



BOARD OF COMMISSIONERS REGULAR MEETING

Tuesday, May 05, 2026 at 6:00 PM

Historic Walton County Courthouse, 111 South Broad Street, Monroe Georgia

Phone: 770-267-1301 | Fax: 770-267-1400

AGENDA

1. PRESENTATIONS

2. MEETING OPENING

2.1. Pledge of Allegiance & Invocation

2.2. Call to Order

2.3. Roll Call

3. ADOPTION OF AGENDA

3.1. Additions/Deletions

4. DISCUSSION

4.1. County Manager's Report/Update

5. PLANNING & DEVELOPMENT

5.1. Z26-0046 - Rezone 1.808 acres from A1 to A2 to create a buildable lot - Applicant: Dorin Cret/Owner: Dimitrie Ilisei - property located on Bold Springs Road - Map/Parcel C0860013F00 - District 5

Planning Commission recommended approval as submitted.

5.2. Z26-0054 - Rezone 11.50 acres from A1/A2/R1 to B1 for a convenience store with gasoline stations, retail & quick service restaurants, public golf range and a variance to encroach into the 75' stream buffer - Applicant: Reed Creek Food Mart, LLC/Owner: James William Burson, II - property located at 2069 Highway 11 and Mountain Creek Church Road - Map/Parcel C0860040 - District 6

Planning Commission recommended approval as submitted including the variance requested.

5.3. Annexation Request - City of Social Circle

6. ADMINISTRATIVE CONSENT AGENDA / All items listed below are voted on by the board in one motion unless otherwise specified by the Board

6.1. Approval of April 14, 2026 Meeting Minutes

[6.2.](#) Contracts & Budgeted Purchases of \$25,00 or Greater

[6.3.](#) IGA - City of Loganville Independence Celebration at West Walton Park

7. FINANCE

[7.1.](#) Presentation of Proposed FY27 Budget Highlights

[7.2.](#) Resolution - Project Length Budget - 2026 LRA & SPLOST V Resurfacing

8. HUMAN RESOURCES

[8.1.](#) 2026 Benefits Renewal - MSI Benefits

9. CONTRACTS

[9.1.](#) Brycer Compliance Engine Software - Fire Marshal Code Compliance

10. ACCEPTANCE OF BIDS/PROPOSALS

[10.1.](#) Acceptance of Bid - Demolition and Site Clearance of County-Owned Residential Structures

11. APPOINTMENTS

[11.1.](#) Northeast Ga. Region 10 Emergency Medical Services Advisory Council

12. PUBLIC COMMENT | *3 Minute Limit Per Speaker. To speak at the meeting please follow the instructions outlined at the end of this Agenda.*

13. ANNOUNCEMENTS

14. EXECUTIVE SESSION

15. ADJOURNMENT

If you are an individual with a disability and require special assistance at this meeting, please contact our office at [770-267-1301](tel:770-267-1301) at least 48 hours prior to the meeting and arrangements will be made.

People wanting to make a Public Comment before the Board of Commissioners must complete a Public Comment Form and return it to the County Clerk no later than 4:00 PM the day prior to the meeting. You may email, fax, mail or deliver the form. The form may be found on our website at [**www.waltoncountyga.gov**](http://www.waltoncountyga.gov).

For more information, please contact Rhonda Hawk.



Planning and Development Department Case Information

Case Number: Z26-0046

Meeting Dates: Planning Commission 04-02-2026

Board of Commissioners 05-05-2026

Applicant:

Dorin Cret
283 Saddle Creek Drive
Monroe, Georgia 30656

Owner:

Dimitrie Ilisei
8 Mile Road
South Lyon, Michigan 48178

Current Zoning: The current zoning is A1.

Request: Rezone 1.808 acres from A1 to A2 to create a buildable lot. The property consisted of 6 acres but has since been divided into 3 lots. The other 2 lots are zoned A1 and meet all the requirements.

Address: Bold Springs Road, Monroe, Georgia 30656

Map Number/Site Area: C0860013F00 – 1.808 acres

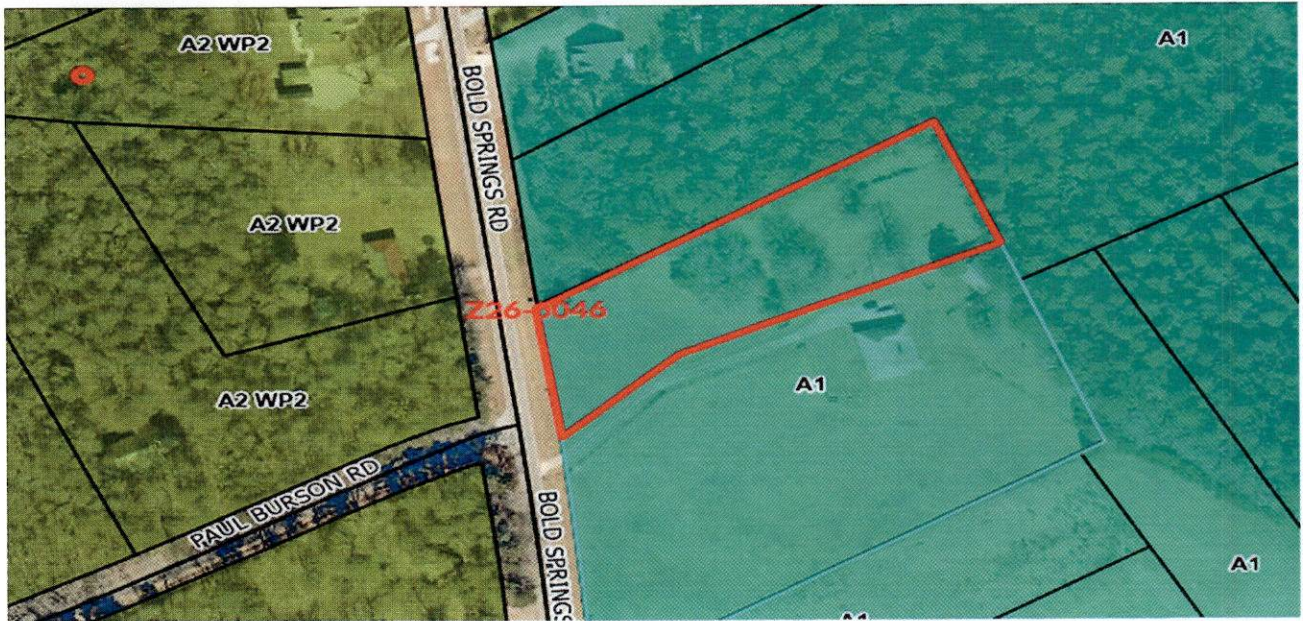
Character Area: Suburban

District 5 Commissioner- Jeremy Adams Planning Commission–Tim Hinton

Existing Site Conditions: Property is vacant.

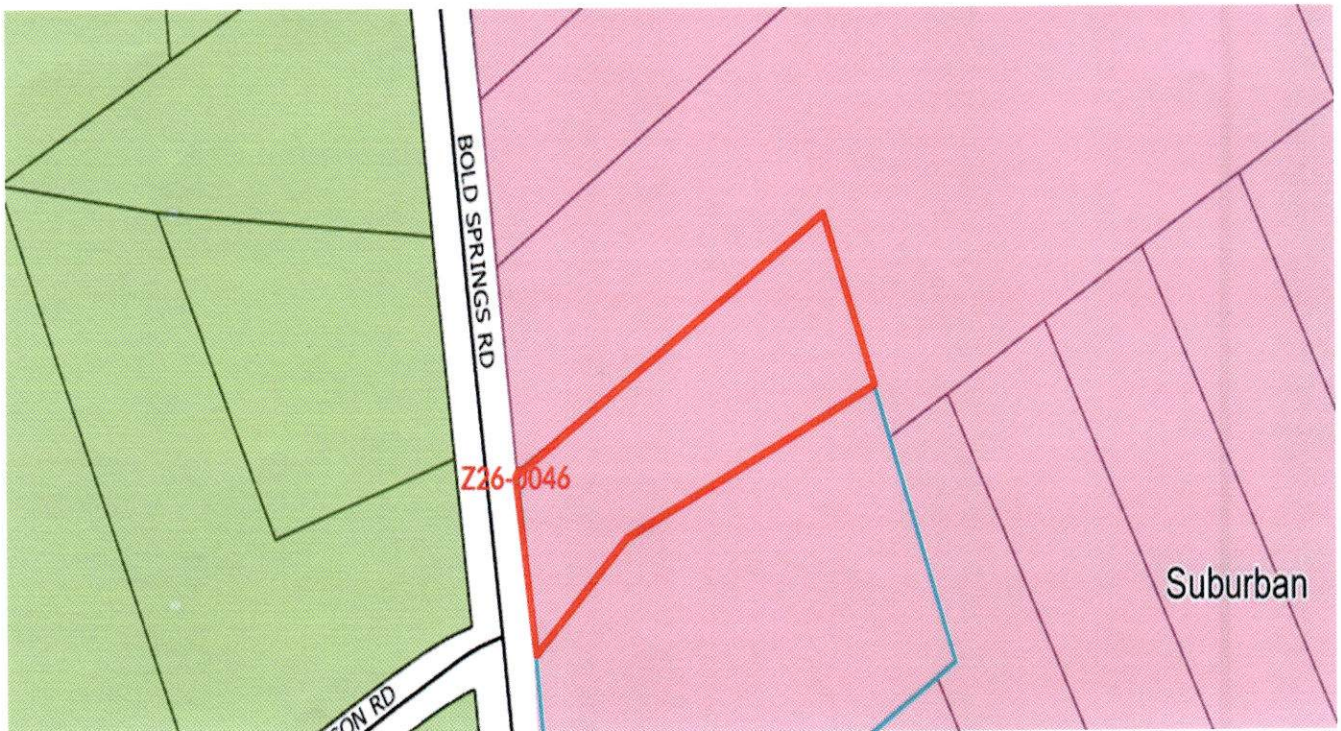


The surrounding properties are zoned A1 and A2.

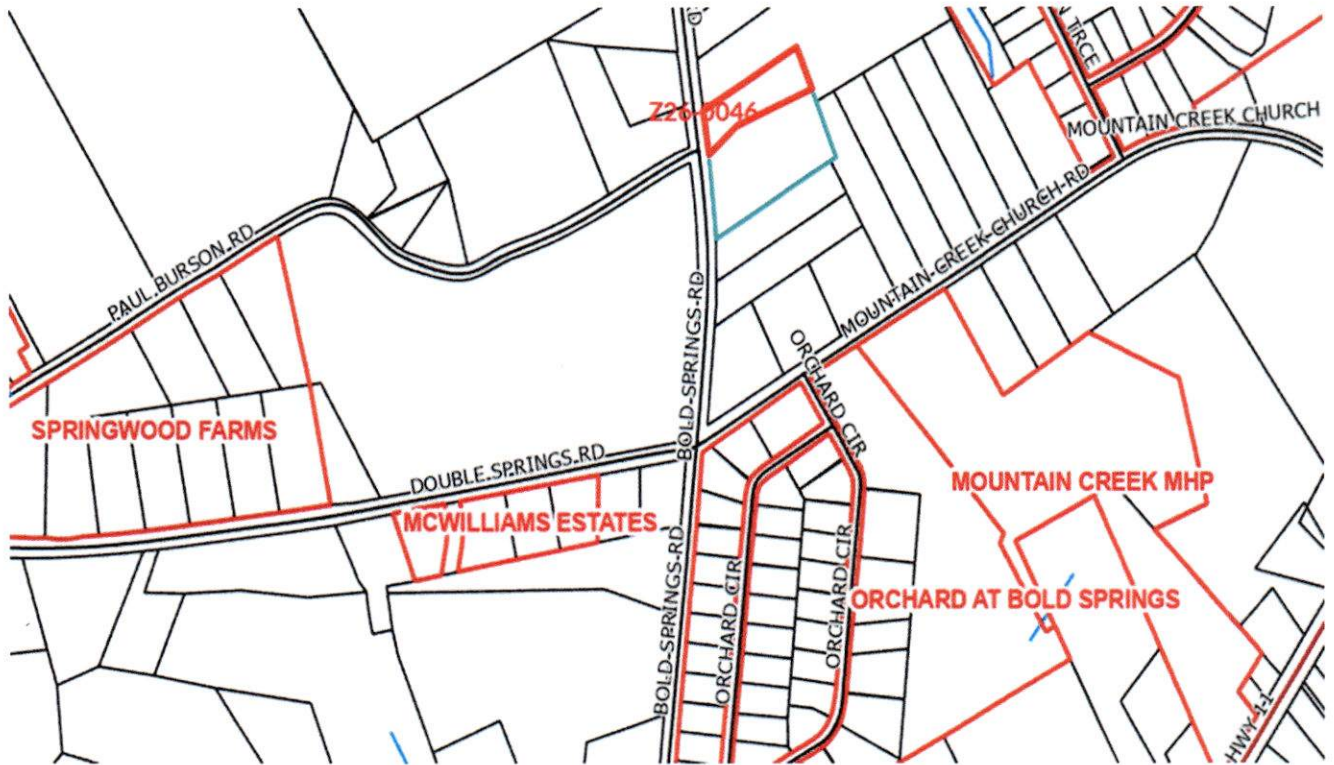


The property is not in a Watershed Protection Area.

The Future Land Use Map for this property is Suburban.



Subdivisions:



History: No History

Staff Comments/Concerns:

Public Works: Public Works has no issue with approval of this request.

Sheriff's Department: No comment received.

Water Authority: This area is served by an existing 8" diameter water mains along Bold Springs Road (static pressure: 65 psi, Estimated fire flow: 1,000 gpm @ 20 psi). No system impacts anticipated.

Fire Marshall Review: No comments

Fire Department Review: No impacts

Board of Education: This will not affect Transportation.

GDOT: Will have no impact on GDOT.

City of Monroe: No issues or concerns from City of Monroe Utilities on these three cases.

PC Action 4/2/2026:

1. Z26-0046 – Rezone 1.808 acres from A1 to A2 to create a buildable lot – Applicant: Dorin Cret/Owner: Dimitrie Ilisei – property located on Bold Springs Road – Map/Parcel C0860013F00 - District 5

Presentation: Dorin Cret who lives at 283 Shadow Creek Drive presented the case. He owns the property and would like to rezone it from A1 to A2 to make a buildable lot to build a house.

Tim Hinton stated he is familiar with the property and believes that the Applicant is trying to conform with the code.

Speaking: Larry Snead who lives at 2321 Bold Springs Road, is opposed to the rezone. He stated that he feels that if approved this would set a precedent and allow more to follow which would cause more people to build houses in the area.

Tim Hinton stated that he understands the hardship here because it was a 3-lot division and due to the right of way given to the county is the reason the Applicant is asking for this rezone.

Rebuttal: Dorin stated that the property has public water and due to the county right of way that when the property was divided, he was missing a small amount of property to make this property a buildable lot.

Tim Hinton advised Mr. Snead that the Board reviews cases on a case-by-case basis.

Recommendation: Tim Hinton made a motion to recommend approval as submitted and was seconded by Mark Banks. The Motion carried unanimously.

Rezone Application # 226-0046 Application to Amend the Official Zoning Map of Walton County, Georgia

Planning Comm. Meeting Date 4-2-2026 at 6:00PM held at **WC Historical Court House, 111 S. Broad St, Monroe, Ga (2nd Floor)**

Board of Comm Meeting Date 5-5-2026 at 6:00PM held at **WC Historical Court House**

You or your agent must be present at both meetings

Map/Parcel C0860013400

Applicant Name/Address/Phone #

Property Owner Name/Address/Phone

Dacia Cret

Dimitrie ILisei

283 Saddle Creek Dr.

8 mile Rd South Lyon, MI 48178

Monroe GA 30656

313-333-5388

678-778-7896

(If more than one owner, attach Exhibit "A")

Location: Bald Springs Pet Requested Zoning A2 Acreage 1.808

Existing Use of Property: Vacant

Existing Structures: NONE

The purpose of this rezone is To make Buildable Lot in A2 zoning

Property is serviced by the following:

Public Water: Provider: _____ Well: _____

Public Sewer: _____ Provider: _____ Septic Tank:

The above statements and accompanying materials are complete and accurate. Applicant hereby grants permission for planning and zoning personnel to enter upon and inspect the property for all purposes allowed and required by the Comprehensive Land Development Ordinance.

Signature [Signature] Date 2-11-26 Fee Paid \$ 400.00

Public Notice sign will be placed and removed by P&D Office

Signs will not be removed until after Board of Commissioners meeting

Office Use Only:

Existing Zoning A1 Surrounding Zoning: North A1 South A1
East A1 West A2

Comprehensive Land Use: Suburban **DRI Required?** Y _____ N

Commission District: S-Jeremy Adams Watershed: _____ TMP

I hereby withdraw the above application _____ Date _____

AUTHORIZATION BY PROPERTY OWNER

I swear that I am the property owner of the property which is the subject matter of the attached Petition for Rezoning/Conditional Use Application, as is shown in the records of Walton County, Georgia.

I authorize the named below to act as Applicant in the pursuit of a Petition for Rezoning/Conditional Use Application.

Name of Applicant: DIMITRIE ILISEI / Dorin Cret
Address: 61849 8 Mile Rd SOUH LYON, MI 48178 / 283 Saddle Creek Drive Monroe GA. 30656

Location of Property: 6135 BOLD SPRINGS TRAC 3 1.808 ACRE

Map/Parcel Number: C0860013D00

Current Zoning: A-1 Requested Zoning: A-2

Property Owner Signature _____

Property Owner Signature _____

Print Name: Dimitrie Ilisei

Print Name: _____

Address: 61849 W. 8 Mile South Lyon MI 48178

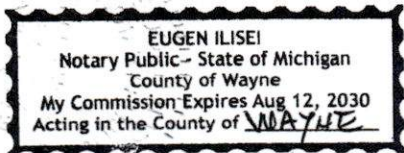
Address: _____

Personally appeared before me and who swears that the information contained in this authorization is true and correct to the best of his/her knowledge.

Eugen Ilisei

Notary Public

2.13.26
Date



AUTHORIZATION BY PROPERTY OWNER

I swear that I am the property owner of the property which is the subject matter of the attached Petition for Rezoning/Conditional Use Application, as is shown in the records of Walton County, Georgia.

I authorize the named below to act as Applicant in the pursuit of a Petition for Rezoning/Conditional Use Application.

Name of Applicant: Dorin Cret

Address: 283 Saddle Creek Dr. Monroe GA
30656

Location of Property: 6135 Bold Springs Rd
Monroe GA 30656

Map/Parcel Number: C08100013D00

Current Zoning: A1 Requested Zoning: A2

Dimitrie Misi
Property Owner Signature

With express Permission
Property Owner Signature

Print Name: Dimitrie MISEI

Print Name: Dorina Cret

Address: 8 mile Rd
South Lyon, MI
48178

Address: _____

Personally appeared before me and who swears that the information contained in this authorization is true and correct to the best of his/her knowledge.

Notary Public Date

Disclosure of Campaign Contributions

In accordance with the Conflict of Interest in Zoning Act, O.C.G.A., Chapter 36-67A, the following questions must be answered:

Have you the applicant made \$250 or more in campaign contributions to a local government official within two years immediately preceding the filing of this application?

_____ yes no

If the answer is yes, you must file a disclosure report with the governing authority of Walton County showing:

1. The name and official position of the local governing authority in Walton County to whom the campaign contribution was made.
2. The dollar amount and description of each campaign contribution made during the two years immediately preceding the filing of this application and the date of each such contribution was made.

This disclosure must be filed when the application is submitted.

Dimitri Anisic
_____ 2-11-26

Signature of Applicant/Date

Check one: Owner Agent _____

Article 4, Part 4, Section 160 Standard Review Questions:

Provide written documentation addressing each of the standards listed below:

- 1. Existing uses and zoning of nearby property;

A1 + A2 zoning
Single Family Residence

- 2. The extent to which property values are diminished by the particular zoning restrictions;

NONE

- 3. The extent to which the destruction of property values of the plaintiffs promotes the health, safety, morals or general welfare of the public;

NONE

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

To build another residence
no hardships

5. The suitability of the subject property for the zoned purposes; and

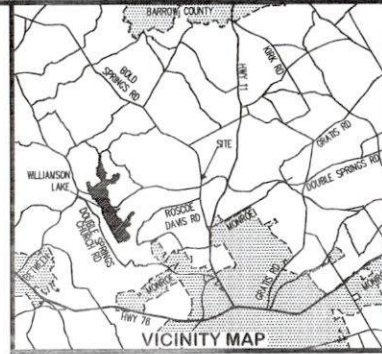
Perfectly buildable to build a residence for a family with plenty of space and land.

6. The length of time the property has been vacant as zoned, considered in the context of land development in the area in the vicinity of the property

June 2025

MINOR DIVISION SURVEY

LOCATED IN LAND LOT 78 OF THE 3RD LAND DISTRICT, 419TH G.M.D.
WALTON COUNTY, GEORGIA
PARENT PARCEL: C0860013D00

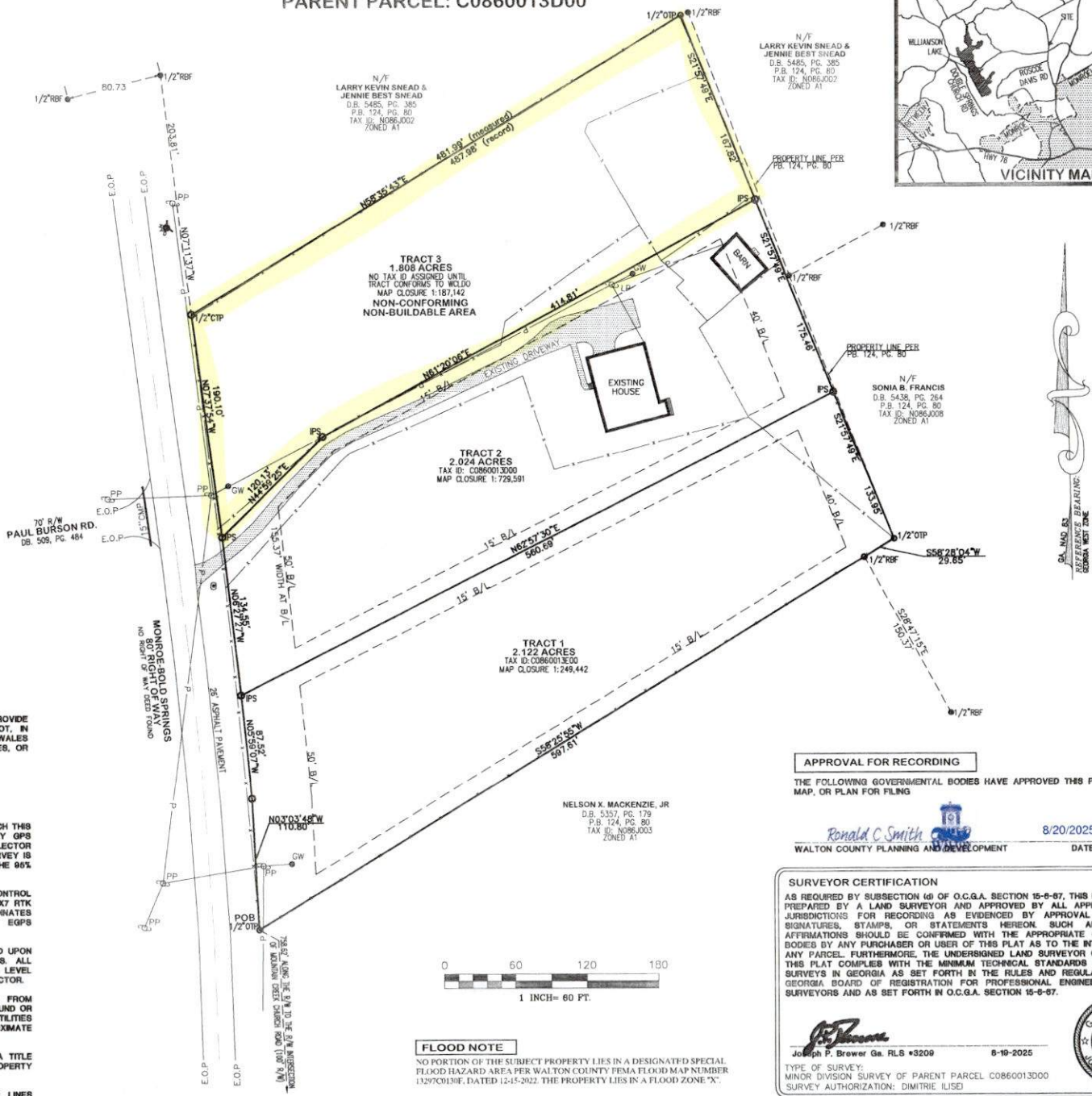


THIS BLOCK RESERVED FOR THE CLERK OF THE SUPERIOR COURT.

Owner/Subdivider of Tax parcel C0860013D00
DIMITRIE ILISEI
916 BEAVER HILL LANE,
BETHLEHEM GA 30020

SUBJECT PROPERTY REFERENCE:
REFERENCE DEED: D.B. 5592, PG. 1069

- SITE INFORMATION:**
1. PROPERTY ZONED: A1
 2. MINIMUM LOT AREA= 2 ACRES
 3. MINIMUM LOT WIDTH AT BUILDING LINE= 150 FEET
 4. BUILDING SETBACKS:
FRONT: 50 FEET
SIDE: 15 FEET
REAR: 40 FEET
 5. INDIVIDUAL SEPTIC AND PUBLIC WATER



WALTON COUNTY NOTES

IT IS THE RESPONSIBILITY OF THE INDIVIDUAL BUILDERS TO PROVIDE POSITIVE DRAINAGE AWAY FROM THE HOUSE ON EACH LOT, IN COMPLIANCE WITH IRC R4013 DRAINAGE. ALL CREATED SWALES SHALL DIRECT WATER TO EXISTING DRAINAGE SWALES/DITCHES, OR THE ROADSIDE DITCH PROVIDED.

SURVEYOR'S NOTES

1. THE EQUIPMENT USED TO COLLECT THE FIELD DATA FOR WHICH THIS SURVEY IS BASED WAS A CARLSON BRX7 MULTI-FREQUENCY GPS BASE AND ROVER SYSTEM UTILIZING A CARLSON DATA COLLECTOR AND SURVEY SOFTWARE. THE FIELD DATA UPON WHICH THIS SURVEY IS BASED HAS POSITIONAL ACCURACY OF 0.05' PLUS 2 PPM AT THE 95% CONFIDENCE LEVEL PER POINT.
2. HORIZONTAL AND VERTICAL DATUM FOR THE INITIAL CONTROL POINTS WERE OBTAINED BY THE USE OF GPS. A CARLSON BRX7 RTK ROVER WAS USED TO COLLECT NETWORK ADJUSTED COORDINATES REPORTED BY A REAL TIME NETWORK OPERATED BY EGPS SOLUTIONS, INC.
3. THE BEARING BASIS USED TO PREPARE THIS PLAT IS BASED UPON NAD-83, GEORGIA STATE PLANE, WEST ZONE COORDINATES. ALL DIRECTIONS AND DISTANCES SHOWN HEREON ARE A GROUND LEVEL PROJECTION OF THE SYSTEM APPLYING A COMBINED SCALE FACTOR.
4. UTILITY PIPES, LINES, AND APPARATUS'S SHOWN ARE FROM OBSERVED EVIDENCE ONLY BY WHAT WAS VISIBLE ABOVE GROUND OR MARKED ON THE GROUND BY OTHERS. ALL BELOW GROUND UTILITIES SHOWN ON THIS MAP SHOULD BE CONSIDERED APPROXIMATE LOCATIONS.
5. THIS SURVEY WAS PREPARED WITHOUT THE BENEFIT OF A TITLE ABSTRACT AND EASEMENTS MAY AFFECT THE SUBJECT PROPERTY THAT ARE NOT SHOWN HEREON.
6. NO POWER EASEMENTS FOUND FOR OVERHEAD POWER LINES CROSSING OVER AND THROUGH SUBJECT PROPERTY.



FLOOD NOTE
NO PORTION OF THE SUBJECT PROPERTY LIES IN A DESIGNATED SPECIAL FLOOD HAZARD AREA PER WALTON COUNTY FEMA FLOOD MAP NUMBER 13297C0130F, DATED 12-15-2022. THE PROPERTY LIES IN A FLOOD ZONE 'X'.

APPROVAL FOR RECORDING

THE FOLLOWING GOVERNMENTAL BODIES HAVE APPROVED THIS PLAT, MAP, OR PLAN FOR FILING


 WALTON COUNTY PLANNING AND DEVELOPMENT DATE: 8/20/2025

SURVEYOR CERTIFICATION

AS REQUIRED BY SUBSECTION (d) OF O.C.G.A. SECTION 15-6-87, THIS PLAT HAS BEEN PREPARED BY A LAND SURVEYOR AND APPROVED BY ALL APPLICABLE LOCAL JURISDICTIONS FOR RECORDING AS EVIDENCED BY APPROVAL CERTIFICATES, SIGNATURES, STAMPS, OR STATEMENTS HEREON. SUCH APPROVALS OR AFFIRMATIONS SHOULD BE CONFIRMED WITH THE APPROPRIATE GOVERNMENTAL BODIES BY ANY PURCHASER OR USER OF THIS PLAT AS TO THE INTENDED USE OF ANY PARCEL. FURTHERMORE, THE UNDERSIGNED LAND SURVEYOR CERTIFIES THAT THIS PLAT COMPLES 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 15-6-87.


 Joseph P. Brewer Ga. RLS #3209 8-10-2025
 TYPE OF SURVEY: MINOR DIVISION SURVEY OF PARENT PARCEL C0860013D00
 SURVEY AUTHORIZATION: DIMITRIE ILISEI

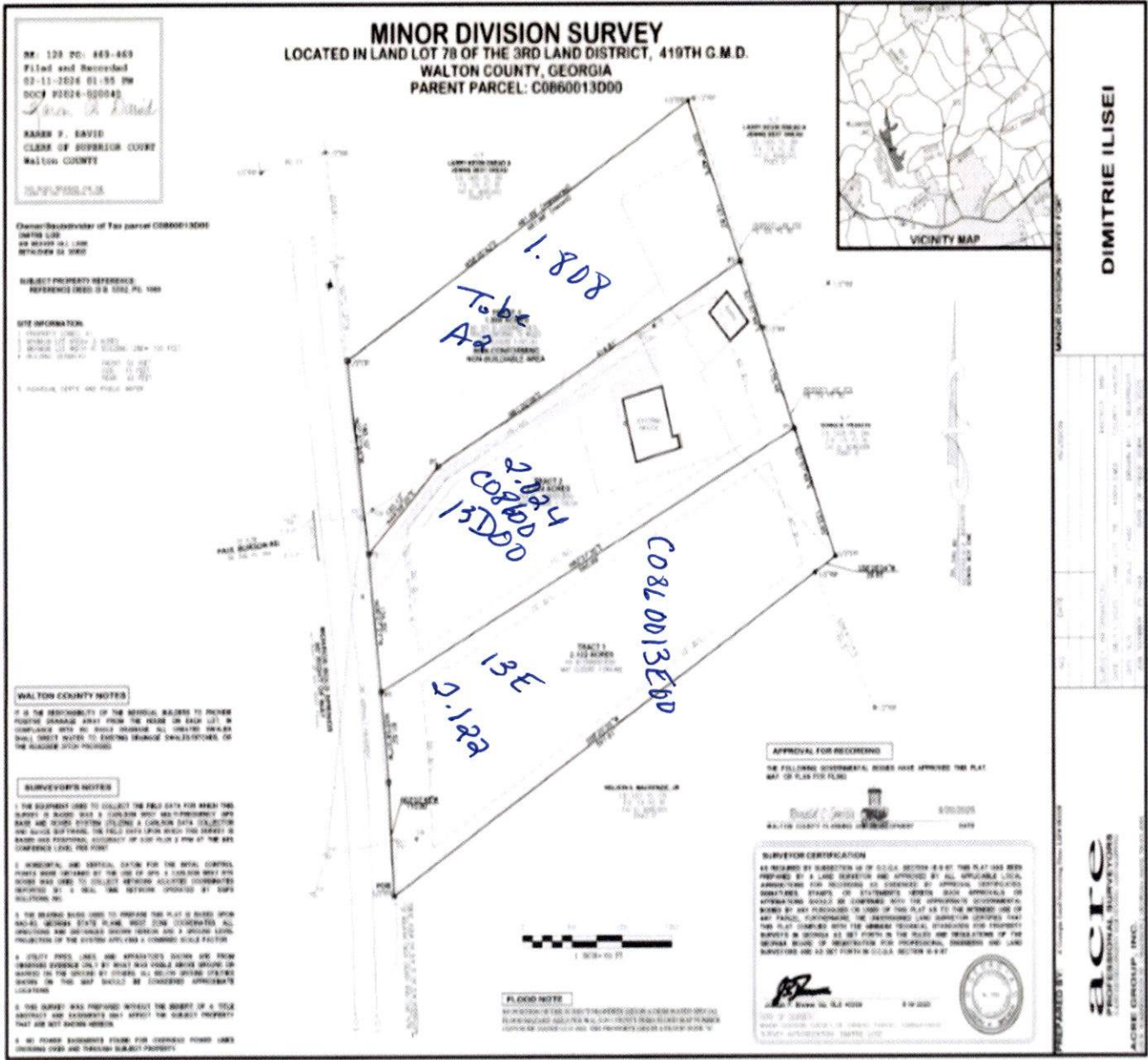


MINOR DIVISION SURVEY FOR: NO. DATE: REVISION: PREPARED BY: A. Georgia Land Surveying, Firm: LSP# 001105

SURVEY INFORMATION:	DISTRICT: 3RD	LAND LOT: 78	419TH G.M.D.	COUNTY: WALTON	DRAWN BY: A. BOATRIGHT
DATE: 08/11/2025	SCALE: 1"=60'	DATE OF FIELD WORK: 7/29/2025	JOB NUMBER: 25-989		

DIMITRIE ILISEI

acre
 PROFESSIONAL SURVEYORS
 LAND DEVELOPMENT SURVEYING AND MAPPING
 RE GROUP, INC.
 WASHINGTON ST. | MARIETTA, GEORGIA 30067 | 770-511-4900





Planning and Development Department Case Information

Case Number: Z26-0054

Meeting Dates: Planning Commission 04-02-2026

Board of Commissioners 05-05-2026

Applicant:

Reed Creek Food Mart, LLC
1176 Sanford Drive, SW
Lilburn, Georgia 30047

Owner:

James William Burson, II
2069 Highway 11
Monroe, Georgia 30656

Current Zoning: The current zonings are A1, A2 and R1.

Request: Rezone 11.50 acres of a 45.98-acre parcel of land from A1/A2/R1 to B1 for a convenience store with gasoline stations, retail & quick service restaurants and a public golf range with a Variance to encroach into the 75' stream buffer.

Address: 2069 Highway 11 and Mountain Creek Church Road, Monroe, Georgia 30656

Map Number/Site Area: C0860040 – 11.50 acres

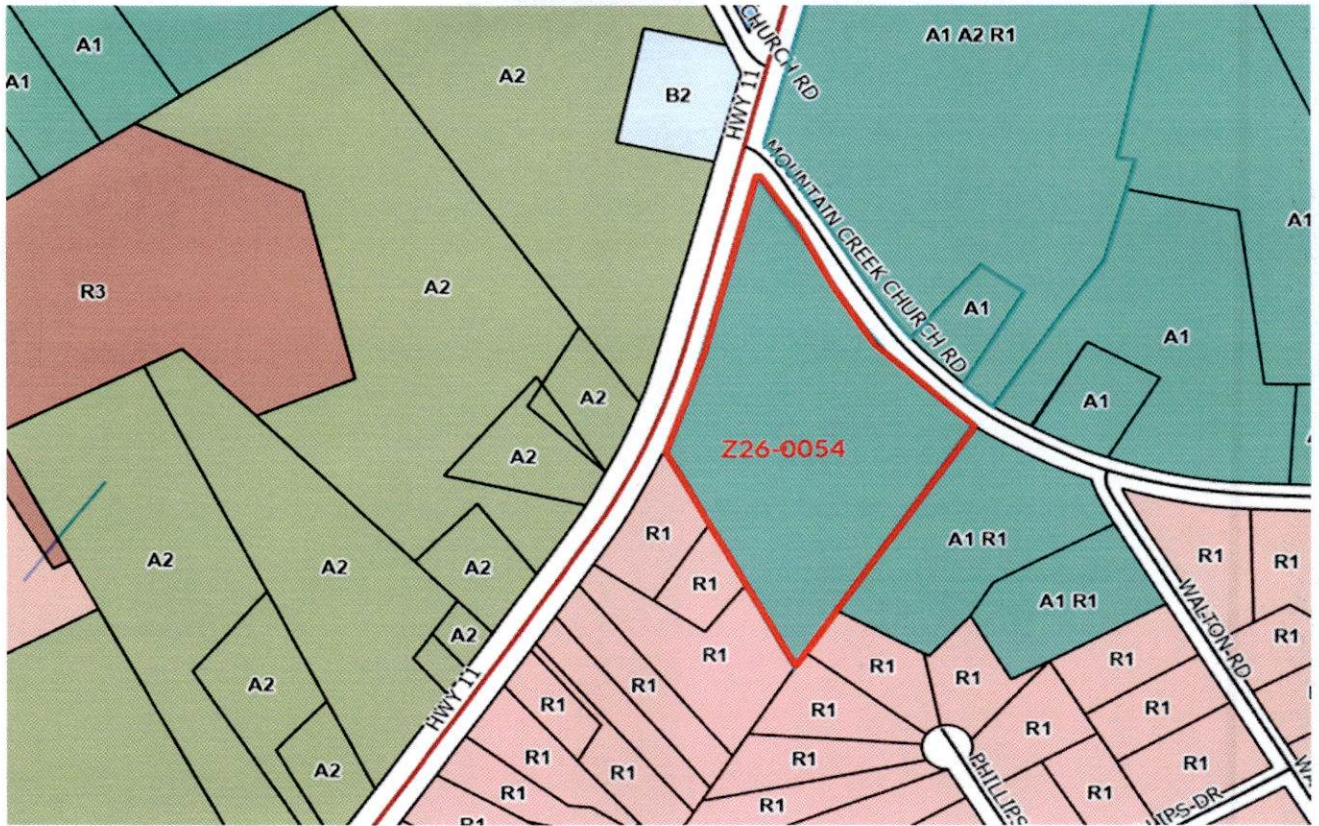
Character Area: Employment Center

District 6 Commissioner- Kirklyn Dixon Planning Commission–Timothy Kemp

Existing Site Conditions: Property is vacant.



The surrounding properties are zoned A1, A2 and R1.

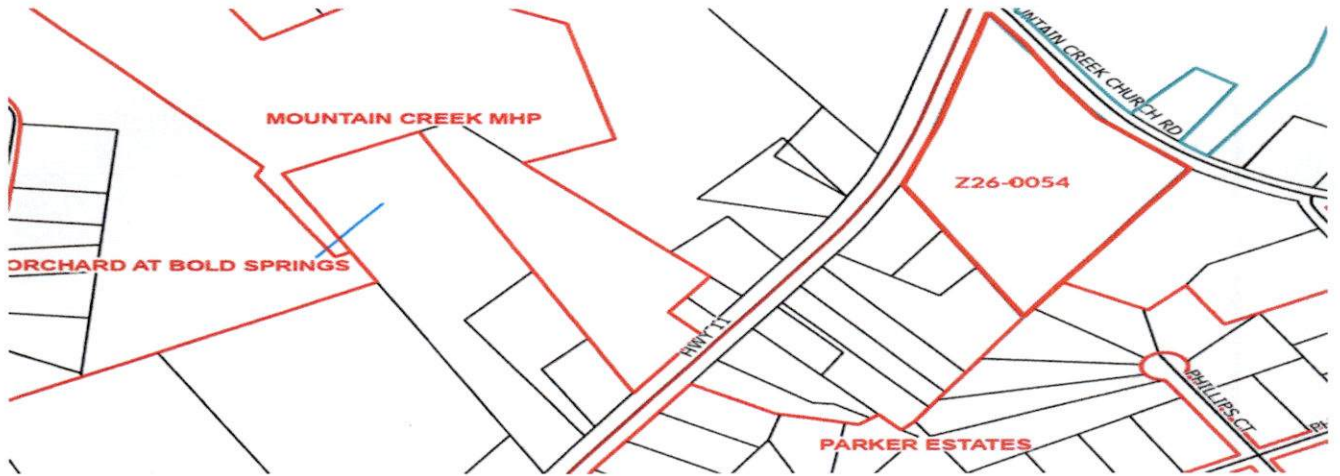


The property is not in a Watershed Protection Area.

The Future Land Use Map for this property is Employment Center.



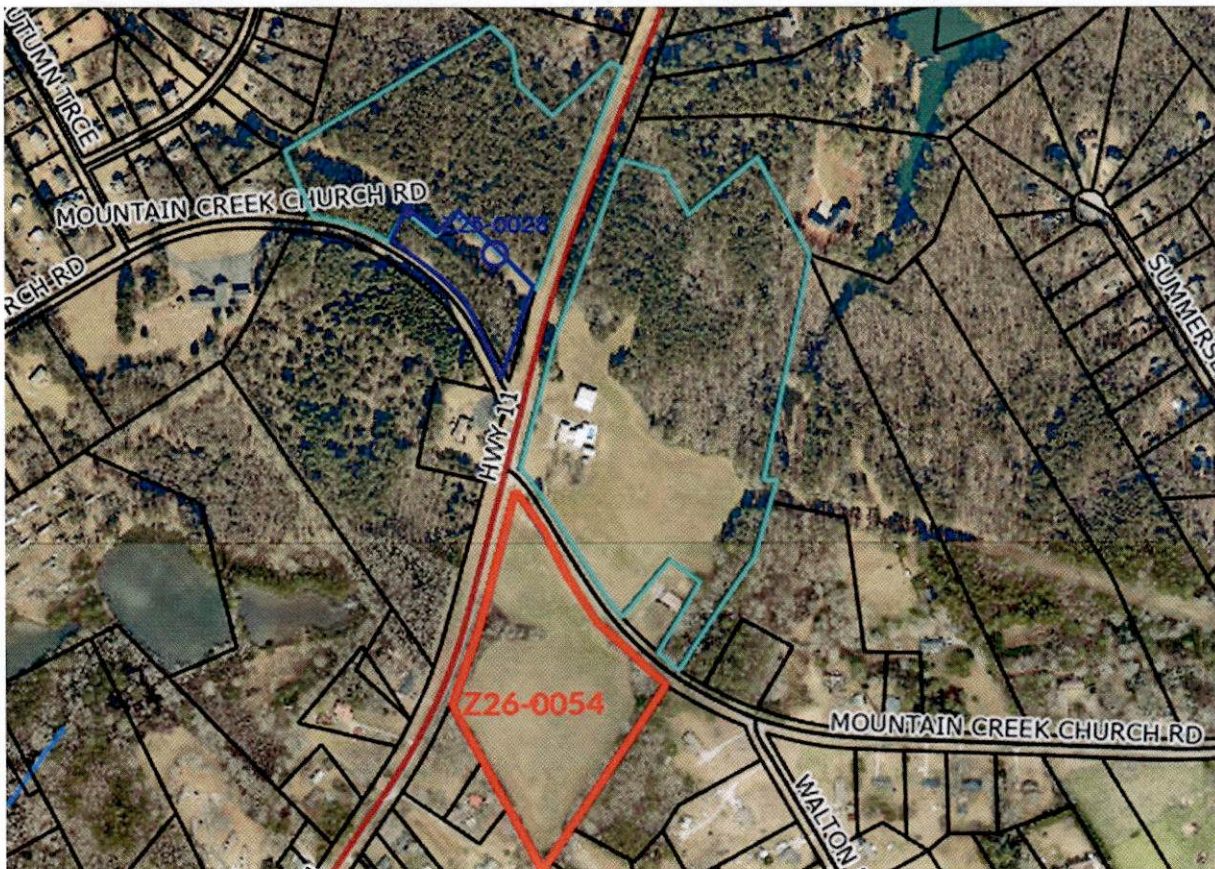
Subdivisions:



History:

Z25-0028 PJ25-0202	Shield Sword LLC	Rezone from A2 to B1 for a martial arts studio	C0860040 2069 Hwy 11 & Mountain Creek Church Road	Approved
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****A Rezone was done on this Parcel on 4/1/2025 where 2.60 acres was rezoned from a 48.58 parcel of land from A2 to B1 for a martial arts studio at the below part of the land:**



Staff Comments/Concerns: (See Traffic Study Attached)

Public Works: Public Works recommends that a Traffic Study may need to be conducted to determine the need for a possible center-turn lane on Mountain Creek Church Road.

Sheriff's Department: No comment received.

Water Authority: This property is located within the City of Monroe Service Area

Fire Marshall Review: Project shall comply with all codes set forth by the Office of Commissioner of Insurance State Fire Marshal Rules and Regulations, Walton County Ordinances, Life Safety Code and International Fire Code.

Fire Department Review: Increase in emergency response

Board of Education: This will not affect Transportation.

GDOT: These intersections are going to be severely impacted by this type of development, so we need to ensure that operations and safety are improved. Will need to coordinate with GDOT before permitting.

City of Monroe: No issues or concerns from City of Monroe Utilities on these three cases.

PC Action 4/2/2026:

1. Z26-0054 – Rezone 11.50 acres from A1/A2/R1 to B1 for a convenience store with gasoline stations, retail & quick service restaurants, public golf range and a Variance to encroach into the 75' stream buffer – Applicant: Reed Creek Food Mart, LLC/Owner: James William Burson, II – property located at 2069 Highway 11 and Mountain Creek Church Road – Map/Parcel C0860040 - District 6

Presentation: Marissa Bridges who lives in Canton, Georgia represented the case. She stated they are wanting to rezone the property at 2069 Hwy. 11 from A1/A2/R1 to B1 for a public driving range with a convenience store and retail stores, along with a drive-thru fast-food restaurant. She stated that the driving range would have 5-7 positions and have lights facing towards the field with the hours of operation being 8:00 AM to 10:00 PM. The structures will be of masonry like stone and brick creating a more natural retail element. She is also requesting Variances to encroach into the 75' stream buffer.

On site to the west will be the convenience store and the detention pond which will serve all 3 which are the convenience store/gas station, retail space and quick service restaurant and driving range.

Mark Banks asked if the lighting would be shielded from the neighboring properties and if there would be any types of netting. Ms. Bridges stated they had planned to add an industrial standard netting for the range itself and industry fencing with artificial grass.

Timothy Kemp asked if it would be something like Top Golf and Ms. Bridges stated that it is very much like that, but this would be on ground areas where balls will not be going to neighboring properties.

Chris Alexander asked if the lighting would be on fencing or lights on tall poles shining down on the property and he was advised that they would use night sky lighting.

Timothy Kemp asked if the lighting only be during hours of operation and Ms. Bridges stated they would only be on during hours of operation except for the in-building safety lighting.

Tim Hinton asked about the Mountain Creek Church Road entrance and would it be right in only on Highway 11 and right in and out on Mountain Creek Church Road and Ms. Bridges stated that they had a Traffic Study done and will be working on the entrances with GDOT to see where would be the best place for them.

Tim Hinton stated that knowing the entrance, that it is going to be problematic and maybe GDOT will only make 2 cuts, maybe 1 entry and 1 exit. He has seen lots of accidents at this intersection. Marissa Bridges said that they would like to look at the side entrance located near the convenience store and golf range which is to the west.

Tim Hinton stated we have nothing over GDOT and that we are here to look at the request to see what is allowed for the property, but we do look at safety as well.

Timothy Kemp asked about the driving range and about how many customers and Ms. Bridges stated that they are proposing hours of operation from 8:00 a.m. to 9:00 or 10:00 p.m. and it will be open to the public and they will pay to use this so that is hard to say the amount of customers at the moment.

It was brought up that when the development plans are submitted that GDOT will give their recommendations on where the entrances should be.

Billy Mitchell, who lives on John Deere Road spoke in favor of this rezone. He grew up here and there was once a fruit stand under the tree and they cut hay but now we need to look at what is best for the property.

Speaking: No one

Rebuttal: None

Recommendation: Timothy Kemp made a motion to recommend approval as requested with variances and was seconded by Mark Banks. The Motion carried unanimously.

Allowed in B1, B2, B3, TC and (MUBP - A permitted use that must be within 1200 feet of a State or Federal Highway (P*)) and CU in M1 and M2

Section 6-1-250 Convenience Store with Gasoline Station (8)

- A. The use shall not exceed a gross leasable floor space of five thousand (5,000) square feet.
- B. The place of business shall not be within one hundred (100) yards of any school building, school grounds, or college campus or within one hundred (100) yards of an alcoholic treatment center owned and operated by this state or any county or municipal government therein. *Distances herein shall be measured along a straight line, which describes the shortest distance from the main customer entrance to the main entrance of the entrance of the establishments as listed above.
- C. A gasoline service station/convenience store shall have a minimum frontage on the primary street of one hundred twenty (120) feet and a minimum lot area of twenty-five thousand five hundred (25,500) square feet. Canopies and gasoline pump islands shall be set back fifteen (15) feet from all right-of-way lines.
- D. Vehicular entrances or exists at a gasoline service station:
 - 1. Shall contain an access width along the edge of the pavement of not more than forty (40) feet as measured parallel to the street at its narrowest point and shall not be located closer than ten (10) feet to the adjoining property.
 - 2. Shall not have any two (2) driveways any closer than twenty (20) feet at both the right-of-way line and the edge of the pavement along a single street.
- E. A Conditional Use Permit is required if three (3) or more diesel fuel pumps are provided for a convenience store/ gasoline service station in the B2 or B3 zoning district. A convenience store/gasoline service station with three (3) or more diesel pumps shall be a use by right in the M1 and M2 zoning districts.
- F. Other Site Improvements. In addition to the above requirements, the following additional site improvements shall be adhered to:
 - 1. A solid fence or wall six (6) feet in height shall be erected along the property lines which abut residential property.
 - 2. Exterior lighting with cut-off luminaries are required so that light it is directed away from adjacent properties.
- G. All flammable products shall be stored in compliance with State EPD regulations.

(2-2-2010)

Article 5 Permitted Uses

Part 1 Permitted and Conditional Uses

Section 100 Table of Permitted and Conditional Uses

A. The Permitted and Conditional Uses listed in the table below shall be permitted in Walton County zoning districts and no structure shall be erected, structurally altered or enlarged unless the use is permitted as:

1. A permitted use (P);

NAICS Code	Principal Uses	Suppl. Reg	A	A1	A2	R1	R2	R3	MHP	OI	B1	B2	B3	TC	MUBP	M1	M2
	ACCOMMODATION & FOOD SERVICES	(19)															
72211	Full-Service Restaurants									P	P	P	P	P	A or P*		
722211	Limited-Service Restaurants (incl. fast food)										P	P	P		P*		

Allowed as CU in A, A1 and A2

Permitted in OI, B1, B2 and B3

OUTDOOR RECREATION FACILITIES, COMMERCIAL: Any establishment whose main purpose is to provide the general public with facilities for active, outdoor recreational activities and where tickets are sold or fees are collected for participation in the activity. Outdoor commercial recreation facilities include, but are not limited to: water slides and parks, golf courses and miniature golf courses, driving ranges, baseball batting cages, and tracks for motor sports.

Outdoor Recreation Facility, Commercial (18)

- A. Only accessory services and parking related exclusively to the recreational operations shall be allowed.
- B. Total floor area of all buildings shall be a maximum of 2,000 square feet. The building[s] shall be located at least 100 feet from all residentially zoned property.
- C. The site shall be at least two (2) acres in size.
- D. All activities shall take place at least 100 feet from any property line adjacent to a residential zone or use.
- E. Outdoor activity areas shall be sufficiently screened and insulated so as to protect adjacent property from noise and other disturbances.
- F. No outdoor storage shall be allowed.
- G. No outdoor public address system shall be allowed
- H. The use of the site adjacent to residentially zoned property after 8:00 p.m. shall be prohibited.

Section 11-10-140 - Applicability

This ordinance shall apply to all land development activity on property containing a stream protection area as defined in [Section 11-10-130] of this Ordinance. These requirements are in addition to, and do not replace or supersede, any other applicable buffer requirements established under state law and approval or exemption from these requirements do not constitute approval or exemption from buffer requirements established under state law or from other applicable local, state or federal regulations.

A. Grandfather Provisions

This ordinance shall not apply to the following activities:

1. Work consisting of the repair or maintenance of any lawful use of land that is zoned and approved for such use on or before the effective date of this Ordinance.
2. Existing development and on-going land disturbance activities including but not limited to existing agriculture, silviculture, landscaping, gardening and lawn maintenance, except that new development or land disturbance activities on such properties will be subject to all applicable buffer requirements.
3. Any land development activity that is under construction, fully approved for development, scheduled for permit approval or has been submitted for approval as of the effective date of this Ordinance.
4. Land development activity that has not been submitted for approval, but that is part of a larger master development plan, such as for an office park or other phased development that has been previously approved within two (2) years of the effective date of this Ordinance.

B. Exemptions

The following specific activities are exempt from this Ordinance. Exemption of these activities does not constitute an exemption for any other activity proposed on a property.

1. Activities for the purpose of building one of the following:
 - a. A stream crossing by a driveway, transportation route or utility line;
 - b. Public water supply intake or public wastewater outfall structures;
 - c. Intrusions necessary to provide access to a property;
 - d. Public access facilities that must be on the water including boat ramps, docks, foot trails leading directly to the river, fishing platforms and overlooks;
 - e. Unpaved foot trails and paths;
 - f. Activities to restore and enhance stream bank stability, vegetation, water quality and/or aquatic habitat, so long as native vegetation and bioengineering techniques are used.

2. Public sewer line easements paralleling the creek, except that all easements (permanent construction) and land disturbance should be at least twenty-five (25) feet from the top of the bank. This includes such impervious cover as is necessary for the operation and maintenance of the utility, including but not limited to manholes, vents and valve structures. This exemption shall not be construed as allowing the construction of roads, bike paths or other transportation routes in such easements, regardless of paving material, except for access for the uses specifically cited in Subsection B.1, above.
3. Land development activities within a right-of-way existing at the time this Ordinance takes effect or approved under the terms of this Ordinance.
4. Within an easement of any utility existing at the time this Ordinance takes effect or approved under the terms of this Ordinance, land disturbance activities and such impervious cover as is necessary for the operation and maintenance of the utility, including but not limited to manholes, vents and valve structures.
5. Emergency work necessary to preserve life or property. However, when emergency work is performed under this section, the person performing it shall report such work to the Walton County Planning and Development Department on the next business day after commencement of the work. Within ten (10) days thereafter, the person shall apply for a permit and perform such work within such time period as may be determined by the Walton County Planning and Development Department to be reasonably necessary to correct any impairment such emergency work may have caused to the water conveyance capacity, stability or water quality of the protection area.
6. Forestry and silviculture activities on land that is zoned for forestry, silvicultural or agricultural uses and are not incidental to other land development activity. If such activity results in land disturbance in the buffer that would otherwise be prohibited, then no other land disturbing activity other than normal forest management practices will be allowed on the entire property for three (3) years after the end of the activities that intruded on the buffer.

After the effective date of this Ordinance, it shall apply to new subdividing and platting activities.

Any land development activity with a buffer established hereunder or any impervious cover within a setback established hereunder is prohibited unless a variance is granted pursuant to Section 11-10-150 B below.

Rezone Application # 226-0054 Application to Amend the Official Zoning Map of Walton County, Georgia

Planning Comm. Meeting Date 4-2-2026 at 6:00PM held at **WC Historical Court House, 111 S. Broad St, Monroe, Ga (2nd Floor)**

Board of Comm Meeting Date 5-5-2026 at 6:00PM held at **WC Historical Court House**

You or your agent must be present at both meetings

Map/Parcel C0860040

Applicant Name/Address/Phone #

Property Owner Name/Address/Phone

Reed Creek Food Mart, LLC

James William Burson II

1176 Sanford Drive SW

2069 GA Hwy 11

Lilburn, GA 30047

Monroe, GA 30656

2069 GA Hwy 11, land located at the southeast intersection of GA Highway 11 and Mountain Creek

(If more than one owner, attach Exhibit "A")

Location: Church Rd Requested Zoning B1 Acreage 11.50

Existing Use of Property: Vacant land

Existing Structures: None

The purpose of this rezone is to rezone this tract of land to B1 zoning to allow the proposed use of use convenience stores with gasoline stations, retail and quick service restaurants, and public golf driving range. And a concurrent variance to encroach into the 75' stream buffer.

Property is serviced by the following:

Public Water: No Provider: Walton County Well: No

Public Sewer: No Provider: No Septic Tank: No

The above statements and accompanying materials are complete and accurate. Applicant hereby grants permission for planning and zoning personnel to enter upon and inspect the property for all purposes allowed and required by the Comprehensive Land Development Ordinance.

Signature [Signature] Date 02-06-26 Fee Paid \$ 1,150.00

Public Notice sign will be placed and removed by P&D Office

Signs will not be removed until after Board of Commissioners meeting

Office Use Only:

Existing Zoning A1, A2, R1 Surrounding Zoning: North A1, A2, R1 South R1
East A1, R1 West A2, B2

Comprehensive Land Use: Employment Center **DRI Required?** Y N

Commission District: 6-Kirklyn Dixon Watershed: TMP

I hereby withdraw the above application _____ Date _____

Disclosure of Campaign Contributions

In accordance with the Conflict of Interest in Zoning Act, O.C.G.A., Chapter 36-67A, the following questions must be answered:

Have you the applicant made \$250 or more in campaign contributions to a local government official within two years immediately preceding the filing of this application?

_____ yes no

If the answer is yes, you must file a disclosure report with the governing authority of Walton County showing:

1. The name and official position of the local governing authority in Walton County to whom the campaign contribution was made.
2. The dollar amount and description of each campaign contribution made during the two years immediately preceding the filing of this application and the date of each such contribution was made.

This disclosure must be filed when the application is submitted.

James W. Burdick 2-9-26

Signature of Applicant/Date

Check one: Owner Agent _____

Disclosure of Campaign Contributions

In accordance with the Conflict of Interest in Zoning Act, O.C.G.A., Chapter 36-67A, the following questions must be answered:

Have you the applicant made \$250 or more in campaign contributions to a local government official within two years immediately preceding the filing of this application?

_____ yes no

If the answer is yes, you must file a disclosure report with the governing authority of Walton County showing:

1. The name and official position of the local governing authority in Walton County to whom the campaign contribution was made.
2. The dollar amount and description of each campaign contribution made during the two years immediately preceding the filing of this application and the date of each such contribution was made.

This disclosure must be filed when the application is submitted.

a. Lak

Signature of Applicant/Date

Check one: Owner _____ Agent

**AUTHORIZATION
BY PROPERTY OWNER**

I swear that I am the property owner of the property which is the subject matter of the attached Petition for Rezoning/Conditional Use Application, as is shown in the records of Walton County, Georgia.

I authorize the named below to act as Applicant in the pursuit of a Petition for Rezoning/Conditional Use Application.

Name of Applicant: Reed Creek Food Mart, LLC

Address: 1176 Sanford Drive SW, Lilburn, GA 30047

Location of Property: 2069 Highway 11 NW, Monroe, GA 30656 (southwest parcel area only)

Map/Parcel Number: C0860040

Current Zoning: A1, A2 and R1 Requested Zoning: B1

James W. Burson
Property Owner Signature

Property Owner Signature

Print Name: JAMES W. BURSON Print Name: _____

Address: 2069 Hwy 11
MONROE, GA. 30656 Address: _____

Personally appeared before me and who swears that the information contained in this authorization is true and correct to the best of his/her knowledge.

Robin M Bates
Notary Public

2-9-20
Date



Article 4, Part 4, Section 160 Standard Review Questions:

Provide written documentation addressing each of the standards listed below:

- 1. Existing uses and zoning of nearby property;
 - Northern property, PID: C0860041, Zoned: A1 Rural Estate District, Existing Use: Residential.
 - Eastern properties, PID: C0860052, Zoned: A1 R1 Rural Estate District & Single-Family Residential District. PIDs: N086B077 & N086B076, Zoned: R1 Single-Family Residential. Existing Use(s): Residential.
 - Southern properties, PIDs: C0860053, C0860054, and C0860055, Zoned: R1 Single-Family Residential District. Existing Use(s): Residential.
 - Western properties, PID: C0860081, Zoned: A2 Rural Estate District, Existing Use: Vacant. PID: C0860081A00, Zoned: B2 Highway Business District, Existing Use: Chiropractor Clinic.

- 2. The extent to which property values are diminished by the particular zoning restrictions;
 - The current zoning of the property is A1, A2 and R1, which is Rural Estate District and Single-Family Residential District. This area in the County does not have public sanitary sewer availability. Zoning A1 & A2 require a minimum lot size of two (2) acres and R1 would require a minimum lot size of one (1) acre and based on soil findings that area would be larger per parcel to accommodate areas with adequate soil for an onsite septic system. The parcel fronts GA Hwy 11 which is a connecting roadway between 316 and 78 and is classified by GDOT as a State Highway Route, a commercial development better service this type of thoroughfare.

- 3. The extent to which the destruction of property values of the plaintiffs promotes the health, safety, morals or general welfare of the public;
 - This tract has never been developed on. Neighboring residential properties to the east and south were developed prior to 1993. This

development will provide a 50-ft zoning buffer along the east and south property lines. Parking will be provided between the building and GA Hwy 11 and all proposed lighting will be shielded from neighboring properties. Significant detriment shall not be imposed on neighboring properties.

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

All access points from either roadway will provide decelerations lanes alleviating turning traffic from the travel lane and contingent on GDOT approval a right turn lane will be provided from GA Hwy 11 turning right going southeast on Mountain Creek Church Road.

- 5. The suitability of the subject property for the zoned purposes; and

The subject tract of the property is currently zoned A1, A2 and R1, which prohibits the development of convenience stores with gasoline stations, retail and quick service restaurants, and public golf driving range. However, the proposed rezoning to B1 Neighborhood Business District does allow said uses. B1 zoning designation is also consistent with the County Future Land Use Map, listing this parcel as Employment Center.

- 6. The length of time the property has been vacant as zoned, considered in the context of land development in the area in the vicinity of the property

The subject property and neighboring properties have been developed since prior to 1993, however, the subject tract of land has remained undeveloped.



January 28, 2026

Walton County
Planning & Development
126 Court Street
Monroe, GA 30655
Office: (770) 267-1319

Re: Proposed Acorn Express Monroe Station
Rezoning Request
Parcel C0860040

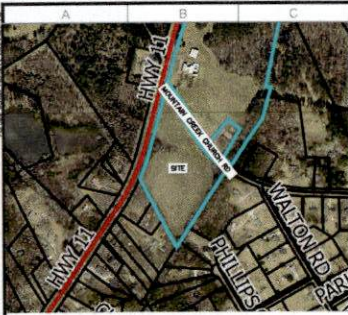
To whom it concerns,

On behalf of Reed Creek Food Mart, LLC. please consider this our Letter of Intent for a proposed 6,000 sf convenience store with fuel sales, retail and drive through restaurant space totaling 8,000 sf and a public golf driving range with a 2,000 sf building. The proposed development will be positioned on a portion of parcel C0860040 with the address of 2069 Hwy 11. The parcel is currently zoned A1, A2 and R1 zoning and we are requesting a rezoning to B1 (Neighborhood Business District). The Future Land Use Map designates this area as Employment Center which is conducive to the proposed development and the B1 zoning designation. We would also like to request a variance to allow encroachment into the 75' Impervious Stream Buffer.

Sincerely,

A handwritten signature in black ink that reads 'T. Boomer'.

Terry Boomer PE
LJA Engineering



VICINITY MAP

ACCORDING TO THE F.U.M. OF WALTON COUNTY, PANEL NUMBER 132970030F DATED (DECEMBER 18, 2022), A PORTION OF THIS PROPERTY OR (S) IS LOCATED IN A SPECIAL FLOOD HAZARD AREA.

"NOT FOR RECORDING"

PROPOSED PARKING DATA SITE AREA CALCULATIONS

TRACT 1
 20 SPACES
 20 SPACES
 40 SPACES
 40 SPACES
 63 SPACES
 3 SPACES
 48 SPACES
TRACT 2
 37 SPACES

	SQUARE FOOTAGE	ACREAGE	PERCENTAGE
TOTAL SITE AREA	583,141	11.50	100.0
EXISTING EXIST. IMPERVIOUS AREA	8	0.00	0.0
EXISTING PERVIOUS AREA	583,141	11.50	100.0
PROPOSED EXIST. IMPERVIOUS AREA	135,173	3.10	27.0
BUILDING(S)	15,000	0.34	3.0
SIDEWALK	6,809	0.18	1.4
PAVEMENT, DRIVEWAYS, GRAVEL	113,346	2.60	32.8
PROPOSED PERVIOUS AREA	563,966	8.40	73.0

SITE DATA

- PARCEL & DISTRICTS**
 EXISTING LAND USE: COMMERCIAL
 PROPOSED LAND USE: CONVENIENCE STORE WITH FUEL SALES
 CURRENT ZONING CLASSIFICATION: IS-10 (GENERAL DISTRICT)
 PROPOSED ZONING CLASSIFICATION: IS-10 (GENERAL DISTRICT)
 FUTURE LAND USE: EMPLOYMENT CENTER
 PRELIMINARY DISTRICT: WALTON COUNTY
 CURRENT LOCAL JURISDICTION: WALTON COUNTY
 FLOOD ZONE CLASSIFICATION: ZONE 3
- PROPERTY DEVELOPMENT CONSIDERED SECTION 4-108**
 1. MINIMUM LOT FRONTAGE: THE MINIMUM LOT FRONTAGE SHALL BE ONE HUNDRED (100) FEET.
 2. MINIMUM SETBACK REQUIREMENTS
 A. FRONT FIFTY (50) FEET FROM LOCATED ALONG STREETS WHICH FUNCTION AS ARTERIAL AND COLLECTOR STREETS, TWENTY (20) FEET ALONG ALL OTHER STREETS.
 B. SIDE: FIFTEEN (15) FEET.
 C. REAR: FIFTY (50) FEET.
 3. MINIMUM LOT AREA: FIFTY THOUSAND (50,000) SQUARE FEET WHERE BOTH PUBLIC UTILITIES AND PUBLIC STREET ARE AVAILABLE. OTHER SITUATIONS REQUIRE NOT-FIVE THOUSAND (5,000) SQUARE FEET AND DEPEND ON APPROVAL OF THE HEALTH DEPARTMENT.
 4. MINIMUM FLOOR AREA: THE MINIMUM FLOOR AREA OF ANY USE SHALL BE FOUR HUNDRED (400) SQUARE FEET.
 5. MINIMUM IMPERVIOUS SURFACE COVERED: THE MAXIMUM IMPERVIOUS SURFACE IS SEVENTY-FIVE PERCENT (75%) OF THE LOT.
 6. MAXIMUM HEIGHT: THE MAXIMUM HEIGHT OF BUILDINGS SHALL BE THREE (3) STOREYS.
 7. PARKING REQUIREMENTS: OFF-STREET PARKING AND LOADING SPACE SHALL BE PROVIDED IN ACCORDANCE WITH ARTICLE 7 OF THE ORDINANCE.
 8. BUFFER: WHERE APPLICABLE ANY RESIDENTIAL OR INDUSTRIAL DISTRICT, A BUFFER IS REQUIRED IN CONFORMANCE WITH ARTICLE 12 OF THE ORDINANCE.
 9. THERE SHALL BE NO OUTSIDE STORAGE.

BUILDING DATA

DIRECTION	REQUIRED SETBACK	PROPOSED SETBACK
FRONT	48 FEET	52 FEET
REAR	48 FEET	52 FEET
SIDE	15 FEET	15 FEET
SIDE	15 FEET	15 FEET

1-STORY BUILDING AREA	65,000 SQ. FT.
REAR BUILDING AREA	88,000 SQ. FT.
1ST STORY BUILDING AREA	22,000 SQ. FT.
2ND FLOOR AREA	65,000 SQ. FT.
BUILDING HEIGHT	3 STOREYS
MAX BUILDING HEIGHT (BY CODE)	3 STOREYS

SITE NOTES

- ALL WORK SHALL BE PERFORMED IN ACCORDANCE WITH THE PLANS AND SITE WORK SPECIFICATIONS AND SHALL COMPLY APPLICABLE FEDERAL, STATE AND LOCAL CODES.
- REFERENCE ARCHITECTURAL PLANS FOR BUILDING DIMENSIONS, TRUCK DOCKS, SIDEWALKS, STEPS, TRANSFORMER PADS, ETC.
- TOPOGRAPHIC BOUNDARY SURVEY, PROPERTY LINES, LEGAL DESCRIPTION, EXISTING UTILITIES, SITE TOPOGRAPHY WITH SPOT ELEVATIONS, OUTSTANDING PHYSICAL FEATURES AND EXISTING STRUCTURE LOCATIONS WAS PROVIDED BY THE FOLLOWING COMPANY: PUBLIC AVAILABLE DATA.
- ALL DIMENSIONS AND RADII ARE TO THE FACE OF CURB UNLESS OTHERWISE NOTED. ALL DIMENSIONS SHOWN TO BUILDINGS ARE TO OUTSIDE FACE OF BUILDING.
- ALL HANDICAP ACCESSIBLE PARKING SIGNS AND STRIPING SHALL BE IN ACCORDANCE WITH THE AMERICAN WITH DISABILITY ACT (ADA) REQUIREMENTS AND STATE CODE.
- ALL TRAFFIC SIGNS SHALL CONFORM TO THE UNIFORM TRAFFIC CONTROL MANUAL AND THE STATE OF GEORGIA.
- ALL STRIPPED OR CURBED RADII SHALL BE 5' UNLESS OTHERWISE NOTED.
- THE CONTRACTOR IS RESPONSIBLE FOR REPAIR OF ANY DAMAGE TO ANY EXISTING IMPROVEMENTS, CURBS OR OFF SITE, SUCH AS PAVEMENT, UTILITIES, STORM DRAINAGE, ETC. THE REPAIR MUST BE APPROVED BY THE ENGINEER AND BE EQUAL OR BETTER THAN EXISTING CONDITIONS.
- ALL LIGHTING SHALL BE INCLUDED IN THE GENERAL CONTRACTOR'S SCOPE OF WORK. ALL PARKING LOT LIGHTING POLES, BUNDLES, FIXTURES WITH LAMPS SHALL BE INSTALLED BY THE GENERAL CONTRACTOR'S ELECTRICAL CONTRACTOR AND SHALL SUPPLY A ONE YEAR WARRANTY CERTIFICATE.
- CONTRACTOR SHALL OBTAIN ALL PERMITS BEFORE CONSTRUCTION BEGINS.
- SITE CONTRACTOR SHALL SUPPLY AS-BUILT PLANS INDICATING ALL CHANGES AND DEVIATIONS.
- ANY DEVIATION FROM THESE PLANS MAY CAUSE THE WORK TO BE UNACCEPTABLE.
- ANY UNANTICIPATED CONDITIONS ENCOUNTERED DURING THE CONSTRUCTION PROCESS SHALL BE IDENTIFIED TO THE ENGINEER IMMEDIATELY.
- ALL CONCRETE SHALL BE 4,000 PSI 28 DAY COMPRESSIVE STRENGTH.
- PROJECT SIGNAGE SHALL BE THE RESPONSIBILITY OF THE GENERAL CONTRACTOR.
- ALL CURBS AND GUTTER WHEN THE DEVELOPMENT SHALL BE 34" UNLESS OTHERWISE NOTED.
- PARKING LOT STRIPING SHALL BE INCLUDED IN PAVING CONTRACTOR'S SCOPE FOR WORK. STRIPING WILL BE ACCORDING TO OWNER'S SPECIFICATIONS. ALL STRIPING IS TO HAVE TWO (2) COATS OF PAINT (PAV).
- ALL TRAFFIC MARKINGS SHALL BE THERMOPLASTIC AND MEET GEORGIA DEPARTMENT OF TRANSPORTATION SPECIFICATIONS.

LEGEND PROPOSED

	PROPOSED CONCRETE SIDEWALK
	PROPOSED CONCRETE PAVING
	PROPOSED HEAVY DUTY ASPHALT PAVING
	PROPOSED STANDARD DOT PAVING
	PROPOSED CURB & GUTTER
	LANDSCAPE STRIP/TRACK LINE
	PROPERTY LINE
	CURB & GUTTER
	WATER METER
	TRANSFORMER PAD
	ADA RAMP
	SON
	CONCRETE WHEEL STOP
	ADA PARKING SYMBOL
	DIRECTIONAL ARROWS
	ADA RAMP
	SON
	ADA PARKING SYMBOL
	ADA RAMP
	SON

OWNER:
 JAMES WILLIAM BURSON II
 2068 HIGHWAY 11 NW
 MONROE, GA 30656
 DEVELOPER:
 REED CREEK FOOD MART, LLC
 1176 SANFORD DRIVE SW
 LEBURN, GA 30047

24-HOUR CONTACT: ASIF LAKHANI 832-640-4862

LJA
 135 S. MAIN STREET
 SUITE 204
 CANTON, GA 30114
 678-863-1070

REGISTERED PROFESSIONAL ENGINEER
 No. 0008
 2/2/2025
 ENGINEER OF RECORD

CONCEPT PLAN
 ACORN EXPRESS MONROE STATION
 2068 GA-11, MONROE, GA 30656
 LL 77, 95, 98 - DISTRICT 3, PARCEL # C086040
 REED CREEK FOOD MART, LLC
 1176 SANFORD DRIVE SW
 LEBURN, GA 30047

SCALE: 1"=50'
 SHEET TITLE: REZONING PLAN
 SHEET NUMBER: RZ1







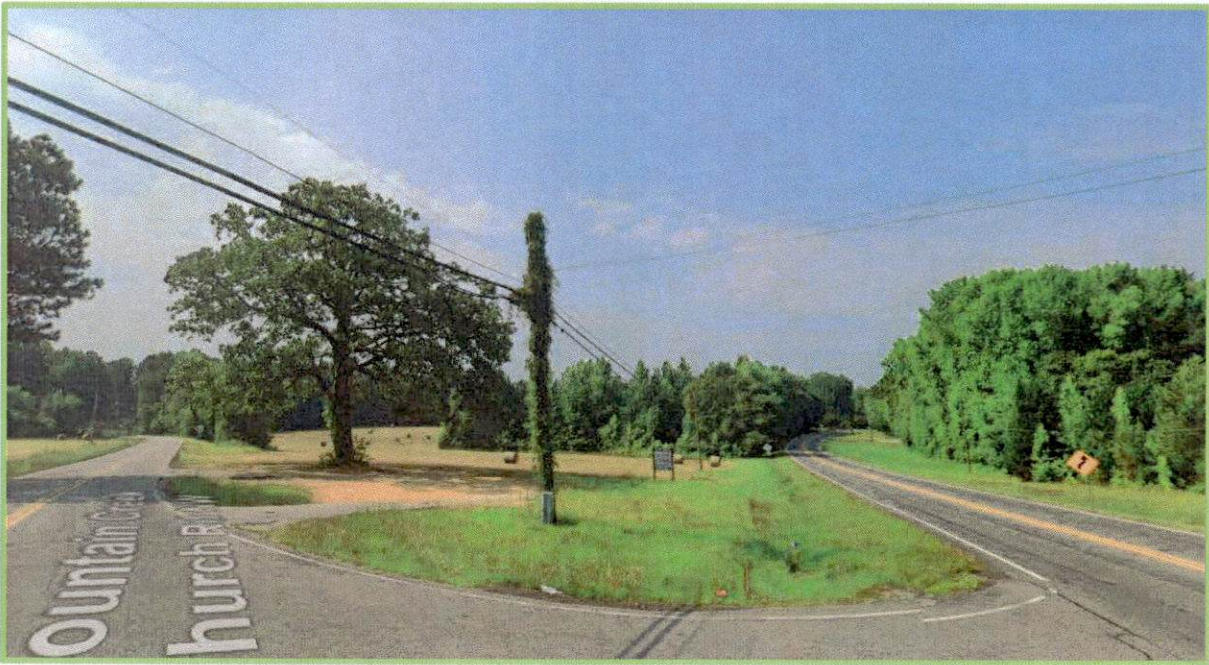








**A TRAFFIC IMPACT STUDY
for
MIXED-USE DEVELOPMENT
2069 WINDER HIGHWAY (SR 11)
CITY OF MONROE, WALTON COUNTY, GEORGIA**



Prepared for

REED CREEK FOOD MART, LLC
1176 Lanford Drive, SW
Lilburn, Georgia 30144

March 20, 2026

Prepared by





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Executive Summary

Reed Creek Food Mart, LLC proposes to develop a mixed-use project at 2069 Winder Highway (State Route 11) north of the City of Monroe in Walton County, Georgia. The proposed development will be situated on approximately 11.50 acres of land and will consist of the following land uses:

- 5,000 sq. ft. convenience store with 16 fueling positions
- 8,000 sq. ft. retail plaza
- 15 bay golf range with 2,000 sq. ft. retail shop

Each land use of the development will be phased in with the convenience store opening in the year of 2027, the retail plaza will open two years later in 2029, followed by the golf range in 2031 to complete the development.

The proposed retail development will be designed to have two (2) fully accessible driveways, one (1) right-in/right-out driveway and one (1) right-in only in accordance with the Walton County Department of Planning and the Georgia Department of Transportation (GDOT) driveway standards, details, and guidelines. The two fully accessible driveways will have access to and from Mountain Creek Church Road. The right-in/right out driveway and the right-in only will provide access to and from SR 11.

The study area and methodology was presented to Jonathan Peevy, PE, GDOT District One Traffic Engineer and Tracie Malcolm, Zoning Specialist for Walton County on January 30, 2026. The study will follow the ITE, GDOT and County policies and guidelines for conducting traffic impact studies.

The study area encompasses:

- State Route 11 at Mountain Creek Church Road (West) - stop sign-controlled
- State Route 11 at Mountain Creek Church Road (East) - stop sign-controlled
- the proposed site's driveways on SR 11 and on Mountain Creek Church Road

The purpose of this report is to document the impact the proposed development will have on the existing operations at the intersections within the study area. The study will be analyzed under three scenarios:

- Existing Conditions
- No Build Conditions
- Build Conditions, per phase

The report will show its findings and have recommendations for any improvements to the intersections in the study area. Recommendations for new and existing intersections will include improvements to achieve at a minimum Level of Service D or better.

Traffic data collected by Traffic Data Services, included 2-hour AM and PM turning movement counts during a weekday and 24-hour volume and class count on SR 11 and Mountain Creek Church Road south.

Historic traffic data was collected from GDOT's Traffic Analysis and Data Application (TADA) website. The data was used to calculate the traffic growth rate in the vicinity of the project site. The data was taken from the count station 297-0089 on SR 11, approximately 1,500 feet north of Mountain Creek Church Road. Over a seven (7) year period from 2016 to 2022, the area experienced an average annual 1.0% traffic growth rate.

The 11th Edition of Trip Generation Manual was utilized to establish weekday and peak hour entering and exiting trips for the proposed development land use. The percentage of site traffic assigned to the proposed driveway was based

upon the recommended distribution provided by current traffic trends and the layout of the site. **Table 1** shows the Total Daily, AM Peak and PM Peak hour trips generated by the proposed development.

TABLE 1. TRIP GENERATION FOR PROPOSED LAND USES

Land Use (ITE Code)	Intensity	Daily		AM Peak			PM Peak		
		IN	OUT	IN	OUT	Total	IN	OUT	Total
Distribution		50%	50%	50%	50%	100%	50%	50%	100%
Convenience Store (4-5.5K) / Gas Station (945)	16 Fueling Positions	2057	2057	216	217	433	182	182	364
Distribution		50%	50%	60%	40%	100%	50%	50%	100%
Strip Retail Plaza (<40KSF) (822)	8,000 sq. ft.	218	218	11	8	19	26	27	53
Distribution		50%	50%	61%	39%	100%	45%	55%	100%
Golf Driving Range (432)	15 Tees	102	103	4	2	6	8	11	19
Total Volume		2,377	2378	231	227	258	216	220	436

Traffic Solutions (TS) conducted capacity analyses for the intersections in the study area with estimated volumes based on the trip generation and existing volumes projected to the opening years of each phase. Synchro highway capacity software was used to analyze the intersections under existing and proposed conditions. **Table 2** shows the Level of Service, Intersection Control Delay, and v/c ratio for each intersection within the study area under the existing conditions, No Build conditions, and Build conditions.

TABLE 2. INTERSECTION CAPACITY ANALYSIS – LEVEL OF SERVICE, DELAY AND V/C RATIO

Intersections	Traffic Control	A.M. Peak Hour			P.M. Peak Hour		
		LOS	Delay (sec.)	Max. v/c ratio	LOS	Delay (sec.)	Max. v/c ratio
Existing							
SR 11 at Mountain Creek Church Rd (east)	Stop Sign	NWL C	22.4	0.509	NWL E	38.1	0.655
		SBL A	8.7	0.106	SBL B	10.0	0.202
SR 11 at Mountain Creek Church Rd (west)	Stop Sign	NBL A	9.9	0.114	NBL B	10.3	0.125
		SEL C	18.5	0.232	SEL D	34.3	0.523
2027 No-Build							
SR 11 at Mountain Creek Church Rd (east)	Stop Sign	NWL C	23.6	0.532	NWL E	41.6	0.686
		SBL A	8.7	0.108	SBL B	10.1	0.208
SR 11 at Mountain Creek Church Rd (west)	Stop Sign	NBL A	9.9	0.117	NBL B	10.4	0.130
		SEL C	19.0	0.241	SEL E	37.8	0.560
2027 Build – Phase I							
SR 11 at Mountain Creek Church Rd (east)	Stop Sign	NWL F	411.6	1.80	NWL F	828	2.68
		SBL A	9.6	0.05	SBL B	10.7	0.315
SR 11 at Mountain Creek Church Rd (west)	Stop Sign	NBL B	10.6	0.145	NBL B	11.1	0.155
		SEL D	25.2	0.345	SEL F	69.3	0.768
SR 11 at Driveway A2	In Only	-	-	-	-	-	-
Mountain Creek Church Rd (east) at Driveway A1	Stop Sign	NBL B	14.0	0.08	NBL A	8.3	0.017
		NEL D	30.3	0.43	NEL C	15.1	0.357
2029 Build – Phase II							
SR 11 at Mountain Creek Church Rd (east)	Stop Sign	NWL F	504.9	2.004	NWL F	948.3	2.943
		SBL A	9.3	0.233	SBL B	10.8	0.324
SR 11 at Mountain Creek Church Rd (west)	Stop Sign	NBL B	10.8	0.151	NBL B	11.3	0.164
		SEL D	27.6	0.378	SEL F	88.4	0.852
SR 11 at Driveway A2	In Only	-	-	-	-	-	-
Mountain Creek Church Rd (east) at Driveway A1	Stop Sign	NBL A	8.1	0.021	NBL A	8.3	0.021
		NEL C	15.0	0.407	NEL C	15.9	0.394
SR 11 at Driveway B	RI/RO	WBR B	10.9	0.007	WBR B	13.2	0.034
2031 Build – Phase III							
SR 11 at Mountain Creek Church Rd (east)	Stop Sign	NWL F	577.4	2.164	NWL F	1099.3	3.270
		SBL A	9.4	0.241	SBL B	11.0	0.335
SR 11 at Mountain Creek Church Rd (west)	Stop Sign	NBL B	10.9	0.156	NBL B	11.5	0.172
		SEL D	29.1	0.399	SEL F	114.3	0.945
SR 11 at Driveway A2	In Only	-	-	-	-	-	-
Mountain Creek Church Rd (east) at Driveway A1	Stop Sign	NBL A	8.1	0.022	NBL A	8.4	0.022
		NEL C	15.4	0.420	NEL C	16.3	0.410
SR 11 at Driveway B	RI/RO	WBR B	10.9	0.007	WBR B	13.4	0.037
Mountain Creek Church Rd (east) at Driveway C	Stop Sign	NWL A	0.0	-	NWL A	7.9	0.001
		NEL B	10.8	0.003	NEL B	11.4	0.021

From the analysis, it was determined that all four of the driveways warrant a right turn deceleration lane. The analysis indicates that Driveway A1 on Mountain Creek Church Road is warranted for a left turn lane.

The minimum required left sight distance is 500 feet. The minimum required right sight distance is 430 feet.

The study area encompasses two (2) existing unsignalized intersections that T's into SR 11 at Mountain Creek Church Road. The proposed site will include two (2) fully accessible driveways Mountain Creek Church Road and one (1) Right-In/Right-Out driveway and one (1) Right-In Only driveway on State Route 11.

Based on the findings from the analysis conducted, the following is recommended:

➤ SR 11 at Driveway A2 – Right-In

- Construct the driveway with a minimum 12-foot entry lane. The driveway curbs should have a minimum with 35-foot radii.
- Install a 175 lin. ft. deceleration lane with a 100 ft. taper per GDOT standard and detail

➤ SR 11 at Driveway B – Right-In/Right-Out

- Install driveway in accordance with GDOT driveway standards and details
- No landscaping within the right-of-way that will impede the sight distance of motorists exiting Driveway B
- Install a 175 lin. ft. deceleration lane with a 100 ft. taper per GDOT standard and detail
 - Add 2 – Type 2 right turn arrows
- Install R1-2, 30" Yield sign at the egress

➤ Mountain Creek Church Road at Driveway A1

- Install driveway in accordance with GDOT driveway standards and details
- Install a left turn lane per GDOT minimum requirements of 235 lin. ft. storage area with a 100 ft. taper
- Install deceleration lane a minimum of 175 lin. ft. with a 100 ft taper
 - Add 2 – Type 2 right turn arrows
- Install 24" stop line and 5" solid double yellow
- Install R1-1, 30" Stop sign
- No landscaping within the right-of-way higher than 3.5 feet in height that will impede the sight distance of motorists exiting Driveway A1.

➤ Mountain Creek Church Road at Driveway C

- Install driveway in accordance with GDOT driveway standards and details
- Install deceleration lane a minimum of 175 lin. ft. with a 100 ft taper
 - Add 2 – Type 2 right turn arrows
- Install 24" stop line and 5" solid double yellow
- Install R1-1, 30" Stop sign
- No landscaping within the right-of-way higher than 3.5 feet in height that will impede the sight distance of motorists exiting Driveway A1.

➤ SR 11 at Mountain Creek Church Road

- Traffic analysis show that this intersection will continue to experience increased delays and lower levels of service in the projected years without any future development. It is recommended that GDOT and Walton County program a project to conduct a full engineering transportation investigation study for this intersection.
- The WB approach at Mountain Creek Church Rd currently has a LOS E, which data shows the approach will get worse in years to come without any build conditions. Short term alternatives may include adding a left turn lane for the WB approach.
- Long term alternatives may include a roundabout or the installation of a traffic signal including roadway improvements

PROJECT DESCRIPTION

Reed Creek Food Mart, LLC proposes to develop a mixed-use project at 2069 Winder Highway (State Route 11) north of the City of Monroe in Walton County, Georgia. The proposed development will be situated on approximately 11.50 acres of land and will consist of the following land uses:

- 5,000 sq. ft. convenience store with 16 fueling positions
- 8,000 sq. ft. retail plaza
- 15 bay golf range with 2,000 sq. ft. retail shop

Each land use of the development will be phased in with the convenience store opening in the year of 2027, the retail plaza will open two years later in 2029, followed by the golf range in 2031 to complete the development.

The study area, shown in **Figure 1** and methodology, was presented to Jonathan Peevy, PE, GDOT District One Traffic Engineer and Tracie Malcolm, Zoning Specialist for Walton County on January 30, 2026. The study will follow the ITE, GDOT and County policies and guidelines for conducting traffic impact studies.

The proposed retail development will be designed to have two (2) fully accessible driveways, one (1) right-in/right-out driveway and one (1) right-in only in accordance with the Walton County Department of Planning and the Georgia Department of Transportation (GDOT) driveway standards, details, and guidelines. The two fully accessible driveways will have access to and from Mountain Creek Church Road. The right-in/right out driveway and the right-in only will provide access to and from SR 11. See **Figure 2 – Site Plan**.

The study area encompasses:

- State Route 11 at Mountain Creek Church Road (West) - stop sign-controlled
- State Route 11 at Mountain Creek Church Road (East) - stop sign-controlled
- the proposed site's driveways on SR 11 and on Mountain Creek Church Road

The purpose of this report is to document the impact the proposed development will have on the existing operations at the intersections within the study area. The study will be analyzed under three scenarios:

- Existing Conditions
- No Build Conditions
- Build Conditions, per phase

The report will show its findings and have recommendations for any improvements to the intersections in the study area. Recommendations for new and existing intersections will include improvements to maintain or achieve a better level of service.

The traffic impact study will evaluate the intersection operations in both existing and future conditions without and with the proposed land use development. The traffic impact study includes data collections, trip generation, and capacity analyses of all the intersections within the study area.

Capacity analyses were conducted to show the Level of Service LOS, intersection delay and the v/c ratio the proposed development would have on the existing transportation network. These analyses were conducted under the three scenarios. Under these scenarios, we will be able to see the impact the proposed development will have on the existing intersection operations; and, if any improvements will be necessary to mitigate any issues.

All analyses conducted for this study are based on the data collected for the existing condition and information provided by the developer, Walton County and GDOT. Any variations to the existing database and the assumptions made may affect the results of the study.

Figure 1. Site Map and Study Area



EXISTING CONDITIONS

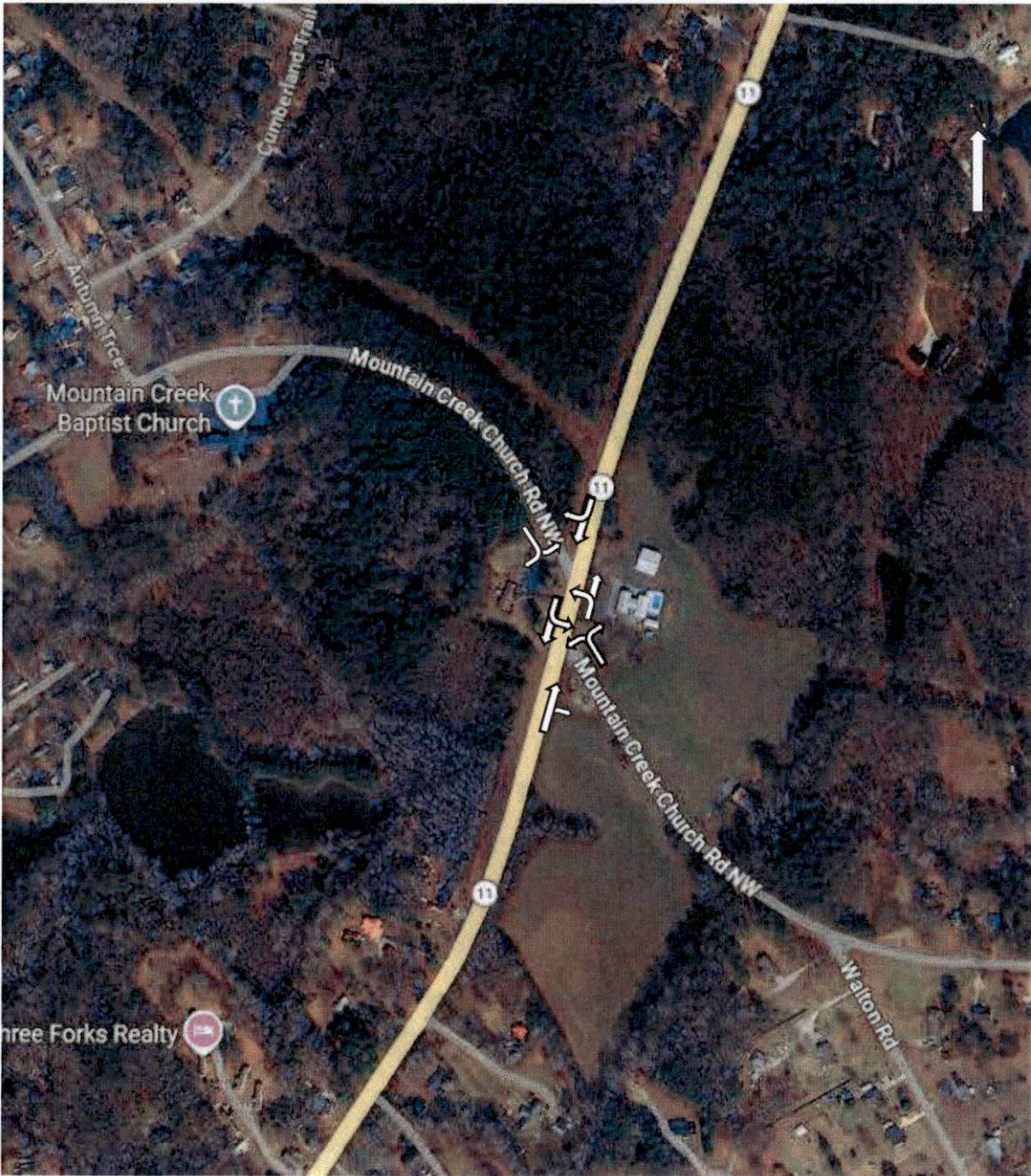
The proposed site will be located in the southeast quadrant of SR 11 and Mountain Creek Church Road. Currently, the proposed site location is a cleared vacant area surrounded by tree line on the west and north side of the site. Its current zoning classification is A1 A2 – Rural Estate District and R1 – Single-Family Residential District. Reed Creek Food Mart, LLC is requesting a zoning classification of B1 – Neighborhood Business District. The project site is approximately 1.80 miles south of the City of Campton and approximately 1.0 mile north of the city limits of Monroe. The nearest signalized intersection is approximately 2.10 miles south of the site at SR 11 and SR 138 (Charlotte Rowell Blvd).

State Route 11 is a two-lane undivided rural roadway with a posted speed limit of 45 mph. The travel lanes measure approximately 12 feet wide each from edgeline to edgeline. There are no sidewalks on either sides of the road. Its functional classification, per GDOT Roadway Classification is Minor Arterial (Rural). SR 11 travels in the north-south directions between the City of Monroe to the south and terminating at US 29/SR 8/53 to the north in Winder, GA.

Mountain Creek Church Road is a two-lane undivided rural roadway with a posted speed limit of 45 mph and grassed shoulders. Its functional classification is a local roadway. Mountain Creek Church Road intersects with SR 11 as a T-intersection on the east side of SR 11 and is offset approximately 220 feet north and continues on the west side of SR 11. Both approaches are controlled by stop signs. Mountain Creek Church Road travels in the east-west direction serving single-family residential land uses. There are no sidewalks on either side of the road and no signs of pedestrian traffic.

Figure 3 shows the existing lane geometry in the study area.

Figure 3. Existing Roadway Lane Geometry



LEGEND

→ Roadway Lanes

Existing Traffic Volumes

The study area was established to include both legs of Mountain Creek Church Road approaching SR 11.

Traffic Solutions worked with Traffic Data Services to collect the existing traffic data. Two-hour turning movement counts were collected from 7:00 AM to 9:00 AM and from 4:00 PM to 6:00 PM at both intersections on Thursday, February 12, 2026. The TMCs showed that the peak hour for both intersections occurred in the morning from 7:15 am to 8:15 am and in the evening from 4:15 pm to 5:15 pm.

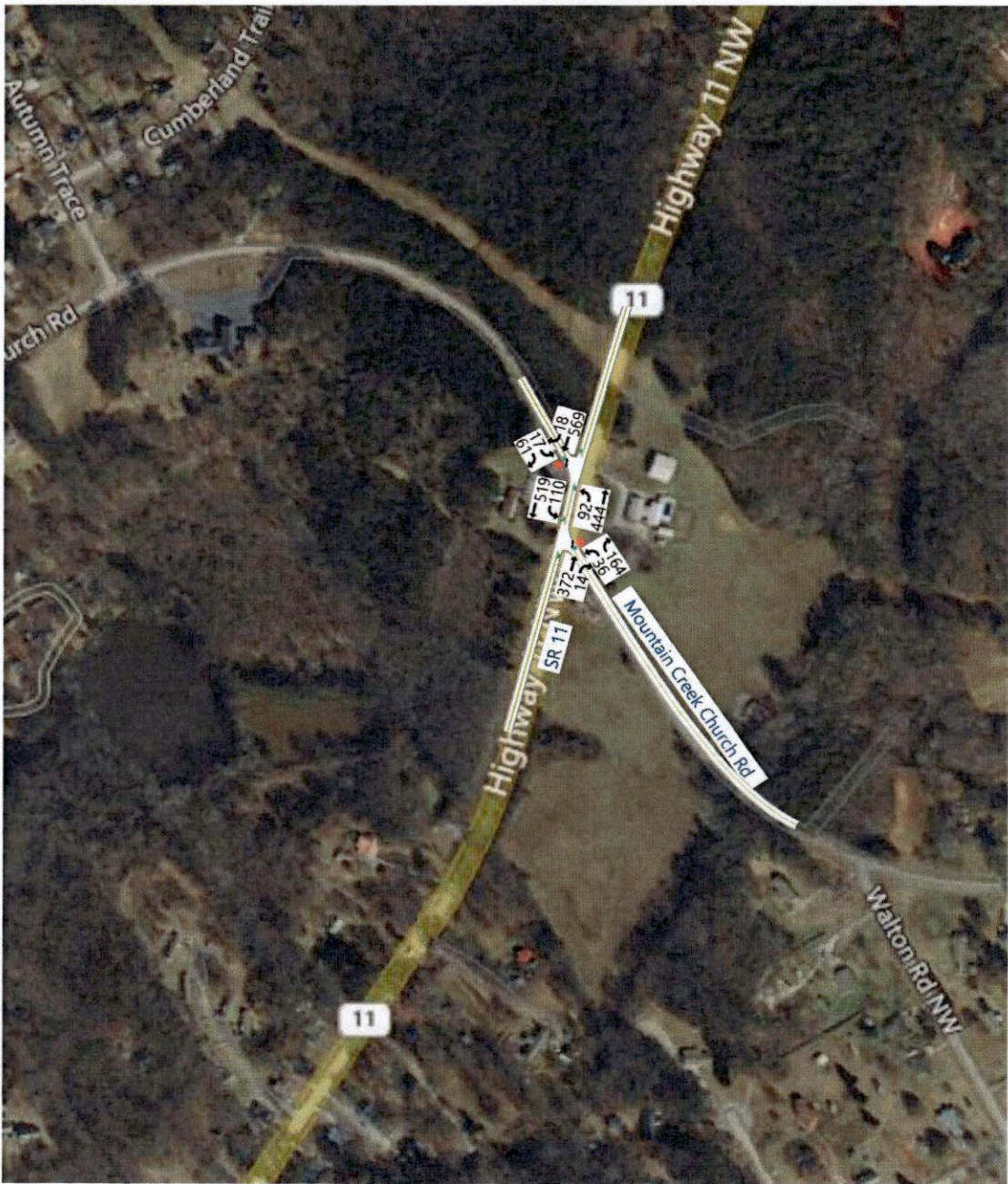
In addition to the TMC, 24-hour classification counts were collected on SR 11 just north of Mountain Creek Church Road (west), and on Mountain Creek Church Road (east) on Thursday, February 12, 2026.

Figure 4a – Existing AM Peak Traffic Volumes 2026. Figure 4b. Existing PM Peak Traffic Volumes 2026

The complete traffic data collection is in Appendix A, including the historic traffic counts from GDOT TADA database.

Based on the current traffic patterns at the intersections within the study area, the traffic distribution was calculated for the peak hours as shown in **Figure 5 - Traffic Distribution %**.

Figure 4a. Exiting AM Peak Traffic Volumes - 2026



LEGEND


-  Turning Movements
- 000 Traffic Volumes

Figure 4b. Exiting PM Peak Traffic Volumes – 2026



LEGEND


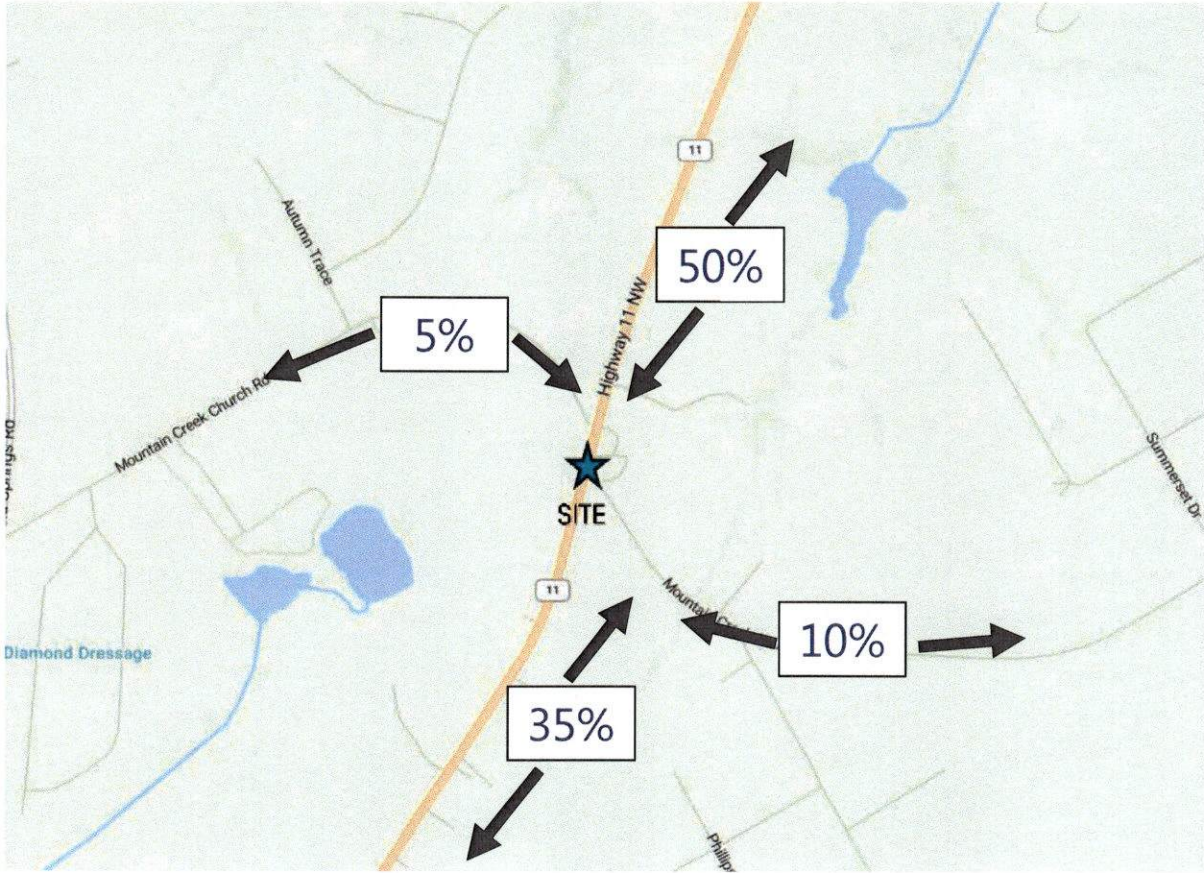
-  Turning Movements
- 000 Traffic Volumes

Figure 5. Traffic Distribution - %



LEGEND

➔ Traffic Direction

00% Distribution Percentage

FUTURE BUILD CONDITIONS

Future Traffic Volumes

Traffic Solutions utilized the Georgia Department of Transportation's Traffic Analysis and Data Application (TADA) traffic count database to retrieve historic traffic counts in the vicinity of the proposed project. The closest count station to the project study area is Count Station 297-0089 located on SR 11 approximately 1,830 feet north of the project site. We used the actual counts that were collected in 2016, 2018, 2020 and 2022 to calculate the average annual growth rate for the study area. Over the 7-year period, there was an annual increase of 0.797 %. It was agreed by the GDOT District Traffic office to use a 1.0% traffic growth rate.

Traffic volumes were projected to the developments opening year for each phase in 2027, 2029 and 2031 by a growth rate of 1.01 **Figures 6a and 6b** shows the projected turning traffic volumes, without the proposed development trips (No Build), for 2027 during the AM and PM peak hours, respectively.

The historical data and calculations are shown in the **Appendix A**.

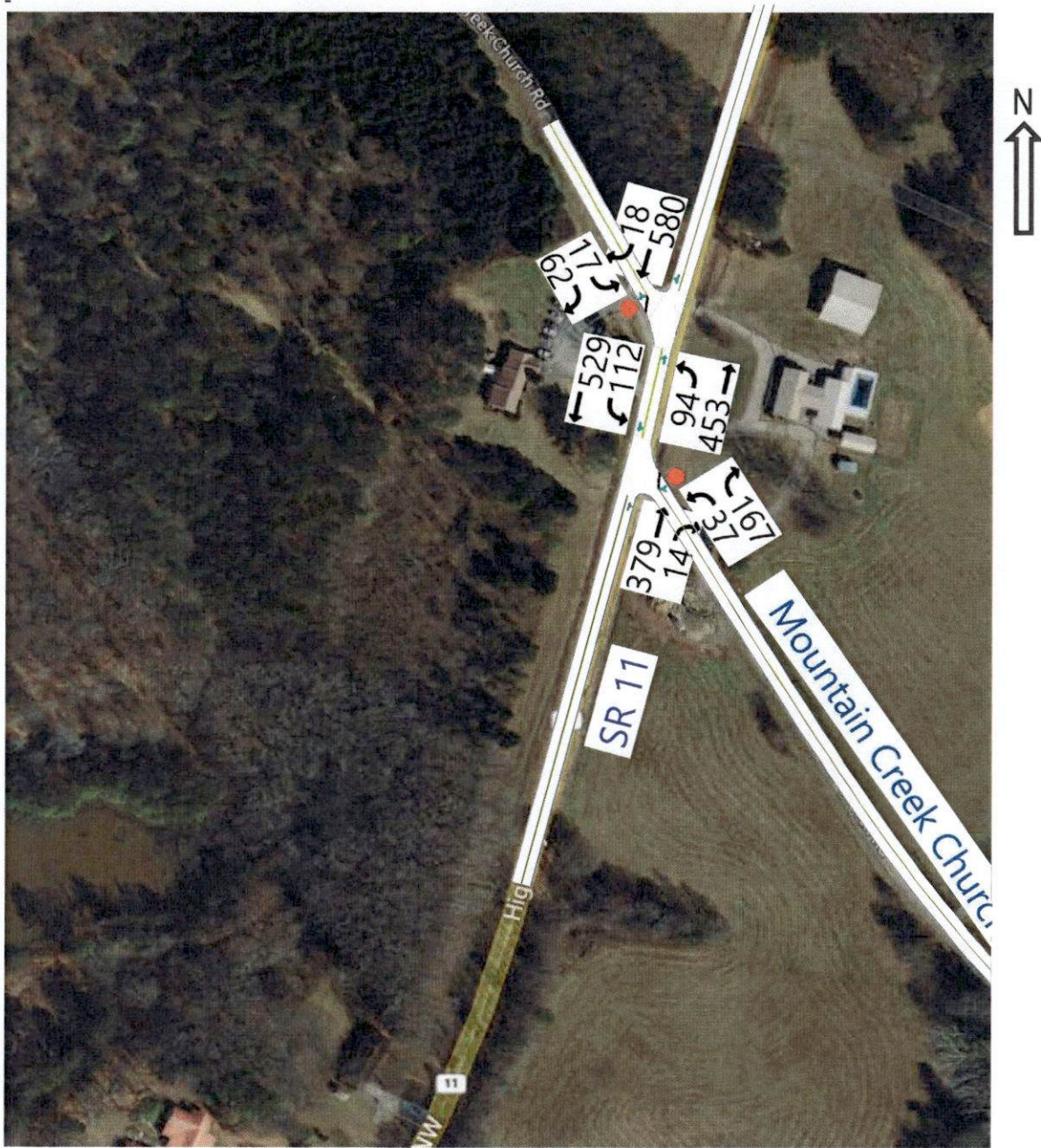
Trip Generation

The trip generation for the proposed mixed use development was determined based on the rates and equations for the appropriate land use code given in the current edition of the Trip Generation Manual published by the Institute of Transportation Engineers. For the proposed development in this project, Land use 945 – Convenience Store with Gas Station, Land Code 822 – Strip Plaza less than 40,000 square feet and Land Use 432 – Golf Driving Range are used to calculate the number of trips that it is estimated to be generated by this site. **Table 3** highlights the expected trip generated for the proposed development. The trip generation analysis sheets are enclosed in **Appendix B**.


TABLE 3. TRIP GENERATION FOR PROPOSED LAND USES

Land Use (ITE Code)	Intensity	Daily		AM Peak			PM Peak		
		IN	OUT	IN	OUT	Total	IN	OUT	Total
Distribution		50%	50%	50%	50%	100%	50%	50%	100%
Convenience Store (4-5.5K) / Gas Station (945)	16 Fueling Positions	2057	2057	216	217	433	182	182	364
Distribution		50%	50%	60%	40%	100%	50%	50%	100%
Strip Retail Plaza (<40KSF) (822)	8,000 sq. ft.	218	218	11	8	19	26	27	53
Distribution		50%	50%	61%	39%	100%	45%	55%	100%
Golf Driving Range (432)	15 Tees	102	103	4	2	6	8	11	19
Total Volume		2,377	2378	231	227	258	216	220	436

Figure 6a. Projected AM Peak Hour Volumes – 2027 No Build



LEGEND


 Turning Movements

000 Traffic Volumes

Figure 6b. Projected PM Peak Hour Volumes – 2027 No Build



LEGEND

 Turning Movements

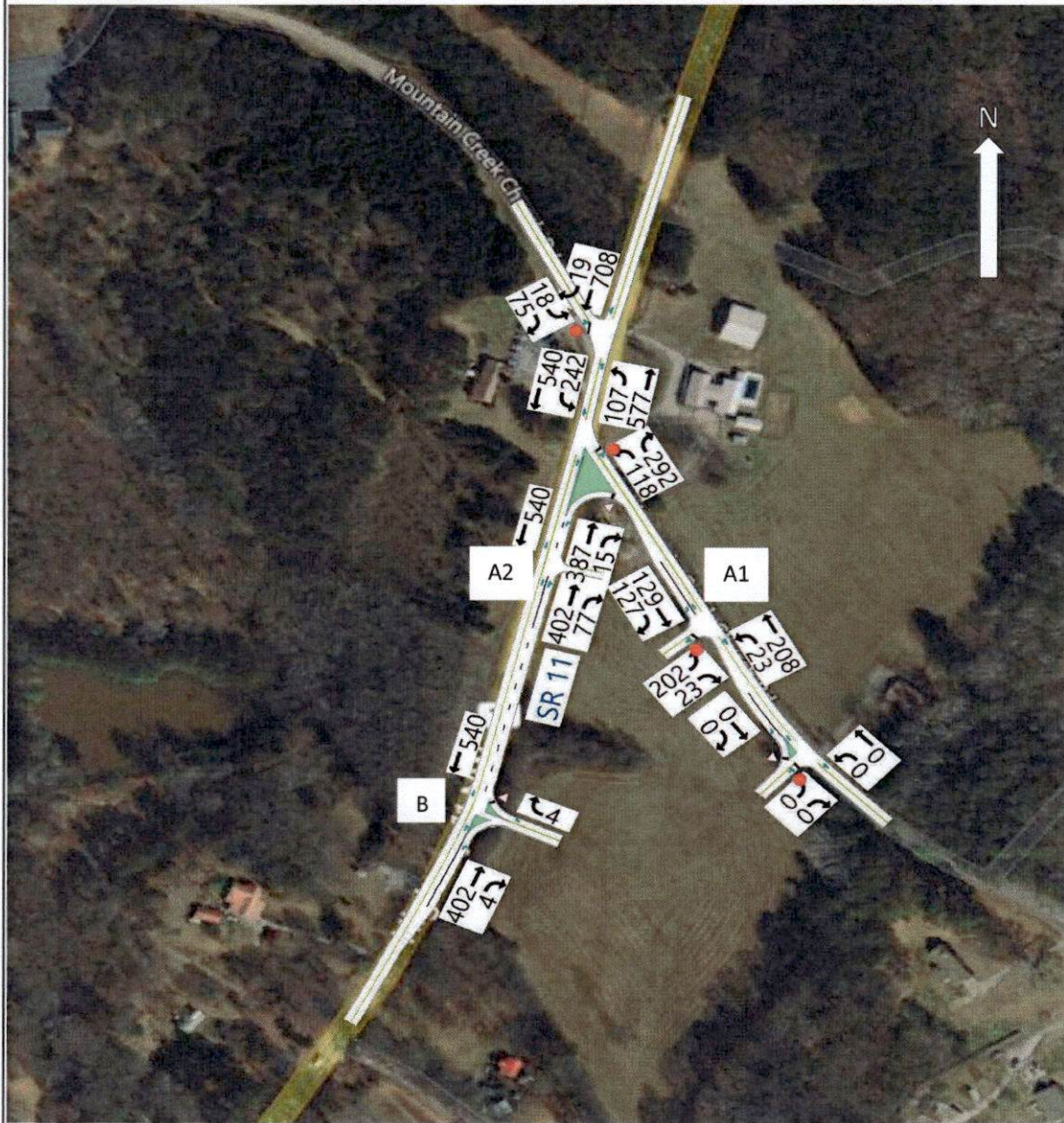
000 Traffic Volumes

As shown in Table 3, the trips generated by this development consist of primary trips and pass-by trips. This is due to the nature of the proposed land uses. Primary trips are new trips on the roadway network. Primary trips typically enter the site and exit in the direction from which they entered or back to its origin. Pass-by trips are trips made as intermediate stops on the way from an origin to a primary destination. Pass-by trips are attracted from traffic passing on an adjacent street that contains direct access to the generator and are not new trips added to the system.

Trip distribution for each land use is calculated using the data provided by ITE Trip Generation. The trip distribution determines the percentage of trips entering and exiting the proposed site. The total trip patterns for the proposed land uses will be consistent with the existing background traffic. Where overall trips are balanced during a normal workday, trips during the A.M. peak will be moderately lower and moderately higher during the P.M. peak hour. After the trips were distributed along the existing roadway network, they were then assigned to the access points of the proposed development with a certain level of reasonableness, based on the location of the driveways and the land use layout. The generated trips for each phase was added to the projected background traffic to show the complete traffic picture per phase as shown in **Figure 7a/b through Figure 9a/b**. Each figure has an (a) and (b) display to illustrate the AM and PM peak hour trips, respectively.

Figure 8a. Strip Retail Plaza – AM Peak Volumes (Phase II)

Enter	Exit
AM 11	8



LEGEND

- Turning Movements
- 000 Traffic Volume
- A0 Driveway

Figure 8b. Strip Retail Plaza – PM Peak Volumes (Phase II)

Enter	Exit
PM	26 27



LEGEND


-  Turning Movements
- 000 Traffic Volume
- A0 Driveway

Figure 9a. Golf Driving Range – AM Peak Volumes (Phase III)

Enter	Exit
AM 4	2



LEGEND



-  Turning Movements
- 000 Traffic Volume
- A0 Driveway

Figure 9b. Golf Driving Range – PM Peak Volumes (Phase III)

Enter	Exit
PM 8	11



LEGEND

-  Turning Movements
- 000 Traffic Volume
- A0 Driveway

CAPACITY ANALYSIS

The levels of service of the key intersections analyzed as part of this study were determined with the use of the SYNCHRO 12 computer software which is based on the methodology in the current edition of the Highway Capacity Manual. Level of Service (LOS) is an indication of the operations of an intersection and is designated by the letters A through F. A level of service A represents good traffic flow with little or no delay for motorists, and a level of service F represents poor traffic flow and extreme delays for motorists. An overall level of service of LOS E or better is considered adequate, for urban conditions similar to this proposed study area.

The capacity analyses performed were based on the existing traffic volumes, the lane configurations, roadway grade, type of intersection control, heavy vehicle characteristics and various other parameters of traffic operations at each of the intersections. Once the analysis is completed, the level of service of each intersection is determined.

For signalized intersections, the level of service is based on stopped delay per vehicle and volume to capacity ratio of the approaches to the intersection. **Table 4** contains information obtained from the Highway Capacity Manual, which illustrates the criteria for determining level of service for signalized controlled intersections.

TABLE 4 - LEVEL OF SERVICE CRITERIA FOR SIGNALIZED INTERSECTIONS

Level of Service	Stopped Delay per Vehicle
A	≤ 10.0
B	10.1 to 20.0
C	20.1 to 35.0
D	35.1 to 55.0
E	55.1 to 80.0
F	> 80.0

For unsignalized intersections controlled by stop signs on minor streets, the Level of Service (LOS) for motor vehicles with controlled movements is determined by the computed control delay. **Table 5** illustrates the criteria for determining level of service for unsignalized controlled intersections, based on information in the Highway Capacity Manual. Unlike signalized intersections, the LOS is not defined for the intersection as a whole or for the major street approaches. The LOS is determined for each minor street movement (or shared movement), as well as major street left turn movements.

TABLE 5 - LEVEL OF SERVICE CRITERIA FOR UNSIGNALIZED INTERSECTIONS

Vehicle Control Delay	Level of Service	Expected Delay to Minor Street Traffic
≤10 sec	A	Little or no delay
10 – 15 sec	B	Short traffic delays
15.1 – 25 sec	C	Average traffic delays
25.1 – 35 sec	D	Long traffic delays
35.1 – 50 sec	E	Very long traffic delays
>50 sec	F	*
* When demand volume exceeds the capacity of the lane, extreme delays will be encountered with queuing which may cause severe congestion affecting other traffic movements in the intersection. This condition may warrant intersection improvements.		

In addition to the LOS and delay, the v/c ratio (volume to capacity) is used to reflect the traffic situation during the peak hours. Also, referred to as the degree of saturation, it represents the sufficiency of an intersection to accommodate the vehicular demand. A v/c ratio of 1.0 or less means the intersection has sufficient capacity to manage the volume of traffic under consideration. A v/c ratio of 0.85 is used as a threshold to indicate that an intersection is nearing full capacity and will need some sort of mitigation to lower the ratio.

Capacity analyses for the intersections in the study area were conducted using estimated volumes based on trip generation and existing traffic volumes projected one, three and five years into the future. Synchro 12 software was used to analyze both the existing and proposed intersections. The software parameters were calibrated to reflect actual field conditions, including lane widths, crosswalks, posted speed limits, turning-lane lengths and tapers, and traffic control devices.

Capacity analyses were first conducted under existing conditions to establish a baseline Level of Service (LOS). The intersections were then analyzed with projected traffic volumes to determine the LOS and volume-to-capacity (v/c) ratios under No-Build conditions. A subsequent analysis evaluated the projected Build conditions, incorporating the proposed site driveways and development-generated trips. For this project, Build condition analyses were completed for each of the three phases in which the land uses are expected to open. As shown on the site plan, site traffic will enter and exit via driveways on SR 11 and Mountain Creek Church Road.

The results indicate that both existing stop-controlled intersections currently operate at very acceptable LOS with minimal delay for all approaches during the AM peak period. However, during the PM peak hour, the side-street left-turn approaches operate at LOS E and LOS D for the east and west approaches, respectively.

Traffic projections for Phase 1 (2027) show that the intersections will continue to operate at an acceptable LOS during the AM peak hour, with only a slight increase in control delay for left turns exiting Mountain Creek Church Road under No-Build conditions. During the PM peak hour, however, the projected volumes result in the side-street left-turn movements operating at an unacceptable LOS E.

A capacity analysis was also conducted for the existing intersections using projected 2031 traffic volumes under No-Build conditions. The results show continued increases in delay and v/c ratios exceeding the 0.85 threshold during the PM peak hour. Under Build conditions, delays are expected to increase further, with v/c ratios reaching or exceeding oversaturation levels (1.0 or higher) for the left-turn movements from Mountain Creek Church Road onto SR 11.

As shown in the Synchro reports, under Build conditions the existing intersections will experience increased delays during each of the three development phases. The east leg of Mountain Creek Church Road is projected to operate at LOS F during both the AM and PM peak hours. The west leg will perform better, operating at no worse than LOS D during the AM peak hour; however, during the PM peak hour, the west leg is expected to operate at LOS F with high delays and v/c ratios exceeding 1.0.

Under Build conditions, all site driveways are expected to operate with manageable delays, providing LOS D or better for left-turn ingress and egress movements in each development phase.

Table 6 summarizes the LOS, delay, and v/c ratios for each intersection. Detailed Synchro reports are provided in Appendix D.

TABLE 6. INTERSECTION CAPACITY ANALYSIS – LEVEL OF SERVICE, DELAY AND V/C RATIO

Intersections	Traffic Control	A.M. Peak Hour			P.M. Peak Hour		
		LOS	Delay (sec.)	Max. v/c ratio	LOS	Delay (sec.)	Max. v/c ratio
Existing							
SR 11 at Mountain Creek Church Rd (east)	Stop Sign	NWL C	22.4	0.509	NWL E	38.1	0.655
		SBL A	8.7	0.106	SBL B	10.0	0.202
SR 11 at Mountain Creek Church Rd (west)	Stop Sign	NBL A	9.9	0.114	NBL B	10.3	0.125
		SEL C	18.5	0.232	SEL D	34.3	0.523
2027 No-Build							
SR 11 at Mountain Creek Church Rd (east)	Stop Sign	NWL C	23.6	0.532	NWL E	41.6	0.686
		SBL A	8.7	0.108	SBL B	10.1	0.208
SR 11 at Mountain Creek Church Rd (west)	Stop Sign	NBL A	9.9	0.117	NBL B	10.4	0.130
		SEL C	19.0	0.241	SEL E	37.8	0.560
2027 Build – Phase I							
SR 11 at Mountain Creek Church Rd (east)	Stop Sign	NWL F	411.6	1.80	NWL F	828	2.68
		SBL A	9.6	0.05	SBL B	10.7	0.315
SR 11 at Mountain Creek Church Rd (west)	Stop Sign	NBL B	10.6	0.145	NBL B	11.1	0.155
		SEL D	25.2	0.345	SEL F	69.3	0.768
SR 11 at Driveway A2	In Only	-	-	-	-	-	-
Mountain Creek Church Rd (east) at Driveway A1	Stop Sign	NBL B	14.0	0.08	NBL A	8.3	0.017
		NEL D	30.3	0.43	NEL C	15.1	0.357
2029 Build – Phase II							
SR 11 at Mountain Creek Church Rd (east)	Stop Sign	NWL F	504.9	2.004	NWL F	948.3	2.943
		SBL A	9.3	0.233	SBL B	10.8	0.324
SR 11 at Mountain Creek Church Rd (west)	Stop Sign	NBL B	10.8	0.151	NBL B	11.3	0.164
		SEL D	27.6	0.378	SEL F	88.4	0.852
SR 11 at Driveway A2	In Only	-	-	-	-	-	-
Mountain Creek Church Rd (east) at Driveway A1	Stop Sign	NBL A	8.1	0.021	NBL A	8.3	0.021
		NEL C	15.0	0.407	NEL C	15.9	0.394
SR 11 at Driveway B	RI/RO	WBR B	10.9	0.007	WBR B	13.2	0.034
2031 Build – Phase III							
SR 11 at Mountain Creek Church Rd (east)	Stop Sign	NWL F	577.4	2.164	NWL F	1099.3	3.270
		SBL A	9.4	0.241	SBL B	11.0	0.335
SR 11 at Mountain Creek Church Rd (west)	Stop Sign	NBL B	10.9	0.156	NBL B	11.5	0.172
		SEL D	29.1	0.399	SEL F	114.3	0.945
SR 11 at Driveway A2	In Only	-	-	-	-	-	-
Mountain Creek Church Rd (east) at Driveway A1	Stop Sign	NBL A	8.1	0.022	NBL A	8.4	0.022
		NEL C	15.4	0.420	NEL C	16.3	0.410
SR 11 at Driveway B	RI/RO	WBR B	10.9	0.007	WBR B	13.4	0.037
Mountain Creek Church Rd (east) at Driveway C	Stop Sign	NWL A	0.0	-	NWL A	7.9	0.001
		NEL B	10.8	0.003	NEL B	11.4	0.021

TURN LANE ANALYSIS

Over the course of 3- phases within 5-years, the proposed mixed-use land development is estimated to generate a total of 4,755 average daily trips with 2,377 trips entering the site and 2,378 trips exiting the site utilizing 4 access points. Due to the uniqueness of the site layout, each driveway was analyzed per land use. The need for auxiliary lanes on SR 11 and Mountain Creek Church Road east leg was analyzed in accordance with the GDOT Regulations for Driveways and Encroachment Control manual*.

As with the peak hour trip assignments, the daily entering trips were distributed and assigned to the driveways based on the daily traffic patterns of the adjacent street. From the traffic data collected on SR 11 and Mountain Creek Church Rd (MCCR), it shows that daily traffic volumes were as follows:

SR 11	NB	SB
13,511 vpd	6,529 vpd	6,982 vpd
	38%	40%
MCCR	EB	WB
3,865 vpd	1,937 vpd	1,928 vpd
	11%	11%

Included below are analysis for left-turn lanes and deceleration lanes for all site driveways per GDOT standards. The analysis below are based off the distribution included in Table 3 and as mentioned above. The table below shows the minimum requirements to warrant a right (deceleration) turn lane and a left turn lane.

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

*Table 4-6 Minimum volumes Requiring Right Turn Lanes

LEFT TURN REQUIREMENTS - FULL CONSTRUCTION				
Posted Speed	2 Lane Routes		More than 2 Lanes on Main Road	
	ADT		ADT	
	< 6,000	>= 6,000	< 10,000	>= 10,000
35 MPH or Less	300 LTV a day	200 LTV a day	400 LTV a day	300 LTV a day
40 to 50 MPH	250 LTV a day	175 LTV a day	325 LTV a day	250 LTV a day
>= 55 MPH	200 LTV a day	150 LTV a day	250 LTV a day	200 LTV a day

*Table 4-7a Minimum Volumes Requiring Left turn Lanes, GDOT Regulations for Driveways & Encroachment Control Manual, Page 4-14, 7/3/2019 Rev. 5.0

For two-lane roadways with AADT's greater than 6,000 vehicles and a posted speed limit of 45 mph, the daily site generated traffic right-turn movements threshold to warrant a deceleration lane is 75 right turning vehicles per day. If the AADT is less than 6,00 at 45 mph the threshold is 150 right-turning vehicles per day. The right-turn volumes per day for each driveway is included in **Table 7**.

For two-lane roadways with AADT's greater than 6,000 vehicles and a posted speed limit of 45 mph, the daily site generated traffic left-turn movements threshold to warrant a left-turn lane is 175 left turning vehicles per day. If the AADT is less than 6,00 at 45 mph the threshold is 250 left-turning vehicles per day. The left-turn volumes per day for each driveway is included in **Table 8**.

TABLE 7. GDOT REQUIREMENTS FOR DECELERATION LANES				
Intersection	Right-turn traffic (% total entering)	Right-turn volume (vpd)	Roadway speed/ # lanes/AADT	GDOT Threshold (vpd)
SR 11 @ Driveway A2	38%	773 (in trips) x 0.38 = 2,057 X 0.38 = 773	45 mph / 2-lane / >=6,000	75
SR 11 @ Driveway B	38%	82 (in trips) x 0.38 = 218 x 0.38 = 82	45 mph / 2-lane / >=6,000	75
MCCR @ Driveway A1	51%	1,168 (in trips) x 0.51 = 2,275 x 0.51 = 1,168	45 mph / 2-lane / <6,000	150
MCCR @ Driveway C	89%	91 (in trips) x 0.89 = 102 x 0.89 = 91	45 mph / 2-lane / <6,000	150

TABLE 8. GDOT REQUIREMENTS FOR LEFT-TURN LANES				
Intersection	Left-turn traffic (% total entering)	Left-turn volume (vpd)	Roadway speed/ # lanes/AADT	GDOT Threshold (vpd)
SR 11 @ Driveway A2	NOT APPLICABLE (RIGHT-IN ONLY DRIVEWAY)			
SR 11 @ Driveway B	NOT APPLICABLE (RIGHT-IN / RIGHT-OUT DRIVEWAY)			
MCCR @ Driveway A1	11%	276 (in trips) x 0.11 = 2,275 x 0.11 = 276	45 mph / 2-lane / <6,000	250
MCCR @ Driveway C	11%	91 (in trips) x 0.89 = 102 x 0.89 = 91	45 mph / 2-lane / <6,000	250

From the analysis, it is determined that all four of the driveways warrant a right turn deceleration lane. The analysis indicates that Driveway A1 on Mountain Creek Church Road is warranted for a left turn lane.

SIGHT DISTANCE

In accordance with AASHTO guidelines for Intersection Sight Distance, departure sight triangles for traffic approaching from either the right or left, should be provided for left turns from the minor road onto the major road for all stop-controlled approaches. The recommended intersection sight distance as shown for Case B1 and Case B2 are calculated using the following equation for left turns and right turns, respectively. The difference in the result is determined by the time gap. Where the time gap for left turning sight distance is 7.5 seconds and for right turning vehicles is 1.0 seconds less. The minimum required sight distance for each driveway is shown in **Table 9**.

$$ISD = 1.47(V_{major}) t_g \quad \text{whereas,}$$

ISD is the Intersection Sight Distance (ft)

V_{major} is the design speed of the major roadway (mph)

t_g is the time gap for the design vehicle (sec.)*

$$ISD(r) = 1.47 (45) 6.5 = 429.96 \text{ ft}$$

Design distance 430 ft Right turn from stop

$$ISD(l) = 1.47 (45) 7.5 = 496.13 \text{ ft}$$

Design distance 500 ft Left turn from stop

*Adjustment of 1.0 second made for multiple lane crossings (including center turn lane) and where left turns are permitted also.

Table 9. Driveway Sight Distances		
Driveways	Sight Distances (ft)	
	Left	Right
A1	500	430
A2	n/a	n/a
B	n/a	430
C	500	430

FINDINGS

Traffic impacts were evaluated for the proposed mixed-use development located in the southeast quadrant of SR 11 and Mountain Creek Church Road, north of the City of Monroe in Walton County, Georgia. The proposed development consists of a 5,000-sf convenience store with 16 fueling positions, an 8,000-sf strip retail plaza, and a 6,840-sf golf driving range with 15 driving bays. The project is planned to be constructed in three phases. Phase 1 includes the convenience store and gas station, Phase 2 includes the strip retail plaza, and Phase 3 includes the golf driving range. The development will have four access points: two full-access driveways on Mountain Creek Church Road, a right-in/right-out driveway on SR 11, and a right-in-only driveway on SR 11.

In addition to the site driveways, the study area encompasses two existing intersections: SR 11 at Mountain Creek Church Road – east and Mountain Creek Church Road – west. These two approaches to SR 11 are offset by approximately 225 feet and form separate T-intersections with SR 11.

Capacity analyses were conducted to evaluate the impacts of the development on the existing transportation system at each project phase. The analysis included existing conditions as well as projected operations under both “No Build” and “Build” scenarios.

The results of the existing conditions analysis show that both left-turn approaches operate at LOS C during the AM peak period. During the PM peak period, the left-turn approaches on Mountain Creek Church Road operate at LOS E (east approach) and LOS D (west approach). Future traffic operations indicate that both intersections will experience unacceptable levels of service with increased delays during both the AM and PM peak hours as traffic volumes grow.

With the addition of site-generated trips, the left-turn movements on the east leg of Mountain Creek Church Road are expected to experience significant delays, with v/c ratios exceeding 1.0, indicating that the two-lane undivided roadway will be over-saturated.

Turn-lane analyses were conducted for each of the site driveways. The results show that all driveways warrant right-turn deceleration lanes. However, only one driveway—Driveway A1 on Mountain Creek Church Road—warrants a left-turn lane.

Intersection sight distance was evaluated for the four driveways. The minimum required sight distance for the right-in/right-out driveway on SR 11 is 430 feet for Sight Distance Left (SDL). For the remaining driveways that permit egress, the required sight distance is 430 feet for right turns and 500 feet for left turns.

RECOMMENDATIONS

The study area encompasses two (2) existing unsignalized intersections that T's into SR 11 at Mountain Creek Church Road. The proposed site will include two (2) fully accessible driveways Mountain Creek Church Road and one (1) Right-In/Right-Out driveway and one (1) Right-In Only driveway on State Route 11.

Based on the findings from the analysis conducted, the following is recommended:

➤ SR 11 at Driveway A2 – Right-In

- Construct the driveway with a minimum 12-foot entry lane. The driveway curbs should have a minimum with 35-foot radii.
- Install a 175 lin. ft. deceleration lane with a 100 ft. taper per GDOT standard and detail

➤ SR 11 at Driveway B – Right-In/Right-Out

- Install driveway in accordance with GDOT driveway standards and details
- No landscaping within the right-of-way that will impede the sight distance of motorists exiting Driveway B
- Install a 175 lin. ft. deceleration lane with a 100 ft. taper per GDOT standard and detail
 - Add 2 – Type 2 right turn arrows
- Install R1-2, 30" Yield sign at the egress

➤ Mountain Creek Church Road at Driveway A1

- Install driveway in accordance with GDOT driveway standards and details
- Install a left turn lane per GDOT minimum requirements of 235 lin. ft. storage area with a 100 ft. taper
- Install deceleration lane a minimum of 175 lin. ft. with a 100 ft taper
 - Add 2 – Type 2 right turn arrows
- Install 24" stop line and 5" solid double yellow
- Install R1-1, 30" Stop sign
- No landscaping within the right-of-way higher than 3.5 feet in height that will impede the sight distance of motorists exiting Driveway A1.

➤ Mountain Creek Church Road at Driveway C

- Install driveway in accordance with GDOT driveway standards and details
- Install deceleration lane a minimum of 175 lin. ft. with a 100 ft taper
 - Add 2 – Type 2 right turn arrows
- Install 24" stop line and 5" solid double yellow
- Install R1-1, 30" Stop sign
- No landscaping within the right-of-way higher than 3.5 feet in height that will impede the sight distance of motorists exiting Driveway A1.

- SR 11 at Mountain Creek Church Road
 - Traffic analysis show that this intersection will continue to experience increased delays and lower levels of service in the projected years without any future development. It is recommended that GDOT and Walton County program a project to conduct a full engineering transportation investigation study for this intersection.
 - The WB approach at Mountain Creek Church Rd currently has a LOS E, which data shows the approach will get worse in years to come without any build conditions. Short term alternatives may include adding a left turn lane for the WB approach.
 - Long term alternatives may include a roundabout or the installation of a traffic signal including roadway improvements

APPENDIX A

AM/PM Peak Hour TMC

ADT Volume Counts

GDOT Historic Traffic Data

Growth Rate Calculations

TRAFFIC DATA SERVICES

Phone: (678) 687-8266 Fax: (404) 294-6122 info@trafficdataservices.com

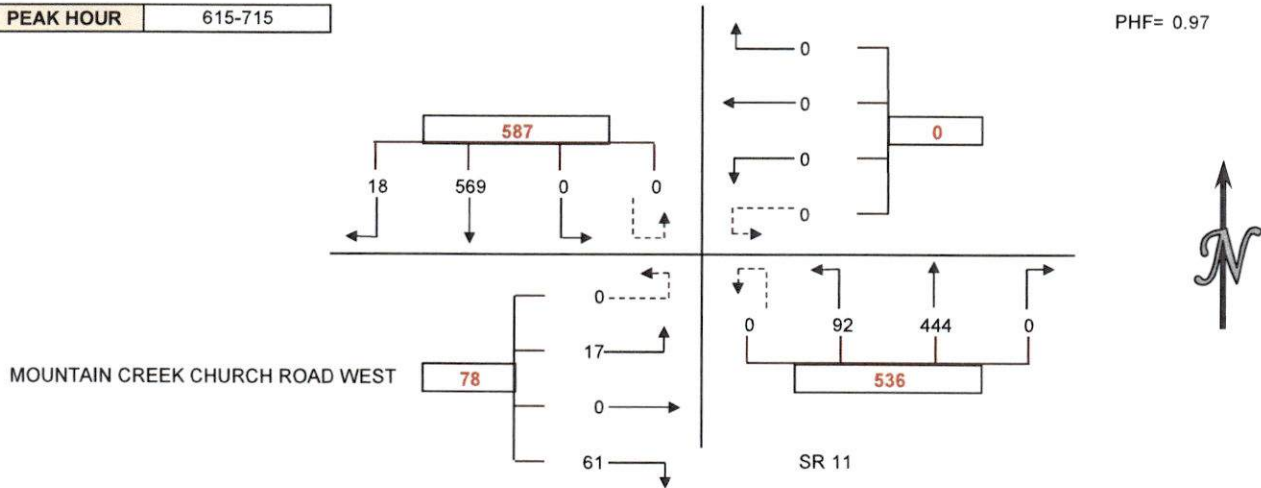
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: TRAFFIC SOLUTIONS LLC
 PROJECT: WALTON COUNTY TRAFFIC STUDY
 DATE: THURSDAY, FEBRUARY 12TH 2025
 PERIOD: 7:00 AM TO 9:00 AM
 INTERSECTION: N/S SR 11
 E/W MOUNTAIN CREEK CHURCH ROAD WEST
 CITY: MONROE GA

VEHICLE COUNTS													
15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
600-615	7	125	0	0	0	0	0	100	17	11	0	4	264
615-630	2	133	0	0	0	0	0	121	33	16	0	5	310
630-645	8	146	0	0	0	0	0	118	15	16	0	7	310
645-700	4	163	0	0	0	0	0	102	27	11	0	3	310
700-715	4	127	0	0	0	0	0	103	17	18	0	2	271
715-730	3	147	0	0	0	0	0	95	21	16	0	3	285
730-745	3	126	0	0	0	0	0	116	5	13	0	2	265
745-800	2	117	0	0	0	0	0	86	11	9	0	5	230
HOURLY TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
600-700	21	567	0	0	0	0	0	441	92	54	0	19	1194
615-715	18	569	0	0	0	0	0	444	92	61	0	17	1201
630-730	19	583	0	0	0	0	0	418	80	61	0	15	1176
645-745	14	563	0	0	0	0	0	416	70	58	0	10	1131
700-800	12	517	0	0	0	0	0	400	54	56	0	12	1051

PEAK HOUR 615-715

PHF= 0.97



TRAFFIC DATA SERVICES

Phone: (678) 687-8266 Fax: (404) 294-6122 info@trafficdataservices.com

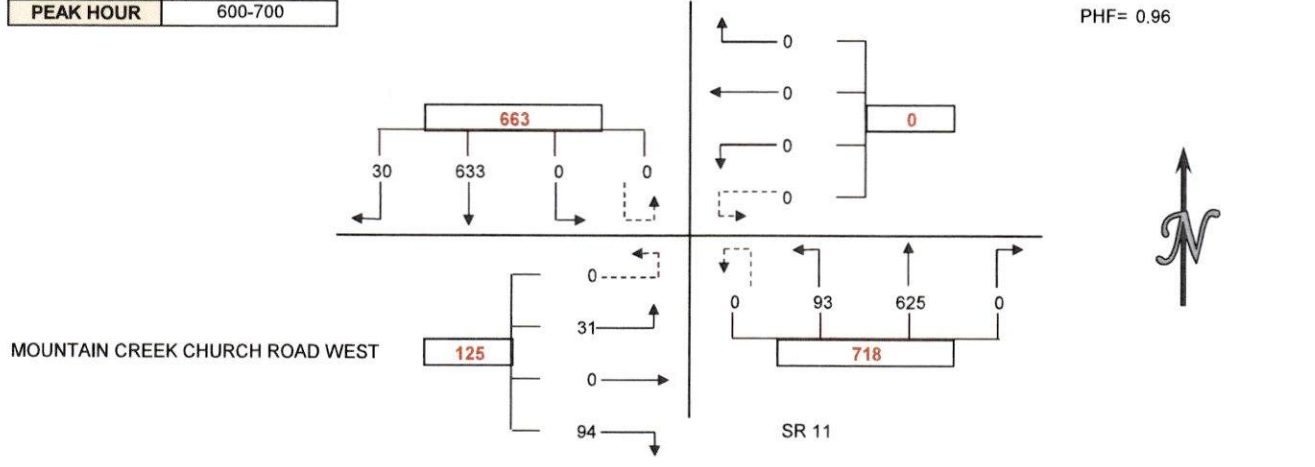
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: TRAFFIC SOLUTIONS LLC
 PROJECT: WALTON COUNTY TRAFFIC STUDY
 DATE: THURSDAY, FEBRUARY 12TH 2025
 PERIOD: 4:00 PM TO 6:00 PM
 INTERSECTION: N/S SR 11
 E/W MOUNTAIN CREEK CHURCH ROAD WEST
 CITY: MONROE GA

VEHICLE COUNTS													
15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
500-515	6	131	0	0	0	0	0	147	11	18	0	3	316
515-530	7	129	0	0	0	0	0	125	19	29	0	9	318
530-545	1	130	0	0	0	0	0	141	24	18	0	4	318
545-600	8	145	0	0	0	0	0	140	16	28	0	5	342
600-615	3	159	0	0	0	0	0	161	20	16	0	12	371
615-630	9	153	0	0	0	0	0	157	28	38	0	6	391
630-645	9	153	0	0	0	0	0	162	26	24	0	7	381
645-700	9	168	0	0	0	0	0	145	19	16	0	6	363
HOUR TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
500-600	22	535	0	0	0	0	0	553	70	93	0	21	1294
515-615	19	563	0	0	0	0	0	567	79	91	0	30	1349
530-630	21	587	0	0	0	0	0	599	88	100	0	27	1422
545-645	29	610	0	0	0	0	0	620	90	106	0	30	1485
600-700	30	633	0	0	0	0	0	625	93	94	0	31	1506

PEAK HOUR 600-700

PHF= 0.96



TRAFFIC DATA SERVICES

Phone: (678) 687-8266 Fax: (404) 294-6122 info@trafficdataservices.com

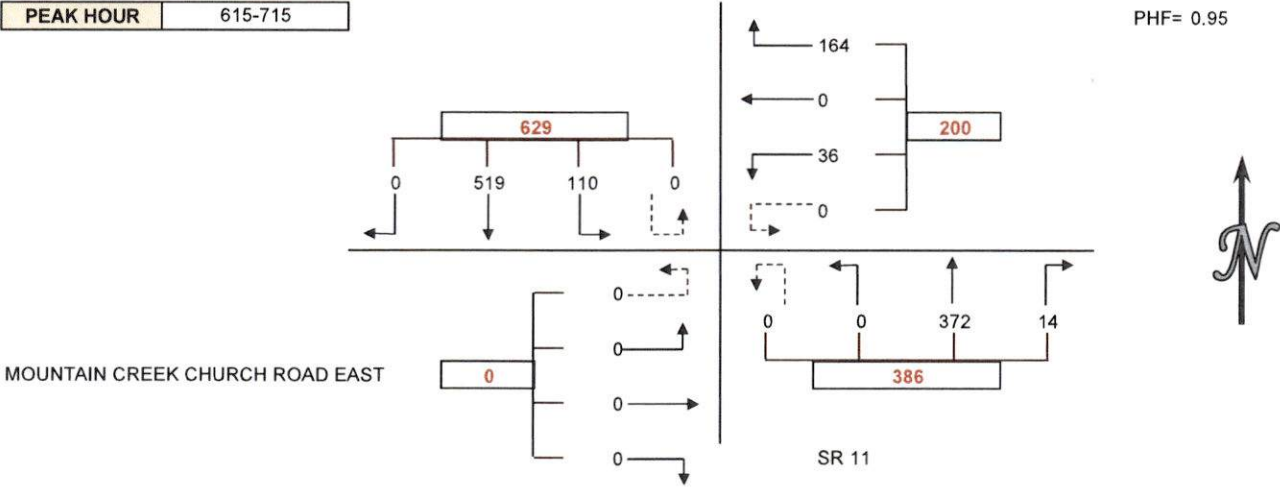
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: TRAFFIC SOLUTIONS LLC
 PROJECT: WALTON COUNTY TRAFFIC STUDY
 DATE: THURSDAY, FEBRUARY 12TH 2026
 PERIOD: 7:00 AM TO 9:00 AM
 INTERSECTION: N/S SR 11
 E/W MOUNTAIN CREEK CHURCH ROAD EAST
 CITY: MONROE GA

VEHICLE COUNTS

15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	TOTAL
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	
600-615	0	115	24	33	0	10	2	81	0	0	0	0	265
615-630	0	123	25	46	0	13	4	105	0	0	0	0	316
630-645	0	130	29	41	0	7	1	93	0	0	0	0	301
645-700	0	148	27	45	0	7	3	89	0	0	0	0	319
700-715	0	118	29	32	0	9	6	85	0	0	0	0	279
715-730	0	130	31	30	0	9	6	87	0	0	0	0	293
730-745	0	106	29	14	0	9	7	102	0	0	0	0	267
745-800	0	111	17	18	0	7	5	80	0	0	0	0	238
HOURLY TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	TOTAL
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	
600-700	0	516	105	165	0	37	10	368	0	0	0	0	1201
615-715	0	519	110	164	0	36	14	372	0	0	0	0	1215
630-730	0	526	116	148	0	32	16	354	0	0	0	0	1192
645-745	0	502	116	121	0	34	22	363	0	0	0	0	1158
700-800	0	465	106	94	0	34	24	354	0	0	0	0	1077

PEAK HOUR 615-715



TRAFFIC DATA SERVICES

Phone: (678) 687-8266 Fax: (404) 294-6122 info@trafficdataservices.com

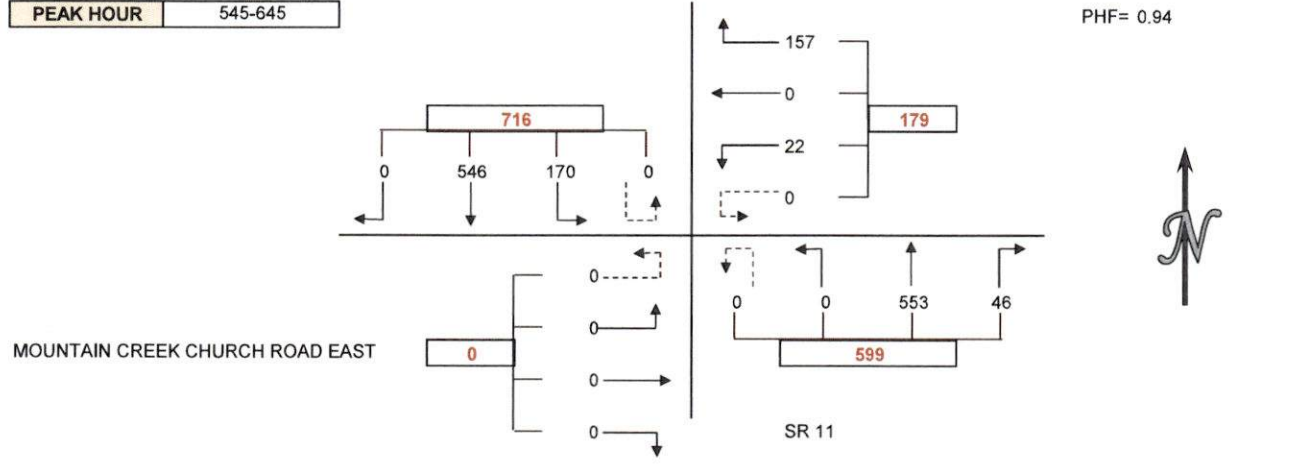
INTERSECTION CAR/PED/BIKE TRAFFIC COUNT RESULTS SUMMARY

CLIENT: TRAFFIC SOLUTIONS LLC
 PROJECT: WALTON COUNTY TRAFFIC STUDY
 DATE: THURSDAY, FEBRUARY 12TH 2025
 PERIOD: 4:00 PM TO 6:00 PM
 INTERSECTION: N/S SR 11
 E/W MOUNTAIN CREEK CHURCH ROAD EAST
 CITY: MONROE GA

VEHICLE COUNTS													
15 MIN COUNTS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
500-515	0	126	37	27	0	4	10	131	0	0	0	0	335
515-530	0	137	38	30	0	8	11	117	0	0	0	0	341
530-545	0	122	24	28	0	9	7	135	0	0	0	0	325
545-600	0	167	34	28	0	6	10	127	0	0	0	0	372
600-615	0	100	37	39	0	9	16	142	0	0	0	0	343
615-630	0	142	50	43	0	1	10	136	0	0	0	0	382
630-645	0	137	49	47	0	6	10	148	0	0	0	0	397
645-700	0	127	27	25	0	8	6	138	0	0	0	0	331
HOURLY TOTALS	1	2	3	4	5	6	7	8	9	10	11	12	
PERIOD	SBRT	SBTH	SBLT	WBRT	WBTH	WBLT	NBRT	NBTH	NBLT	EBRT	EBTH	EBLT	TOTAL
500-600	0	552	133	113	0	27	38	510	0	0	0	0	1373
515-615	0	526	133	125	0	32	44	521	0	0	0	0	1381
530-630	0	531	145	138	0	25	43	540	0	0	0	0	1422
545-645	0	546	170	157	0	22	46	553	0	0	0	0	1494
600-700	0	506	163	154	0	24	42	564	0	0	0	0	1453

PEAK HOUR 545-645

PHF= 0.94



TRAFFIC DATA SERVICES
 TRAFFIC SOLUTIONS TRAFFIC STUDY
 WALTON COUNTY ADT CLASSIFICATION COUNTS

SR 11 South of
 Mountain Creek Church Road East

Site: #1
 2/12/2026
 Thursday

Daily Classification

NB

Interval Start	Total	Motor Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
12:00 AM	31	2	8	9	1	7	0	0	0	4	0	0	0	0
1:00 AM	26	0	12	8	0	3	0	0	0	3	0	0	0	0
2:00 AM	23	1	11	3	1	5	0	0	0	2	0	0	0	0
3:00 AM	35	1	13	9	1	2	2	0	0	7	0	0	0	0
4:00 AM	76	1	27	24	2	13	3	0	2	4	0	0	0	0
5:00 AM	223	6	79	51	6	68	7	0	0	6	0	0	0	0
6:00 AM	295	1	109	76	6	86	3	0	6	8	0	0	0	0
7:00 AM	371	7	112	115	15	93	6	0	5	18	0	0	0	0
8:00 AM	354	1	89	102	18	111	9	0	9	15	0	0	0	0
9:00 AM	353	6	92	111	13	88	11	0	10	22	0	0	0	0
10:00 AM	346	5	99	99	16	88	8	0	7	24	0	0	0	0
11:00 AM	328	5	85	103	17	85	6	0	10	17	0	0	0	0
12:00 PM	331	4	112	101	13	72	4	1	6	18	0	0	0	0
1:00 PM	377	5	138	112	9	83	4	0	10	16	0	0	0	0
2:00 PM	385	8	124	124	13	87	5	0	9	14	0	1	0	0
3:00 PM	470	6	151	155	12	119	3	0	9	15	0	0	0	0
4:00 PM	522	7	175	173	4	133	6	0	12	12	0	0	0	0
5:00 PM	595	5	256	164	16	122	6	0	9	15	1	1	0	0
6:00 PM	483	6	219	127	5	107	5	0	10	4	0	0	0	0
7:00 PM	311	3	126	90	1	75	0	0	3	13	0	0	0	0
8:00 PM	242	6	112	67	3	45	1	0	2	6	0	0	0	0
9:00 PM	186	1	86	64	1	32	0	0	2	0	0	0	0	0
10:00 PM	107	1	59	26	1	15	0	0	0	5	0	0	0	0
11:00 PM	59	0	28	17	1	9	1	0	0	3	0	0	0	0
Total	6529	88	2322	1930	175	1548	90	1	121	251	1	2	0	0
%		1.3	35.6	29.6	2.7	23.7	1.4	0.0	1.9	3.8	0.0	0.0	0.0	0.0

TRAFFIC DATA SERVICES
 TRAFFIC SOLUTIONS TRAFFIC STUDY
 WALTON COUNTY ADT CLASSIFICATION COUNTS

SR 11 South of
 Mountain Creek Church Road East

Site: #1
 2/12/2026
 Thursday

Daily Classification

SB

Interval Start	Total	Motor Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
12:00 AM	44	0	32	7	0	1	0	0	2	2	0	0	0	0
1:00 AM	26	0	14	5	0	2	0	0	1	4	0	0	0	0
2:00 AM	42	0	23	5	0	0	1	0	7	6	0	0	0	0
3:00 AM	44	0	28	6	0	3	1	0	4	2	0	0	0	0
4:00 AM	91	0	60	18	0	5	2	0	5	1	0	0	0	0
5:00 AM	232	1	139	62	3	4	2	0	11	10	0	0	0	0
6:00 AM	424	4	248	118	4	23	5	0	9	13	0	0	0	0
7:00 AM	516	1	351	112	7	20	1	0	12	12	0	0	0	0
8:00 AM	474	4	306	104	12	10	3	0	23	11	0	0	1	0
9:00 AM	381	3	238	81	10	18	3	0	17	11	0	0	0	0
10:00 AM	388	3	232	75	13	24	7	0	16	18	0	0	0	0
11:00 AM	384	1	242	73	8	21	6	0	20	13	0	0	0	0
12:00 PM	383	0	245	74	11	17	2	0	23	11	0	0	0	0
1:00 PM	396	2	247	83	11	18	4	0	16	15	0	0	0	0
2:00 PM	393	4	261	77	8	14	4	0	16	8	0	1	0	0
3:00 PM	515	5	347	100	18	19	2	0	13	11	0	0	0	0
4:00 PM	491	9	347	87	10	9	5	0	14	10	0	0	0	0
5:00 PM	492	1	335	108	11	16	2	0	9	10	0	0	0	0
6:00 PM	449	7	304	97	5	18	1	0	10	7	0	0	0	0
7:00 PM	324	1	240	58	4	9	1	0	7	4	0	0	0	0
8:00 PM	199	0	166	25	1	4	0	0	3	0	0	0	0	0
9:00 PM	140	1	109	20	0	3	0	0	5	2	0	0	0	0
10:00 PM	95	1	72	13	1	2	0	0	5	1	0	0	0	0
11:00 PM	59	0	47	8	0	0	0	0	3	1	0	0	0	0
Total	6982	48	4633	1416	137	260	52	0	251	183	0	1	1	0
%		0.7	66.4	20.3	2.0	3.7	0.7	0.0	3.6	2.6	0.0	0.0	0.0	0.0

TRAFFIC DATA SERVICES
 TRAFFIC SOLUTIONS TRAFFIC STUDY
 WALTON COUNTY ADT CLASSIFICATION COUNTS

Mountain Creek Church Road
 East of SR 11

Site: #2
 2/12/2026
 Thursday

Daily Classification

EB

Interval Start	Total	Motor Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
12:00 AM	7	0	3	4	0	0	0	0	0	0	0	0	0	0
1:00 AM	4	0	3	1	0	0	0	0	0	0	0	0	0	0
2:00 AM	4	0	4	0	0	0	0	0	0	0	0	0	0	0
3:00 AM	7	0	5	2	0	0	0	0	0	0	0	0	0	0
4:00 AM	10	0	8	2	0	0	0	0	0	0	0	0	0	0
5:00 AM	25	0	11	7	2	5	0	0	0	0	0	0	0	0
6:00 AM	69	0	44	15	3	7	0	0	0	0	0	0	0	0
7:00 AM	114	0	73	26	1	13	0	0	1	0	0	0	0	0
8:00 AM	133	1	88	26	2	14	0	0	1	1	0	0	0	0
9:00 AM	101	0	64	21	0	13	1	0	2	0	0	0	0	0
10:00 AM	87	0	58	23	0	5	0	0	1	0	0	0	0	0
11:00 AM	93	0	58	18	1	13	1	0	1	1	0	0	0	0
12:00 PM	101	0	70	18	0	11	0	0	2	0	0	0	0	0
1:00 PM	113	0	74	22	0	12	2	0	2	1	0	0	0	0
2:00 PM	127	0	74	34	0	17	0	0	2	0	0	0	0	0
3:00 PM	164	1	114	38	0	7	0	0	3	0	0	1	0	0
4:00 PM	174	0	116	39	3	14	1	0	0	1	0	0	0	0
5:00 PM	206	0	134	49	1	20	1	0	1	0	0	0	0	0
6:00 PM	136	0	93	27	0	15	0	0	1	0	0	0	0	0
7:00 PM	85	0	65	16	0	4	0	0	0	0	0	0	0	0
8:00 PM	66	0	52	8	0	5	0	0	1	0	0	0	0	0
9:00 PM	63	1	49	7	0	5	0	0	1	0	0	0	0	0
10:00 PM	25	0	22	2	0	1	0	0	0	0	0	0	0	0
11:00 PM	23	0	18	5	0	0	0	0	0	0	0	0	0	0
Total	1937	3	1300	410	13	181	6	0	19	4	0	1	0	0
%		0.2	67.1	21.2	0.7	9.3	0.3	0.0	1.0	0.2	0.0	0.1	0.0	0.0

TRAFFIC DATA SERVICES
 TRAFFIC SOLUTIONS TRAFFIC STUDY
 WALTON COUNTY ADT CLASSIFICATION COUNTS

Mountain Creek Church Road
 East of SR 11

Site: #2
 2/12/2026
 Thursday

Daily Classification

WB

Interval Start	Total	Motor Bikes	Cars & Trailers	2 Axle Long	Buses	2 Axle 6 Tire	3 Axle Single	4 Axle Single	<5 Axle Double	5 Axle Double	>6 Axle Double	<6 Axle Multi	6 Axle Multi	>6 Axle Multi
12:00 AM	7	0	6	0	0	1	0	0	0	0	0	0	0	0
1:00 AM	4	0	2	2	0	0	0	0	0	0	0	0	0	0
2:00 AM	6	0	3	1	0	2	0	0	0	0	0	0	0	0
3:00 AM	12	0	6	4	0	2	0	0	0	0	0	0	0	0
4:00 AM	24	0	17	5	0	2	0	0	0	0	0	0	0	0
5:00 AM	77	0	48	13	1	15	0	0	0	0	0	0	0	0
6:00 AM	108	0	63	20	0	24	1	0	0	0	0	0	0	0
7:00 AM	195	0	118	44	1	31	0	0	1	0	0	0	0	0
8:00 AM	127	0	87	21	1	17	1	0	0	0	0	0	0	0
9:00 AM	93	0	51	14	2	23	1	0	2	0	0	0	0	0
10:00 AM	85	0	46	16	0	20	1	0	2	0	0	0	0	0
11:00 AM	111	1	60	22	2	24	1	0	1	0	0	0	0	0
12:00 PM	95	0	54	18	1	20	1	0	1	0	0	0	0	0
1:00 PM	109	0	69	21	1	15	1	0	2	0	0	0	0	0
2:00 PM	136	0	94	24	0	17	0	0	1	0	0	0	0	0
3:00 PM	143	1	93	27	2	19	0	0	1	0	0	0	0	0
4:00 PM	138	1	93	25	1	18	0	0	0	0	0	0	0	0
5:00 PM	166	1	99	32	1	31	0	0	2	0	0	0	0	0
6:00 PM	118	0	77	19	2	19	0	0	1	0	0	0	0	0
7:00 PM	53	0	37	11	0	5	0	0	0	0	0	0	0	0
8:00 PM	59	0	45	8	0	6	0	0	0	0	0	0	0	0
9:00 PM	38	0	22	10	0	5	0	0	1	0	0	0	0	0
10:00 PM	16	0	14	0	0	2	0	0	0	0	0	0	0	0
11:00 PM	8	0	7	1	0	0	0	0	0	0	0	0	0	0
Total	1928	4	1211	358	15	318	7	0	15	0	0	0	0	0
%		0.2	62.8	18.6	0.8	16.5	0.4	0.0	0.8	0.0	0.0	0.0	0.0	0.0

Annual Statistics

Data Item	2015	2016	2017	2018	2019	2020	2021	2022	2023	2024
Statistics type	Estimated	Actual	Estimated	Actual	Estimated	Actual	Estimated	Actual	Estimated	Estimated
AADT	8,830	11,300	11,500	11,900	11,900	11,700	12,400	11,500	11,500	11,600

GDOT TADA AADT
 Historic Count
 Count Station 297-0089 SR 11 north of Mountain Creek Church
 Road

2022	11500	-200	0.01739	-0.870%		
2020	11700	-200	0.01709	-0.855%	-0.431%	0.01724
2018	11900	600	0.05042	2.521%		
2016	11300			1%		0.797%

APPENDIX B

Trip Generation Analysis Reports

Convenience Store/Gas Station - GFA (4-5.5k) (945)

Vehicle Trip Ends vs: Vehicle Fueling Positions
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 7 and 9 a.m.

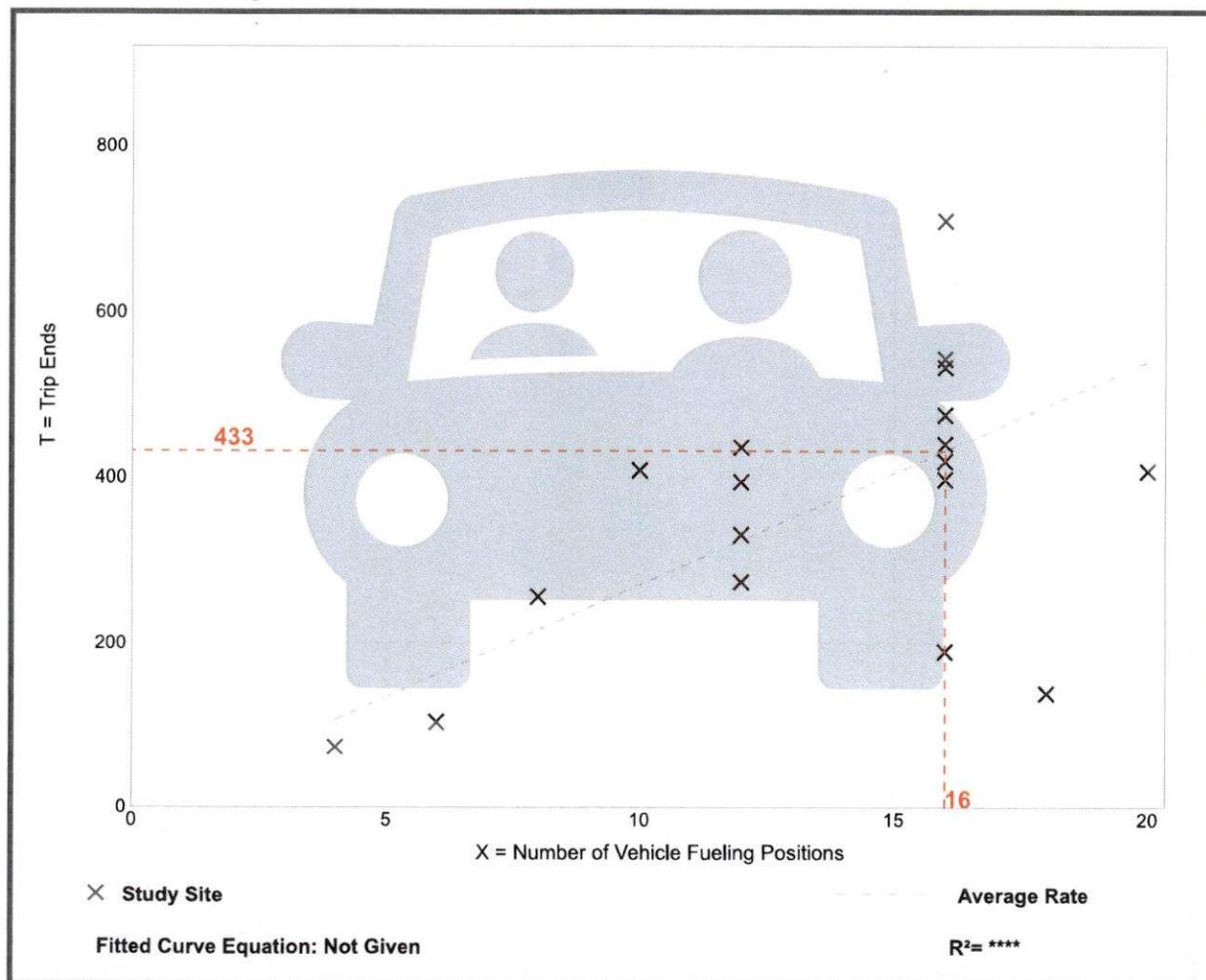
Setting/Location: General Urban/Suburban

Number of Studies: 18
 Avg. Num. of Vehicle Fueling Positions: 13
 Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Vehicle Fueling Position

Average Rate	Range of Rates	Standard Deviation
27.04	7.78 - 44.38	9.88

Data Plot and Equation



Convenience Store/Gas Station - GFA (4-5.5k) (945)

Vehicle Trip Ends vs: Vehicle Fueling Positions

**On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.**

Setting/Location: General Urban/Suburban

Number of Studies: 23

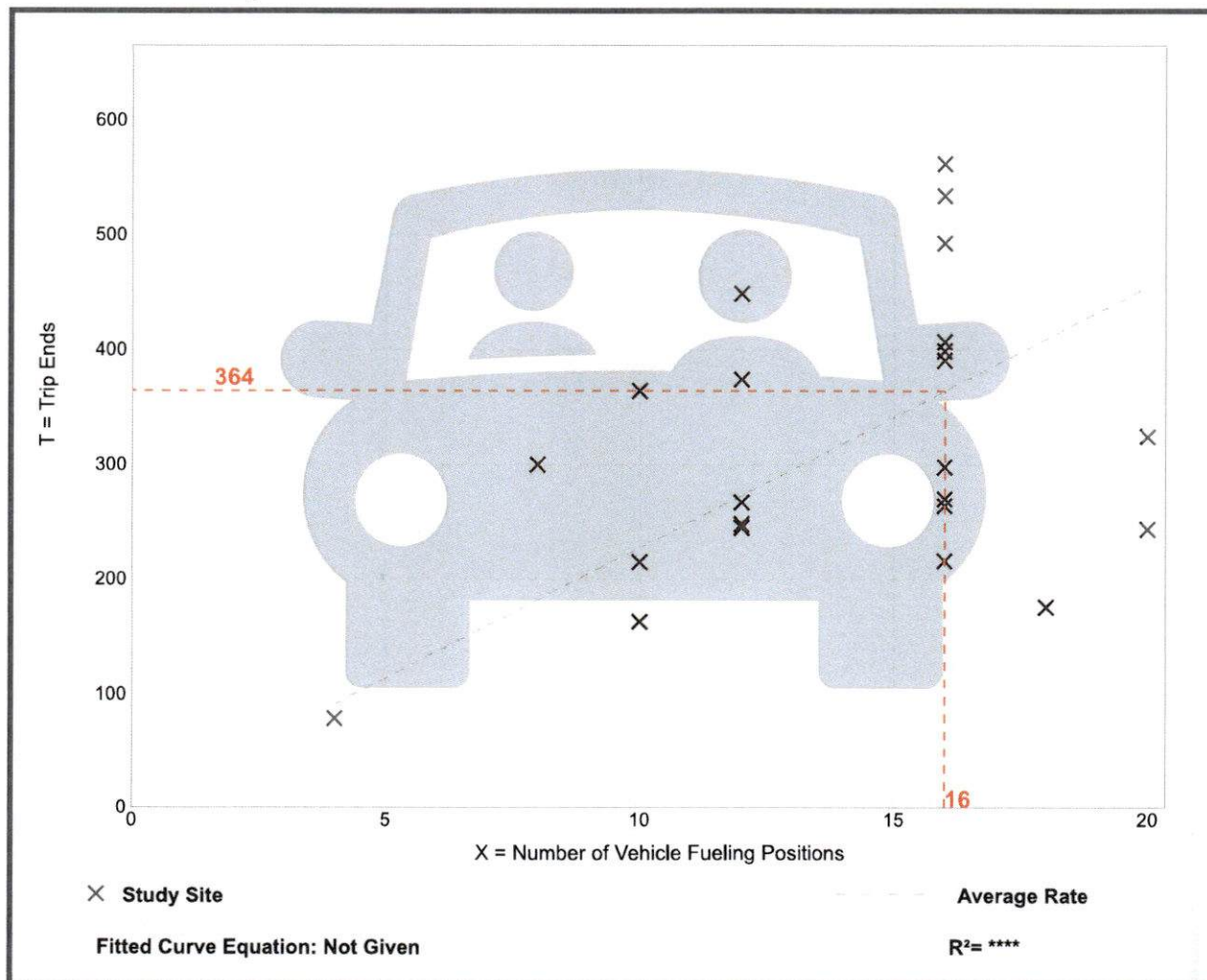
Avg. Num. of Vehicle Fueling Positions: 14

Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Vehicle Fueling Position

Average Rate	Range of Rates	Standard Deviation
22.76	9.78 - 37.50	8.49

Data Plot and Equation



Convenience Store/Gas Station - GFA (4-5.5k) (945)

Vehicle Trip Ends vs: Vehicle Fueling Positions
On a: Weekday

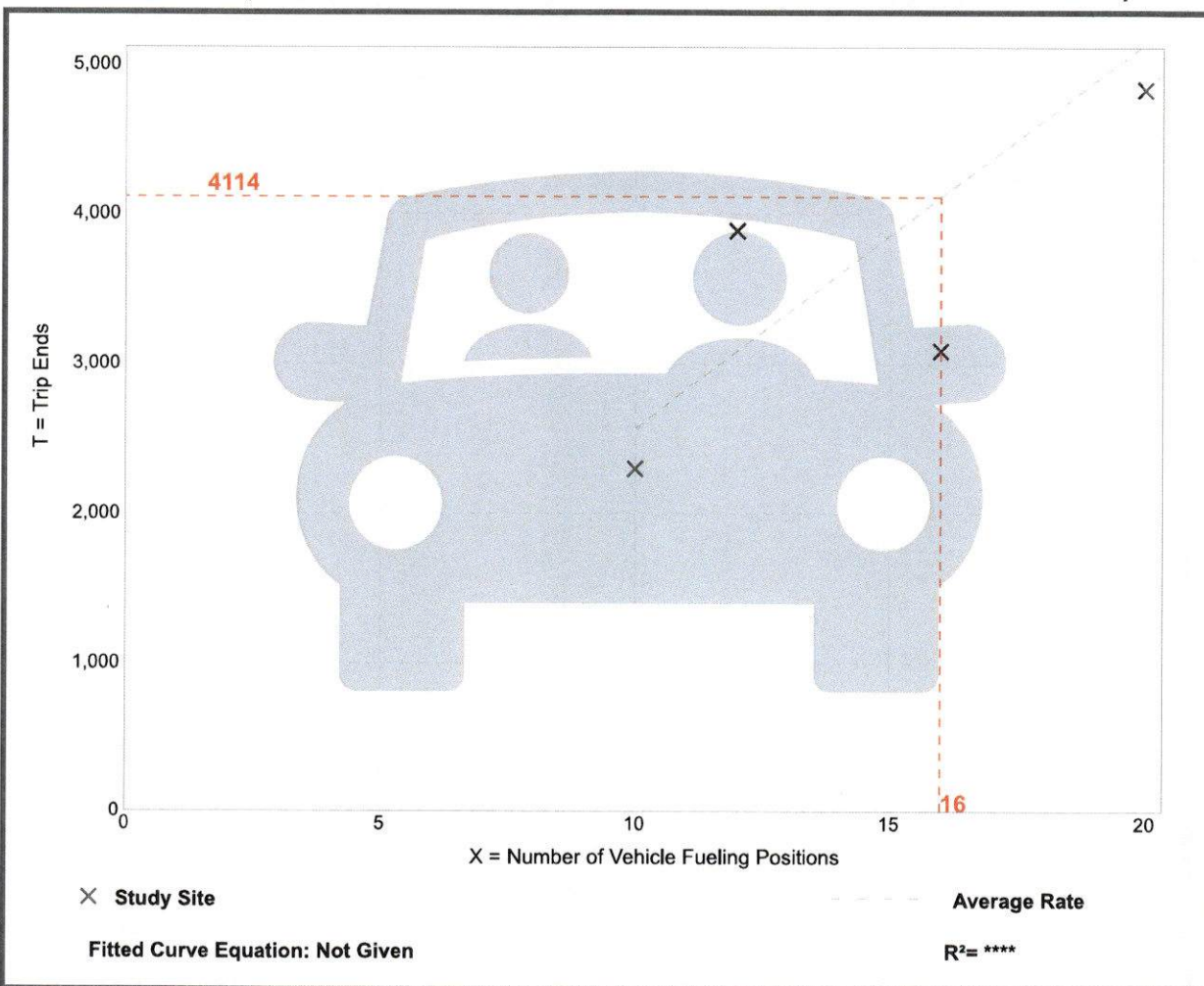
Setting/Location: General Urban/Suburban
Number of Studies: 5
Avg. Num. of Vehicle Fueling Positions: 14
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per Vehicle Fueling Position

Average Rate	Range of Rates	Standard Deviation
257.13	193.00 - 324.17	57.53

Data Plot and Equation

Caution – Small Sample Size



Strip Retail Plaza (<40k) (822)

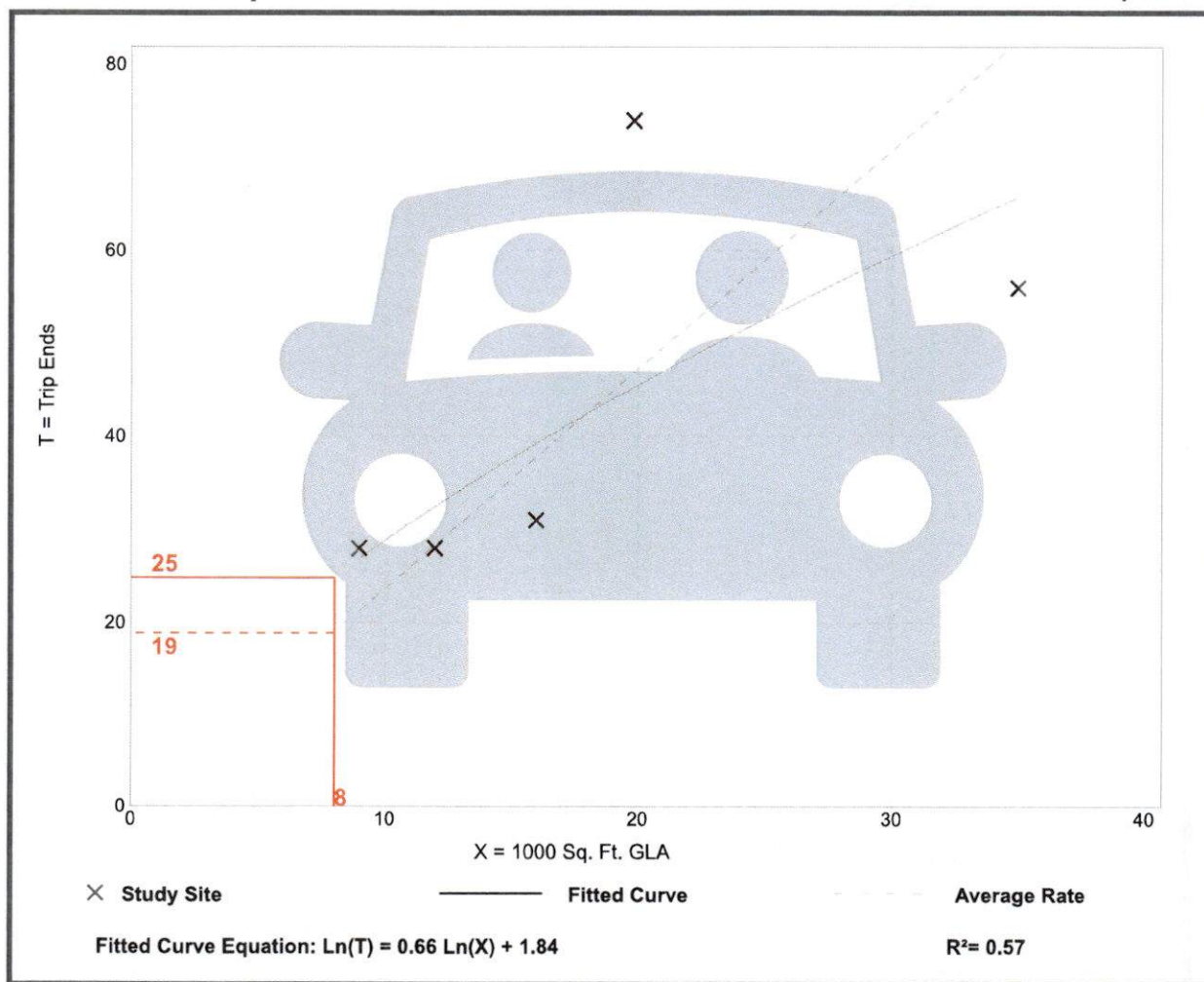
Vehicle Trip Ends vs: 1000 Sq. Ft. GLA
On a: Weekday,
 Peak Hour of Adjacent Street Traffic,
 One Hour Between 7 and 9 a.m.
Setting/Location: General Urban/Suburban
 Number of Studies: 5
 Avg. 1000 Sq. Ft. GLA: 18
 Directional Distribution: 60% entering, 40% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GLA

Average Rate	Range of Rates	Standard Deviation
2.36	1.60 - 3.73	0.94

Data Plot and Equation

Caution – Small Sample Size



Strip Retail Plaza (<40k) (822)

Vehicle Trip Ends vs: 1000 Sq. Ft. GLA
On a: Weekday,
Peak Hour of Adjacent Street Traffic,
One Hour Between 4 and 6 p.m.

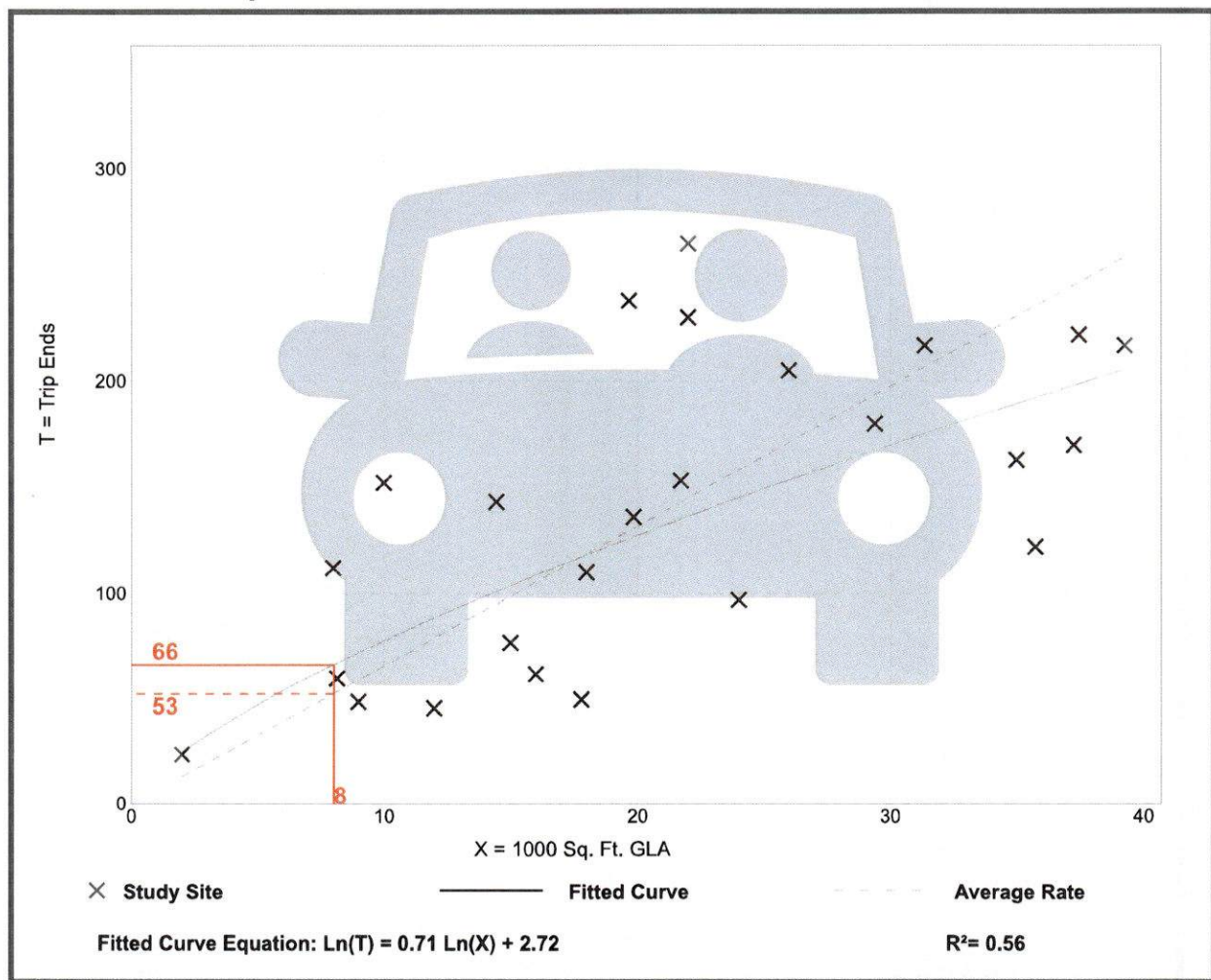
Setting/Location: General Urban/Suburban

Number of Studies: 25
 Avg. 1000 Sq. Ft. GLA: 21
 Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GLA

Average Rate	Range of Rates	Standard Deviation
6.59	2.81 - 15.20	2.94

Data Plot and Equation



Strip Retail Plaza (<40k) (822)

Vehicle Trip Ends vs: 1000 Sq. Ft. GLA
On a: Weekday

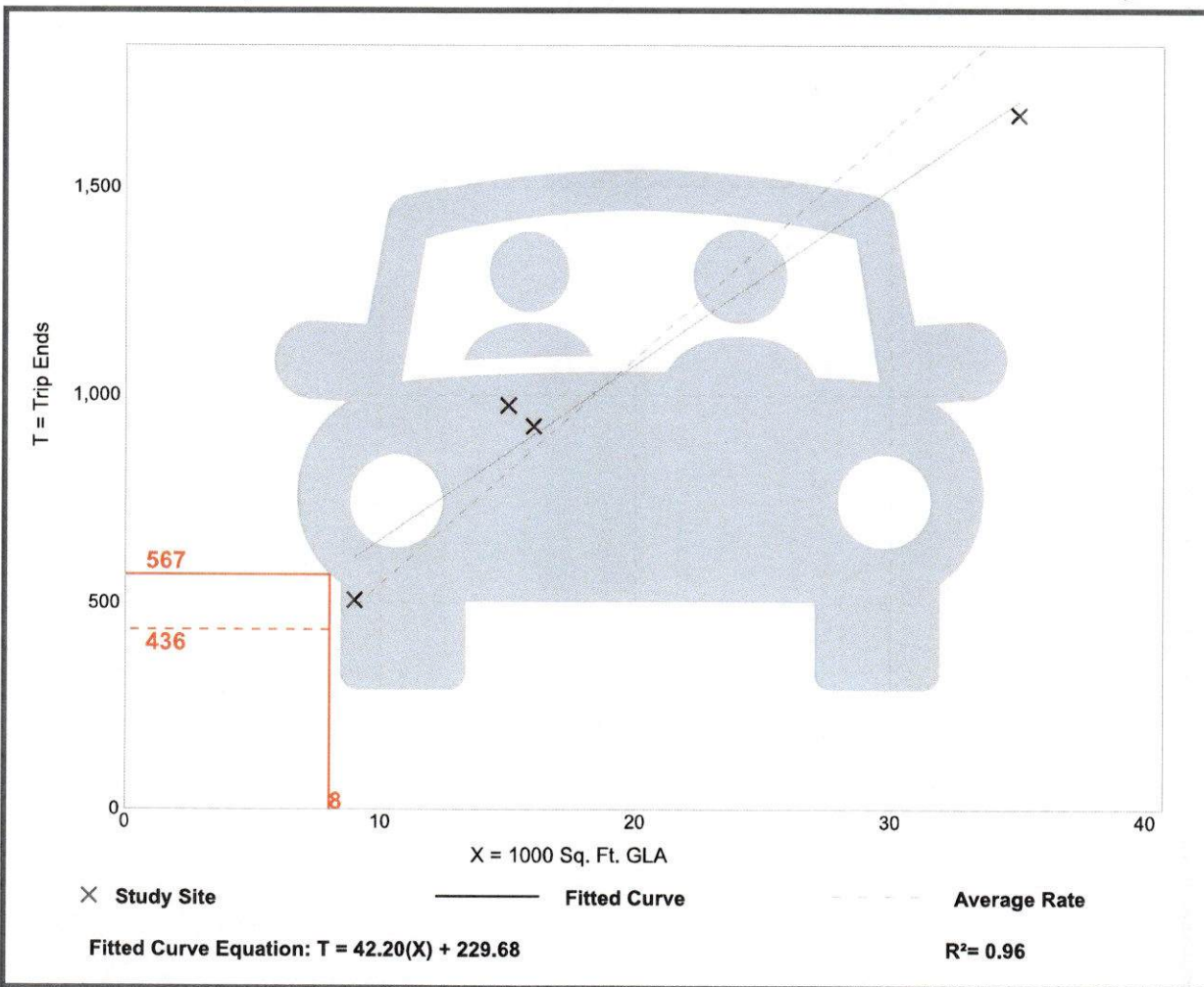
Setting/Location: General Urban/Suburban
Number of Studies: 4
Avg. 1000 Sq. Ft. GLA: 19
Directional Distribution: 50% entering, 50% exiting

Vehicle Trip Generation per 1000 Sq. Ft. GLA

Average Rate	Range of Rates	Standard Deviation
54.45	47.86 - 65.07	7.81

Data Plot and Equation

Caution – Small Sample Size



DATA STATISTICS

Item 5.2.

Land Use:

Golf Driving Range (432) [Click for Description and Data Plots](#)

Independent Variable:

Tees/Driving Positions

Time Period:

Weekday

Peak Hour of Adjacent Street Traffic

One Hour Between 7 and 9 a.m.

Setting/Location:

General Urban/Suburban

Trip Type:

Vehicle

Number of Studies:

1

Avg. Num. of Tees/Driving Positions:

57

Average Rate:

0.40

Range of Rates:

0.40 - 0.40

Standard Deviation:

Fitted Curve Equation:

Not Given

R²:

Directional Distribution:

61% entering, 39% exiting

Calculated Trip Ends:

Average Rate: 6 (Total), 4 (Entry), 2 (Exit)

DATA STATISTICS

Item 5.2.

Land Use:

Golf Driving Range (432) [Click for Description and Data Plots](#)

Independent Variable:

Tees/Driving Positions

Time Period:

Weekday

Peak Hour of Adjacent Street Traffic

One Hour Between 4 and 6 p.m.

Setting/Location:

General Urban/Suburban

Trip Type:

Vehicle

Number of Studies:

7

Avg. Num. of Tees/Driving Positions:

41

Average Rate:

1.25

Range of Rates:

0.54 - 2.80

Standard Deviation:

0.79

Fitted Curve Equation:

Not Given

R²:

Directional Distribution:

45% entering, 55% exiting

Calculated Trip Ends:

Average Rate: 19 (Total), 8 (Entry), 11 (Exit)

DATA STATISTICS

Item 5.2.

Land Use:

Golf Driving Range (432) [Click for Description and Data Plots](#)

Independent Variable:

Tees/Driving Positions

Time Period:

Weekday

Setting/Location:

General Urban/Suburban

Trip Type:

Vehicle

Number of Studies:

1

Avg. Num. of Tees/Driving Positions:

57

Average Rate:

13.65

Range of Rates:

13.65 - 13.65

Standard Deviation:

Fitted Curve Equation:

Not Given

R²:

Directional Distribution:

50% entering, 50% exiting

Calculated Trip Ends:

Average Rate: 205 (Total), 102 (Entry), 103 (Exit)

APPENDIX C

Synchro Capacity Analysis Reports

Existing AM/PM

2027 AM/PM No-Build

2027 AM/PM Build

2029 AM/PM Build

2031 AM/PM Build

HCM 7th TWSC
1: SR 11 & Mountain Creek East

2026 AM
Existing

Intersection

Int Delay, s/veh 4.5

Movement	NBT	NBR	SBL	SBT	NWL	NWR
Lane Configurations	↑			↑	↑	
Traffic Vol, veh/h	372	14	110	519	36	164
Future Vol, veh/h	372	14	110	519	36	164
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	34	34	13	13	19	19
Mvmt Flow	392	15	116	546	38	173

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	406	0	1177
Stage 1	-	-	-	-	399
Stage 2	-	-	-	-	778
Critical Hdwy	-	-	4.23	-	6.59
Critical Hdwy Stg 1	-	-	-	-	5.59
Critical Hdwy Stg 2	-	-	-	-	5.59
Follow-up Hdwy	-	-	2.317	-	3.671
Pot Cap-1 Maneuver	-	-	1095	-	195
Stage 1	-	-	-	-	642
Stage 2	-	-	-	-	424
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1095	-	166
Mov Cap-2 Maneuver	-	-	-	-	166
Stage 1	-	-	-	-	642
Stage 2	-	-	-	-	360

Approach	NB	SB	NW
HCM Ctrl Dly, s/v	0	1.52	22.4
HCM LOS			C

Minor Lane/Major Mvmt	NBT	NBR	NWLn1	SBL	SBT
Capacity (veh/h)	-	-	413	315	-
HCM Lane V/C Ratio	-	-	0.509	0.106	-
HCM Ctrl Dly (s/v)	-	-	22.4	8.7	0
HCM Lane LOS	-	-	C	A	A
HCM 95th %tile Q(veh)	-	-	2.8	0.4	-

HCM 7th TWSC
9: Mountain Creek West

2026 AM
Existing

Intersection						
Int Delay, s/veh	2					
Movement	NBL	NBT	SBT	SBR	SEL	SER
Lane Configurations		↔	↔		↔	
Traffic Vol, veh/h	92	444	569	18	17	61
Future Vol, veh/h	92	444	569	18	17	61
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	34	34	13	13	2	2
Mvmt Flow	95	458	587	19	18	63

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	605	0	-	0	1243 596
Stage 1	-	-	-	-	596 -
Stage 2	-	-	-	-	647 -
Critical Hdwy	4.44	-	-	-	6.42 6.22
Critical Hdwy Stg 1	-	-	-	-	5.42 -
Critical Hdwy Stg 2	-	-	-	-	5.42 -
Follow-up Hdwy	2.506	-	-	-	3.518 3.318
Pot Cap-1 Maneuver	835	-	-	-	193 504
Stage 1	-	-	-	-	550 -
Stage 2	-	-	-	-	521 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	835	-	-	-	163 504
Mov Cap-2 Maneuver	-	-	-	-	163 -
Stage 1	-	-	-	-	467 -
Stage 2	-	-	-	-	521 -

Approach	NB	SB	SE
HCM Ctrl Dly, s/v	1.69	0	18.52
HCM LOS			C

Minor Lane/Major Mvmt	NBL	NBT	SELn1	SBT	SBR
Capacity (veh/h)	309	-	346	-	-
HCM Lane V/C Ratio	0.114	-	0.232	-	-
HCM Ctrl Dly (s/v)	9.9	0	18.5	-	-
HCM Lane LOS	A	A	C	-	-
HCM 95th %tile Q(veh)	0.4	-	0.9	-	-

HCM 7th TWSC
1: SR 11 & Mountain Creek East

2026 PM
Existing

Intersection

Int Delay, s/veh 5.7

Movement	NBT	NBR	SBL	SBT	NWL	NWR
Lane Configurations	↶			↷	↶	↷
Traffic Vol, veh/h	553	46	170	546	22	157
Future Vol, veh/h	553	46	170	546	22	157
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	34	34	13	13	19	19
Mvmt Flow	588	49	181	581	23	167

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	637	0	1555
Stage 1	-	-	-	-	613
Stage 2	-	-	-	-	943
Critical Hdwy	-	-	4.23	-	6.59
Critical Hdwy Stg 1	-	-	-	-	5.59
Critical Hdwy Stg 2	-	-	-	-	5.59
Follow-up Hdwy	-	-	2.317	-	3.671
Pot Cap-1 Maneuver	-	-	896	-	113
Stage 1	-	-	-	-	509
Stage 2	-	-	-	-	353
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	896	-	80
Mov Cap-2 Maneuver	-	-	-	-	80
Stage 1	-	-	-	-	509
Stage 2	-	-	-	-	248

Approach	NB	SB	NW
HCM Ctrl Dly, s/v	0	2.38	38.09
HCM LOS			E

Minor Lane/Major Mvmt	NBT	NBR	NWLn1	SBL	SBT
Capacity (veh/h)	-	-	291	427	-
HCM Lane V/C Ratio	-	-	0.655	0.202	-
HCM Ctrl Dly (s/v)	-	-	38.1	10	0
HCM Lane LOS	-	-	E	B	A
HCM 95th %tile Q(veh)	-	-	4.2	0.8	-

HCM 7th TWSC
9: Mountain Creek West

2026 PM
Existing

Intersection						
Int Delay, s/veh	3.5					
Movement	NBL	NBT	SBT	SBR	SEL	SER
Lane Configurations		↕	↕		↕	
Traffic Vol, veh/h	93	625	633	30	31	94
Future Vol, veh/h	93	625	633	30	31	94
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	34	34	13	13	2	2
Mvmt Flow	97	651	659	31	32	98

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	691	0	-	0	1520 675
Stage 1	-	-	-	-	675 -
Stage 2	-	-	-	-	845 -
Critical Hdwy	4.44	-	-	-	6.42 6.22
Critical Hdwy Stg 1	-	-	-	-	5.42 -
Critical Hdwy Stg 2	-	-	-	-	5.42 -
Follow-up Hdwy	2.506	-	-	-	3.518 3.318
Pot Cap-1 Maneuver	772	-	-	-	131 454
Stage 1	-	-	-	-	506 -
Stage 2	-	-	-	-	421 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	772	-	-	-	105 454
Mov Cap-2 Maneuver	-	-	-	-	105 -
Stage 1	-	-	-	-	406 -
Stage 2	-	-	-	-	421 -

Approach	NB	SB	SE
HCM Ctrl Dly, s/v	1.34	0	34.31
HCM LOS			D

Minor Lane/Major Mvmt	NBL	NBT	SELn1	SBT	SBR
Capacity (veh/h)	233	-	249	-	-
HCM Lane V/C Ratio	0.125	-	0.523	-	-
HCM Ctrl Dly (s/v)	10.3	0	34.3	-	-
HCM Lane LOS	B	A	D	-	-
HCM 95th %tile Q(veh)	0.4	-	2.8	-	-

HCM 7th TWSC
1: SR 11 & Mountain Creek East

2027 No Build AM

Intersection						
Int Delay, s/veh	4.7					
Movement	NBT	NBR	SBL	SBT	NWL	NWR
Lane Configurations						
Traffic Vol, veh/h	379	14	112	529	37	167
Future Vol, veh/h	379	14	112	529	37	167
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	34	34	13	13	19	19
Mvmt Flow	399	15	118	557	39	176

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	414	0	1199 406
Stage 1	-	-	-	-	406 -
Stage 2	-	-	-	-	793 -
Critical Hdwy	-	-	4.23	-	6.59 6.39
Critical Hdwy Stg 1	-	-	-	-	5.59 -
Critical Hdwy Stg 2	-	-	-	-	5.59 -
Follow-up Hdwy	-	-	2.317	-	3.671 3.471
Pot Cap-1 Maneuver	-	-	1088	-	189 609
Stage 1	-	-	-	-	637 -
Stage 2	-	-	-	-	418 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1088	-	160 609
Mov Cap-2 Maneuver	-	-	-	-	160 -
Stage 1	-	-	-	-	637 -
Stage 2	-	-	-	-	352 -

Approach	NB	SB	NW
HCM Ctrl Dly, s/v	0	1.52	23.65
HCM LOS			C

Minor Lane/Major Mvmt	NBT	NBRNWLn1	SBL	SBT
Capacity (veh/h)	-	-	403	315
HCM Lane V/C Ratio	-	-	0.532	0.108
HCM Ctrl Dly (s/v)	-	-	23.6	8.7
HCM Lane LOS	-	-	C	A
HCM 95th %tile Q(veh)	-	-	3	0.4

HCM 7th TWSC
9: Mountain Creek West

2027 No Build AM

Intersection						
Int Delay, s/veh	2					
Movement	NBL	NBT	SBT	SBR	SEL	SER
Lane Configurations		↔	↔		↔	
Traffic Vol, veh/h	94	453	580	18	17	62
Future Vol, veh/h	94	453	580	18	17	62
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	34	34	13	13	2	2
Mvmt Flow	97	467	598	19	18	64

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	616	0	-	0	1268 607
Stage 1	-	-	-	-	607 -
Stage 2	-	-	-	-	661 -
Critical Hdwy	4.44	-	-	-	6.42 6.22
Critical Hdwy Stg 1	-	-	-	-	5.42 -
Critical Hdwy Stg 2	-	-	-	-	5.42 -
Follow-up Hdwy	2.506	-	-	-	3.518 3.318
Pot Cap-1 Maneuver	826	-	-	-	186 496
Stage 1	-	-	-	-	544 -
Stage 2	-	-	-	-	514 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	826	-	-	-	157 496
Mov Cap-2 Maneuver	-	-	-	-	157 -
Stage 1	-	-	-	-	458 -
Stage 2	-	-	-	-	514 -

Approach	NB	SB	SE
HCM Ctrl Dly, s/v	1.71	0	18.98
HCM LOS			C

Minor Lane/Major Mvmt	NBL	NBT	SELn1	SBT	SBR
Capacity (veh/h)	309	-	338	-	-
HCM Lane V/C Ratio	0.117	-	0.241	-	-
HCM Ctrl Dly (s/v)	9.9	0	19	-	-
HCM Lane LOS	A	A	C	-	-
HCM 95th %tile Q(veh)	0.4	-	0.9	-	-

HCM 7th TWSC
1: SR 11 & Mountain Creek East

2027 No Build PM

Intersection						
Int Delay, s/veh	6.1					
Movement	NBT	NBR	SBL	SBT	NWL	NWR
Lane Configurations						
Traffic Vol, veh/h	564	47	173	557	22	160
Future Vol, veh/h	564	47	173	557	22	160
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	34	34	13	13	19	19
Mvmt Flow	600	50	184	593	23	170
Major/Minor	Major1	Major2	Minor1			
Conflicting Flow All	0	0	650	0	1586	625
Stage 1	-	-	-	-	625	-
Stage 2	-	-	-	-	961	-
Critical Hdwy	-	-	4.23	-	6.59	6.39
Critical Hdwy Stg 1	-	-	-	-	5.59	-
Critical Hdwy Stg 2	-	-	-	-	5.59	-
Follow-up Hdwy	-	-	2.317	-	3.671	3.471
Pot Cap-1 Maneuver	-	-	886	-	109	455
Stage 1	-	-	-	-	502	-
Stage 2	-	-	-	-	346	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	886	-	75	455
Mov Cap-2 Maneuver	-	-	-	-	75	-
Stage 1	-	-	-	-	502	-
Stage 2	-	-	-	-	239	-
Approach	NB	SB	NW			
HCM Ctrl Dly, s/v	0	2.4	41.61			
HCM LOS						E
Minor Lane/Major Mvmt	NBT	NBRNWLn1	SBL	SBT		
Capacity (veh/h)	-	-	282	427		
HCM Lane V/C Ratio	-	-	0.686	0.208		
HCM Ctrl Dly (s/v)	-	-	41.6	10.1		
HCM Lane LOS	-	-	E	B		
HCM 95th %tile Q(veh)	-	-	4.6	0.8		

HCM 7th TWSC
9: Mountain Creek West

2027 No Build PM

Intersection

Int Delay, s/veh 3.8

Movement	NBL	NBT	SBT	SBR	SEL	SER
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Lane Configurations		↕	↕		↕	
Traffic Vol, veh/h	95	638	646	31	32	96
Future Vol, veh/h	95	638	646	31	32	96
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	34	34	13	13	2	2
Mvmt Flow	99	665	673	32	33	100

Major/Minor	Major1	Major2	Minor2
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Conflicting Flow All	705	0	0	1552	689
Stage 1	-	-	-	689	-
Stage 2	-	-	-	863	-
Critical Hdwy	4.44	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	5.42	-
Follow-up Hdwy	2.506	-	-	3.518	3.318
Pot Cap-1 Maneuver	762	-	-	125	446
Stage 1	-	-	-	498	-
Stage 2	-	-	-	413	-
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	762	-	-	99	446
Mov Cap-2 Maneuver	-	-	-	99	-
Stage 1	-	-	-	396	-
Stage 2	-	-	-	413	-

Approach	NB	SB	SE
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HCM Ctrl Dly, s/v	1.35	0	37.83
HCM LOS			E

Minor Lane/Major Mvmt	NBL	NBT	SELn1	SBT	SBR
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Capacity (veh/h)	233	-	238	-	-
HCM Lane V/C Ratio	0.13	-	0.56	-	-
HCM Ctrl Dly (s/v)	10.4	0	37.8	-	-
HCM Lane LOS	B	A	E	-	-
HCM 95th %tile Q(veh)	0.4	-	3.1	-	-

HCM 7th TWSC
1: Mountain Creek East

2027 Build AM

Intersection

Int Delay, s/veh 107.4

Movement	NBT	NBR	SBL	SBT	NWL	NWR
Lane Configurations	↑	↑		↑	↑	
Traffic Vol, veh/h	379	14	231	529	113	287
Future Vol, veh/h	379	14	231	529	113	287
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	Yield	-	None	-	None
Storage Length	-	0	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	34	34	13	13	19	19
Mvmt Flow	399	15	243	557	119	302

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	399	0	1442
Stage 1	-	-	-	-	399
Stage 2	-	-	-	-	1043
Critical Hdwy	-	-	4.23	-	6.59
Critical Hdwy Stg 1	-	-	-	-	5.59
Critical Hdwy Stg 2	-	-	-	-	5.59
Follow-up Hdwy	-	-	2.317	-	3.671
Pot Cap-1 Maneuver	-	-	1102	-	134
Stage 1	-	-	-	-	642
Stage 2	-	-	-	-	315
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1102	-	~ 91
Mov Cap-2 Maneuver	-	-	-	-	~ 91
Stage 1	-	-	-	-	642
Stage 2	-	-	-	-	215

Approach	NB	SB	NW
HCM Ctrl Dly, s/v	0	2.79	\$ 411.58
HCM LOS			F

Minor Lane/Major Mvmt	NBT	NBRNWLn1	SBL	SBT
Capacity (veh/h)	-	-	234	547
HCM Lane V/C Ratio	-	-	1.799	0.221
HCM Ctrl Dly (s/v)	-	-	\$ 411.6	9.2
HCM Lane LOS	-	-	F	A
HCM 95th %tile Q(veh)	-	-	28.8	0.8

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

HCM 7th TWSC
9: Mountain Creek West

2027 Build AM

Intersection

Int Delay, s/veh 2.3

Movement	NBL	NBT	SBT	SBR	SEL	SER
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Lane Configurations		↑	↑		Y	
Traffic Vol, veh/h	105	561	688	18	17	73
Future Vol, veh/h	105	561	688	18	17	73
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	34	34	13	13	2	2
Mvmt Flow	108	578	709	19	18	75

Major/Minor	Major1	Major2	Minor2
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Conflicting Flow All	728	0	0	1513	719
Stage 1	-	-	-	719	-
Stage 2	-	-	-	795	-
Critical Hdwy	4.44	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	5.42	-
Follow-up Hdwy	2.506	-	-	3.518	3.318
Pot Cap-1 Maneuver	746	-	-	132	429
Stage 1	-	-	-	483	-
Stage 2	-	-	-	445	-
Platoon blocked, %		-	-		
Mov Cap-1 Maneuver	746	-	-	104	429
Mov Cap-2 Maneuver	-	-	-	104	-
Stage 1	-	-	-	380	-
Stage 2	-	-	-	445	-

Approach	NB	SB	SE
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HCM Ctrl Dly, s/v	1.68	0	25.24
HCM LOS			D

Minor Lane/Major Mvmt	NBL	NBT	SELn1	SBT	SBR
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Capacity (veh/h)	284	-	269	-	-
HCM Lane V/C Ratio	0.145	-	0.345	-	-
HCM Ctrl Dly (s/v)	10.6	0	25.2	-	-
HCM Lane LOS	B	A	D	-	-
HCM 95th %tile Q(veh)	0.5	-	1.5	-	-

HCM 7th TWSC
 10: Drwy A1 & Mountain Creek East

2027 Build AM

Intersection

Int Delay, s/veh 4.9

Movement NBL NBT SBT SBR NEL NER

Lane Configurations		↑	↑	↑	↑	
Traffic Vol, veh/h	22	204	126	119	195	22
Future Vol, veh/h	22	204	126	119	195	22
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	115	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	19	19	12	12	2	2
Mvmt Flow	24	222	137	129	212	24

Major/Minor Major1 Major2 Minor2

Conflicting Flow All	266	0	-	0	407	137
Stage 1	-	-	-	-	137	-
Stage 2	-	-	-	-	270	-
Critical Hdwy	4.29	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.371	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1205	-	-	-	601	912
Stage 1	-	-	-	-	890	-
Stage 2	-	-	-	-	776	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1205	-	-	-	587	912
Mov Cap-2 Maneuver	-	-	-	-	587	-
Stage 1	-	-	-	-	869	-
Stage 2	-	-	-	-	776	-

Approach NB SB NE










HCM Ctrl Dly, s/v 0.78 0 14.6
 HCM LOS B

Minor Lane/Major Mvmt NELn1 NBL NBT SBT SBR

Capacity (veh/h)	609	175	-	-	-
HCM Lane V/C Ratio	0.387	0.02	-	-	-
HCM Ctrl Dly (s/v)	14.6	8	0	-	-
HCM Lane LOS	B	A	A	-	-
HCM 95th %tile Q(veh)	1.8	0.1	-	-	-

HCM Unsignalized Intersection Capacity Analysis
 11: SR 11 & Drwy A2

2027 Build
 AM Peak Hour

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	0	0	394	76	0	529
Future Volume (Veh/h)	0	0	394	76	0	529
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	428	83	0	575
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	1003	428			511	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1003	428			511	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	100			100	
cM capacity (veh/h)	268	627			1065	
Direction, Lane #	NB 1	NB 2	SB 1			
Volume Total	428	83	575			
Volume Left	0	0	0			
Volume Right	0	83	0			
cSH	1700	1700	1700			
Volume to Capacity	0.25	0.05	0.34			
Queue Length 95th (ft)	0	0	0			
Control Delay (s/veh)	0.0	0.0	0.0			
Lane LOS						
Approach Delay (s/veh)	0.0		0.0			
Approach LOS						
Intersection Summary						
Average Delay			0.0			
Intersection Capacity Utilization			31.2%	ICU Level of Service	A	
Analysis Period (min)			15			
Description: Drwy A2						

HCM 7th TWSC
1: Mountain Creek East

2027 Build PM

Intersection

Int Delay, s/veh 162

Movement	NBT	NBR	SBL	SBT	NWL	NWR
Lane Configurations	↑	↑		↑	↑	
Traffic Vol, veh/h	564	47	274	557	86	260
Future Vol, veh/h	564	47	274	557	86	260
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	Yield	-	None	-	None
Storage Length	-	0	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	34	34	13	13	19	19
Mvmt Flow	600	50	291	593	91	277

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	600	0	1776
Stage 1	-	-	-	-	600
Stage 2	-	-	-	-	1176
Critical Hdwy	-	-	4.23	-	6.59
Critical Hdwy Stg 1	-	-	-	-	5.59
Critical Hdwy Stg 2	-	-	-	-	5.59
Follow-up Hdwy	-	-	2.317	-	3.671
Pot Cap-1 Maneuver	-	-	925	-	~ 82
Stage 1	-	-	-	-	516
Stage 2	-	-	-	-	271
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	925	-	~ 44
Mov Cap-2 Maneuver	-	-	-	-	~ 44
Stage 1	-	-	-	-	516
Stage 2	-	-	-	-	144

Approach	NB	SB	NW
HCM Ctrl Dly, s/v	0	3.52	\$ 828.47
HCM LOS			F

Minor Lane/Major Mvmt	NBT	NBR	NWLn1	SBL	SBT
Capacity (veh/h)	-	-	137	594	-
HCM Lane V/C Ratio	-	-	2.683	0.315	-
HCM Ctrl Dly (s/v)	-	-	\$ 828.5	10.7	0
HCM Lane LOS	-	-	F	B	A
HCM 95th %tile Q(veh)	-	-	33	1.4	-

Notes

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

HCM 7th TWSC
 9: Mountain Creek West

2027 Build PM

Intersection

Int Delay, s/veh 6.1

Movement	NBL	NBT	SBT	SBR	SEL	SER
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Lane Configurations		↕	↕		↕	
Traffic Vol, veh/h	104	729	737	31	32	105
Future Vol, veh/h	104	729	737	31	32	105
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	34	34	13	13	2	2
Mvmt Flow	108	759	768	32	33	109

Major/Minor	Major1	Major2	Minor2
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Conflicting Flow All	800	0	0	1760	784
Stage 1	-	-	-	784	-
Stage 2	-	-	-	976	-
Critical Hdwy	4.44	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	5.42	-
Follow-up Hdwy	2.506	-	-	3.518	3.318
Pot Cap-1 Maneuver	698	-	-	93	393
Stage 1	-	-	-	450	-
Stage 2	-	-	-	365	-
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	698	-	-	68	393
Mov Cap-2 Maneuver	-	-	-	68	-
Stage 1	-	-	-	329	-
Stage 2	-	-	-	365	-

Approach	NB	SB	SE
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HCM Ctrl Dly, s/v	1.39	0	69.29
HCM LOS			F

Minor Lane/Major Mvmt	NBL	NBT	SELn1	SBT	SBR
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Capacity (veh/h)	225	-	186	-	-
HCM Lane V/C Ratio	0.155	-	0.768	-	-
HCM Ctrl Dly (s/v)	11.1	0	69.3	-	-
HCM Lane LOS	B	A	F	-	-
HCM 95th %tile Q(veh)	0.5	-	5.1	-	-

HCM 7th TWSC
 10: Drwy A1 & Mountain Creek East

2027 Build PM

Intersection

Int Delay, s/veh 4.1

Movement NBL NBT SBT SBR NEL NER

Lane Configurations		↑	↑	↑	↑	
Traffic Vol, veh/h	18	183	220	100	164	18
Future Vol, veh/h	18	183	220	100	164	18
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	115	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	19	19	12	12	2	2
Mvmt Flow	20	199	239	109	178	20

Major/Minor Major1 Major2 Minor2

Conflicting Flow All	348	0	-	0	477	239
Stage 1	-	-	-	-	239	-
Stage 2	-	-	-	-	238	-
Critical Hdwy	4.29	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.371	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	1122	-	-	-	547	800
Stage 1	-	-	-	-	801	-
Stage 2	-	-	-	-	801	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	1122	-	-	-	536	800
Mov Cap-2 Maneuver	-	-	-	-	536	-
Stage 1	-	-	-	-	785	-
Stage 2	-	-	-	-	801	-

Approach NB SB NE

HCM Ctrl Dly, s/v	0.74	0	15.06
HCM LOS			C

Minor Lane/Major Mvmt NELn1 NBL NBT SBT SBR

Capacity (veh/h)	554	161	-	-	-
HCM Lane V/C Ratio	0.357	0.017	-	-	-
HCM Ctrl Dly (s/v)	15.1	8.3	0	-	-
HCM Lane LOS	C	A	A	-	-
HCM 95th %tile Q(veh)	1.6	0.1	-	-	-

HCM Unsignalized Intersection Capacity Analysis
11: SR 11 & Drwy A2

2027 Build
PM Peak Hour



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations			↑	↑		↑
Traffic Volume (veh/h)	0	0	611	76	0	557
Future Volume (Veh/h)	0	0	611	76	0	557
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	664	83	0	605
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	1269	664			747	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1269	664			747	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	100			100	
cM capacity (veh/h)	186	461			870	
Direction, Lane #						
	NB 1	NB 2	SB 1			
Volume Total	664	83	605			
Volume Left	0	0	0			
Volume Right	0	83	0			
cSH	1700	1700	1700			
Volume to Capacity	0.39	0.05	0.36			
Queue Length 95th (ft)	0	0	0			
Control Delay (s/veh)	0.0	0.0	0.0			
Lane LOS						
Approach Delay (s/veh)	0.0		0.0			
Approach LOS						
Intersection Summary						
Average Delay			0.0			
Intersection Capacity Utilization			35.5%	ICU Level of Service	A	
Analysis Period (min)			15			
Description: Drwy A2						

HCM 7th TWSC
 9: Mountain Creek West

2029 Build AM

Intersection

Int Delay, s/veh 2.5

Movement NBL NBT SBT SBR SEL SER

Lane Configurations		↕	↕		↕	
Traffic Vol, veh/h	107	577	708	19	18	75
Future Vol, veh/h	107	577	708	19	18	75
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	34	34	13	13	2	2
Mvmt Flow	110	595	730	20	19	77

Major/Minor Major1 Major2 Minor2

Conflicting Flow All	749	0	-	0	1555	740
Stage 1	-	-	-	-	740	-
Stage 2	-	-	-	-	815	-
Critical Hdwy	4.44	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.506	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	732	-	-	-	124	417
Stage 1	-	-	-	-	472	-
Stage 2	-	-	-	-	435	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	732	-	-	-	96	417
Mov Cap-2 Maneuver	-	-	-	-	96	-
Stage 1	-	-	-	-	366	-
Stage 2	-	-	-	-	435	-

Approach NB SB SE

HCM Ctrl Dly, s/v	1.69	0	27.58
HCM LOS			D

Minor Lane/Major Mvmt NBL NBT SELn1 SBT SBR

Capacity (veh/h)	282	-	254	-	-
HCM Lane V/C Ratio	0.151	-	0.378	-	-
HCM Ctrl Dly (s/v)	10.8	0	27.6	-	-
HCM Lane LOS	B	A	D	-	-
HCM 95th %tile Q(veh)	0.5	-	1.7	-	-

HCM 7th TWSC
4: Drwy B & SR 11

2029 Build
AM Peak Hour

Intersection						
Int Delay, s/veh	0					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations		↗	↗	↗		↗
Traffic Vol, veh/h	0	4	402	4	0	540
Future Vol, veh/h	0	4	402	4	0	540
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Stop	-	Free	-	None
Storage Length	-	0	-	175	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	34	34	0	13
Mvmt Flow	0	4	437	4	0	587

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	-	437	0	-	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-
Critical Hdwy	-	6.22	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-
Follow-up Hdwy	-	3.318	-	-	-
Pot Cap-1 Maneuver	0	620	-	0	0
Stage 1	0	-	-	0	0
Stage 2	0	-	-	0	0
Platoon blocked, %			-		-
Mov Cap-1 Maneuver	-	620	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	10.85	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBTWBLn1	SBT
Capacity (veh/h)	- 620	-
HCM Lane V/C Ratio	- 0.007	-
HCM Ctrl Dly (s/v)	- 10.9	-
HCM Lane LOS	- B	-
HCM 95th %tile Q(veh)	- 0	-

HCM 7th TWSC
 10: Drwy A1 & Mountain Creek East

2029 Build AM

Intersection

Int Delay, s/veh 5

Movement	NBL	NBT	SBT	SBR	NEL	NER
Lane Configurations		↕	↕	↕	↕	
Traffic Vol, veh/h	23	208	129	127	202	23
Future Vol, veh/h	23	208	129	127	202	23
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	115	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	19	19	12	12	2	2
Mvmt Flow	25	226	140	138	220	25

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	278	0	0	416	140
Stage 1	-	-	-	140	-
Stage 2	-	-	-	276	-
Critical Hdwy	4.29	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	5.42	-
Follow-up Hdwy	2.371	-	-	3.518	3.318
Pot Cap-1 Maneuver	1193	-	-	593	908
Stage 1	-	-	-	887	-
Stage 2	-	-	-	770	-
Platoon blocked, %		-	-		
Mov Cap-1 Maneuver	1193	-	-	579	908
Mov Cap-2 Maneuver	-	-	-	579	-
Stage 1	-	-	-	865	-
Stage 2	-	-	-	770	-

Approach	NB	SB	NE
HCM Ctrl Dly, s/v	0.8	0	15.04
HCM LOS			C

Minor Lane/Major Mvmt	NELn1	NBL	NBT	SBT	SBR
Capacity (veh/h)	601	179	-	-	-
HCM Lane V/C Ratio	0.407	0.021	-	-	-
HCM Ctrl Dly (s/v)	15	8.1	0	-	-
HCM Lane LOS	C	A	A	-	-
HCM 95th %tile Q(veh)	2	0.1	-	-	-

HCM Unsignalized Intersection Capacity Analysis
 11: SR 11 & Drwy A2

2029 Build
 AM Peak Hour



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations			↑	↑		↑
Traffic Volume (veh/h)	0	0	402	77	0	540
Future Volume (Veh/h)	0	0	402	77	0	540
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	437	84	0	587
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	1024	437			521	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1024	437			521	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	100			100	
cM capacity (veh/h)	261	620			1056	
Direction, Lane #						
	NB 1	NB 2	SB 1			
Volume Total	437	84	587			
Volume Left	0	0	0			
Volume Right	0	84	0			
cSH	1700	1700	1700			
Volume to Capacity	0.26	0.05	0.35			
Queue Length 95th (ft)	0	0	0			
Control Delay (s/veh)	0.0	0.0	0.0			
Lane LOS						
Approach Delay (s/veh)	0.0		0.0			
Approach LOS						
Intersection Summary						
Average Delay			0.0			
Intersection Capacity Utilization			31.8%	ICU Level of Service	A	
Analysis Period (min)			15			

HCM 7th TWSC
1: Mountain Creek East

2029 Build PM

Intersection

Int Delay, s/veh 185.3

Movement	NBT	NBR	SBL	SBT	NWL	NWR
Lane Configurations	↑	↑		↑	↑	
Traffic Vol, veh/h	575	48	279	568	88	265
Future Vol, veh/h	575	48	279	568	88	265
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	Yield	-	None	-	None
Storage Length	-	0	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	34	34	13	13	19	19
Mvmt Flow	612	51	297	604	94	282

Major/Minor

	Major1	Major2	Minor1		
Conflicting Flow All	0	0	612	0	1810
Stage 1	-	-	-	-	612
Stage 2	-	-	-	-	1198
Critical Hdwy	-	-	4.23	-	6.59
Critical Hdwy Stg 1	-	-	-	-	5.59
Critical Hdwy Stg 2	-	-	-	-	5.59
Follow-up Hdwy	-	-	2.317	-	3.671
Pot Cap-1 Maneuver	-	-	916	-	~ 78
Stage 1	-	-	-	-	510
Stage 2	-	-	-	-	264
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	916	-	~ 40
Mov Cap-2 Maneuver	-	-	-	-	~ 40
Stage 1	-	-	-	-	510
Stage 2	-	-	-	-	135

Approach

	NB	SB	NW
HCM Ctrl Dly, s/v	0	3.56	\$ 948.31
HCM LOS			F

Minor Lane/Major Mvmt

	NBT	NBRNWLn1	SBL	SBT
Capacity (veh/h)	-	-	128	593
HCM Lane V/C Ratio	-	-	2.943	0.324
HCM Ctrl Dly (s/v)	-	-	\$ 948.3	10.8
HCM Lane LOS	-	-	F	B
HCM 95th %tile Q(veh)	-	-	35	1.4

Notes

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

HCM 7th TWSC
9: Mountain Creek West

2029 Build PM

Intersection						
Int Delay, s/veh	7.6					
Movement	NBL	NBT	SBT	SBR	SEL	SER
Lane Configurations		↕	↕		↕	
Traffic Vol, veh/h	107	756	765	31	32	108
Future Vol, veh/h	107	756	765	31	32	108
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	34	34	13	13	2	2
Mvmt Flow	111	788	797	32	33	113

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	829	0	-	0	1823 813
Stage 1	-	-	-	-	813 -
Stage 2	-	-	-	-	1010 -
Critical Hdwy	4.44	-	-	-	6.42 6.22
Critical Hdwy Stg 1	-	-	-	-	5.42 -
Critical Hdwy Stg 2	-	-	-	-	5.42 -
Follow-up Hdwy	2.506	-	-	-	3.518 3.318
Pot Cap-1 Maneuver	680	-	-	-	85 378
Stage 1	-	-	-	-	436 -
Stage 2	-	-	-	-	352 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	680	-	-	-	60 378
Mov Cap-2 Maneuver	-	-	-	-	60 -
Stage 1	-	-	-	-	309 -
Stage 2	-	-	-	-	352 -

Approach	NB	SB	SE
HCM Ctrl Dly, s/v	1.4	0	88.41
HCM LOS			F

Minor Lane/Major Mvmt	NBL	NBT	SELn1	SBT	SBR
Capacity (veh/h)	223	-	171	-	-
HCM Lane V/C Ratio	0.164	-	0.852	-	-
HCM Ctrl Dly (s/v)	11.3	0	88.4	-	-
HCM Lane LOS	B	A	F	-	-
HCM 95th %tile Q(veh)	0.6	-	6	-	-

HCM 7th TWSC
10: Drwy A1 & Mountain Creek East

2029 Build PM

Intersection						
Int Delay, s/veh	4.4					
Movement	NBL	NBT	SBT	SBR	NEL	NER
Lane Configurations		↕	↑	↗	↘	
Traffic Vol, veh/h	21	186	225	117	176	21
Future Vol, veh/h	21	186	225	117	176	21
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	115	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	19	19	12	12	2	2
Mvmt Flow	23	202	245	127	191	23

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	372	0	-	0	492 245
Stage 1	-	-	-	-	245 -
Stage 2	-	-	-	-	248 -
Critical Hdwy	4.29	-	-	-	6.42 6.22
Critical Hdwy Stg 1	-	-	-	-	5.42 -
Critical Hdwy Stg 2	-	-	-	-	5.42 -
Follow-up Hdwy	2.371	-	-	-	3.518 3.318
Pot Cap-1 Maneuver	1099	-	-	-	536 794
Stage 1	-	-	-	-	796 -
Stage 2	-	-	-	-	793 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	1099	-	-	-	523 794
Mov Cap-2 Maneuver	-	-	-	-	523 -
Stage 1	-	-	-	-	777 -
Stage 2	-	-	-	-	793 -

Approach	NB	SB	NE
HCM Ctrl Dly, s/v	0.85	0	15.88
HCM LOS			C

Minor Lane/Major Mvmt	NELn1	NBL	NBT	SBT	SBR
Capacity (veh/h)	543	183	-	-	-
HCM Lane V/C Ratio	0.394	0.021	-	-	-
HCM Ctrl Dly (s/v)	15.9	8.3	0	-	-
HCM Lane LOS	C	A	A	-	-
HCM 95th %tile Q(veh)	1.9	0.1	-	-	-

HCM 7th TWSC
4: Drwy B & SR 11

2029 Build
PM Peak Hour

Intersection						
Int Delay, s/veh	0.2					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations		↑	↑	↑		↑
Traffic Vol, veh/h	0	14	623	9	0	568
Future Vol, veh/h	0	14	623	9	0	568
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Stop	-	Free	-	None
Storage Length	-	0	-	175	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	34	34	0	13
Mvmt Flow	0	15	677	10	0	617

Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	-	677	0	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-
Critical Hdwy	-	6.22	-	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-	-
Follow-up Hdwy	-	3.318	-	-	-	-
Pot Cap-1 Maneuver	0	453	-	0	0	-
Stage 1	0	-	-	0	0	-
Stage 2	0	-	-	0	0	-
Platoon blocked, %			-			-
Mov Cap-1 Maneuver	-	453	-	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-	-
Stage 1	-	-	-	-	-	-
Stage 2	-	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	13.23	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBTWBLn1	SBT
Capacity (veh/h)	- 453	-
HCM Lane V/C Ratio	- 0.034	-
HCM Ctrl Dly (s/v)	- 13.2	-
HCM Lane LOS	- B	-
HCM 95th %tile Q(veh)	- 0.1	-

HCM Unsignalized Intersection Capacity Analysis
 11: SR 11 & Drwy A2

2029 Build
 PM Peak Hour



Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations			↑	↑		↑
Traffic Volume (veh/h)	0	0	623	77	0	568
Future Volume (Veh/h)	0	0	623	77	0	568
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	677	84	0	617
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	1294	677			761	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1294	677			761	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	100			100	
cM capacity (veh/h)	179	453			860	
Direction, Lane #						
	NB 1	NB 2	SB 1			
Volume Total	677	84	617			
Volume Left	0	0	0			
Volume Right	0	84	0			
cSH	1700	1700	1700			
Volume to Capacity	0.40	0.05	0.36			
Queue Length 95th (ft)	0	0	0			
Control Delay (s/veh)	0.0	0.0	0.0			
Lane LOS						
Approach Delay (s/veh)	0.0		0.0			
Approach LOS						
Intersection Summary						
Average Delay			0.0			
Intersection Capacity Utilization			36.1%	ICU Level of Service	A	
Analysis Period (min)			15			

HCM 7th TWSC
1: Mountain Creek East

2031 Build AM

Intersection

Int Delay, s/veh 149.6

Movement	NBT	NBR	SBL	SBT	NWL	NWR
Lane Configurations	↑	↗		↖	↘	
Traffic Vol, veh/h	395	16	249	551	120	298
Future Vol, veh/h	395	16	249	551	120	298
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	Yield	-	None	-	None
Storage Length	-	0	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	95	95	95	95	95	95
Heavy Vehicles, %	34	34	13	13	19	19
Mvmt Flow	416	17	262	580	126	314

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	416	0	1520
Stage 1	-	-	-	-	416
Stage 2	-	-	-	-	1104
Critical Hdwy	-	-	4.23	-	6.59
Critical Hdwy Stg 1	-	-	-	-	5.59
Critical Hdwy Stg 2	-	-	-	-	5.59
Follow-up Hdwy	-	-	2.317	-	3.671
Pot Cap-1 Maneuver	-	-	1086	-	~ 119
Stage 1	-	-	-	-	631
Stage 2	-	-	-	-	294
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1086	-	~ 77
Mov Cap-2 Maneuver	-	-	-	-	~ 77
Stage 1	-	-	-	-	631
Stage 2	-	-	-	-	189

Approach	NB	SB	NW
HCM Ctrl Dly, s/v	0	2.91	\$ 577.39
HCM LOS			F

Minor Lane/Major Mvmt	NBT	NBRNWLn1	SBL	SBT
Capacity (veh/h)	-	-	203	560
HCM Lane V/C Ratio	-	-	2.164	0.241
HCM Ctrl Dly (s/v)	-	-	\$ 577.4	9.4
HCM Lane LOS	-	-	F	A
HCM 95th %tile Q(veh)	-	-	34.4	0.9

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

HCM 7th TWSC
6: Drwy C

2031 Build AM

Intersection

Int Delay, s/veh 0.1

Movement	SET	SER	NWL	NWT	NEL	NER
----------	-----	-----	-----	-----	-----	-----

Lane Configurations	↑	↑		↑	↑	
Traffic Vol, veh/h	132	4	0	212	2	0
Future Vol, veh/h	132	4	0	212	2	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	Yield	-	None	-	None
Storage Length	-	122	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	12	12	19	19	2	2
Mvmt Flow	143	4	0	230	2	0

Major/Minor	Major1	Major2	Minor1
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Conflicting Flow All	0	0	143	0	374	143
Stage 1	-	-	-	-	143	-
Stage 2	-	-	-	-	230	-
Critical Hdwy	-	-	4.29	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.371	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1341	-	627	904
Stage 1	-	-	-	-	884	-
Stage 2	-	-	-	-	808	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1341	-	627	904
Mov Cap-2 Maneuver	-	-	-	-	627	-
Stage 1	-	-	-	-	884	-
Stage 2	-	-	-	-	808	-

Approach	SE	NW	NE
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HCM Ctrl Dly, s/v	0	0	10.76
HCM LOS			B

Minor Lane/Major Mvmt	NELn1	NWL	NWT	SET	SER
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Capacity (veh/h)	627	1341	-	-	-
HCM Lane V/C Ratio	0.003	-	-	-	-
HCM Ctrl Dly (s/v)	10.8	0	-	-	-
HCM Lane LOS	B	A	-	-	-
HCM 95th %tile Q(veh)	0	0	-	-	-

HCM 7th TWSC
 9: Mountain Creek West

2031 Build AM

Intersection

Int Delay, s/veh 2.6

Movement NBL NBT SBT SBR SEL SER

Lane Configurations		↕	↕		↕	
Traffic Vol, veh/h	109	589	724	19	18	77
Future Vol, veh/h	109	589	724	19	18	77
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	34	34	13	13	2	2
Mvmt Flow	112	607	746	20	19	79

Major/Minor Major1 Major2 Minor2

Conflicting Flow All	766	0	-	0	1588	756
Stage 1	-	-	-	-	756	-
Stage 2	-	-	-	-	832	-
Critical Hdwy	4.44	-	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	2.506	-	-	-	3.518	3.318
Pot Cap-1 Maneuver	721	-	-	-	119	408
Stage 1	-	-	-	-	464	-
Stage 2	-	-	-	-	427	-
Platoon blocked, %		-	-	-		
Mov Cap-1 Maneuver	721	-	-	-	91	408
Mov Cap-2 Maneuver	-	-	-	-	91	-
Stage 1	-	-	-	-	355	-
Stage 2	-	-	-	-	427	-

Approach NB SB SE

HCM Ctrl Dly, s/v	1.7	0	29.09
HCM LOS			D

Minor Lane/Major Mvmt NBL NBT SELn1 SBT SBR

Capacity (veh/h)	281	-	245	-	-
HCM Lane V/C Ratio	0.156	-	0.399	-	-
HCM Ctrl Dly (s/v)	10.9	0	29.1	-	-
HCM Lane LOS	B	A	D	-	-
HCM 95th %tile Q(veh)	0.6	-	1.8	-	-

HCM 7th TWSC
 10: Drwy A1 & Mountain Creek East

2031 Build AM

Intersection						
Int Delay, s/veh	5.1					
Movement	NBL	NBT	SBT	SBR	NEL	NER
Lane Configurations		↑	↑	↑	↑	↑
Traffic Vol, veh/h	24	212	132	130	206	23
Future Vol, veh/h	24	212	132	130	206	23
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	115	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	19	19	12	12	2	2
Mvmt Flow	26	230	143	141	224	25

Major/Minor	Major1	Major2	Minor2		
Conflicting Flow All	285	0	-	0	426 143
Stage 1	-	-	-	-	143 -
Stage 2	-	-	-	-	283 -
Critical Hdwy	4.29	-	-	-	6.42 6.22
Critical Hdwy Stg 1	-	-	-	-	5.42 -
Critical Hdwy Stg 2	-	-	-	-	5.42 -
Follow-up Hdwy	2.371	-	-	-	3.518 3.318
Pot Cap-1 Maneuver	1186	-	-	-	585 904
Stage 1	-	-	-	-	884 -
Stage 2	-	-	-	-	765 -
Platoon blocked, %		-	-	-	
Mov Cap-1 Maneuver	1186	-	-	-	570 904
Mov Cap-2 Maneuver	-	-	-	-	570 -
Stage 1	-	-	-	-	861 -
Stage 2	-	-	-	-	765 -

Approach	NB	SB	NE
HCM Ctrl Dly, s/v	0.82	0	15.41
HCM LOS			C

Minor Lane/Major Mvmt	NELn1	NBL	NBT	SBT	SBR
Capacity (veh/h)	592	183	-	-	-
HCM Lane V/C Ratio	0.42	0.022	-	-	-
HCM Ctrl Dly (s/v)	15.4	8.1	0	-	-
HCM Lane LOS	C	A	A	-	-
HCM 95th %tile Q(veh)	2.1	0.1	-	-	-

HCM 7th TWSC
4: Drwy B & SR 11

2031 Build
AM Peak Hour

Intersection						
Int Delay, s/veh	0					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations		↗	↗	↗		↗
Traffic Vol, veh/h	0	4	410	4	0	551
Future Vol, veh/h	0	4	410	4	0	551
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Stop	-	Free	-	None
Storage Length	-	0	-	175	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	34	34	0	13
Mvmt Flow	0	4	446	4	0	599










Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	-	446	0	-	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-
Critical Hdwy	-	6.22	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-
Follow-up Hdwy	-	3.318	-	-	-
Pot Cap-1 Maneuver	0	613	-	0	0
Stage 1	0	-	-	0	0
Stage 2	0	-	-	0	0
Platoon blocked, %			-		-
Mov Cap-1 Maneuver	-	613	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	10.92	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBTWBLn1	SBT
Capacity (veh/h)	- 613	-
HCM Lane V/C Ratio	- 0.007	-
HCM Ctrl Dly (s/v)	- 10.9	-
HCM Lane LOS	- B	-
HCM 95th %tile Q(veh)	- 0	-

HCM Unsignalized Intersection Capacity Analysis
 11: SR 11 & Drwy A2

2031 Build
 AM Peak Hour

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	0	0	410	79	0	551
Future Volume (Veh/h)	0	0	410	79	0	551
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	446	86	0	599
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	1045	446			532	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1045	446			532	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	100			100	
cM capacity (veh/h)	253	612			1046	
Direction, Lane #	NB 1	NB 2	SB 1			
Volume Total	446	86	599			
Volume Left	0	0	0			
Volume Right	0	86	0			
cSH	1700	1700	1700			
Volume to Capacity	0.26	0.05	0.35			
Queue Length 95th (ft)	0	0	0			
Control Delay (s/veh)	0.0	0.0	0.0			
Lane LOS						
Approach Delay (s/veh)	0.0		0.0			
Approach LOS						
Intersection Summary						
Average Delay			0.0			
Intersection Capacity Utilization			32.3%	ICU Level of Service		A
Analysis Period (min)			15			

HCM 7th TWSC
1: Mountain Creek East

2031 Build PM

Intersection

Int Delay, s/veh 214.8

Movement	NBT	NBR	SBL	SBT	NWL	NWR
----------	-----	-----	-----	-----	-----	-----

Lane Configurations	↑	↑		↑	↑	
Traffic Vol, veh/h	587	49	285	580	90	271
Future Vol, veh/h	587	49	285	580	90	271
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	Yield	-	None	-	None
Storage Length	-	0	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	34	34	13	13	19	19
Mvmt Flow	624	52	303	617	96	288

Major/Minor	Major1	Major2	Minor1
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Conflicting Flow All	0	0	624	0	1848	624
Stage 1	-	-	-	-	624	-
Stage 2	-	-	-	-	1223	-
Critical Hdwy	-	-	4.23	-	6.59	6.39
Critical Hdwy Stg 1	-	-	-	-	5.59	-
Critical Hdwy Stg 2	-	-	-	-	5.59	-
Follow-up Hdwy	-	-	2.317	-	3.671	3.471
Pot Cap-1 Maneuver	-	-	906	-	~74	456
Stage 1	-	-	-	-	503	-
Stage 2	-	-	-	-	257	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	906	-	~36	456
Mov Cap-2 Maneuver	-	-	-	-	~36	-
Stage 1	-	-	-	-	503	-
Stage 2	-	-	-	-	126	-

Approach	NB	SB	NW
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HCM Ctrl Dly, s/v	0	3.61	\$ 1099.32
HCM LOS			F

Minor Lane/Major Mvmt	NBT	NBRNWLn1	SBL	SBT
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Capacity (veh/h)	-	-	117	593
HCM Lane V/C Ratio	-	-	3.27	0.335
HCM Ctrl Dly (s/v)	-	-	\$ 1099.3	11
HCM Lane LOS	-	-	F	B
HCM 95th %tile Q(veh)	-	-	37.2	1.5

Notes

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

HCM 7th TWSC
6: Drwy C

2031 Build PM

Intersection

Int Delay, s/veh 0.3

Movement	SET	SER	NWL	NWT	NEL	NER
Lane Configurations	↑	↑		↑	↑	
Traffic Vol, veh/h	229	7	1	190	10	1
Future Vol, veh/h	229	7	1	190	10	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	Yield	-	None	-	None
Storage Length	-	122	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	12	12	19	19	2	2
Mvmt Flow	249	8	1	207	11	1

Major/Minor	Major1	Major2	Minor1
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Conflicting Flow All	0	0	249	0	458	249
Stage 1	-	-	-	-	249	-
Stage 2	-	-	-	-	209	-
Critical Hdwy	-	-	4.29	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.371	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1224	-	561	790
Stage 1	-	-	-	-	793	-
Stage 2	-	-	-	-	826	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1224	-	561	790
Mov Cap-2 Maneuver	-	-	-	-	561	-
Stage 1	-	-	-	-	793	-
Stage 2	-	-	-	-	825	-

Approach	SE	NW	NE
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HCM Ctrl Dly, s/v	0	0.04	11.38
HCM LOS			B

Minor Lane/Major Mvmt	NELn1	NWL	NWT	SET	SER
-----------------------	-------	-----	-----	-----	-----

Capacity (veh/h)	576	9	-	-	-
HCM Lane V/C Ratio	0.021	0.001	-	-	-
HCM Ctrl Dly (s/v)	11.4	7.9	0	-	-
HCM Lane LOS	B	A	A	-	-
HCM 95th %tile Q(veh)	0.1	0	-	-	-

HCM 7th TWSC
9: Mountain Creek West

2031 Build PM

Intersection

Int Delay, s/veh 9.6

Movement	NBL	NBT	SBT	SBR	SEL	SER
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Lane Configurations		↕	↕		↕	
Traffic Vol, veh/h	110	777	784	32	33	111
Future Vol, veh/h	110	777	784	32	33	111
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	96	96	96	96	96	96
Heavy Vehicles, %	34	34	13	13	2	2
Mvmt Flow	115	809	817	33	34	116

Major/Minor	Major1	Major2	Minor2
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Conflicting Flow All	850	0	0	1872	833
Stage 1	-	-	-	833	-
Stage 2	-	-	-	1039	-
Critical Hdwy	4.44	-	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	5.42	-
Follow-up Hdwy	2.506	-	-	3.518	3.318
Pot Cap-1 Maneuver	667	-	-	79	368
Stage 1	-	-	-	427	-
Stage 2	-	-	-	341	-
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	667	-	-	54	368
Mov Cap-2 Maneuver	-	-	-	54	-
Stage 1	-	-	-	293	-
Stage 2	-	-	-	341	-

Approach	NB	SB	SE
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HCM Ctrl Dly, s/v	1.43	0	114.33
HCM LOS			F

Minor Lane/Major Mvmt	NBL	NBT	SELn1	SBT	SBR
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Capacity (veh/h)	223	-	159	-	-
HCM Lane V/C Ratio	0.172	-	0.945	-	-
HCM Ctrl Dly (s/v)	11.5	0	114.3	-	-
HCM Lane LOS	B	A	F	-	-
HCM 95th %tile Q(veh)	0.6	-	7	-	-

HCM 7th TWSC
10: Drwy A1 & Mountain Creek East

2031 Build PM

Intersection

Int Delay, s/veh 4.6

Movement	NBL	NBT	SBT	SBR	NEL	NER
Lane Configurations		↕	↑	↗	↘	
Traffic Vol, veh/h	22	190	229	119	180	22
Future Vol, veh/h	22	190	229	119	180	22
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	115	0	-
Veh in Median Storage, #	-	0	0	-	0	-
Grade, %	-	0	0	-	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	19	19	12	12	2	2
Mvmt Flow	24	207	249	129	196	24

Major/Minor	Major1	Major2	Minor2
Conflicting Flow All	378	0	0 503 249
Stage 1	-	-	- 249 -
Stage 2	-	-	- 254 -
Critical Hdwy	4.29	-	- 6.42 6.22
Critical Hdwy Stg 1	-	-	- 5.42 -
Critical Hdwy Stg 2	-	-	- 5.42 -
Follow-up Hdwy	2.371	-	- 3.518 3.318
Pot Cap-1 Maneuver	1093	-	- 528 790
Stage 1	-	-	- 793 -
Stage 2	-	-	- 788 -
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	1093	-	- 515 790
Mov Cap-2 Maneuver	-	-	- 515 -
Stage 1	-	-	- 773 -
Stage 2	-	-	- 788 -

Approach	NB	SB	NE
HCM Ctrl Dly, s/v	0.87	0	16.32
HCM LOS			C

Minor Lane/Major Mvmt	NELn1	NBL	NBT	SBT	SBR
Capacity (veh/h)	535	187	-	-	-
HCM Lane V/C Ratio	0.41	0.022	-	-	-
HCM Ctrl Dly (s/v)	16.3	8.4	0	-	-
HCM Lane LOS	C	A	A	-	-
HCM 95th %tile Q(veh)	2	0.1	-	-	-

HCM 7th TWSC
4: Drwy B & SR 11

2031 Build
PM Peak Hour

Intersection

Int Delay, s/veh 0.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations		↗	↗	↗		↗
Traffic Vol, veh/h	0	15	636	10	0	580
Future Vol, veh/h	0	15	636	10	0	580
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Stop	-	Free	-	None
Storage Length	-	0	-	175	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	34	34	0	13
Mvmt Flow	0	16	691	11	0	630

Major/Minor

	Minor1	Major1	Major2		
Conflicting Flow All	-	691	0	-	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-
Critical Hdwy	-	6.22	-	-	-
Critical Hdwy Stg 1	-	-	-	-	-
Critical Hdwy Stg 2	-	-	-	-	-
Follow-up Hdwy	-	3.318	-	-	-
Pot Cap-1 Maneuver	0	444	-	0	0
Stage 1	0	-	-	0	0
Stage 2	0	-	-	0	0
Platoon blocked, %			-		-
Mov Cap-1 Maneuver	-	444	-	-	-
Mov Cap-2 Maneuver	-	-	-	-	-
Stage 1	-	-	-	-	-
Stage 2	-	-	-	-	-

Approach










	WB	NB	SB
HCM Ctrl Dly, s/v	13.41	0	0
HCM LOS	B		

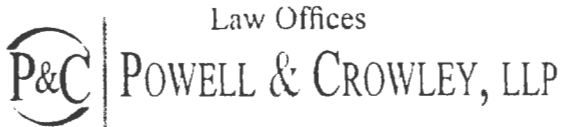
Minor Lane/Major Mvmt

	NBTWBLn1	SBT
Capacity (veh/h)	- 444	-
HCM Lane V/C Ratio	- 0.037	-
HCM Ctrl Dly (s/v)	- 13.4	-
HCM Lane LOS	- B	-
HCM 95th %tile Q(veh)	- 0.1	-

HCM Unsignalized Intersection Capacity Analysis
 11: SR 11 & Drwy A2

2031 Build
 PM Peak Hour

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	0	0	636	79	0	580
Future Volume (Veh/h)	0	0	636	79	0	580
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	691	86	0	630
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	1321	691			777	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	1321	691			777	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	100			100	
cM capacity (veh/h)	173	445			848	
Direction, Lane #	NB 1	NB 2	SB 1			
Volume Total	691	86	630			
Volume Left	0	0	0			
Volume Right	0	86	0			
cSH	1700	1700	1700			
Volume to Capacity	0.41	0.05	0.37			
Queue Length 95th (ft)	0	0	0			
Control Delay (s/veh)	0.0	0.0	0.0			
Lane LOS						
Approach Delay (s/veh)	0.0		0.0			
Approach LOS						
Intersection Summary						
Average Delay			0.0			
Intersection Capacity Utilization			36.8%		ICU Level of Service	A
Analysis Period (min)			15			



Anthony O.L. Powell, P.C.
John James Crowley, P.C.

208 Brook Stone Place
Social Circle, Georgia 30025
(770) 962.0100

Mailing Address
P.O. Box 1390
Lawrenceville, GA 30046

February 26, 2026

VIA FEDERAL EXPRESS OVERNIGHT MAIL

Chairman David Thompson	Commissioner Timmy Shelnut
Commissioner Amarie Warren	Commissioner Lee Bradford
Commissioner Pete Myers	Commissioner Jeremy Adams
Chairman Kirklyn Dixon	

The Board of Commissioners of Walton County
303 South Hammond Drive
Monroe, GA 30655

Dear Chairman & Commissioners:

Please be advised that the City of Social Circle, Georgia, by the authority vested in the Mayor and the Council of the City of Social Circle, Georgia by Article 2 of Chapter 36, Title 36, of the Official Code of Georgia Annotated, intends to annex the property hereinafter described in Exhibit "A" ("Property") by ordinance at a regular meeting of the Mayor and the City Council.

This letter has been sent to you by overnight mail within thirty (30) business days of acceptance of an application for annexation by the City of Social Circle, Georgia, in accordance with O.C.G.A. § 36-36-6 and O.C.G.A. § 36-36-9 and after receipt of the application for zoning pursuant to O.C.G.A. § 36-36-111. The Property owner's annexation application is attached hereto as Exhibit "B."

The Property owners have requested the zoning of parcels currently zoned Agriculture (AG) in Walton County to a zoning of Light Industrial (LI) within Social Circle. In addition, the Property owner has requested a special use permit as outlined in Exhibit "D."

Pursuant to O.C.G.A. § 36-36-7 and O.C.G.A. § 36-36-9, you must notify the Mayor and Council of the City of Social Circle, Georgia, in writing and by certified mail, return receipt requested, of any county facilities or property located within the property to be annexed, within five (5) business days of receipt of this letter.

Pursuant to O.C.G.A. § 36-36-4 a public hearing before Planning Commission will be held on the annexation, rezoning, and special use permit of the Property will be held on March 24, 2026, at 6:00 PM and will take place in the Social Circle Community Room, located at 138 East Hightower Trail, Social Circle, Georgia, 30025. A public hearing before the Mayor and Council

will be held on the annexation, rezoning, and special use permit of the Property will be held on April 21, 2026, at 6:30 PM and will take place in the Social Circle Community Room, located at 138 East Hightower Trail, Social Circle, Georgia, 30025. If the county has an objection under O.C.G.A. § 36-36-113, in accordance with the objection and resolution process, you must notify Ashley Davis, Planning Administrator for the City of Social Circle, within thirty (30) calendar days of receipt of this notice.

Sincerely,



John J. Crowley
City Attorney for the City of Social Circle



The City Of
SOCIAL CIRCLE

166 North Cherokee Road · Post Office Box 310 · Social Circle, Georgia 30025
Office: 770-464-2380 · Fax: 770-464-2113

100% ANNEXATION METHOD APPLICATION

Evidence of a Pre-Application Meeting  Evidence of Pre-Application Meeting

APPLICANT INFORMATION

Applicant Name: Scott Greene - Thomas & Hutton

Applicant Address: 5552 Peachtree Road, Suite 175 Atlanta, GA 30340

Phone Number: 470-893-1664 E-Mail: greene.s@tandh.com

Applicant is the Owner's Agent Property Owner Contract Purchaser

Other: _____

PROPERTY OWNER INFORMATION (if different than the applicant)

Owner of Property: _____

Owners Address: _____

Phone Number: _____ E-Mail: _____

Who will be the main point of contact for this application? Applicant Property Owner

Property Owner Authorization  Complete Property Owner Authorization

[Click here for Property Owner Authorization Form](#)

"Georgia's Greatest Little Town"



The City Of
SOCIAL CIRCLE

166 North Cherokee Road · Post Office Box 310 · Social Circle, Georgia 30025
Office: 770-464-2380 · Fax: 770-464-2113

SUBJECT PROJECT INFORMATION

Parcel Number: C1480001

Address of Subject Property: 1402 ROY MALCOM RD, SOCIAL CIRCLE, GA 30025

Housing Units: 0 Buildings: 2

Population: White: _____ Black: _____ Other: _____

Site Plan – Showing the location of existing buildings and other improvements.

Site Plan

Petition Requesting Annexation Complete Petition for Annexation
Click here for Petition Requesting Annexation Form

Annexation Information Application Complete Annexation Information Application
Click here for Annexation Information Application

100% Method Petition Requesting Annexation Complete 100% Method Form
Click here for 100% Method Petition Requesting Annexation

I DO HEREBY CERTIFY THAT THE INFORMATION PROVIDED HEREIN IS BOTH COMPLETE AND ACCURATE TO THE BEST OF MY KNOWLEDGE. I AGREE TO ELECTRONICALLY SIGN THIS APPLICATION.

Scott Greene
Scott Greene (770) 5 2026 16 47 68 (E63)
Signature

Date: Feb 9, 2026

"Georgia's Greatest Little Town"

April 14, 2026

The Walton County Board of Commissioners held its regular monthly meeting on Tuesday, April 14, 2026 at 6:00 p.m. at the Historic Walton County Courthouse. Those participating in the meeting included Chairman David Thompson, Commissioners Amarie Warren, Pete Myers, Timmy Shelnut, Lee Bradford, Jeremy Adams and Kirklyn Dixon, County Clerk Rhonda Hawk, County Manager John Ward, Planning Director Kristi Parr, Finance Director Jennifer Wall, and County Attorney Mike Malcom. A list of employees and citizens in attendance at the meeting is on file in the auxiliary file under this meeting date.

PRESENTATIONS

Shane Short, Ben McDaniel and Dessa Morris gave an annual report on Economic Development and Walton Works

MEETING OPENING

Chairman Thompson called the meeting to order at 6:08 p.m. and led the Pledge of Allegiance. Commissioner Shelnut gave the invocation.

ADOPTION OF AGENDA

Motion: *Commissioner Adams made a motion, seconded by Commissioner Dixon to adopt the agenda with the addition of an appointment to the Planning Commission, District 3, Item 11.2. All district commissioners voted in favor.*

DISCUSSION

County Manager's Report/Update

County Manager John Ward gave an update and report on county matters to the Board.

PLANNING & DEVELOPMENT

Solid Waste Handling Permit - Proposed Air Curtain Destructor Facility at existing Inert Landfill @ 2351 Preston Road, Good Hope (Public Hearing)

Attorney Mike Malcom opened the public hearing on the matter. There was no one present to speak. Attorney Mike Malcom closed the public hearing.

Approval of Draft - Capital Improvements Element 2026 Annual Update and Transmittal Resolution (Public Hearing)

Attorney Mike Malcom opened the public hearing on the matter. There was no one present to speak. Attorney Mike Malcom closed the public hearing.

Motion: Commissioner Adams made a motion, seconded by Commissioner Myers, to approve the draft for the Capital Improvements Element 2026 Annual Update. All district commissioners voted in favor.

ADMINISTRATIVE CONSENT AGENDA

- 1. Approval of March 3, 2026 Meeting Minutes
- 2. Contracts & Budgeted Purchases of \$25,000 or Greater
- 3. Declaration of Surplus
- 4. Surplus and Transfer of K9 Zoso to Handler
- 5. Ratification of Actions taken by WCWSA on March 13, 2026
- 6. Acceptance of Right of Way - The Meadows at Good Hope (for the record)
- 7. Grant Application - Firehouse Subs Foundation - Sheriff’s Office
- 8. Acceptance of Donation - Deputies Beyond the Badge - Two (2) 2025 Ford Mustangs

Motion: Commissioner Dixon made a motion, seconded by Commissioner Shelnutt, to approve the Administrative Consent Agenda. All voted in favor.

FINANCE

Resolution - FY26 Budget Amendment

Motion: Commissioner Bradford made a motion to separate the amendment summary and vote separately on 7.8, Jail Operations. Commissioner Dixon seconded the motion. All district commissioners voted in favor. Chairman Thompson opposed the motion. The motion passed 6-1.

Motion: Commissioner Shelnutt made a motion to approve the budget amendment with summary items 1-7 and 9-11. Commissioner Warren seconded the motion and all district commissioners voted in favor.

Motion: Commissioner Shelnutt made a motion to approve item 8, Jail Operations of the budget amendment summary. Commissioner Warren seconded the motion. Commissioners Warren, Myers, Shelnutt and Adams voted in favor. Commissioners Bradford and Dixon opposed the motion. The motion passed 4-2.

HUMAN RESOURCES

ACCG - Defined Contribution Services Agreement - Revised Fee Schedule

Motion: Commissioner Shelnutt made a motion seconded by Commissioner Dixon to approve the revised fee schedule. All district commissioners voted in favor.

Adoption Agreement - Nationwide Financial Services - 457B Plan

Motion: Commissioner Shelnutt made a motion to approve the agreement. Commissioner Warren

seconded the motion; all district commissioners voted in favor.

CONTRACTS

MOU - Walton County School District - Fire Rescue Internship Program

Motion: *Commissioner Shelnutt made a motion, seconded by Commissioner Adams to approve the MOU for a Fire Rescue Internship Program. All district commissioners voted in favor.*

ACCEPTANCE OF BIDS/PROPOSALS

Acceptance of Bid - Milling and Asphalt Replacement for 2026

Motion: *Commissioner Adams made a motion to accept the low bid from Blount Construction in the amount of \$165.64 per ton for the 2026 paving period. Commissioner Bradford seconded the motion and all district commissioners voted in favor.*

Acceptance of Proposal - Landscaping Maintenance for Government Building, Sheriff's Office, DFCS and Baker Street Property

Motion: *Commissioner Dixon made a motion, seconded by Commissioner Myers, to accept the proposal from BrightView in the amount of \$82,000. All district commissioners voted in favor.*

APPOINTMENTS

Northeast Georgia Regional Commission

Motion: *Commissioner Adams made a motion to appoint Kirklyn Dixon to the Northeast Georgia Regional Commission. Commissioner Bradford seconded the motion; all district commissioners voted in favor.*

Planning Commission, District 3

Motion: *Commissioner Shelnutt made a motion to appoint Robert Post to the Planning Commission for District 3. Commissioner Adams seconded the motion. All district commissioners voted in favor.*

ADJOURNMENT

Motion: *Commissioner Adams made a motion, seconded by Commissioner Shelnutt, to adjourn the meeting. The motion carried and the meeting was adjourned at 6:35 p.m.*

All documents of record for this meeting are on file in either the addendum book or auxiliary file under this meeting date.

DAVID G. THOMPSON, CHAIRMAN

RHONDA HAWK, COUNTY CLERK

Walton County Board of Commissioners
Purchases \$25,000.00
Meeting

May 5, 2026

Department	Fund	Description	Payee	Amount
Budget Year FY26				
	100	Premium for May 2026-For the Record	One America	\$ 45,489.30
	Various	Replenish Funds In Workers Comp-For the Record	Walton Co BOC	\$ 30,743.00
	Various	Replenish Funds In Workers Comp-For the Record	Walton Co Health Benefits Trust	\$ 500,000.00
IT Dept				
	1535 100	HP Printers, Scanners, Desktop Monitors	Shi International Corp.	\$ 37,011.80
GIS				
	1537 100	Aerial Flight	Pictometry International Corp	\$ 34,563.75
Facilities Dept				
	1565 100	Fire Alarm System Replacement	Computer Alarm	\$ 32,270.00
PF Authority-Facilities				
	1565.23 338	Demo and Pouring New Concrete Slabs	Lions Pride Oconee, LLC	\$ 32,511.50
Jail				
	3325 100	Inmate Medical Mar 26	MedTrust LLC	\$ 491,946.96
	3325 100	Inmate Meals Feb 14-Mar 27 2026	Summit Food Services, LLC	\$ 149,181.65
	3325 100	May 26 Allocation: Complex Maintenance	TKC Management Services	\$ 55,839.00
Fire Dept.				
	3520.270 270	Parts to Repair Engine 10/ Labor Charge	Peach State Truck Centers, LLC	\$ 32,098.79
	3520.270 270	Parts for Repair on Truck 11/ Labor Charge	Williams Fire Apparatus	\$ 31,033.54
Roadways and Walkways				
	4220 100	Pavement Preservation Treatment	Holbrook Asphalt, LLC	\$ 98,848.92
Public Works Splost 2025				
	4220.24 324	Overlook Pass Asphalt Project	E.R. Snell Contractor Inc	\$ 40,893.00

Department	Fund	Description	Payee	Amount
Storm Water				
	4251 100	Storm Drain Repairs	Utility Asset Management Inc	\$ 68,304.00
Water				
	4446 507	Water and Testing - For the Record	Cornish Creek Water Fund	\$ 198,834.00
Solid Waste Disposal				
	4530 540	Tipping Fees-March	City of Monroe Public Works	\$ 28,450.01
Parks & Rec Splost 2019				
	6220.19 323	Meridian Park Pickleball Courts-For the Record	Precision Planning Inc	\$ 4,102.54
American Rescue Fund				
	257	Water Treatment Facility Mar 26-For the Record	Atkinson Ferguson LLC	\$ 4,480.50
	257	Right of Way Appraisal Services-For the Record	BM&K Inc	\$ 27,550.00
	257	Professional Engineering Mar 26-For the Record	Jacobs Engineering	\$ 133,906.55
	257	Water Transmission Main Phase 1-For the Record	Mid-South Builders, Inc	\$ 787,445.19
	257	HLC Management-WTF-For the Record	Precision Planning Inc	\$ 37,703.23
Hard Labor Creek				
	4405 508	HLC O&M-For the Record	Precision Planning Inc.	\$ 4,493.43
	508	Apalachee River Intake-WTF-For the Record	Precision Planning Inc.	\$ 3,932.72
				\$2,911,633.38

STATE OF GEORGIA
WALTON COUNTY

INTERGOVERNMENTAL AGREEMENT FOR THE USE OF WEST WALTON PARK

THIS INTERGOVERNMENTAL AGREEMENT, made and entered into as of this ___ 6th day of April by and between WALTON COUNTY, GEORGIA, (the "County") and the CITY OF LOGANVILLE, GEORGIA, (the "City"), both political subdivisions of the state of Georgia, provides as follows:

WITNESSETH:

WHEREAS, Article IX, Section III, Paragraph I(a) of the Constitution of Georgia (the "Intergovernmental Contracts Clause") authorizes the County and the City to contract for a period not to exceed 50 years; and

WHEREAS, the City wishes to hold its Independence Celebration at the West Walton Park on June 27, 2026; and

WHEREAS, the County agrees to let the City hold it's Independence Celebration ("the event") at the West Walton Park on June 27, 2026, subject to terms and conditions described herein.

NOW THEREFORE, in consideration of the mutual promises and undertakings made in this Agreement, the value and sufficiency of which is hereby acknowledged, the County and the City agree as follows:

ARTICLE 1.

USE OF PROPERTY

1.

The County gives permission to the City to use the West Walton Park for the event on June 27, 2026.

2.

The County gives permission to the City to use the West Walton Park parking lot for launching of fireworks by Pyrotecnico for the event. The County agrees that the City may close the entrance to West Walton Park on Twin Lakes Drive in order to facilitate the launching of fireworks at the event.

3.

The County gives the City permission to set up inflatable(s) on the lower football fields of West Walton Park ("the fields") for the event.

4.

The County gives permission for attendees of the event to set up blankets and chairs on the fields during the event.

5.

The County agrees that the City shall have control of the lights on the fields before, during, and after the event.

6.

The City agrees to clean up any debris from the fireworks and/or trash in the areas used during the event by 2:00 pm on Monday, June 29, 2026.

ARTICLE 2.
COUNTY LOGO

7.

The County logo will be included on all City-produced promotional material for the event.

8.

The City will provide a limited amount of parking passes to the County for the event.

ARTICLE 3.
INSURANCE

9.

The City previously provided to the County proof of insurance held by Pyrotecnico which provides coverage to the parties for Pyrotecnico's launching of fireworks during the event.

10.

The City maintains event insurance which may provide coverage for the event. Proof of this insurance is available upon request.

ARTICLE 4.
GOVERNING LAW

11.

This Intergovernmental Agreement is being made in Georgia and shall be construed and enforced in accordance with the laws of that State.

ARTICLES.
ENTIRE AGREEMENT

12.

This Intergovernmental Agreement constitutes the entire agreement among the parties as to the subject matter hereof and may not be modified, altered or amended except by mutual consent of the parties in writing.

ARTICLE 6.

NOTICES

13.

All notices hereunder shall be sufficiently given and shall be deemed given when mailed by registered or certified mail, return receipt requested, postage prepaid addressed as follows:

(a) If to the County:

(b) If to the City:

City of Loganville
 4303 Lawrenceville Road
 Loganville, Georgia 30052
 Attention: City Manager,
 Danny Roberts
with a copy to:

Rosenthal Wright
 110 Court Street
 PO Box 926
 Monroe, GA 30655
 Attn: Paul Rosenthal

The parties may, by notice given hereunder, designate any further or different addresses to which subsequent notices shall be sent.

ARTICLE 7.

WAIVER OF BREACH

14.

The waiver of a breach of any provision of this Intergovernmental Agreement shall not operate or be construed as a waiver of any subsequent breach.

ARTICLE 8.

ASSIGNMENT

15.

This Intergovernmental Agreement shall inure to the benefit of and be binding upon the respective heirs, executors, administrators, successors and assigns of the parties hereto. This Intergovernmental Agreement may not be assigned except by mutual consent of the parties in writing.

ARTICLE 9.

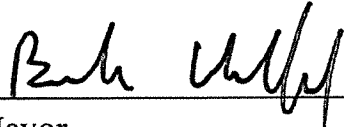
SEVERABILITY

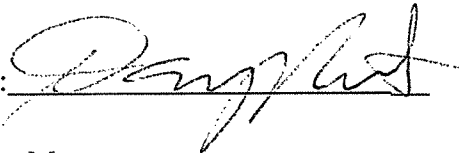
16.

Should any provision of this Intergovernmental Agreement be unlawful, invalid or void, the remainder of this Intergovernmental Agreement shall remain effective and be enforced to the greatest extent permitted by law to accomplish the purposes hereof.

IN WITNESS WHEREOF, the parties hereto have caused this Intergovernmental Agreement to be executed by their duly authorized officers and their seals to be affixed, all as of the date first above written.

City of Loganville

By: 
Mayor

ATTEST: 
City Manager

[Intergovernmental Agreement Signature Page of the City]

WALTON COUNTY

By: _____
Chairperson

ATTEST: _____
Secretary

[Intergovernmental Agreement Signature Page of the County]

WALTON COUNTY, GA
Proposed Budget - Fiscal Year 2027 Highlights

The proposed FY2027 General Fund budget is \$107,095,513, which is \$6,120,529 more than the original FY2026 budget, mainly due to increased debt service costs.

Personnel for the upcoming fiscal year has the following:

- ❖ Salaries increase – Merit increase 2.50% for eligible employees - \$1,135,008
 - Effective July 1, 2026, except Sheriff's personnel, whose effective date is January 1, 2027
- ❖ 16 Fulltime positions with benefits - \$1,440,223
- ❖ Promotional monies - \$264,498

Capital Equipment and Vehicle requests made are anticipated to be met in the Special Revenue and Enterprise Fund.

- ❖ Public Safety Sheriff - \$862,150
- ❖ Public Safety Fire - \$890,300
- ❖ Water Department - \$81,000

The proposed budget for the Capital Project includes significant construction costs associated with ongoing progress on the Water Treatment Plant project.

The County will fund these with a combination of Federal Grants, SPLOST receipts and proceeds from Revenue Bond(s) issuance.

The Proposed Fiscal Year 2026 budget assumes a County-wide millage of 12.278, unchanged from the previous Fiscal year 2026.

The Proposed Fiscal Year 2027 budget assumes a Fire District millage of 2.365, unchanged from the previous Fiscal year 2026.

Public hearing for the Proposed Fiscal Year 2027 budget will be held Tuesday, May 19, 2026 at 5:00 PM at the Historic Walton County Courthouse, 111 S. Broad St, Monroe, GA 30655

RESOLUTION OF THE BOARD OF COMMISSIONERS OF WALTON COUNTY, GEORGIA TO APPROVE THE PROJECT LENGTH BUDGET FOR THE 2026 LRA & SPLOST V RESURFACING PROJECTS, AND TO AMEND THE FISCAL YEAR 2026 BUDGET

WHEREAS, on May 24, 2024, the Walton County, Georgia SPLOST 2025 (“SPLOST V”) was approved by voter referendum; and

WHEREAS, Installment payments to the Walton Industrial Building Authority for the acquisition of the Public Safety Complex, transportation projects, parks and recreation projects, building projects, water system improvements, and vehicle and major equipment acquisition are designated SPLOST V projects; and

WHEREAS, the Walton County Board of Commissioners adopted an annual balanced budget for Fiscal Year 2026 on May 6, 2025; and

WHEREAS, pursuant to O.C.G.A. § 36-81-3(d), a local government may amend its budget so as to adapt to changing governmental needs during the budget period; and

WHEREAS, the Walton County Board of Commissioners deems it necessary to amend the budget for Fiscal Year 2026.

THEREFORE, BE IT RESOLVED by the Walton County Board of Commissioners that the project-length budgets for 2026 LRA & SPLOST V Resurfacing Projects which is attached hereto as a schedule and incorporated herein by reference, are adopted; and

THEREFORE, BE IT FURTHER RESOLVED by the Walton County Board of Commissioners that the budget for Fiscal Year 2026 be amended to incorporate fiscal year 2026 for the 2026 LRA & SPLOST V Resurfacing Projects.

SO RESOLVED THIS 5th DAY OF May, 2026:

BOARD OF COMMISSIONERS OF WALTON COUNTY, GEORGIA

By: _____
David G. Thompson, Chairman

Attest: _____
Rhonda R. Hawk, County Clerk

[COUNTY SEAL]

WALTON COUNTY PUBLIC WORKS

DATE: 4/28/2026

PROJECT: 2026 LRA & SPLOST V RESURFACING PROJECTS

2026 LRA Resurfacing projects include deep patching, resurfacing, building shoulders, seed & straw, and traffic signs and/or striping. LRA Grant covers 100% of the cost of the projects listed. SPLOST V funds would cover any costs above the \$1,741,843.64 grant amount.

Description	Unit Measure	Totals
Bold Springs Road	8.30 miles	\$1,558,000
Emmitt Still Road	1.90 miles	\$343,000

Total Resurfacing Cost:	\$1,881,000.00
LRA Grant Amount:	\$1,741,843.64
SPLOST V Funds:	\$139,156.36

Modifications

Total Modification Cost: _____

Renovations

Total Renovations Costs: _____

Site Development/Improvements Costs

Description	Unit Meas.	Unit Cost	Totals
-------------	------------	-----------	--------

Total Site Dev. Costs: _____

Project Contingency

Total Project Contingency Costs: _____

TOTAL PROJECT BUDGET _____ **\$1,881,000**

Benefits Renewal Overview – County Cost

Item 8.1.

	Current	Renewal
Health Plan	Anthem/Veracity/Anthem	Anthem/Veracity/Anthem
Total County Net Annual Spend	\$13,549,136	\$15,439,398
Dental	Anthem	Anthem
Total County Net Annual Spend	\$374,753	\$402,306
Vision	Anthem	Anthem
Total County Net Annual Spend	\$30,064	\$30,064
Basic Life and AD&D	Anthem	Anthem
Total County Annual Spend	\$78,769	\$78,769
Grand Total County Annual Spend	\$14,032,723	\$15,950,537
\$ Difference	N/A	\$1,917,815
% Difference	N/A	13.67%

- Above is not inclusive of VeracityRx Pharmacy Rebates passed along to the County (\$245K paid in July-March 2026)

Walton County Department Agenda Request

Department Name: **Walton County Fire Rescue**

Department Head/Representative: **Jonathan Fuqua**

Meeting Date Request: **May 5th, 2026**

Has this topic been discussed at past meetings? **No**

If so, When?

TOPIC: **Adoption of Brycer “Compliance Engine” software for use in fire marshal code compliance tracking at no cost to the county.**

Wording For Agenda: **Fire Marshal Compliance Software Request**

This Request: Informational Purposes Only **Needs Action by Commissioners***

*What action are you seeking from the Commissioners? **Authorize the Chairman to sign the contract pending attorney review.**

Department Comments/Recommendation: **Contract approval**

Additional Documentation Attached? **Yes**

Is review of this request or accompanying documentation by the County Attorney required? **Yes**

If so, has a copy of the documentation been forwarded to County Attorney? **Yes**

Date forwarded to County Attorney: **4/21/26**

Has the County Attorney review been completed? **No**

If this request involves the expenditure of county funds, please answer the following:

Approved in current budget?

Budget information attached?

Comments:

Purchasing Department Comments:

County Attorney Comments:

Chairman’s Comments:

BRYCER, L.P.

BRYCER ADVISORY GROUP, L.P.

4355 Weaver Parkway

Suite 230

Warrenville, IL 60555

March 24th, 2026

Walton County Fire Rescue

1000 Heritage Parkway

Monroe, GA 30655

Re: “The Compliance Engine”

Dear Walton County Fire Rescue:

We look forward to providing you with “The Compliance Engine” (the “Solution”) and the advisory services described below related to the Solution (the “Advisory Services”). This proposal letter provides the basic terms by which Brycer, L.P. (“Brycer”) and Brycer Advisory Group, L.P. (“BAGLP”) will provide you, Walton County Fire Rescue (“Client”), with the Solution and the Advisory Services. The use of the Solution, the Advisory Services and all matters among Brycer, BAGLP and Client will be subject to the standard “Terms and Conditions” attached to

this proposal as Exhibit A. The basic terms are as follows:

1. **Term:** Brycer will provide Client with the Solution and BAGLP will provide the Advisory Services for three years, commencing _____ (the “Initial Term”). Thereafter, the Term shall automatically renew for successive three-year periods unless terminated by, as the case may be, Brycer or BAGLP, or Client in writing at least 180 days prior to the expiration of the then current Term (each, a “Renewal Term” and together with the Initial Term, the “Term”). Following the expiration or termination of the Term (as provided in the Terms and Conditions), Client shall stop using the Solution and BAGLP shall stop providing the Advisory Services; provided, however, Brycer shall make available, and Client shall have the right to download, Client’s data from the Solution for a period of 60 days after the expiration or termination of

the Term. Client shall have the right to terminate this agreement upon giving 180 days' written notice to each of Brycer and BAGLP.

1. **Fees:** Client shall not pay any fees for use of the Solution. Brycer will collect all fees due and payable by third party inspectors in connection with activities relating to the Solution.

1. **Brycer and BAGLP Responsibilities:** During the Term, Brycer and BAGLP, as the case may be, shall be responsible for the following in connection with Client's use of the Solution and the Advisory Services:
 - **Availability.** Brycer shall make the Solution available to Client as set forth on Exhibit B. The maintenance schedule and minimum service levels for the Solution are set forth on Exhibit B.
 - **Service Level.** Brycer shall provide commercially reasonable levels of customer service with respect to the Solution to all third parties who transact business with Client and access the Solution.
 - **Backup.** Brycer shall backup the database used in connection with the Solution to a separate server located within the same web hosting firm which the Solution is being hosted on a real time basis. Upon request by Client (which can be no more than once a month) or made prior to or within 60 days after the effective date of termination of the Term, Brycer will make available to Client a complete and secure (i.e. encrypted and appropriately authenticated) download file of Client data in XML format including all schema and attachments in their native format. Brycer shall maintain appropriate administrative, physical and technical safeguards for protection of the security, confidentiality and integrity of Client data. Brycer shall not (a) modify Client data or (b) disclose Client data except as required by law.
 - **Retention of Information.** Brycer will maintain all information entered into the database by third party inspectors for at least five years from the time such information is entered into the database.
 - **Notices.** Brycer will be responsible for generating and delivering the following notices to third parties in connection with the Solution: (a) reminders of upcoming inspections that are due; (b) notices that an inspection is past due; and (c) notices of completed inspection reports which contain one or more deficiencies.
 - **Call Center.** Phone calls by Brycer on behalf of the Client to the property for EACH life-safety system overdue for service based on dates automatically tracked within the TCE database. Brycer is not an agent of the Client and all scripts for the overdue calls will be approved by the Client.
 - **Updates and Enhancements.** In the event Brycer releases any updates, corrections, or enhancements to the Solution during the Term, Brycer shall promptly provide such updates or corrections to Client free of any charge or fee.
 - **Advisory Services.** BAGLP will review the information entered into the Solution by third party inspectors (including compliance and deficient test results) to confirm their accuracy and completeness. On a case by case basis, BAGLP may provide recommendations, suggestions, comments and observations on the test results to the Client. BAGLP shall provide the Advisory Services using the Solution.

1. **Client Responsibilities:** During the Term, Client shall be responsible for the following in connection with Client's use of the Solution:
 - **Operating System.** Client shall be solely responsible for providing a proper operating environment, including computer hardware or other equipment and software, for any portion of the Solution installed on the Client's equipment (the "Client Access Software") and for the installation of network connections to the Internet. In addition

to any other Client Access Software requirements, Client must use version Edge, Firefox version 76, Chrome 60 or Safari (or more recent versions), in addition to having a .pdf reader installed on machines to view attachments.

- **Training.** Client shall allow Brycer at Client's facilities to train all applicable personnel of Client on the use of the Solution.
 - **Information.** Client shall promptly provide each of Brycer and BAGLP with all appropriate information necessary for Brycer to create the database for the Solution, including without limitation: (a) all commercial building addresses within [CLIENT] for Brycer's initial upload; and (b) quarterly updates to in a format acceptable to Brycer in its discretion. Client shall promptly provide BAGLP with all appropriate information for BAGLP to perform the Advisory Services.
 - **Enforcement.** Client shall take all actions necessary to require (e.g. resolution, ordinance, fire policy, code amendment) the use of the Solution by third party inspection companies.
 - **Third-Party Reports.** Client will require all compliant and deficient test results to be submitted.
 - **Compliance.** Client shall be responsible for remaining informed and updated, and causing its third party inspectors to be informed and updated, on all applicable rules, regulations, ordinances and other legal or regulatory requirements related to the underlying testing for which the Solution is being used by third party inspection companies. Client shall inform each of Brycer and BAGLP of any changes, updates or revisions to such rules, regulations, ordinances or requirements that may impact the functionality, compliance, or appropriate use of the Solution or the Advisory Services provided by BAGLP hereunder.
 - **Collaboration.** Client shall make reasonable efforts to collaborate with each of Brycer and BAGLP to ensure that the Solution is used, and the Advisory Services are provided, in accordance with all relevant requirements.
1. **Ownership of Data.** Client owns all the non-public data provided by Client and received from third party contractors for Client. Brycer and BAGLP shall maintain appropriate administrative, physical and technical safeguards for protection of the security, confidentiality and integrity of Client's data.

Please acknowledge your acceptance of this proposal and our standard Terms and Conditions by counter-signing this proposal below. We look forward to a long-term and mutually beneficial relationship with you.

Brycer, L.P.

By:

Its:

Brycer Advisory Group, L.P.

By:

Its:

Acknowledged and Agreed to this

___ day of _____, 20___:

Walton County Fire Rescue

By:

Its:

Exhibit A**Terms and Conditions**

Any capitalized terms not defined in these Terms and Conditions shall have the meaning assigned to it in that certain Letter Agreement attached hereto by and among Brycer, L.P. ("Brycer") and Brycer Advisory Group, L.P. ("BAGLP"), on the one hand, and Client, on the other hand (the "Agreement"). As used in these Terms and Conditions, "Brycer" means either or both of Brycer or BAGLP, as the case may be depending on the provider of the applicable services described and referred to below:

- 1.
2. Restrictions on Use. Client shall not copy, distribute, create derivative works of or modify the Solution or the work product resulting from the Advisory Services (the "Work Product") in any way. Client agrees that: (a) it shall only permit its officers and employees (collectively, the "Authorized Users") to use the Solution and the Work Product for the benefit of Client; (b) it shall use commercially reasonable efforts to prevent the unauthorized use or disclosure of the Solution or the Work Product; (c) it shall not sell, resell, rent or lease the Solution or the Work Product; (d) it shall not use the Solution to store or transmit infringing or otherwise unlawful or tortious material, or to store or transmit material in violation of third party rights; (e) it shall not interfere with or disrupt the integrity or performance of the Solution, the Advisory Services, the Work Product or third-party data contained therein; (f) it shall not reverse engineer, translate, disassemble, decompile or otherwise attempt to create any source code which is derived from the Solution; (g) it shall not permit anyone other than the Authorized Users to view or use the Solution or the Advisory Services and any screen shots of the Solution or the Work Product; and (h) it shall not disclose the features of the Solution or the Work Product to anyone other than the Authorized Users. Client is responsible for all actions taken by the Authorized Users in connection with the Solution and the Advisory Services.
3. Proprietary Rights. All right, title and interest in and to the Solution, the features of the Solution and images of the Solution as well any and all derivative works or modifications thereof (the "Derivative Works"), and any accompanying documentation, manuals or other materials used or supplied under the Agreement or with respect to the Solution or Derivative Works (the "Documentation"), and any reproductions works made thereof, remain with Brycer. Brycer shall have the right to use the Derivative Works, the Work Product, the Documentation and any data used in connection with the foregoing to provide the services under the Agreement and to analyze, improve, expand and enhance the functionality and performance of the Solution, the Advisory Services and related offerings. Client shall not remove any product identification or notices of such proprietary rights from the Solution. Client acknowledges and agrees that, except for the limited use rights established hereunder, Client has no right, title or interest in the Solution, the Derivative Works or the Documentation.
4. Independent Contractor. Nothing in the Agreement may be construed or interpreted as constituting either party hereto as the agent, principal, employee or joint venturer of the other. Each party hereto is an independent contractor. No party may assume, either directly or indirectly, any liability of or for another party. No party has the authority to bind or obligate another party and no party may represent that it has such authority.
5. Reservation of Rights. Brycer reserves the right, in its sole discretion and with prior notice to Client, to discontinue, add, adapt, or otherwise modify any design or specification of the Solution, the contents of any Work Product, and or Brycer's policies, procedures, and requirements specified or related hereto. All rights not expressly granted to Client are reserved to Brycer, including the right to provide all or any part of the Solution or similar Work Product to other parties.
6. Use of Logos. During the term of the Agreement, Brycer shall have the right to use Client's logos for the purpose of providing the Solution to Client and for the purpose of preparing and making available the Work Product to Client.
7. Confidential Information. Each party acknowledges and agrees that in providing the Solution and the Advisory Services, each party, as the case may be, may disclose to the other party certain confidential, proprietary trade secret information ("Confidential Information"). Confidential Information may include, but is not limited to, the Solution, the Work Product, computer programs, flowcharts, diagrams, manuals, schematics, development tools, specifications, design documents, marketing information, financial information or business plans. Each party agrees that it will not, without the express prior written consent of the disclosing party, disclose any Confidential Information or any part thereof to any third party. Notwithstanding the foregoing, the parties acknowledge that each party shall be permitted to comply with any and all federal and state laws concerning disclosure provided that any such required disclosure will not include any of Brycer's screen shots. The disclosing party shall provide prior written notice of any required disclosure of the nondisclosing party's Confidential Information to the nondisclosing party and shall disclose only the information that is required to be disclosed by law. In the event that Client requests from Brycer any reports or other information (including the Work Product) for purposes of complying with federal and state disclosure laws, Brycer shall provide such information within five business days following such request, to the extent legally permissible. Confidential Information excludes information: (a) that is or becomes generally available to the public through no fault of the receiving party; (b) that is rightfully received by the receiving party from a third party without limitation as to its use; or (c) that is independently developed by receiving party without use of any Confidential Information. At the termination of the Agreement, each party will return to the disclosing party all Confidential Information of the disclosing party; provided, however that Brycer may retain a copy of such Confidential Information of Client to comply with applicable law or a bona fide record retention policy. Each party also agrees that it shall not duplicate, translate, modify, copy, printout, disassemble, decompile or otherwise tamper with any Confidential Information of the other party or any firmware, circuit board or software provided therewith, except for the purposes set forth in the Agreement.
8. Brycer Warranty. Brycer represents and warrants to Client that Brycer has all rights necessary in and to any patent, copyright, trademark, service mark or other intellectual property right used in, or associated with, the Solution, and that Brycer is duly authorized to enter into the Agreement and provide the Solution to Client pursuant to the Agreement.
9. Disclaimer. All information, as well as all conclusions as to the condition of any testing site, entered into Brycer's database or submitted in connection with the Advisory Services is produced by third party inspectors and their agents. **THEREFORE, BRYCER SPECIFICALLY DISCLAIMS ANY REPRESENTATION OR WARRANTY AS TO THE ACCURACY OR COMPLETENESS OF ANY INFORMATION ENTERED INTO BRYCER'S DATABASE BY EITHER CLIENT OR THIRD PARTY INSPECTORS, INCLUDING IN CONNECTION WITH THE PREPARATION AND PROVISION OF THE ADVISORY SERVICES, WHICH ARE MADE IN RELIANCE UPON SUCH INFORMATION. EXCEPT AS SET FORTH IN SECTION 7, BRYCER MAKES NO OTHER WARRANTY, EXPRESS OR IMPLIED, WITH RESPECT TO THE SOLUTION, THE ADVISORY SERVICES OR THE WORK PRODUCT OR ANY OTHER INFORMATION OR THE CONTENTS THEREIN AND ALL OTHER WARRANTIES, WHETHER EXPRESS OR IMPLIED, ARE HEREBY DISCLAIMED, INCLUDING, WITHOUT LIMITATION, THE IMPLIED WARRANTIES OF**

MERCHANTABILITY AND FITNESS FOR A PARTICULAR PURPOSE. BRYCER'S SOLE LIABILITY FOR BREACH OF THE REPRESENTATION AND WARRANTY SET FORTH IN SECTION 7, AND CLIENT'S SOLE REMEDY, SHALL BE THAT BRYCER SHALL INDEMNIFY AND HOLD RECIPIENT HARMLESS, ON A SEVERAL AND NOT JOINT BASIS, CLIENT FROM AND AGAINST ANY LOSS, SUIT, DAMAGE, CLAIM OR DEFENSE ARISING OUT OF BREACH OF THE REPRESENTATION AND WARRANTY SET FORTH IN SECTION 7.

10. **LIMITATION ON DAMAGES.** BRYCER, ON A SEVERAL AND NOT JOINT BASIS, SHALL ONLY BE LIABLE TO CLIENT FOR DIRECT DAMAGES PURSUANT TO THE AGREEMENT. EXCEPT AS OTHERWISE PROVIDED IN SECTION 7, IN NO EVENT SHALL BRYCER BE LIABLE FOR OR OBLIGATED IN ANY MANNER FOR SPECIAL, CONSEQUENTIAL, OR INDIRECT DAMAGES, INCLUDING, BUT NOT LIMITED TO, LOSS OF USE, LOSS OF PROFITS OR SYSTEM DOWNTIME. CLIENT ACKNOWLEDGES AND AGREES THAT IN NO CASE SHALL BRYCER'S LIABILITY FOR ANY LOSS OF DATA OR DATA INTEGRITY EXCEED THE REPLACEMENT COST OF THE MEDIA ON WHICH THE DATA WAS STORED. BRYCER'S SHALL BE NOT LIABLE FOR ANY NON-COMPLIANCE, PENALTIES OR OPERATIONAL DISRUPTIONS RESULTING FROM CLIENT'S FAILURE TO (A) STAY INFORMED AND IN COMPLIANCE WITH, (B) PROVIDE BRYCER TIMELY UPDATES OF APPLICABLE RULES REGULATIONS OR ORDINANCES, OR (C) ACT IN ACCORDANCE WITH THE APPLICABLE RULES, REGULATIONS OR ORDINANCES, OR IN ACCORDANCE WITH THE CONCLUSIONS SET FORTH IN ANY TEST OR WORK PRODUCT, WHICH MAY AFFECT THE SOLUTION OR THE ADVISORY SERVICES (INCLUDING THE WORK PRODUCT) PROVIDED HEREUNDER.
11. **Risks Inherent to Internet.** Client acknowledges that (a) the Internet is a worldwide network of computers, (b) communication on the Internet may not be secure, (c) the Internet is beyond the control of Brycer, and (d) Brycer does not own, operate or manage the Internet. Client also acknowledges that there are inherent risks associated with using the Solution, including but not limited to the risk of breach of security, the risk of exposure to computer viruses and the risk of interception, distortion, or loss of communications. Client assumes these risks knowingly and voluntarily releases Brycer from all liability from all such risks. Not in limitation of the foregoing, Client hereby assumes the risk, and Brycer shall have no responsibility or liability of any kind hereunder, for: (1) errors in the Solution and the Work Product resulting from misuse, negligence, revision, modification, or improper use of all or any part of the Solution by any entity other than Brycer or its authorized representatives (including without limitation, BAGLP for the provision of the Advisory Services hereunder); (2) any version of the Solution other than the then-current unmodified version provided to Client; (3) Client's failure to timely or correctly install any updates to the Client Access Software; (4) problems caused by connecting or failure to connect to the Internet; (5) failure to provide and maintain the technical and connectivity configurations for the use and operation of the Solution that meet Brycer's recommended requirements; (6) nonconformities resulting from or problems to or caused by non-Brycer products or services; or (7) data or data input, output, accuracy, and suitability, which shall be deemed under Client's exclusive control.
12. **Indemnity.** Brycer, severally and not jointly (the "Indemnifying Party"), will defend and indemnify Client against any damages, losses, liabilities, causes of action, costs or expenses arising from Brycer's breach of the Agreement, gross negligence or intentional misconduct. Client will defend and indemnify Brycer against any damages, losses, liabilities, costs or expenses (including reasonable attorneys' fees) arising from Client's breach of the Agreement, gross negligence or intentional misconduct. Client acknowledges that Brycer does not create any of the data and information included in the Solution or described in the Work Product, is not responsible for any such data or information, and makes and may assess or make any suggestions or recommendations in the Work Product solely in reliance on such data or information. Client will defend and indemnify Brycer against any damages, losses, liabilities, costs or expenses (including reasonable attorneys' fees), claims, demands, suits or proceedings made or brought against Brycer (individually or collectively) by a third party in connection with Client's or an Authorized User's use of the Solution or the contents of the Work Product, or any action or inaction taken by a third party, including, but not limited to, third party inspectors, in connection with such third party providing services for Client or otherwise at Client's or an Authorized User's request or direction.
13. **Breach.** Brycer shall have the right to terminate or suspend the Agreement, and all of Client's rights hereunder, immediately upon delivering written notice to Client detailing Client's breach of any provision of the Agreement. If Client cures such breach within 5 days of receiving written notice thereof, Brycer shall restore the Solution and Client shall pay any fees or costs incurred by Brycer in connection with the restoration of the Solution.
14. **Illegal Payments.** Client acknowledges and agrees that it has not received or been offered any illegal or improper bribe, kickback, payment, gift or anything of value from any employee or agent of Brycer in connection with the Agreement.
15. **Beneficiaries.** There are no third party beneficiaries to the Agreement.
16. **Force Majeure.** No party shall be responsible for any failure to perform due to unforeseen, non-commercial circumstances beyond its reasonable control, including but not limited to acts of God, war, riot, embargoes, acts of civil or military authorities, fire, floods, earthquakes, blackouts, accidents, or strikes. In the event of any such delay, any applicable period of time for action by said party may be deferred for a period of time equal to the time of such delay, except that a party's failure to make any payment when due hereunder shall not be so excused.
17. **Notices.** All notices required in the Agreement shall be effective: (a) if given personally, upon receipt; (b) if given by facsimile or electronic mail, when such notice is transmitted and confirmation of receipt obtained; (c) if mailed by certified mail, postage prepaid, to the last known address of each party, three business days after mailing; or (d) if delivered to a nationally recognized overnight courier service, one business day after delivery.
18. **JURISDICTION AND VENUE.** THE AGREEMENT SHALL BE GOVERNED BY, CONSTRUED AND INTERPRETED IN ACCORDANCE WITH, AND ENFORCEABLE UNDER, THE LAWS OF THE STATE IN WHICH CLIENT EXISTS APPLICABLE TO CONTRACTS MADE IN SUCH STATE AND THAT ARE TO BE WHOLLY PERFORMED IN SUCH STATE WITHOUT REFERENCE TO THE CHOICE-OF-LAW PRINCIPLES OF SUCH STATE. THE PARTIES IRREVOCABLY AGREE THAT ALL ACTIONS OR PROCEEDINGS IN ANY WAY, MANNER OR RESPECT ARISING OUT OF OR FROM OR RELATED TO THE AGREEMENT SHALL BE LITIGATED ONLY IN COURTS LOCATED WITHIN THE STATE IN WHICH CLIENT EXISTS. THE PARTIES HEREBY CONSENT AND SUBMIT TO THE EXCLUSIVE JURISDICTION OF ANY LOCAL, STATE OR FEDERAL COURT LOCATED WITHIN SAID STATE. THE PARTIES HEREBY WAIVE ANY RIGHTS THEY MAY HAVE TO TRANSFER OR CHANGE VENUE OF ANY SUCH ACTION OR PROCEEDING ARISING OUT OF OR RELATING TO THE AGREEMENT. THE PARTIES WAIVE ANY RIGHT TO TRIAL BY JURY ON ANY ACTION OR PROCEEDING TO ENFORCE OR DEFEND ANY RIGHTS UNDER THE AGREEMENT, AND AGREE THAT ANY SUCH ACTION OR PROCEEDING SHALL BE TRIED BEFORE A COURT AND NOT BEFORE A JURY.
19. **Attorneys' Fees.** The prevailing party in any proceeding in connection with the Agreement shall be entitled to recover from the non-prevailing party all costs and expenses, including without limitation, reasonable attorneys' and paralegals' fees and costs incurred by such party in connection with any such proceeding.
20. **Entire Agreement.** The Agreement, including these Terms and Conditions which are hereby incorporated by reference, sets out the entire agreement between the parties relative to the subject matter hereof and supersedes all prior or contemporaneous agreements or representations, oral or written.
21. **Amendment.** The Agreement may not be altered or modified, except by written amendment which expressly refers to the Agreement and which is duly executed by authorized representatives of all parties. The waiver or failure by either party to exercise or enforce any right provided for in the Agreement shall not be deemed a waiver of any further right under the Agreement. Any provision of the Agreement held to be invalid under applicable law shall not render the Agreement invalid as a whole, and in such an event, such provision shall be interpreted so as to best accomplish the intent of the parties within the limits of applicable law. The Agreement may be executed by facsimile and in counterparts, each of which shall be deemed an original, and all of which together shall constitute one and the same instrument.
22. **Expiration.** The rights and obligations contained in these Terms and Conditions shall survive any expiration or termination of the Agreement.

23. Separation of Services. Client acknowledges and agrees that each of Brycer and BAGLP are separate and distinct entities, each providing its respective services under the Agreement independently of the other. Each of Brycer and BAGLP shall be solely responsible for the performance, quality and delivery of the services it provides, as well as for any obligations, liabilities or claims arising out of or relating to its respective services. Neither Brycer nor BAGLP shall be liable for the services performed or obligations undertaken by the other, and no joint liability shall arise as a result of their respective roles under the Agreement.

Exhibit B

Maintenance Schedule and Minimum Service Levels

1. **Uptime and Maintenance.**

The Solution shall be available 24 hours per day during the term of this Agreement. The Solution shall be fully functional, timely and accessible by Client at least 99.5% of the time or better and Brycer shall use reasonable efforts to provide Client with advance notice of any unscheduled downtime.

1. **Response Time.**

Brycer shall respond to telephone calls from Client within two hours of the call and/or message and all emails from Client within two hours of the receipt of the email.

1. **Customer Support**

Customer support hours are 24/7/365. The number is 630-413-9511.

Brycer will assign Client a dedicated customer representative with direct access to their email and work number.



Walton County Board of Commissioners Facilities/Risk Mgmt. Dept.

Item 10.1.

303 South Hammond Dr.
Suite 97
Monroe, GA 30655
(770) 267-1401

TO: Rhonda Hawk County Clerk / Purchasing Director

FROM: Hank Shirley

Date: May 4, 2026

RE: Demolition and Site Clearance of County-Owned Residential Structures #2026-04

Ms. Hawk,

In accordance with the Walton County Purchasing Policy, we have advertised an Invitation to Bid for Demolition and Site Clearance of County-Owned Residential Structures #2026-04. This bid is for turnkey demolition and site clearance services for four (4) County-owned residential structures.

SITE LOCATIONS AND DETAILS

- 3910 Anglin Road, Loganville, GA: Two (2) primary residential structures and various small accessory structures.
- 1089 Hwy 81, Loganville, GA: Single residential structure (approximately 1,200 sq. ft.).
- 2680 Whitney Road, Monroe, GA: Single residential structure (approximately 1,200 sq. ft.) and various small accessory structures.

We received eleven (11) bids. The Facilities Department has reviewed all acceptable submissions and determined that the bid provided by RLC Farms LLC best meets the requirements. We have verified their experience and qualifications to our satisfaction.

It is my recommendation that the Board of Commissioners **accept the bid by RLC Farms LLC in the amount of \$26,587.**

Respectfully,

Hank Shirley Director, Facilities/Risk Mgmt. Dept.



2 Peachtree Street, NW, 15th Floor
Atlanta, Georgia 30303-3142

dph.ga.gov

April 10, 2026

To the Northeast Georgia Region 10 Emergency Medical Services Advisory Council,

On Behalf of **Walton County**, I/we nominate _____ to serve on the Northeast Georgia Region 10 Emergency Medical Services Council to fill the current term **July 1st, 2026- June 30th 2029**, for our county. I also understand that the position is not automatically renewed and requires a renewal or replacement decision from said county before the end of the term.

The current representative whose term is expiring is Mr. Ronald Almand

Please let us know about your decision by **June 1st, 2026**, by completing the attached nomination letter. Your options are:

1. Reappoint _____ for another 3-yr. term ending June 30th, 2029.
2. Appoint a new representative from the recommended stakeholder list and send us his/her contact information for a term ending in June 2029.

I/We understand my/our decision must be received by **June 1st, 2026**, so we can notify the new representative of their attendance requirements and give a copy of the by-laws prior to the June 17th, 2026, meeting, and the locations of said meeting.

_____ (Please type or print name clearly)
Commissioner Representative

_____ (Signature) _____ (Date)

Please provide the following information for your representative:

Mailing Address _____ City _____ State _____ Zip _____

Email address _____ Phone Number _____

Employer _____ Title/Position _____

Please email your decision to the following address:

Anna Sheridan
Region 10 OEMS- Regional Director
1680 Pheonix Blvd Suite 200
Atlanta Ga, 30349
anna.sheridan@dph.ga.gov

