	0	63	5	40	0	0	45	0	0	0	0	0	3	0	5	0	0	8	116
Hourly Total	0	188	7	0	195	13	156	1	0	170	0	0	0	0	0	17	0	17	0	0	34	399
1700 - 1715	0	70	3	0	73	3	45	1	0	49	0	0	0	0	0	0	0	9	0	0	9	131
1715 - 1730	0	47	0	0	47	4	33	0	0	37	0	0	0	0	0	11	0	4	0	0	15	99
1730 - 1745	0	38	0	0	38	2	38	0	0	40	0	0	0	0	0	4	0	1	0	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	0	75
Hourly Total	0	200	3	0	203	9	145	1	0	155	1	0	0	0	1	15	0	14	0	0	29	388
Grand Total	0	388	10	0	398	22	301	2	0	325	1	0	0	0	1	32	0	31	0	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	-	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	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

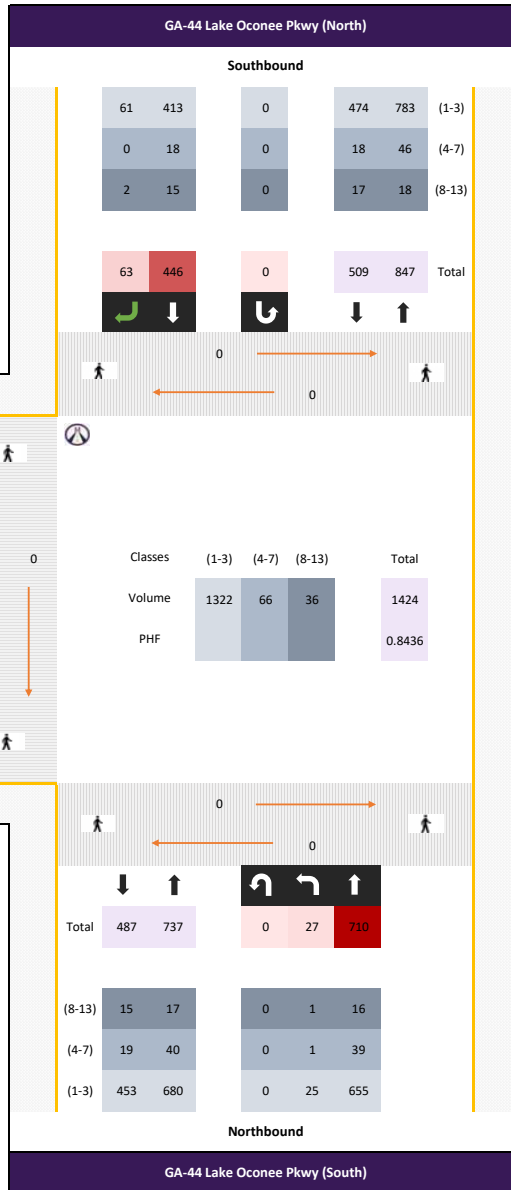


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Thursday, November 9, 2023	
Period	0700 - 0900
Peak Hour	0800 - 0900

\* 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

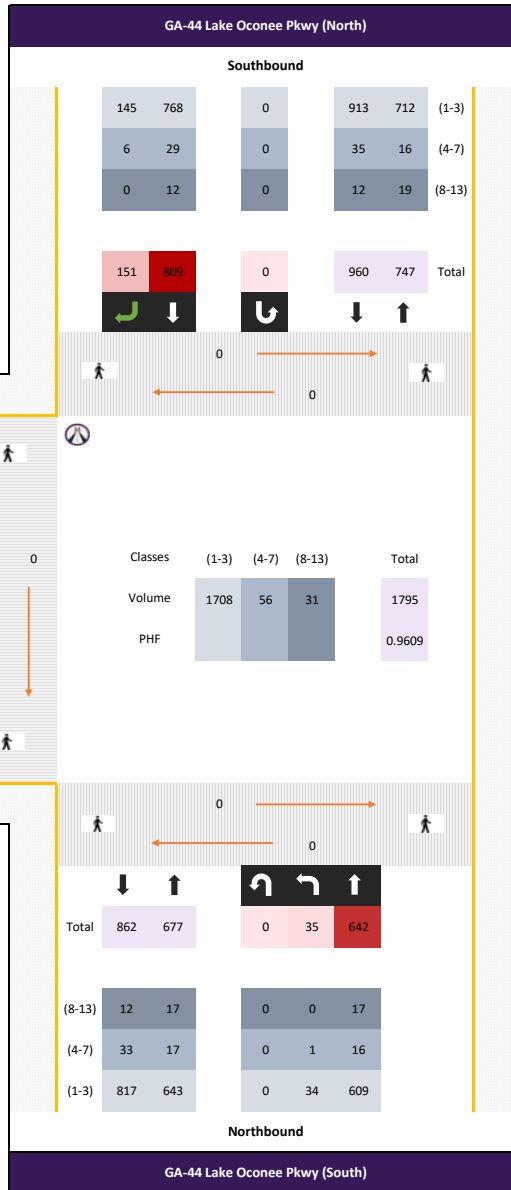


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Thursday, November 9, 2023	
Period	1600 - 1800
Peak Hour	1615 - 1715

\* 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)				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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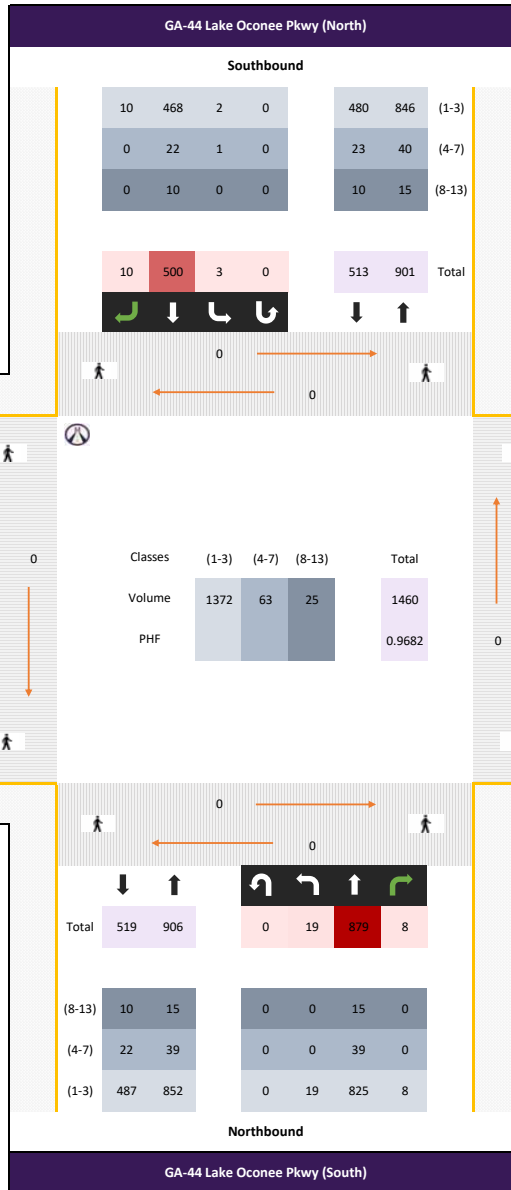
[Click here for Map](#)

Thursday, November 9, 2023	
Period	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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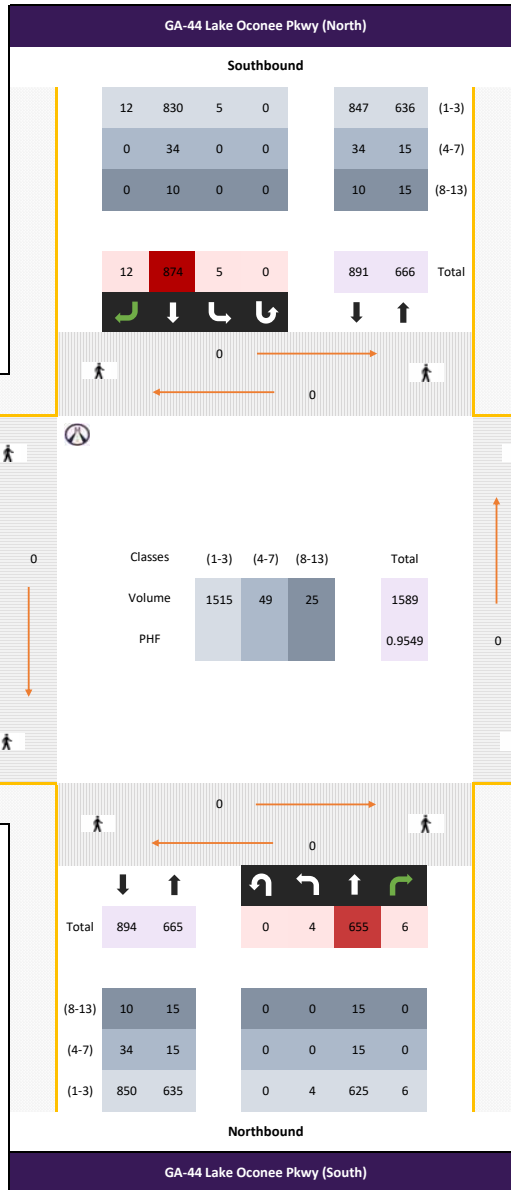
[Click here for Map](#)

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

\* the Peak Hour Diagram does not include Bikes

**Session Parameters**

(Drop Down Menu)





### 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](#)

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**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	0	0	2	3	317	
0730 - 0745	3	203	2	0	0	129	2	0	131	2	0	5	0	3	0	7	3	350	
0745 - 0800	4	221	2	0	0	124	1	0	125	0	0	2	0	0	0	2	0	360	
Hourly Total	14	733	6	0	1	461	6	0	468	3	0	9	0	7	0	12	7	1248	
0800 - 0815	8	239	3	0	0	111	5	0	116	3	0	4	0	1	0	7	1	377	
0815 - 0830	4	216	1	0	3	136	2	0	141	6	0	4	0	0	0	10	0	373	
0830 - 0845	9	188	1	0	0	117	3	0	120	4	0	2	0	1	0	6	1	326	
0845 - 0900	7	201	0	0	0	140	7	0	147	4	0	2	0	0	0	6	1	364	
Hourly Total	28	844	5	0	3	504	17	0	524	17	0	12	0	3	0	29	3	1440	
Grand Total	42	1577	11	0	4	965	23	0	992	20	0	21	0	10	0	41	10	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	-	
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	0.93	
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	0.97	

**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	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	5	3	405	
1615 - 1630	0	154	2	0	4	176	3	0	183	4	0	1	0	1	0	5	1	346	
1630 - 1645	0	142	0	0	2	212	5	0	219	3	0	3	0	1	0	6	1	369	
1645 - 1700	1	180	2	0	1	220	5	0	226	1	0	3	0	1	0	4	1	416	
Hourly Total	4	634	7	0	9	836	15	0	860	10	0	10	0	6	0	20	6	1536	
1700 - 1715	1	161	3	0	2	215	0	0	217	3	0	6	0	2	0	9	3	396	
1715 - 1730	2	172	1	0	0	227	2	0	229	0	1	1	0	0	0	2	2	408	
1730 - 1745	0	153	1	0	1	205	1	0	207	0	0	3	0	1	0	3	2	367	
1745 - 1800	0	117	1	0	3	212	1	0	216	1	0	3	0	4	0	4	1	343	
Hourly Total	3	603	6	0	6	859	4	0	869	4	1	13	0	8	0	18	8	1514	
Grand Total	7	1237	13	0	15	1695	19	0	1729	14	1	23	0	14	1	38	14	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	-	
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	0.85	
Heavy Vehicle %	0	5	8	-	0	5	0	-	5	0	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	0.60	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°

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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	12	16	0	1	0	0	0	0	0	0	0	0	29	0
1015-1030	0	22	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	1	0	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													

Bi-Directional Class Count || SB WB 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)  
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	0
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	0
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	0	1	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	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	0.50	0.00	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	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													

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

Putnam County, GA



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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	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	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	0
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	21
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	0	1	0	1	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	3	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	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	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	
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	235
Noon Peak Hour	1245-1345	1245-1345	1000-1100	1200-1300	1030-1130	1015-1115	-	1000-1100	1000-1100	-	-	-	-	1245-1345

# 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



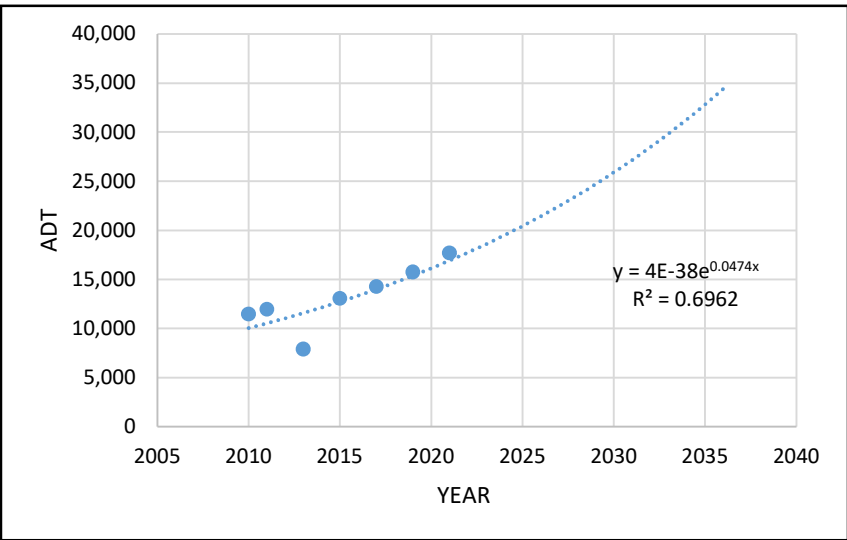
## **Appendix D**

### **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%



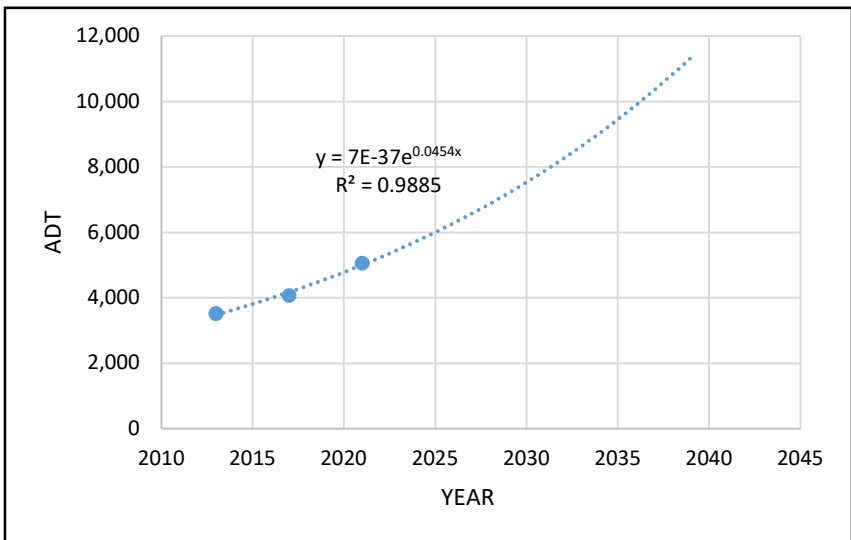
Count Station: GDOT #237-0181  
 Street: Harmony Rd  
 Location: West of the development  
 Source: GDOT

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%



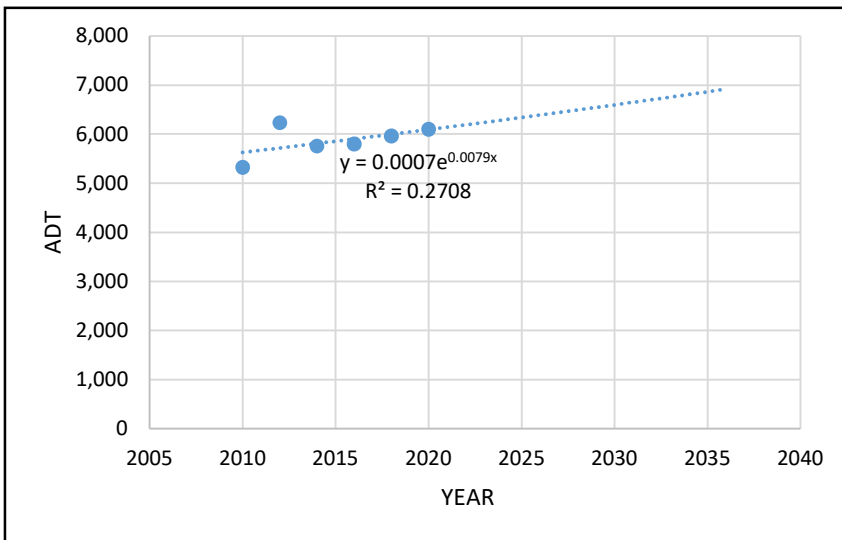
Count Station: GDOT #237-0145  
 Street: SR 44/Lake Oconee Rd  
 Location: south of Harmony Rd  
 Source: GDOT

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**

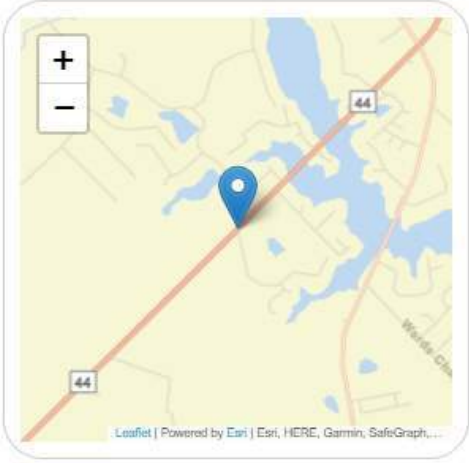



**Count History**

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
<b>Intersection Summary</b>						
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	-	-



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

Existing 2023  
AM Peak Hour

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



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
<b>Intersection Summary</b>						
HCM 6th Ctrl Delay			9.2			
HCM 6th LOS			A			

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

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	-	-

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

Existing 2023  
PM Peak Hour

**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(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
<b>Intersection Summary</b>						
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
<b>Intersection Summary</b>						
HCM 6th Ctrl Delay			14.1			
HCM 6th LOS			B			

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	0
HCM Lane LOS	-	-	B	A	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

Build 2030  
AM Peak Hour



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
<b>Intersection Summary</b>						
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



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
<b>Intersection Summary</b>						
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	-	-

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	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

HCM 6th TWSC  
4: Proposed Drwy #1 & Scott Rd

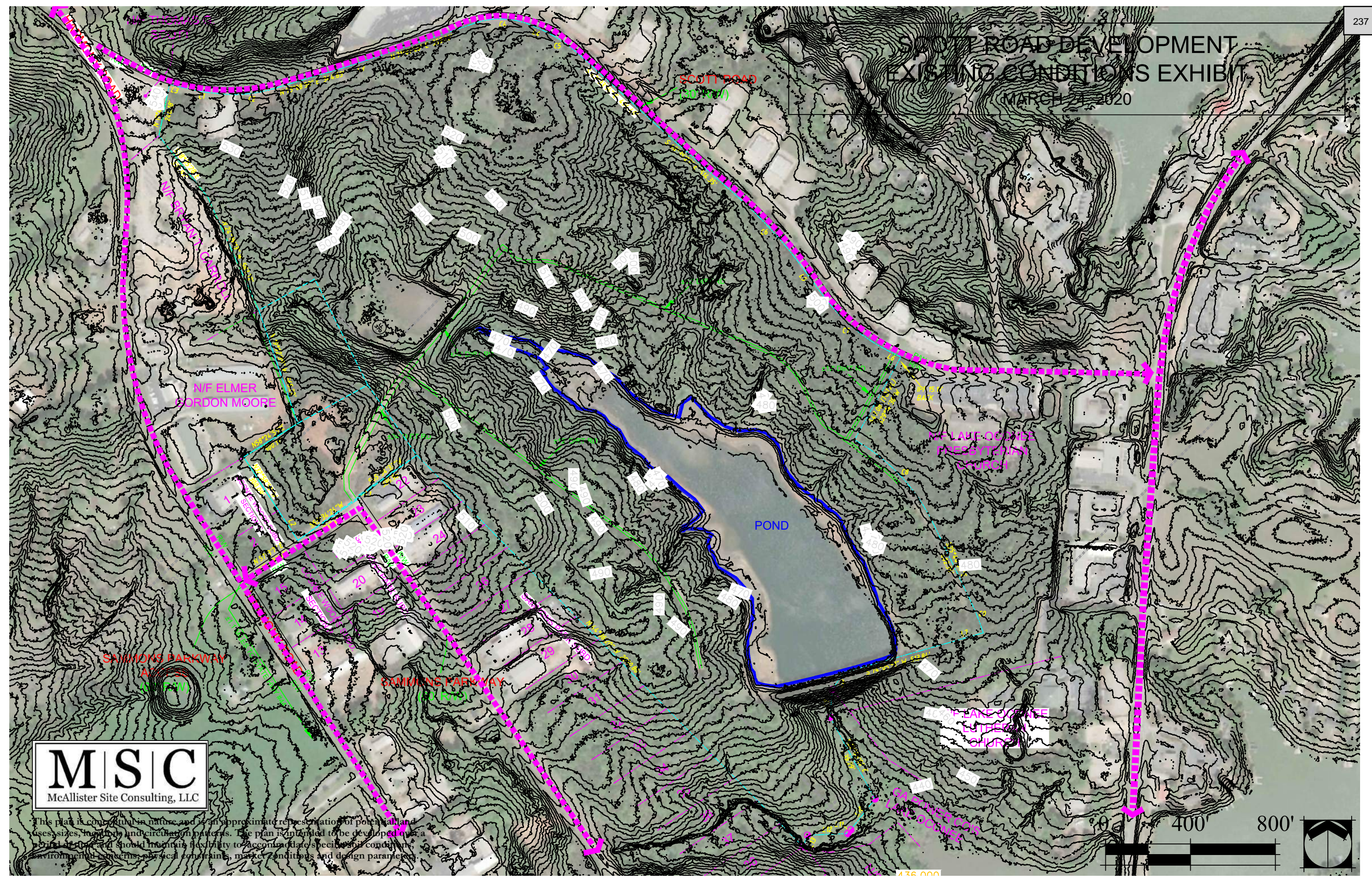
Intersection						
Int Delay, s/veh	2.8					
Movement	SET	SER	NWL	NWT	NEL	NER
Lane Configurations	↑	↗	↖	↑	↘	↙
Traffic Vol, veh/h	207	20	101	190	13	63
Future Vol, veh/h	207	20	101	190	13	63
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
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	-	-	-

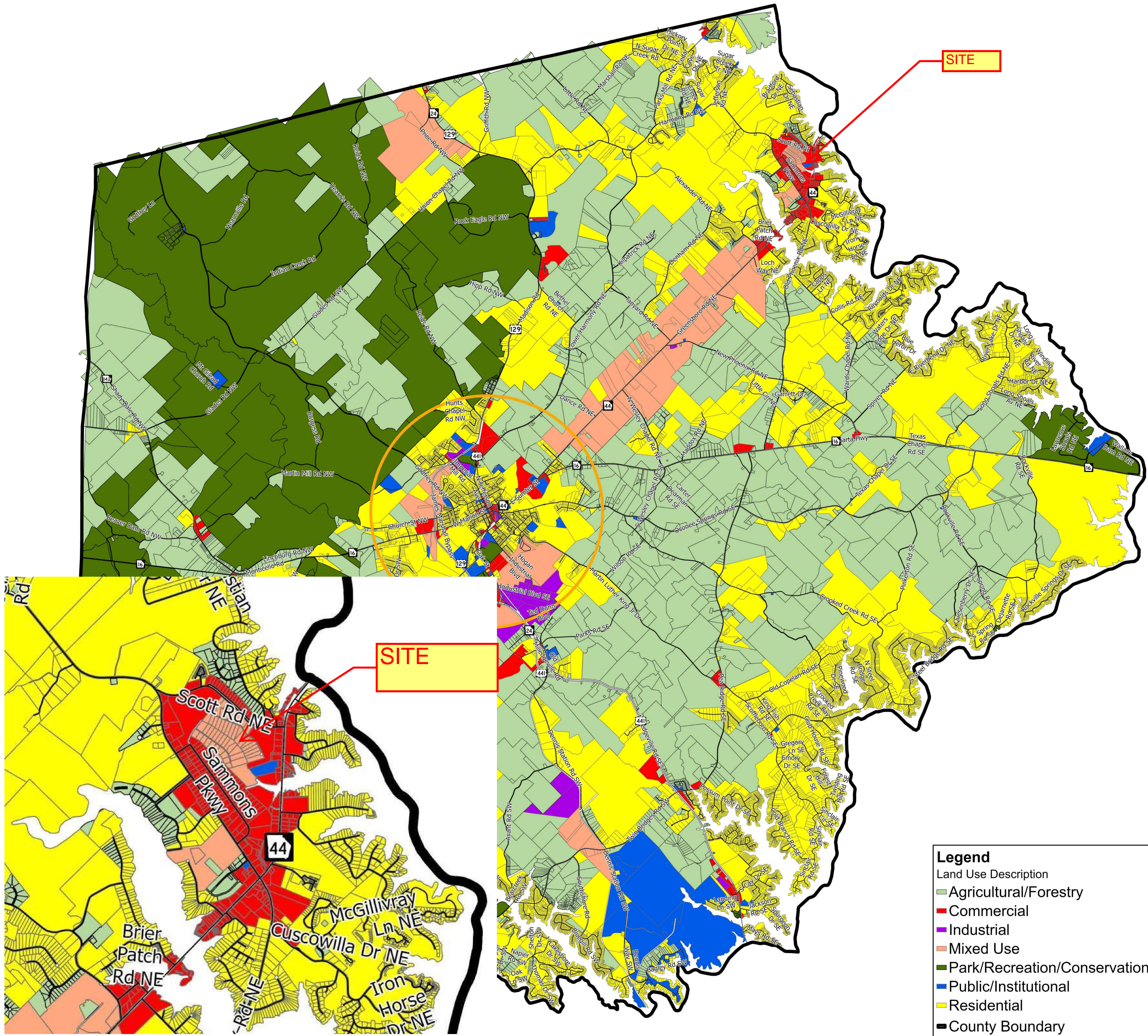
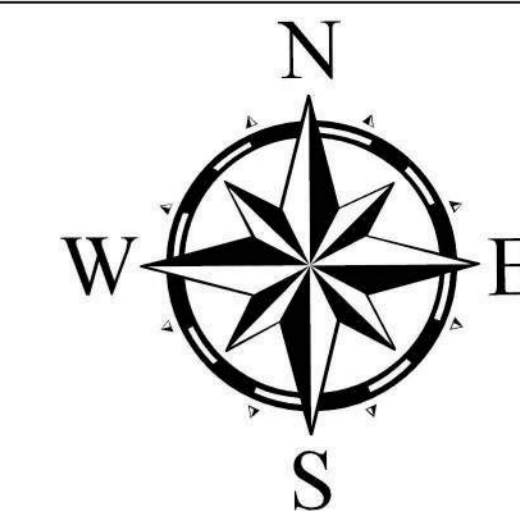
# SCOTT ROAD DEVELOPMENT EXISTING CONDITIONS EXHIBIT MARCH 24, 2020



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.



# 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



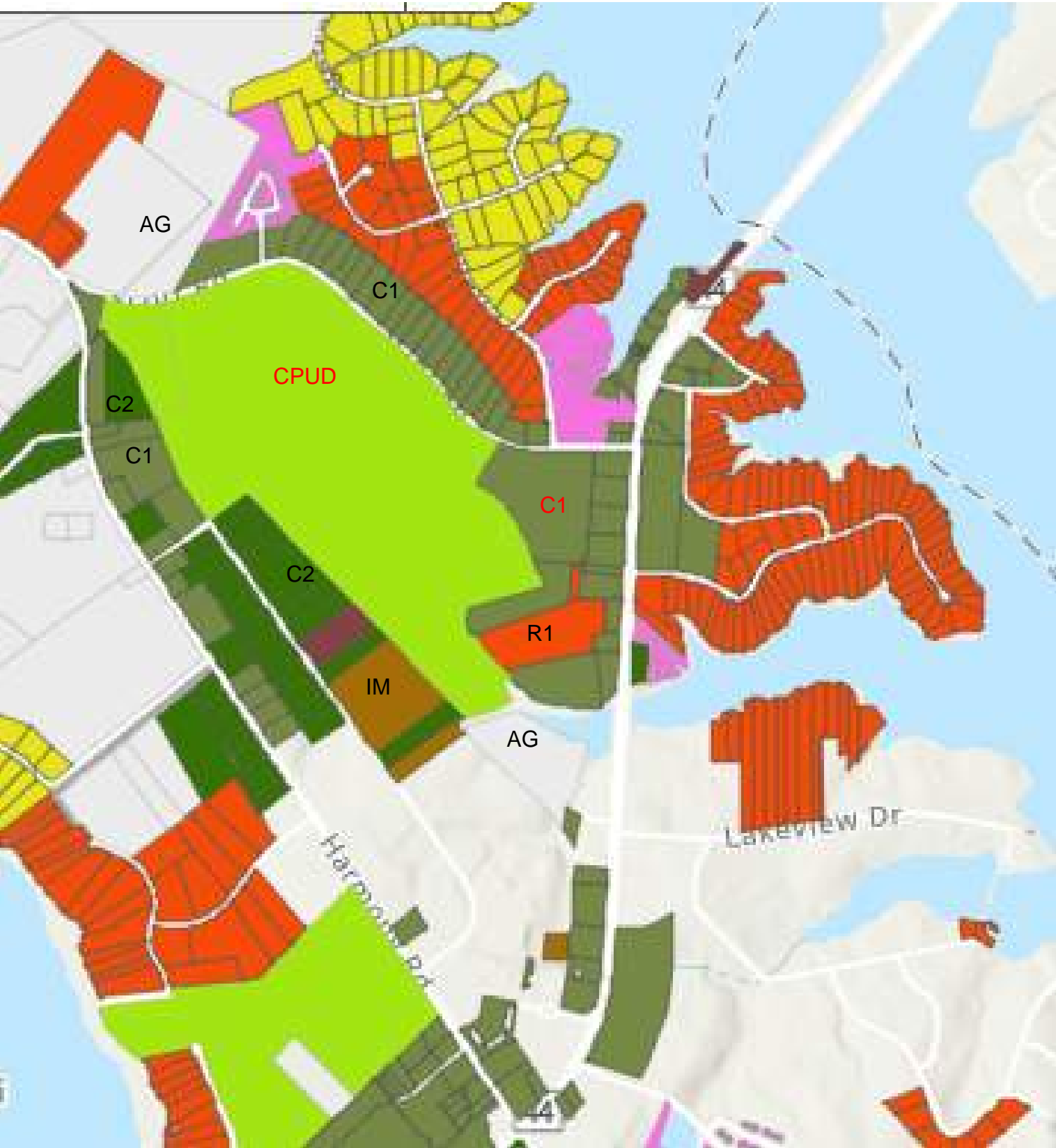
**Sec. 66-118. Development standards.**

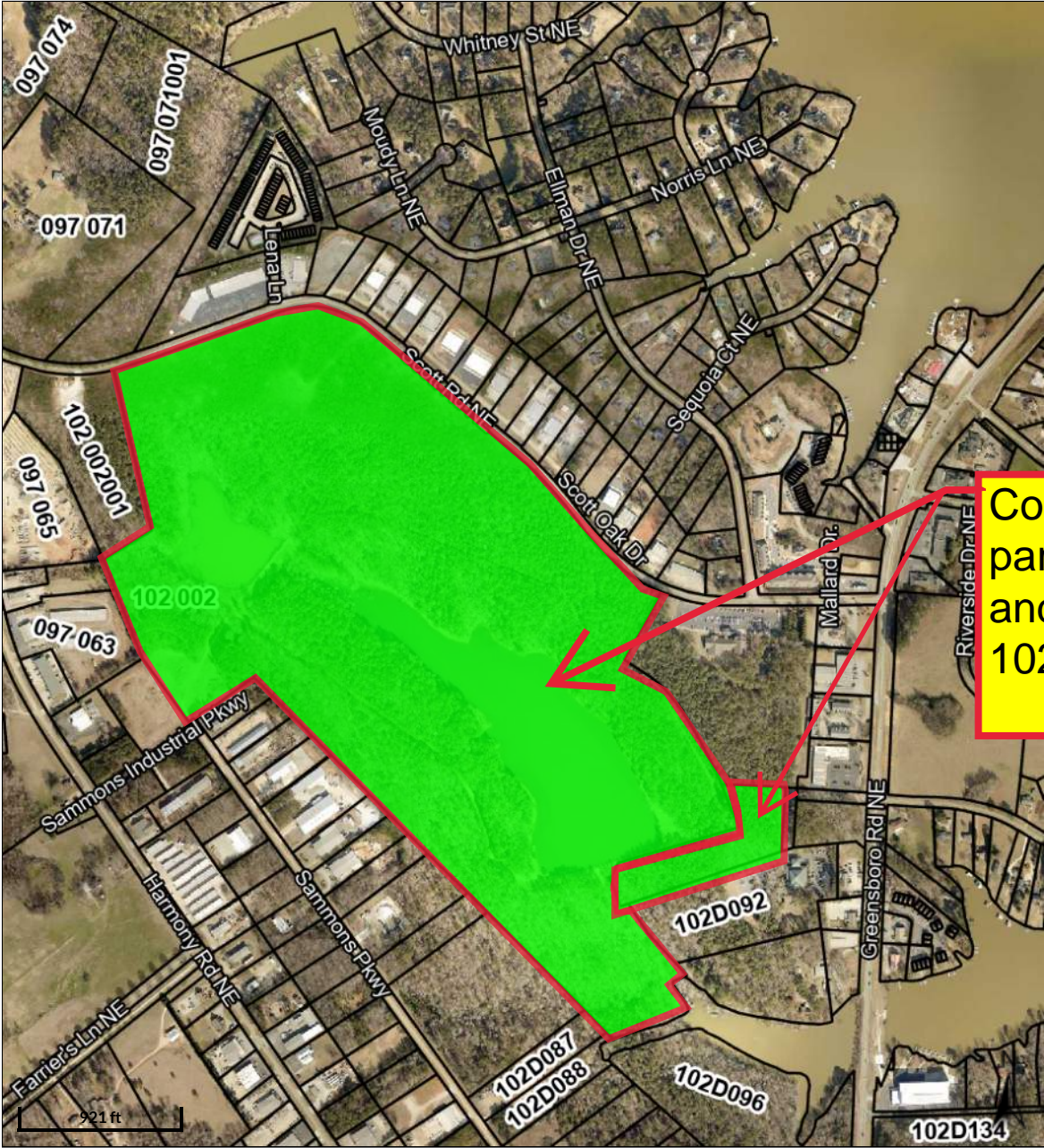
Lot Dimensions	R-PUD	PROPOSED
Minimum Lot Area	15 acres	APROROXMATLEY 165 acres
Minimum Lot Width	As established in an approved concept plan	50 feet
Minimum Lot Frontage		
<b>Setbacks</b>		
<b>Principal Building</b>		
Front	As established in an approved concept plan	20 feet
Side	As established in an 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
<b>Accessory Building</b>		
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		
<b>Maximum Height</b>		
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
<b>Accessory</b>		
<b>Minimum Floor Area</b>		
Single Family Detached	1,000 sf	1,000 sf
Single Family Attached	1,000 sf	1,000 sf
<b>Manufactured Home</b>		
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

<sup>1</sup> 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) )







Overview



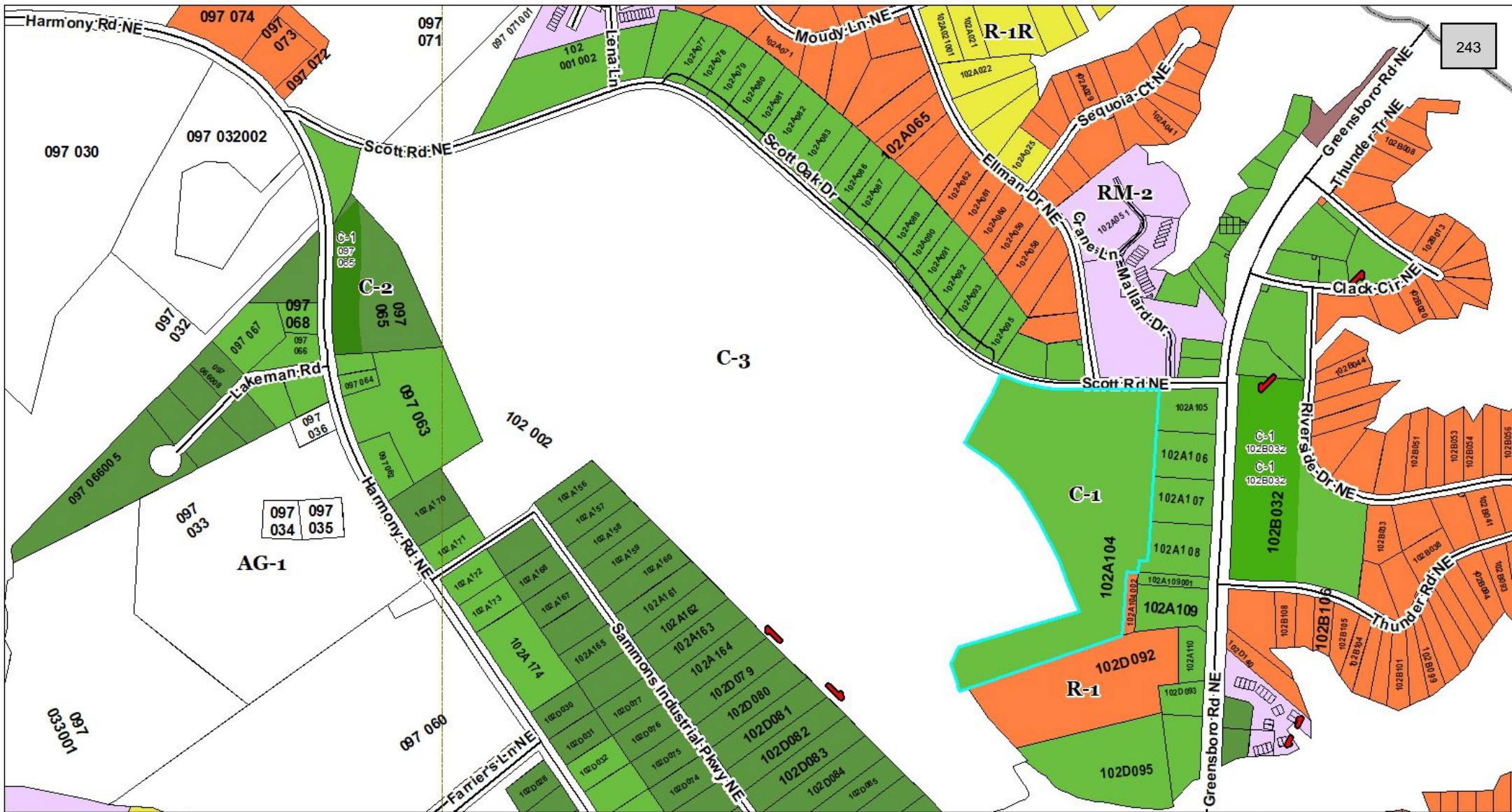
Legend

- City Limit
- Parcels
- Parcel Numbers
- Roads

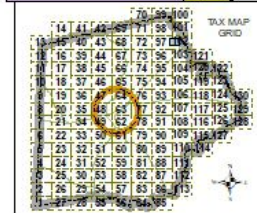
Combine parcel 102-002 and 102A-104003

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

Developed by Schneider GEOSPATIAL



243



**GEOGRAPHIC FEATURE LEGEND**

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

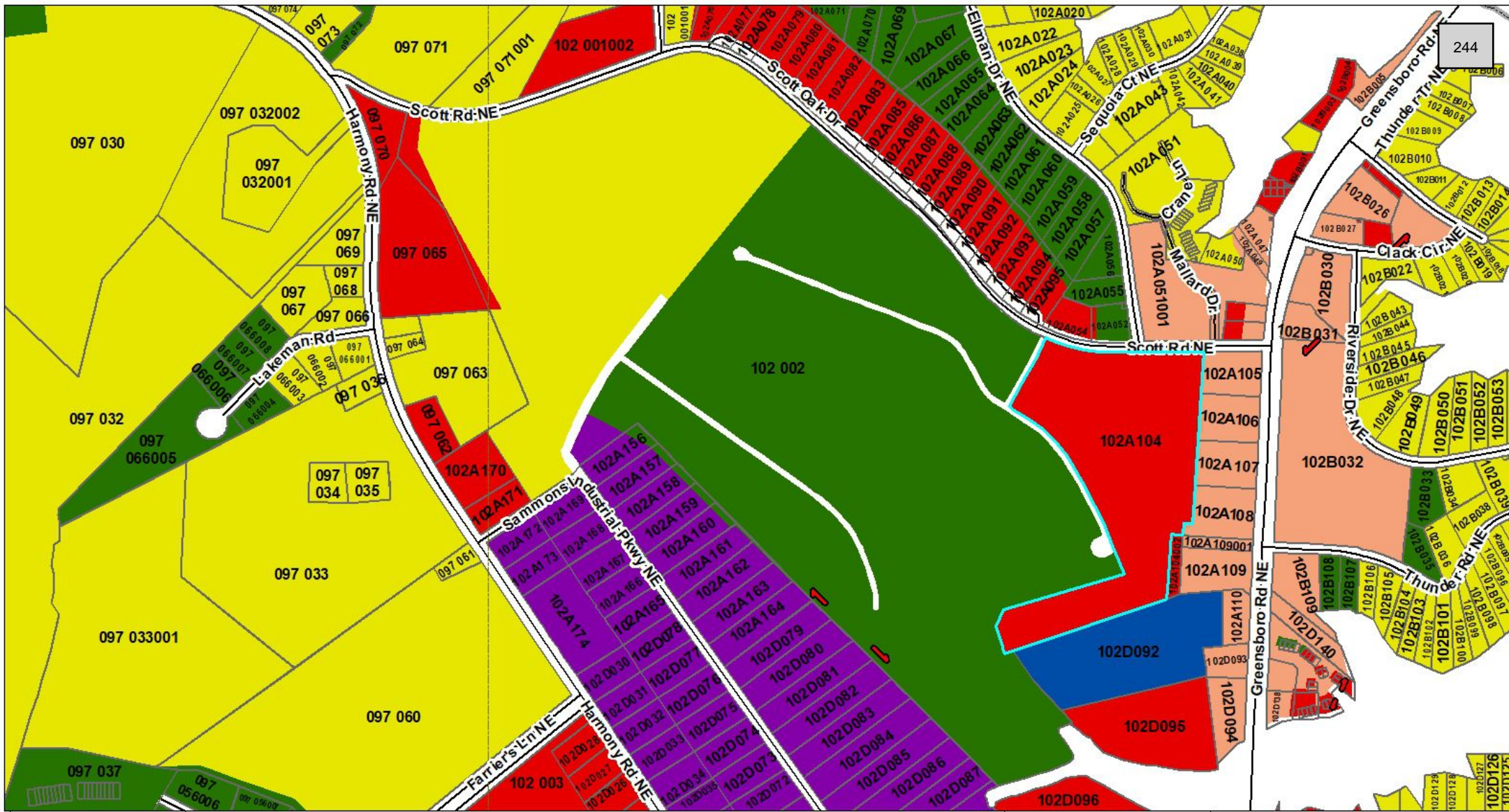
**LMGR**  
Middle Georgia Regional Commission  
175 Emery Hwy  
Suite C  
Macon, Georgia 31217  
(478) 751-6160  
Web:  
[www.middlegeorgia.org](http://www.middlegeorgia.org)

PUTNAM COUNTY, GEORGIA  
ZONING MAPS

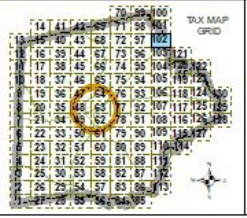
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# MAP 102A

MAP SCALE: 1" = 500'    SCALE RATIO: 1:5,000    DATE: DECEMBER 2023



097 034 097 035



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			

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

PUTNAM COUNTY, GEORGIA  
FUTURE LAND USE MAPS

**MAP 102**

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



# PUTNAM COUNTY PLANNING & DEVELOPMENT

117 Putnam Drive, Suite B ♦ Eatonton, GA 31024

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

### Staff Recommendations

Thursday, January 4, 2024 ♦ 6:30 PM

Putnam County Administration Building – Room 203

TO: Planning & Zoning Commission

FROM: Lisa Jackson

RE: Staff Recommendation for Public Hearing Agenda on 1/4/2024

### Requests

- 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**]. \* 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 subject parcel is currently zoned C-1. The applicant is requesting this rezoning in order to combine the 5.89 acres with the adjacent 158.22-acre C-PUD parcel and establish a R-PUD development. The adjacent parcel was rezoned to C-PUD in 2020 with the hopes of establishing a mixed-use commercial development including a residential component. As indicated by the applicant, this request is driven by the market demand for residential dwellings in the Lake Oconee area. As proposed, the desired use is not allowed in the C-1 zoning district as stated in [Sec. 66-103. - Permitted uses in C-1 of the Putnam County Code of Ordinances](#). The proposed parcel is currently undeveloped and is located along the south side of Scott Road, between Harmony Road and SR 44/Lake Oconee Parkway. Scott Road is a two-lane roadway with a 45-mph speed limit also Harmony Road and SR 44/Lake Oconee Parkway are two-lane road.

Based on the applicant’s Traffic Impact Study performed in November 2023 by a licensed design professional, the current traffic volume per day on Scott Road is 2,901 with a peak am at 63 and peak PM at 163. The Highway Capacity Manual, 6th Edition suggests the existing intersections are presently performing at acceptable levels of service during the AM and PM peak hours. It states that 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.

The study estimates that the 2030 Future Build Conditions for this site will generate a total of 3,425 daily trips. It further suggests that Intersection #1 and Intersection #3 are expected to continue performing with acceptable levels of service during the AM and PM peak hours. The new proposed driveway on Scott Road is expected to operate with acceptable levels of service during the AM and PM peak hours. However, 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 continue to experience delays, which are common for stop-control intersections along major routes. The Hwy 44 widening project is expected to improve the conditions at this intersection.

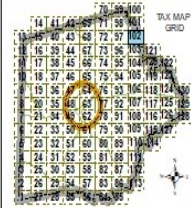
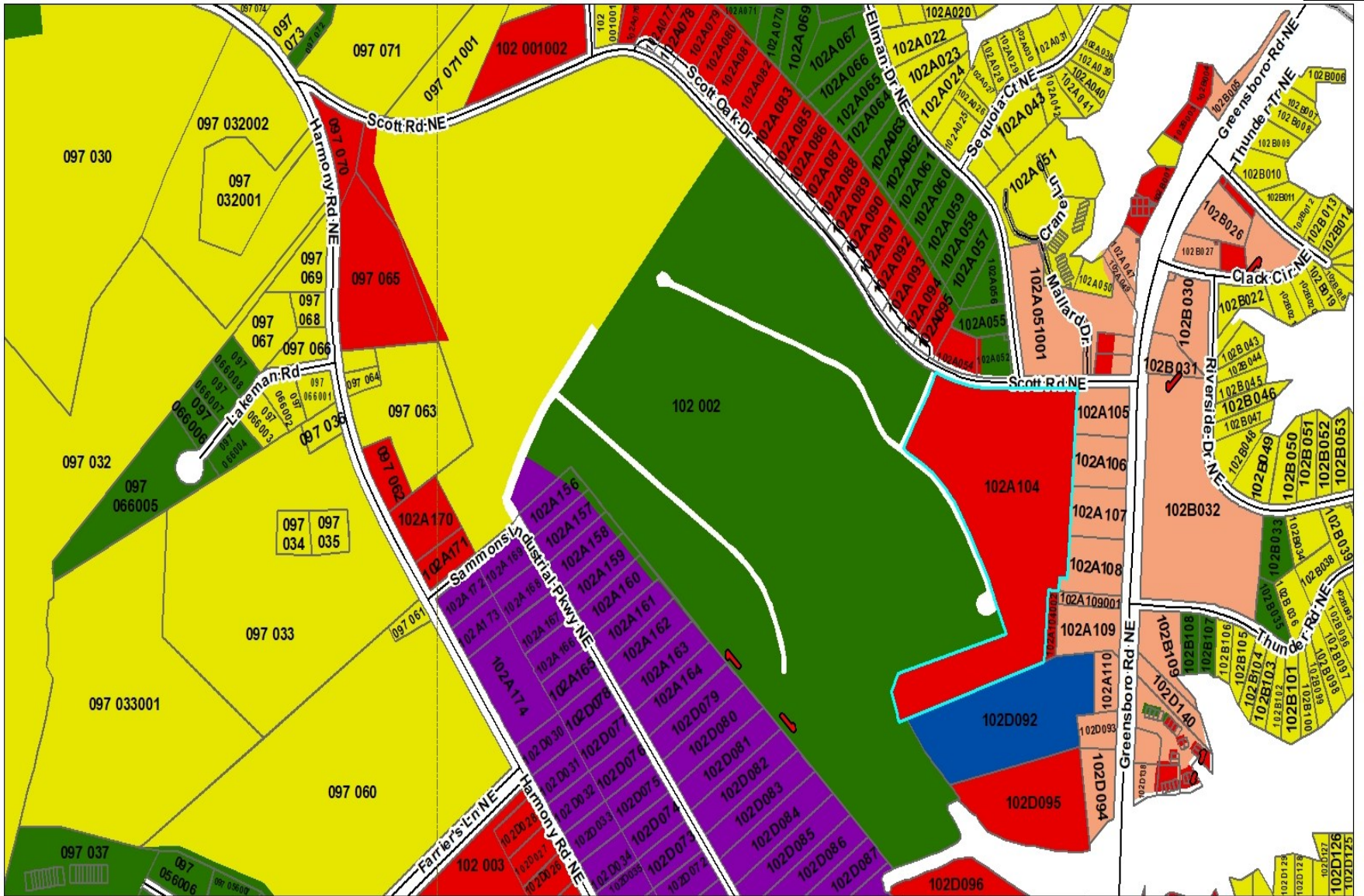
As proposed, the main entrance will be on Scott Road and the secondary access will be on Hwy 44 and Sammons Industrial Road. According to the study, the threshold for a dedicated right-turn lane on a 45-mph speed road is at least 150 vehicles turning right onto the site within one day. The estimated number of daily right-turn traffic volume entering the proposed development will be 171 per day, which exceeds the 150 total threshold. The left-turn deceleration lane threshold is 350 vehicles turning into the site per day and the estimated daily left-turns will be 850 which also exceeds the threshold. Therefore, if approved, the study recommends the following driveway geometric:

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 ( ). 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

While the property can be used as it is currently zoned, staff sees no adverse effect that the proposed R-PUD zoning would have on the existing use, value, or usability of adjacent or nearby properties if the recommended improvements are made. Furthermore, the proposed development is consistent with the existing residential, multi-family, and commercial developments in this area, and the comprehensive plan matches the proposed use for future residential development on a portion of this proposed property. In addition, there is no evidence that the proposed development would cause excessive or burdensome use of public services, nor should it affect police, fire protection, or sewer services. Moreover, the proposed use should not cause any excessive or burdensome use of public facilities or services. If approved, staff recommends the following:

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 ( ). 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. **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.**


- 6. 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.**



**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			

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

**PUTNAM COUNTY, GEORGIA**  
**FUTURE LAND USE MAPS**  
  
MAP 102  
MGP SCALE: 1" = 500'    SCALE RATIO: 1:6,000    DATE: DECEMBER 2023





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. 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. 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.
6. 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.