1. Call to Order: 7:00 PM

2. Invocation: Councilman James A. Gorley

3. Approval of Agenda

4. Approval of Minutes *Attachment #1*

   Council Meeting – 10/2/2018

5. Public Comments

   Reading of Rules for Public Comments

6. Old Business:

   A. Presentation by Uncle Remus Regional Library System on MR&R Grant for Eatonton-Putnam County Library

7. New Business:

   A. Eatonton-Putnam County Senior Services Program Report

   B. Proposed Proclamation to Declare October 20, 2018 as Survivors’ Day in the City of Eatonton *Attachment #7B*

   C. Discussion and Possible Action on Right-of-Way/Utility Encroachment Requests by AT&T *Attachment #7C*

   D. Proposed Resolution to Change the Venue of the November 6, 2018 City Council Meeting *Attachment #7D*
E. Discussion and Possible Action on Installation of Traffic Calming Device on South Maple Drive *Attachment #7E*

F. Discussion and Possible Action on Authorizing the Mayor to Sign Certification for Extension of Existing Service Delivery Strategy *Attachment #7F*

G. Discussion and Possible Action on Authorizing the Mayor to Sign a Letter to Haband Company, LLC *Attachment #7G*

H. Request for Retail Package Sales of Beer and Wine License by Ashokkumar M. Patel, owner of Jai Maa Dhabudi, LLC d/b/a Discount Tobacco #2 located at 820 Oak Street, Eatonton, GA *Attachment #7H*

8. Zoning:
   
   A. None.

9. Committee Reports:
   
   - Finance and Personnel – *Councilmember Harvey C. Walker, Jr.*
   - Public Utilities – *Councilmember Alvin Butts*
   - Streets, Buildings, and Grounds – *Councilmember William C. Mangum, Jr.*
   - Zoning and Ordinances – *Councilmember Teresa W. Doster*
   - Environmental – *Councilmember Janie B. Reid*
   - Community Development – *Councilmember Charles R. Haley*
   - Public Safety – *Councilmember James A. Gorley*
   - City Administrator – *Mr. Gary Sanders*
   - City Attorney – *Mr. Christopher D. Huskins*
   - City Clerk

10. Executive Session

11. Motion to Adjourn
City of Eatonton Council Meeting
October 2, 2018 at 7:00 PM
Putnam County Commissioners’ Meeting Room, #203
117 Putnam Drive
Eatonton, Georgia 31024

Elected Officials Present:
Mayor Walter C. Rocker, Jr.
Mayor Pro-Tem Harvey (Chip) Walker, Jr.
Councilwoman Teresa Doster
Councilman James A. Gorley
Councilman William (Bill) Mangum, Jr.
Councilwoman Janie B. Reid

Elected Officials Absent:
Councilman Alvin Butts
Councilman Charles R. Haley

Staff Members Present:
City Administrator, Gary Sanders
City Attorney, Christopher Huskins
Main Street Director, Andrew Simpson
Chief of Police, William Kent Lawrence

Mayor Walter C. Rocker, Jr. called the October 2, 2018 Council meeting to order at 7:00 PM.

Invocation was given by Councilwoman Teresa Doster.

Motion was made by Councilwoman Doster and seconded by Councilwoman Reid to approve the minutes from the September 17, 2018 Council meeting with any necessary corrections. Motion carried by a unanimous vote of 5-0.

Public Comments: None.

Reading of the Rules for Public Comments: Omitted
Old Business: None

New Business:
Eatonton Main Street Report *Attachment #6A*

*Report for City Council Meeting Tuesday October 2, 2018 - September 2018 Recap*

**Organization**

Main Street Director attended the Georgia Trust Historic Preservation Conference in Macon.

Main Street Director attended the Broadband Summit in Warner Robins.

New Chair, Erin Keating and Vice-Chair, Karen Henry-Garrett.

**Promotions**

The Briar Patch Arts and Crafts Festival vendors were at 2016 levels down on 2017. The crowd was up on 2017. There were 7 Festivals going on that day and a number of tournaments at the Recreation Dept. The board will be discussing an April date that will be tied into Masters Week.

I have been in discussions with Southern Distinction magazine about featuring Downtown businesses.

Star Station 100.7 is running ads highlighting Downtown Eatonton and our events.

**Design**

Façade grant applications that have been distributed but have yet to be received from Bernard’s Family Funeral Care, Frilli Frock Formals Boutique, La Rosa and Heaven’s Gate Bookstore and Gifts. The planters have been ordered for an October delivery date.

**Economic Vitality**

Street Studios held its ribbon cutting on Friday September 21.

I have received inquiries about the Old Jail on W. Marion St and have referred them to Putnam County.

There has been a great effort by building owners in rehabilitating structures on E. Sumter St.

**Summary**

September has seen an increase in the promotion of Downtown Eatonton through billboards, radio and the print media. The holding of various events in the Downtown does raise the profile of Eatonton throughout the state and encourages visitors to see what Eatonton has to offer. The feedback from vendors and visitors to the Briar Patch Arts and Crafts Festival was very positive. However, certain exhibitor/vendor applicants felt restricted by the title of the event, so a change in name and time of year may be in order to broaden the appeal of the Festival.
Proposed Resolution to Authorize the Mayor to Apply for DOAS Surplus Program Eligibility Attachment #6B

Motion was made by Mayor Pro-Tem Walker and seconded by Councilman Gorley to approve the Proposed Resolution authorizing the Mayor Rocker to apply to the Georgia Department of Administrative Services for surplus property program eligibility and to authorize the Mayor to sign. Motion carried by a unanimous vote of 5-0.

Discussion and Possible Action on a Proposed Audio Recording of Council Meetings Policy Attachment #6C

Motion was made by Councilwoman Reid and seconded by Councilman Gorley to approve the proposed audio recording of Council Meetings policy with the following amendment: Insert “7. After official acceptance of the meeting minutes by the City Council, all other written minutes materials shall be destroyed in accordance with the Georgia local government meeting records retention schedule.” and renumber the remaining paragraphs as appropriate. Motion carried by a unanimous vote of 5-0.

Discussion and Possible Action on Authorizing the Mayor to Request Renewal of a Speed Detection Device Permit Attachment #6D

Motion was made by Councilman Gorley and seconded by Councilwoman Doster to authorize Mayor Rocker to submit a speed detection device permit renewal request to the Department of Public Safety and to sign all documents as may be required. Motion carried by a unanimous vote of 5-0.

Proposed Resolution to Authorize the Mayor to Execute an Amendment to the Memorandum of Understanding with the Downtown Development Authority Attachment #6E

Motion was made by Councilwoman Doster and seconded by Mayor Pro-Tem Walker to authorize Mayor Rocker to sign the first addendum to the memorandum of understanding with the Downtown Development Authority for CFY 2019. Motion carried by a unanimous vote of 5-0.

Motion was made by Mayor Pro-Tem Walker and seconded by Councilman Mangum to add “Request by Eatonton First United Methodist Church to Close Certain City Streets for Steeple Chase 5K and Fun Run” to the agenda. Motion carried by a unanimous vote of 5-0.

Request by Eatonton First United Methodist Church to Close Certain City Streets for Steeple Chase 5K and Fun Run

Councilman Gorley shared his concerns about the growing number of 5K races being held in Eatonton and the cost to the City in overtime wages. He suggested looking at reducing the number of City staff involved and establishing a fixed race route.
Motion was made by Councilman Gorley and seconded by Councilwoman Doster to approve the request by the Eatonton First United Methodist Church to close certain city streets for the Steeple Chase 5K and Fun Run to be held on October 13, 2018. Motion carried by a unanimous vote of 5-0.

Zoning: None.

Committee Reports:

Mayor Pro-Tem Walker advised that the Personnel & Finance Committee Meeting met on Thursday, September 27 to discuss the City Clerk job search and will meet again soon.

Motion was made by Mayor-Pro Tem Walker and seconded by Councilwoman Doster to pay the bills if and when the funds become available. Motion carried by a unanimous vote of 5-0.

Councilwoman Doster reported that the Downtown Development Authority received word from the buyers of the Aluminum Hill property that they are unable to acquire a contract with a gasoline provider and are no longer pursuing the development project. The sales contract provides the DDA with the right to buy back the property at the original sales price and the DDA is working to determine what action will be taken next.

Councilwoman Reid asked Mr. Sanders to provide a written response informing her of what action will be taken on citizen complaints reported by her.

Councilman Gorley informed Council of written notice received regarding a safety issue at the intersection of Mack Lane and Maple Drive and a request for the installation of speed humps. Various traffic control devices have been considered, including pole mounted mirrors, a three-way stop, and additional signage, but it may be necessary to install a speed hump to address this particular issue.

Chief Lawrence stated that a three-way stop would not be sufficient and a rubber speed hump at the crest of the hill on Maple Drive would be the most appropriate solution.

Councilwoman Doster inquired about the impact and effectiveness of speed humps.

Councilwoman Reid stated that safety is the number one priority, but the City would assume liability for damages to vehicles incurred by speed humps. Speed humps in the City have been removed and are not an attractive or desirable solution.

Councilman Gorley asked that this issue be placed on the next meeting’s agenda for consideration.

City Administrator Sanders advised that Georgia Power installed the poles and lights at the Hut and police station today. We will check the aim and intensity this week.
Mr. Sanders is working on updated City purchasing and travel policies and will coordinate with Mayor Pro-Tem Walker and the Personnel and Finance Committee to review the proposal.

Mr. Sanders has coordinated with the Planning and Development Department to draft updates to Chapter 30 (Environmental) of the Code of Ordinances as required following amendments to the Georgia Erosion and Sedimentation Act. He will forward the amendment to Councilwoman Doster for her review and possible committee action.

Mr. Sanders will attend the DCA Fall Conference next Wednesday and Thursday, October 10 and 11. Please feel free to call or email while he is away.

Mayor Rocker asked if there was any other business to be conducted for the good of the City. There being none, motion was made by Mayor Pro-Tem Walker and seconded by Councilman Mangum to adjourn. Motion carried by a unanimous vote of 5-0. Meeting adjourned at 7:42 PM.

ATTEST:

Walter C. Rocker, Jr., Mayor

Gary Sanders, City Administrator
09/28/2018

AT&T c/o
UC Synergetic, LLC
123 N White St,
Fort Mill, SC 29715

To:
Putnam County
Office of Planning & Development
117 Putnam Drive
Suite B
Eatonton, GA 31024

Re: ROW/Utility Encroachment for AT&T Job:

Ms. Jackson,

Below is the work information you have requested:

1. Utility Information:
   a. Mike Liebert, AT&T Project Manager
   b. 143 N Erwin St, Cartersville, GA 30120
   c. 678-276-5660, ml4389@att.com

2. Contractor Information:
   a. Thomas Ilse, UC Synergetic, LLC
   b. 123 N White St, Fort Mill, SC 29715
   c. 803-548-5188, TIlse@ucseng.com

3. Representative Information:
   a. UC Synergetic Permit Team
   b. 123 N White St, Fort Mill, SC 29715
   c. 803-835-6149, PermitsNC@ucseng.com

4. Project Work Dates:
   a. Estimated begin date: 9/21/2018
   b. Estimated end date: 10/21/2018

5. Scope of Work:
   a. AT&T CONSTRUCTION FORCES TO REMOVE OR REPLACE AT&T POLES.
      (SEE ATTACHED DRAWINGS FOR LOCATION OF POLES)

Once work has been reviewed and approved, please contact the representative listed above using the
PermitsNC@ucseng.com e-mail address.

Thank you,

Mike Liebert
Mike Liebert
AT&T
Sr. Specialist, Technical Project MGMT
10/1/2018

AT&T c/o
UC Synergetic, LLC
123 N White St,
Fort Mill, SC 29715

To:
Putnam County
Office of Planning & Development
117 Putnam Drive
Suite B
Eatonton, GA 31024

Re: ROW/Utility Encroachment for AT&T Job:
9RL61097N

Ms. Jackson,

Below is the work information you have requested:

1. Utility Information:
   a. Mike Liebert, AT&T Project Manager
   b. 143 N Erwin St, Cartersville, GA 30120
   c. 678-276-5660, ml4389@att.com

2. Contractor Information:
   a. Thomas Ilse, UC Synergetic, LLC
   b. 123 N White St, Fort Mill, SC 29715
   c. 803-548-5188, Tilse@uceng.com

3. Representative Information:
   a. UC Synergetic Permit Team
   b. 123 N White St, Fort Mill, SC 29715
   c. 803-835-6149, PermitsNC@uceng.com

4. Project Work Dates:
   a. Estimated begin date: 10/21/2018
   b. Estimated end date: 1/21/2019

5. Scope of Work:
   a. AT&T CONSTRUCTION FORCES TO REMOVE AT&T POLES.
     (SEE ATTACHEDDRAWINGS FOR LOCATION OF POLES)

Once work has been reviewed and approved, please contact the representative listed above using the
PermitsNC@uceng.com e-mail address.

Thank you,

Mike Liebert

Mike Liebert
AT&T
Sr. Specialist, Technical Project MGMT
10/8/2018

AT&T c/o
UC Synergetic, LLC
123 N White St,
Fort Mill, SC 29715

To:
Putnam County
Office of Planning & Development
117 Putnam Drive
Suite B
Eatonton, GA 31024

Re: ROW/Utility Encroachment for AT&T Job:
9RL61099N

Ms. Jackson / Mr. Sanders,

Below is the work information you have requested:

1. Utility Information:
   a. Mike Liebert, AT&T Project Manager
   b. 143 N Erwin St, Cartersville, GA 30120
   c. 678-276-5660, ml4389@att.com

2. Contractor Information:
   a. Thomas Ilse, UC Synergetic, LLC
   b. 123 N White St, Fort Mill, SC 29715
   c. 803-548-5188, Tilse@uceng.com

3. Representative Information:
   a. UC Synergetic Permit Team
   b. 123 N White St, Fort Mill, SC 29715
   c. 803-835-6149, PermitsNC@uceng.com

4. Project Work Dates:
   a. Estimated begin date: 11/21/2018
   b. Estimated end date: 2/21/2019

5. Scope of Work:
   a. AT&T CONSTRUCTION FORCES TO REPLACE AT&T OWNED 40-5 POLE WITH A 40-1 POLE.

Once work has been reviewed and approved, please contact the representative listed above using the PermitsNC@uceng.com e-mail address.

Thank you,

Mike Liebert

Mike Liebert
AT&T
Sr. Specialist, Technical Project MGMT
RESOLUTION

A RESOLUTION by the Council of the City of Eatonton, Georgia, to designate a meeting place for the November 6, 2018 City Council meeting pursuant to Section 2-31 of the Code of Ordinances and for other purposes.

WHEREAS, the City of Eatonton does, by ordinance, hold regular meetings of the City Council on the first Tuesday and third Monday of each month at 7:00 p.m.; and

WHEREAS, Section 31 of Chapter 2 of the Code of Ordinances authorizes the City Council to hold its regular meetings in the City Hall or other such place as may be designated by the Board of Council; and

WHEREAS, on February 2, 2016, the City Council voted to hold its regular meetings at the Commissioners’ meeting room in the Putnam County administration building at 117 Putnam Drive; and

WHEREAS, a scheduling conflict exists for the use of the Commissioners’ meeting room on November 6, 2018; and

WHEREAS, the City Council desires to hold its November 6, 2018 regular meeting at an alternate venue.

NOW, THEREFORE, BE IT RESOLVED by the Council of the City of Eatonton, Georgia, that:

THE HUT, LOCATED AT 400A WEST MARION STREET, EATONTON, GEORGIA, SHALL BE DESIGNATED AS THE VENUE FOR THE NOVEMBER 6, 2018 MEETING OF THE CITY COUNCIL PURSUANT TO SECTION 31 OF CHAPTER 2 OF THE CODE OF ORDINANCES. FOLLOWING SUCH DATE, REGULAR MEETINGS OF THE CITY COUNCIL SHALL RESUME AT THE COMMISSIONERS’ MEETING ROOM AT 117 PUTNAM DRIVE, EATONTON, GEORGIA.

APPROVED AND ADOPTED by the Council of the City of Eatonton, Georgia on this 15th day of October, 2018.

Walter C. Rocker, Jr., Mayor
City of Eatonton, Georgia

ATTEST:
Speed Table/Raised Crosswalks

Description:
- Long, raised speed humps with a flat section in the middle and ramps on the ends; sometimes constructed with brick or other textured materials on the flat section
- If placed at a pedestrian crossing, it is referred to as a raised crosswalk
- If placed only in one direction on a road, it is called an offset speed table

Applications:
- Appropriate for local and collector streets; mid-block or at intersections, with/without crosswalks
- Can be used on a one-lane one-way or two-lane two-way street
- Not appropriate for roads with 85th percentile speeds of 45 mph or more
- Typically long enough for the entire wheelbase of a passenger car to rest on top or within limits of ramps
- Work well in combination with textured crosswalks, curb extensions, and curb radius reductions
- Can be applied both with and without sidewalks or dedicated bicycle facilities
- Typically installed along closed-section roads (i.e. curb and gutter) but feasible on open section

[Image of a speed table and a raised crosswalk]

(Source: Google Maps, Boulder, Colorado)  (Source: Delaware Department of Transportation)

ITE/FHWA Traffic Calming E Primer: https://safety.fhwa.dot.gov/speedmgmt/traffic_calm.cfm

Design/Installation Issues:
- ITE recommended practice – “Guidelines for the Design and Application of Speed Humps”
- Most common height is between 3 and 4 inches (reported as high as 6 inches)
- Ramps are typically 6 feet long (reported up to 10 feet long) and are either parabolic or linear
- Careful design is needed for drainage
- Posted speed typically 30 mph or less

Potential Impacts:
- No impact on non-emergency access
- Speed reductions typically less than for speed humps (typical traversing speeds between 25 and 27 miles per hour)
- Speeds typically decline approximately 0.5 to 1 mph midway between tables for each 100 feet beyond the 200-foot approach and exit points of consecutive speed tables
- Average traffic volumes diversions of 20 percent when a series of speed tables are implemented
- Average crash rate reduction of 45 percent on treated streets
- Increase pedestrian visibility and likelihood of driver yield compliance
- Generally not appropriate for BRT bus routes

Emergency Response Issues:
- Typically preferred by fire departments over speed humps, but not appropriate for primary emergency vehicle routes; typically less than 3 seconds of delay per table for fire trucks

Typical Cost (2017 dollars):
- Cost ranges between $2,500 and $8,000 for asphalt tables; higher for brickwork, stamped asphalt, concrete ramps, and other enhancements sometimes used at pedestrian crossings
Speed Hump

Description:
- Rounded (vertically along travel path) raised areas of pavement typically 12 to 14 feet in length
- Often placed in a series (typically spaced 260 to 500 feet apart)
- Sometimes called road humps or undulations

Applications:
- Appropriate for residential local streets and residential/neighborhood collectors
- Not typically used on major roads, bus routes, or primary emergency response routes
- Not appropriate for roads with 85th-percentile speeds of 45 mph or more
- Appropriate for mid-block placement, not at intersections
- Not recommended on grades greater than 8 percent
- Work well in combination with curb extensions
- Can be used on a one-lane one-way or two-lane two-way street


Design/Installation Issues:
- ITE recommended practice - “Guidelines for the Design and Application of Speed Humps”
- Typically 12 to 14 feet in length; other lengths (10, 22, and 30 feet) reported in practice in U.S.
- Speed hump shapes include parabolic, circular, and sinusoidal
- Typically spaced no more than 500 feet apart to achieve an 85th percentile speed between 25 and 35 mph
- Hump heights range between 3 and 4 inches, with trend toward 3 - 3 ½ inches maximum
- Often have associated signing (advance warning sign before first hump in series at each hump)
- Typically have pavement markings (zigzag, shark’s tooth, chevron, zebra)
- Taper edge near curb to allow gap for drainage
- Some have speed advisories
- Need to design for drainage, without encouraging means for motorists to go around a hump

Potential Impacts:
- No impact on non-emergency access
- Average speeds between humps reduced between 20 and 25 percent
- Speeds typically increase approximately 0.5 to 1 mph midway between humps for each 100 feet
- Beyond the 200-foot approach and exit of consecutive humps
- Traffic volumes diversion estimated around 20 percent; average crash rates reduced by 13 percent

Emergency Response Issues:
- Impacts to ease of emergency-vehicle throughput
- Approximate delay between 3 and 5 seconds per hump for fire trucks and up to 10 seconds for ambulances with patients

Typical Cost (2017 dollars):
- Cost ranges between $2,000 and $4,000
3.10 Speed Hump

DESCRIPTION AND GENERAL PURPOSE

ITE has developed a recommended practice entitled *Guidelines for the Design and Application of Speed Humps*. Further guidance and clarification can be found in that publication.

A speed hump is an elongated mound in the roadway pavement surface extending across the travel way at a right angle to the traffic flow (see Figure 3.10.1). A speed hump is typically 3 inches in height (with applications as high as 4 inches) and 12 feet in length along the vehicle travel path axis (note: a *speed hump* that is 20 feet in length and flat in the middle is considered a *speed table* in this ePrimer).

At typical travel speeds along a residential street or in a small commercial business district, a speed hump produces sufficient discomfort to a motorist driving above the speed hump design speed to discourage speeding. It encourages the motorist to travel at a slow speed both upstream and downstream of as well as over the speed hump.

* [A speed hump is also referred to as a road hump or undulation.]*

*What's the difference between a speed hump and a speed bump? A speed hump is typically 12 feet in length (in the direction of travel), between 3 and 4 inches in height, and is intended for use on a public roadway. A speed bump is much shorter, between 1 and 2 feet in length (in the direction of travel). A speed hump can be as much as 6 inches in height. A speed bump is typically found in a parking lot or commercial driveway, but not on a public roadway.]*

The initial speed hump applications were similar to the 12-foot speed hump, characterized in this section of the ePrimer. Variations in length and shape were applied and were initially considered speed hump variations. As the 20-foot measure became a standardized size and shape, it became known as a speed table. The reader is cautioned that when reviewing literature, design standards, and effectiveness analyses for speed hump, what is included within the umbrella of "speed humps" has varied over time.

* [Five field studies of 51 speed humps measured crash reductions between 33 and 48 percent (Source: FHWA, Engineering Speed Management Countermeasures: A Desktop Reference of Potential Effectiveness in Reducing Crashes, July 2014)](https://www.safety.fhwa.dot.gov/speedmgt/ref_mats/eng_count/2014/reducing_crashes.cfm)*

* [Seven field studies of 199 speed humps measured reductions between 6 and 13 mph for 85th percentile speeds (Source: FHWA, Engineering Speed Management Countermeasures: A Desktop Reference of Potential Effectiveness in Reducing Speed, July 2014)](https://www.safety.fhwa.dot.gov/speedmgt/ref_mats/eng_count/2014/reducing_speed.cfm)
Figure 3.10.1. Speed Hump with Bicycle Lane and On-Street Parking
(Source: Scott Batson)

APPROPRIATE APPLICATION

<table>
<thead>
<tr>
<th>Appropriate Application – Speed Hump</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Type of Street</strong></td>
<td>Appropriate for a residential local street or any street where the primary function is to provide access to abutting residential property (see Figure 3.10.2)</td>
</tr>
<tr>
<td></td>
<td>Appropriate for a street that provides access to a school, park, or community center</td>
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<tr>
<td></td>
<td>Also appropriate for neighborhood or residential collectors</td>
</tr>
<tr>
<td><strong>Intersection or Roadway Segment</strong></td>
<td>Placed at a midblock location, and not near an intersection; as an example, Pennsylvania recommends a distance of 150 feet from an unsignalized intersection and 250 feet from a signalized intersection</td>
</tr>
<tr>
<td></td>
<td>Should not be placed on a sharp curve; ITE Guidelines for the Design and Application</td>
</tr>
</tbody>
</table>
| **Roadway Cross-Section** | Can be used on a single-lane one-way street or two-lane two-way street; should stretch across only one travel lane in each direction.

Typically installed on a roadway with an urban cross-section (i.e., curb and gutter)\textsuperscript{11}

Typically placed one foot from a curb for drainage or six inches from the edge of a non-curbed roadway.

A speed hump can be applied on a cross-section both with and without sidewalks or bicycle facilities.

---

| **Speed Limit** | Appropriate if posted speed limit is 30 mph or less (per ITE *Guidelines for the Design and Application of Speed Humps*); many jurisdictions adhere to ITE maximum (e.g., South Carolina, Pennsylvania); some use a 25 mph ceiling (e.g., Delaware).

Generally not appropriate when the pre-implementation 85th percentile speed is 45 mph or more.

---

| **Vehicle Traffic Volume** | Appropriate if daily traffic volume is relatively low; as examples, Pennsylvania sets a maximum daily volume of 3,500; South Carolina uses a maximum of 4,000; Pasadena, CA (41) uses a daily volume maximum of 4,000, with at least 1,000 vehicles in each direction.

ITE *Guidelines for the Design and Application of Speed Humps* recommends consideration only if no more than five percent of the overall traffic flow consists of long-wheelbase vehicles.

---

| **Emergency Route** | Generally not appropriate for a primary emergency vehicle route or a street that provides access to a hospital or emergency medical services; speed cushion and speed table are similar vertical measures that could be appropriate.

An emergency vehicle can cross a properly designed speed hump but at a slow speed.

---

| **Transit Route** | Generally not appropriate for a bus transit route but examples of speed humps on bus routes do exist; a speed table and speed cushion are similar vertical measures that could be appropriate.

---

| **Access Route** | Not appropriate along the primary access to a commercial or industrial site.

---

| **Grade** | Can be installed on, or beyond, a crest vertical curve only if there is adequate stopping sight distance or warning signs are provided.

ITE *Guidelines for the Design and Application of Speed Humps* recommends consideration only on a street with a grade of 8 percent or less (see Figure 3.10.4); many jurisdictions adhere to that maximum (e.g., Pennsylvania, South Carolina) but others follow a lower value: Delaware – 6 percent; Minnesota and Pasadena, CA -5 percent.

\textsuperscript{11} If the street does not have curbing, an obstruction such as signing, flexible delineator posts, or bollards may be necessary to discourage a motorist from driving around the hump. Potentially hazardous objects (e.g., rocks, boulders) should not be used.
Figure 3.10.2. Speed Hump on Residential Neighborhood Street
(Source: Lucy Gibson)
Figure 3.10.3. Speed Hump Along Horizontal Curve
(Source: Scott Wainwright)
Figure 3.10.4. Speed Hump on a Grade  
(Source: Scott Wainwright)

**EFFECTS AND ISSUES**

<table>
<thead>
<tr>
<th>Effects and Issues – Speed Hump</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Vehicle Speed</strong></td>
</tr>
<tr>
<td><strong>ITE Guidelines for the Design and Application of Speed Humps</strong> recommends spacing of 260' to 500' to keep 85th percentile operating speed between 25 and 30 mph; some jurisdictions have refined guidelines:</td>
</tr>
<tr>
<td>• Pennsylvania – spacing between 250 and 600 feet</td>
</tr>
<tr>
<td>• South Carolina – spacing of no less than 350 feet</td>
</tr>
<tr>
<td>• Virginia – spacing of approximately 500 feet, clear visibility of 200 feet, and placement no closer than 200 feet from an intersection</td>
</tr>
<tr>
<td>• Pasadena – speed hump series only on street segment that is at least 1,200 feet in length and traffic signals or Stop signs are at least 1,200 feet apart</td>
</tr>
<tr>
<td><strong>Vehicle Volume</strong></td>
</tr>
<tr>
<td>---------------------</td>
</tr>
<tr>
<td><strong>Pedestrian Safety and Mobility</strong></td>
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<tr>
<td><strong>Bicyclist Safety and Mobility</strong></td>
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<tr>
<td><strong>Motorist Safety and Mobility</strong></td>
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<tr>
<td><strong>Emergency Vehicle Safety and Mobility</strong></td>
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<tr>
<td><strong>Large Vehicle Safety and Mobility</strong></td>
</tr>
<tr>
<td><strong>Accessibility of Adjacent Property</strong></td>
</tr>
<tr>
<td><strong>Environment</strong></td>
</tr>
<tr>
<td><strong>Design Issues</strong></td>
</tr>
<tr>
<td>May not be appropriate on a roadway where drainage gutter or flow of water is in the center of the roadway; drainage and hydraulic impacts need careful evaluation</td>
</tr>
</tbody>
</table>
Standard Speed Humps

Parent SKU: TSB-15

Reviews

$425.85
Sale Price
$339.85

6.5'  9.5'  14.5'
19.5'  22.5'

Available for immediate shipping

Cauti Spee Hum Sign
$19.8

Usually Ships In 3-5 Days

DESCRIPTION

http://www.speedbumpsandhumps.com/standard-speed-humps?st-t=sbhoogshop&gclid=Cj0KCQjwrszdBRDWARTslsAEYEY3re10sUQZdwoNl0-f3nZJH...
Speed tables are midblock traffic calming devices that raise the entire wheelbase of a vehicle to reduce its traffic speed. Speed tables are longer than speed humps and flat-topped, with a height of 3–3.5 inches and a length of 22 feet. Vehicle operating speeds for streets with speed tables range from 25–45 mph, depending on the spacing.¹

Speed tables may be used on collector streets and/or transit and emergency response routes. Where applied, speed tables may be designed as raised midblock crossings (…/midblock-crosswalks), often in conjunction with curb extensions (…/curb-extensions/).

Speed Table

Where a speed table coincides with a crossing or crosswalk, it should be designed as a raised crosswalk.
SERVICE DELIVERY STRATEGY

FORM 1

COUNTY: PUTNAM

I. GENERAL INSTRUCTIONS:

1. FORM 1 is required for ALL SDS submittals. Only one set of these forms should be submitted per county. The completed forms shall clearly present the collective agreement reached by all cities and counties that were party to the service delivery strategy.

2. List each local government and/or authority that provides services included in the service delivery strategy in Section II below.

3. List all services provided or primarily funded by each general purpose local government and/or authority within the county that are continuing without change in Section III, below. (It is acceptable to break a service into separate components if this will facilitate description of the service delivery strategy.)

<table>
<thead>
<tr>
<th>OPTION A</th>
<th>OPTION B</th>
</tr>
</thead>
<tbody>
<tr>
<td>Revising or Adding to the SDS</td>
<td>Extending the Existing SDS</td>
</tr>
</tbody>
</table>

4. List all services provided or primarily funded by each general purpose local government and authority within the county which are revised or added to the SDS in Section IV, below. (It is acceptable to break a service into separate components if this will facilitate description of the service delivery strategy.)

5. For each service or service component listed in Section IV, complete a separate, updated Summary of Service Delivery Arrangements form (FORM 2).

6. Complete one copy of the Certifications form (FORM 4) and have it signed by the authorized representatives of participating local governments. [Please note that DCA cannot validate the strategy unless it is signed by the local governments required by law (see Instructions, FORM 4).]

7. In Section IV type, "NONE."

4. Complete one copy of the Certifications for Extension of Existing SDS form (FORM 5) and have it signed by the authorized representatives of the participating local governments. [Please note that DCA cannot validate the strategy unless it is signed by the local governments required by law (see Instructions, FORM 5).]

6. Proceed to step 7, below.

For answers to most frequently asked questions on Georgia’s Service Delivery Act, links and helpful publications, visit DCA’s website at http://www.dca.ga.gov/development/PlanningQualityGrowth/programs/servicedelivery.asp, or call the Office of Planning and Quality Growth at (404) 679-5279.

7. If any of the conditions described in the existing Summary of Land Use Agreements form (FORM 3) have changed or if it has been ten (10) or more years since the most recent FORM 3 was filed, update and include FORM 3 with the submittal.

8. Provide the completed forms and any attachments to your regional commission. The regional commission will upload digital copies of the SDS documents to the Department's password-protected web-server.

NOTE: ANY FUTURE CHANGES TO THE SERVICE DELIVERY ARRANGEMENTS DESCRIBED ON THESE FORMS WILL REQUIRE AN UPDATE OF THE SERVICE DELIVERY STRATEGY AND SUBMITTAL OF REvised FORMS AND ATTACHMENTS TO THE GEORGIA DEPARTMENT OF COMMUNITY AFFAIRS UNDER THE "OPTION A" PROCESS DESCRIBED, ABOVE.
II. LOCAL GOVERNMENTS INCLUDED IN THE SERVICE DELIVERY STRATEGY:
In this section, list all local governments (including cities located partially within the county) and authorities that provide services included in the service delivery strategy.

Putnam County, City of Eatonton, Putnam County Development Authority, Eatonton-Putnam Water and Sewer Authority, Hospital Authority of Putnam County, Regional Library Authority

III. SERVICES INCLUDED IN THE EXISTING SERVICE DELIVERY STRATEGY THAT ARE BEING EXTENDED WITHOUT CHANGE:
In this section, list each service or service component already included in the existing SDS which will continue as previously agreed with no need for modification.


IV. SERVICES THAT ARE BEING REVISED OR ADDED IN THIS SUBMITTAL:
In this section, list each new service or new service component which is being added and each service or service component which is being revised in this submittal. For each item listed here, a separate Summary of Service Delivery Arrangements form (FORM 2) must be completed.

None
We, the undersigned authorized representatives of the jurisdictions listed below, certify that:

1. We have reviewed our existing Service Delivery Strategy (SDS) and have determined that it continues to accurately reflect our preferred arrangements for providing ALL local services throughout our county and no changes in our Strategy are needed at this time. We authorize its extension until:

   - February 28, 2019
   - June 30, 2019
   - October 31, 2019

2. Each of our governing bodies (County Commission and City Councils) that are a party to this strategy have adopted resolutions agreeing to the Service Delivery arrangements identified in our strategy and have executed agreements for implementation of our service delivery strategy (O.C.G.A. 36-70-21);

3. Our service delivery strategy continues to promote the delivery of local government services in the most efficient, effective, and responsive manner for all residents, individuals and property owners throughout the county (O.C.G.A. 36-70-24(1));

4. Our service delivery strategy continues to provide that water or sewer fees charged to customers located outside the geographic boundaries of a service provider are reasonable and are not arbitrarily higher than the fees charged to customers located within the geographic boundaries of the service provider (O.C.G.A. 36-70-24 (2));

5. Our service delivery strategy continues to ensure that the cost of any services the county government provides (including those jointly funded by the county and one or more municipalities) primarily for the benefit of the unincorporated area of the county are borne by the unincorporated area residents, individuals, and property owners who receive such service (O.C.G.A. 36-70-24 (3));

6. Our Service Delivery Strategy continues to ensure that the officially adopted County and City land use plans of all local governments located in the County are compatible and nonconflicting (O.C.G.A. 36-70-24 (4)(A));

7. Our Service Delivery Strategy continues to ensure that the provision of extraterritorial water and sewer services by any jurisdiction is consistent with all County and City land use plans and ordinances (O.C.G.A. 36-70-24 (4)(B)); and

8. DCA has been provided a copy of this certification and copies of all forms, maps and supporting agreements needed to accurately depict our agreed upon strategy (O.C.G.A. 36-70-27).
<table>
<thead>
<tr>
<th>JURISDICTION</th>
<th>TITLE</th>
<th>NAME</th>
<th>SIGNATURE</th>
<th>DATE</th>
</tr>
</thead>
<tbody>
<tr>
<td>CITY OF EATONTON</td>
<td>Mayor</td>
<td>Walter C. Rocker, Jr.</td>
<td></td>
<td></td>
</tr>
<tr>
<td>PUTNAM COUNTY</td>
<td>Chairman</td>
<td>Stephen J. Hersey</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>
CITY OF EATONTON  
P.O. BOX 3820  
EATONTON, GA 31024

APPLICATION FOR BUSINESS OR PROFESSIONAL OCCUPATIONAL CERTIFICATE

FOR THE YEAR 2019

<table>
<thead>
<tr>
<th>FOR OFFICE USE ONLY</th>
</tr>
</thead>
<tbody>
<tr>
<td>Account No.</td>
</tr>
<tr>
<td>Fee</td>
</tr>
<tr>
<td>Penalty</td>
</tr>
<tr>
<td>Total</td>
</tr>
<tr>
<td>Date Issued</td>
</tr>
<tr>
<td>Business Type:</td>
</tr>
<tr>
<td>Convenience Store $150</td>
</tr>
<tr>
<td>Grocery/Wine $250 each</td>
</tr>
<tr>
<td>Gas Station $50</td>
</tr>
</tbody>
</table>

| IF INFORMATION LISTED IN HEADING IS CORRECT CHECK HERE ☑ SIGN BELOW, AND REMIT PAYMENT. |
| FOR NEW BUSINESS, OR TO CORRECT HEADING ABOVE, BEGIN WITH ITEM NO. 1. |

1. Jai Naa Dhakodi ULC Albia Discount Tobacco 2  
   NAME OF BUSINESS

2. Ashokkumar M Patel  
   NAME OF PARTNERS OR OFFICERS OF FIRM.

3. 820 Oak Street Eatonton GA 31024  
   MAILING ADDRESS

4. 820 Oak St Eatonton GA 706-484-9971  
   BUSINESS LOCATION PHONE NO.

5. RATE:

6. Baldevbhai S Patel  
   NAME OF PREVIOUS OWNER, IF OWNERSHIP HAS CHANGED

7. CONTRACTOR'S PROFESSIONAL CARD NUMBER

8. 83-1337972  
   SALES TAX I.D. NUMBER

I (We) do hereby certify that the information for my business or profession as reported herein is true and correct and that I am familiar with the city ordinance providing for penalties and revocation of my (our) certificate for making false or fraudulent statements in this application. I (We) have read and understand Section 18.39 of the Occupational Tax Ordinance as shown on reverse side.

(Signed)  
(Signature of Applicant)  
Date: 09.26.19