

PUTNAM COUNTY BOARD OF COMMISSIONERS

1



117 Putnam Drive, Suite A ♦ Eatonton, GA 31024

Agenda

Tuesday, December 16, 2025 ♦ 6:00 PM

Putnam County Administration Building – Room 203

Opening

1. Welcome - Call to Order
2. Approval of Agenda
3. Invocation - Pastor Joe Ezzard, Smithboro Baptist Church
4. Pledge of Allegiance (BS)
5. Special Presentation - Proclamation-PCMS War Eagles Football Champions

Zoning Public Hearing

- [6.](#) Request by Steven & Deborah DeRoche for a conditional use at 297 Anchor Point Drive. Presently zoned R-2. [Map 053, Parcel 033, District 4] (staff-P&D)
- [7.](#) Request by Ross Mundy, agent for Bradley Ashurst to rezone 30 acres on Harmony Road from AG to R-PUD. [Map 097, Parcel 033 001, District 1] (staff-P&D)
- [8.](#) Request by Ross Mundy, agent for Juaquin Cordona and Ewren Marshall to rezone 1.01 acres at 826 Harmony Road from AG to R-PUD. [Map 097, Parcel 035, District 1] (staff-P&D)
- [9.](#) Request by Ross Mundy, agent for Tempy and Davis Sharp to rezone 26.32 acres at 820 Harmony Road from AG to R-PUD. [Map 097, Part of Parcel 033, District 1] (staff-P&D)
- [10.](#) Request by Ross Mundy, agent for Tempy and Davis Sharp to rezone 5.99 acres at 826 Harmony Road from AG to C-1. [Map 097, Part of Parcel 033, District 1] (staff-P&D)

Regular Business Meeting

11. Public Comments
- [12.](#) Consent Agenda
 - a. Approval of Minutes - December 5, 2025 Regular Meeting (staff-CC)
 - b. Approval of 2026 Alcohol Licenses (staff-CC)
- [13.](#) Authorization for Chairman to sign Resolution for Increasing Defined Contribution Limits (staff-CM)
- [14.](#) Authorization for Chairman to sign Resolution for Accumulated Credit Burn (staff-CM)
- [15.](#) Approval of 2026 LMIG Project List (staff-CM)
16. Discussion and possible action regarding the C-PACE Resolution (staff-CM)
- [17.](#) Discussion and possible action regarding the Chamber of Commerce contract for 2026 (staff-CM)

Reports/Announcements

18. County Manager Report
19. County Attorney Report
20. Commissioner Announcements

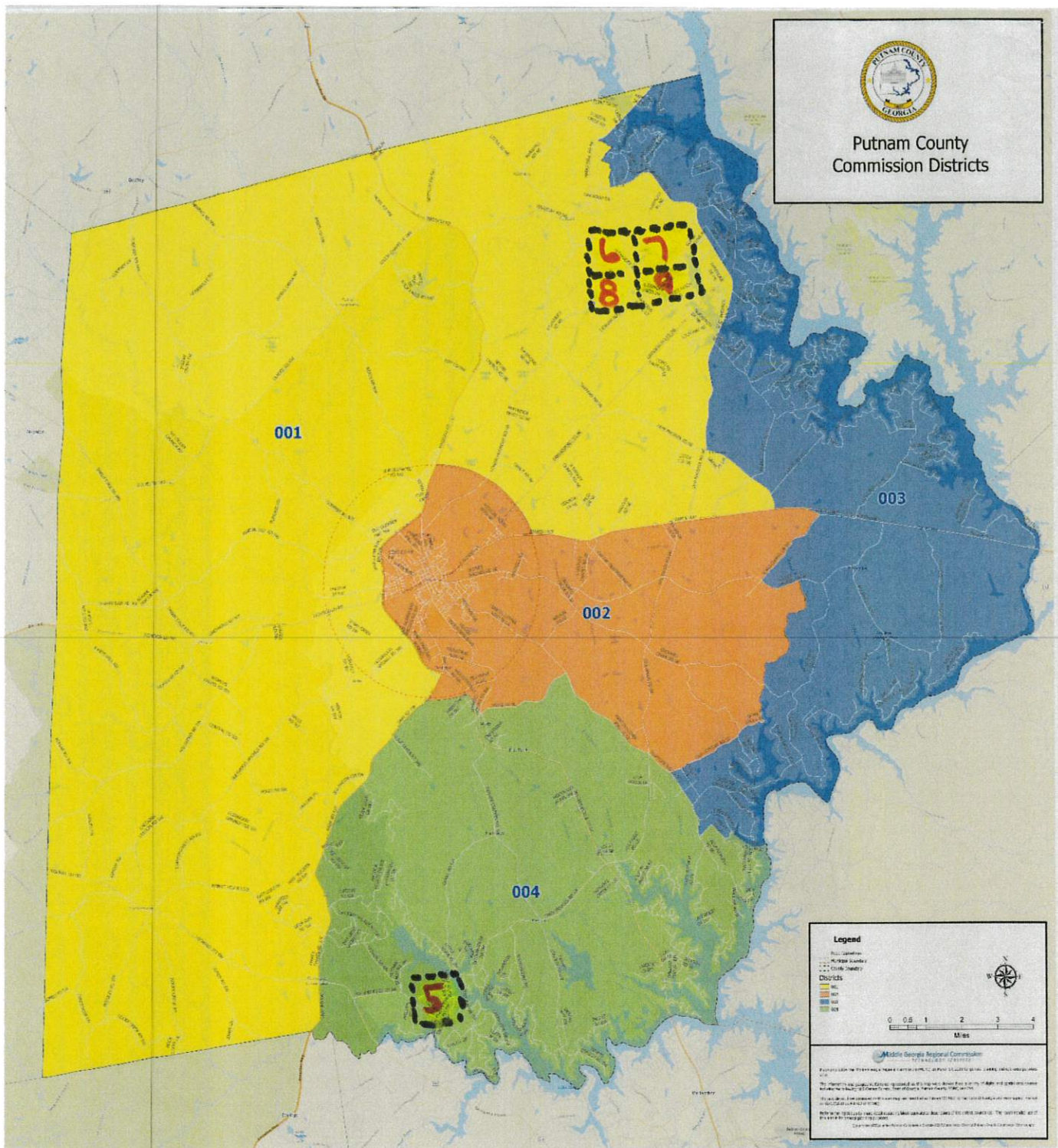
Closing

21. Adjournment

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

File Attachments for Item:

6. Request by Steven & Deborah DeRoche for a conditional use at 297 Anchor Point Drive. Presently zoned R-2. [Map 053, Parcel 033, District 4] (staff-P&D)



5. Request by **Steven & Deborah Deroche** for a conditional use at 297 Anchor Point Drive. Presently zoned R-2. [Map 053, Parcel 033, District 4]. *
6. Request by **Ross Mundy, agent for Bradley Ashurst**, to rezone 30 acres on Harmony Road from AG to R-PUD. [Map 097, Parcel 033 001, District 1]. *
7. Request by **Ross Mundy, agent for Juaquin Cordona and Ewren Marshall**, to rezone 1.01 acres at 826 Harmony Road from AG to R-PUD. [Map 097, Parcel 035, District 1]. *
8. Request by **Ross Mundy, agent for Tempy and Davis Sharp**, to rezone 26.32 acres at 820 Harmony Road from AG to R-PUD. [Map 097, Part of Parcel 033, District 1]. *
9. Request by **Ross Mundy, agent for Tempy and Davis Sharp**, to rezone 5.99 acres at 826 Harmony Road from AG to C-1. [Map 097, Part of Parcel 033, District 1]. *



PUTNAM COUNTY PLANNING & DEVELOPMENT

117 Putnam Drive, Suite B ♦ Eatonton, GA 31024

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

December 4, 2025
BOC Staff Recommendations

TO: Board of Commissioners

FROM: Lisa Jackson

RE: Staff Recommendation for Public Hearing Agenda on 12/4/2025

Request

5. Request by **Steven & Deborah DeRoche** for a conditional use at 297 Anchor Pointe Drive. Presently zoned R-2. **[Map 053, Parcel 033, District 4].*** The applicants are requesting a conditional use to allow the construction of a standalone accessory building as the principal structure in an R-2 zoning district. They currently own a home at 328 Anchor Pointe Drive which is on the opposite side of the street. As mentioned in their letter of intent, they have no intention of building a principal dwelling unit due to the location of the utility easement and topography of the subject property.

The Anchor Pointe Subdivision was established in the early 1900s when there were no development regulations. As depicted on the recorded plats, the lake side of the parent parcel was subdivided into long, narrow lots, where all the dwelling units are located. These lots allow very little room for improvement, including accessory structures. However, the off-lake property on the opposite side of the road has remained undeveloped as the terrain and utility easement make the lots undesirable and unbuildable for residential use. The applicants applied for a building permit to place a 40X60 multi-use barn with storage on the subject property. The permit is pending approval of the conditional use due to the regulations of [Section 66-132\(a\)\(1\)\(b\) of the Putnam County Code of Ordinances](#) which states, **no accessory structure shall be constructed upon a lot until construction of the principal building has commenced. If the principal building has not been completed within 12 months of the issuance of a building permit, then the accessory use shall be continued only with express permission of the director of the planning and development department based upon unusual circumstances or hardship. Under no circumstances shall the accessory structure or use continue for more than 24 months if the principal structure/use has not been completed.** Due to the unique conditions associated with the property, staff recommends approval to erect the structure, subject to the following conditions: **1. Map 053 Parcel 033 shall not be subdivided. 2. Accessory structures allowed on the parcel shall be limited to one 40' x 60' multi-use barn with storage and shall be sited in accordance with applicable development regulations.**

Staff recommendation is for approval of a conditional use for a multi-use barn with storage at 297 Anchor Pointe Drive. Presently zoned R-2. [Map 053, Parcel 033, District 4] with the following conditions:

1. Map 053 Parcel 033 shall not be subdivided.
2. Accessory structures allowed on the parcel shall be limited to one 40' x 60' multi-use barn with storage and shall be sited in accordance with applicable development regulations.

*The Planning & Zoning Commission's recommendation is for approval of a conditional use at 297 Anchor Point Drive. Presently zoned R-2. [Map 053, Parcel 033, District 4].*with the following conditions:*

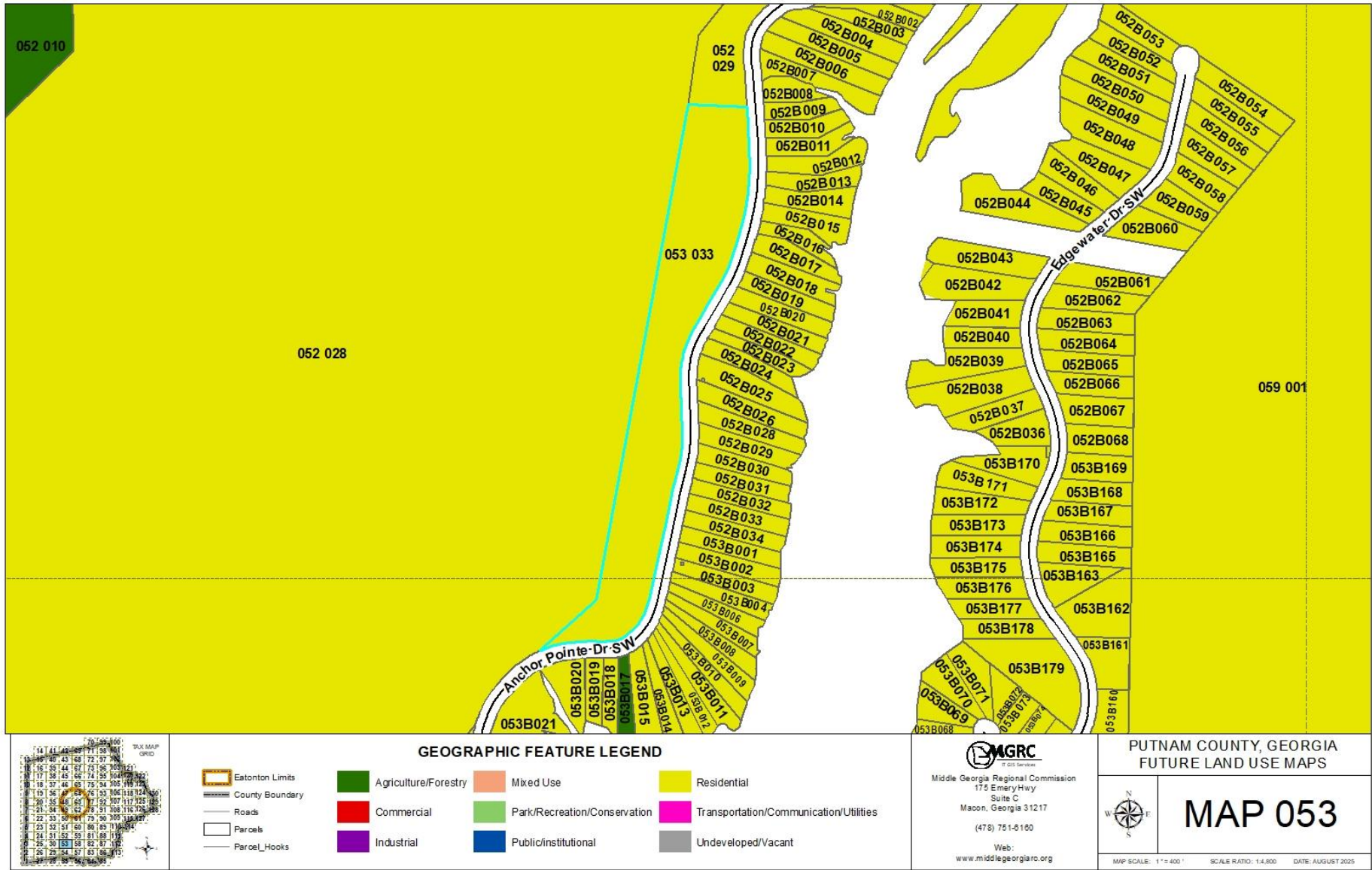
- 1. Map 053 Parcel 033 shall not be subdivided.*
- 2. Accessory Structures allowed on the parcel shall be limited to one 40' x 60' multi-use barn with storage and shall be sited in accordance with applicable development regulations.*

The applicant is requesting a conditional use to place a multi-use barn on their 7.25-acre R-2 residential lot.

Applicants
Primary Home

ANCHOR POINTEDR

Anchor
Pointe
Dr SW





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APPLICATION CONDITIONAL USE

PLAN 2025-COND-4

Application Information

(same as owner Yes B ☒ No ☐)

Name: Steven + Deborah DeRoche

Address: 328 Anchor Pt
Eatonton GA 31024

Phone: [REDACTED]

Email: [REDACTED]

Fax: [REDACTED]

Arterial/State Road. Yes: [REDACTED] No: ☒

Property Information

Address: 297 Anchor Pointe Drive

Map: 18 37-159 Parcel: 653-033

Presently Zoned: R-2 Com. District: 4

Total Acreage: 7.25

In Conservation Use: Yes ☐ No ☒

State Waters on Property: Yes ☐ No ☒

Briefly describe the proposed conditional use: MULTI USE barn w/o Residence

Existing zoning district classification of the property and adjacent properties:

Existing: R-4 North: R-4 South: R-4 East: R-3 West: A-6
R-2 R-2 R-2 R-2

SUPPORTING INFORMATION ATTACHED TO APPLICATION:

RECORDED PLAT: ☒ LETTER OF AGENCY ☒ LETTER OF INTENT ☒

COPY OF WARRANTY DEED: ☒

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

*SIGNATURE OF APPLICANT: Deborah DeRoche DATE: 8-1-25

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

DATE FILED 8/1/25 FEE: \$ 245.00 CK. NO. 6365 CASH [REDACTED] C. CARD [REDACTED] INITIALS [REDACTED]

RECEIPT # 6365

DATE OF NEWSPAPER AD: 8/25/25

DATE SIGN POSTED: [REDACTED]

PLANNING & ZONING HEARING: 8/14/25

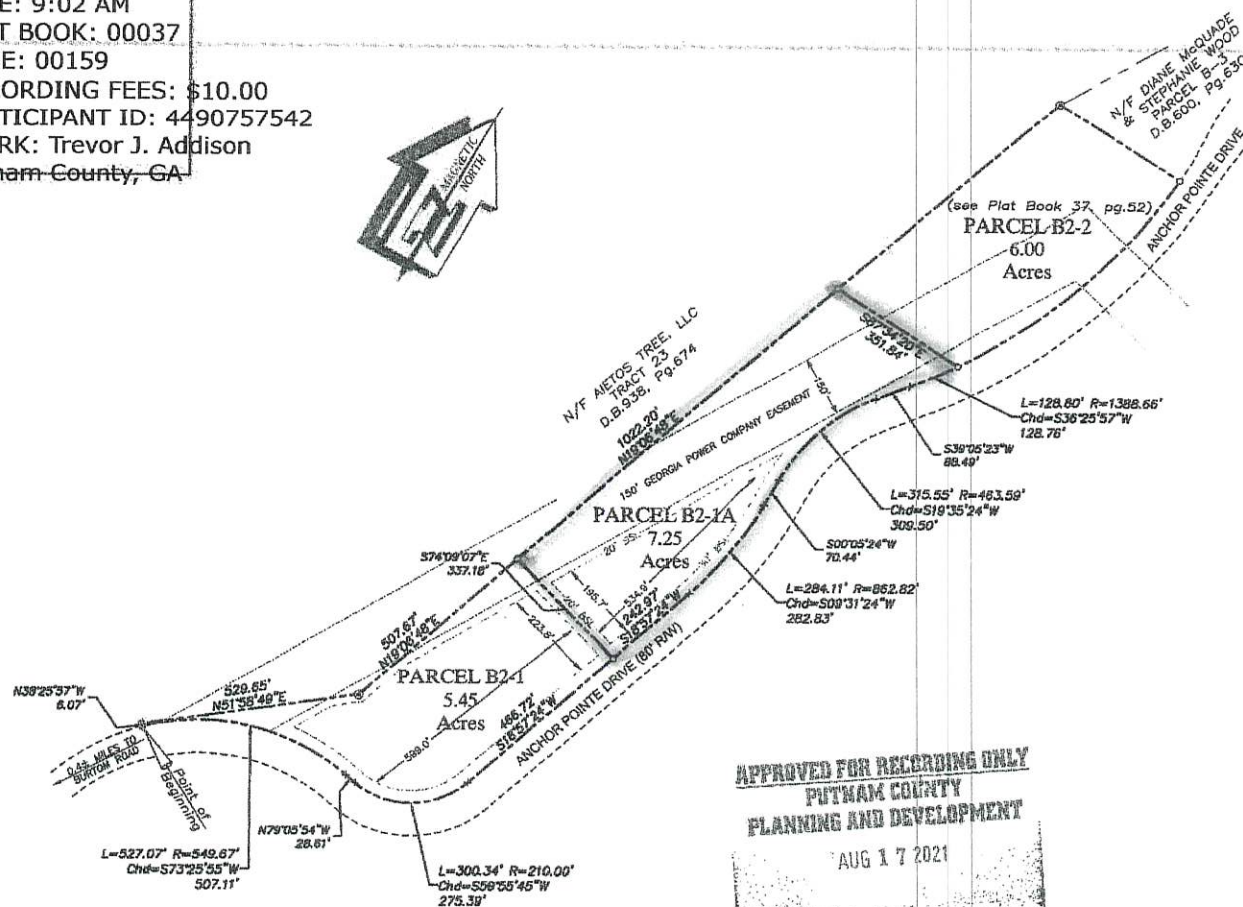
RESULT: [REDACTED]

COMMISSIONERS/CITY COUNCIL HEARING 12/1/25

RESULT: [REDACTED]

RECEIVED AUG 01 2025 [REDACTED] Revised 6-27-25

eFiled & eRecorded
 DATE: 8/18/2021
 TIME: 9:02 AM
 PLAT BOOK: 00037
 PAGE: 00159
 RECORDING FEES: \$10.00
 PARTICIPANT ID: 4490757542
 CLERK: Trevor J. Addison
 Putnam County, GA



LEGEND:

- o - 1/2" IRON PIN SET (IPS)
- ⊗ - 1/2" IRON PIN FOUND (IPF)
- ⊙ - 1.5" IRON PIPE FOUND (IPP)
- + - COMPUTED POINT
- RIGHT OF WAY LINE
- PROPERTY LINE

REFERENCES:

D.B. 489, PG. 317
 D.B. 400, PG. 233
 P.B. 29, PG. 167
 CLERK OF SUPERIOR COURT
 PUTNAM COUNTY, GEORGIA

APPROVED FOR RECORDING ONLY
 PITNAM COUNTY
 PLANNING AND DEVELOPMENT

AUG 17 2021

[Signature]

NOTES:

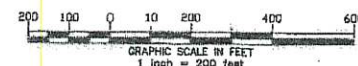
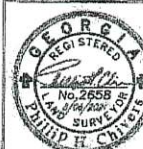
- 1) The surveyor whose seal is hereto attached has not made an independent search for unreferenced easements, encumbrances, restrictive covenants, ownership title evidence, or any other facts that an accurate and current title search may disclose. Matters of title are excepted.
- 2) The surveyor whose seal is hereto attached does not certify that all easements and encumbrances have been shown, nor does the surveyor assume any liability for any such easements or encumbrances, either depicted or implied, which may affect this property.
- 3) The fieldwork was performed immediately prior to and/or concurrent with this date on this plot.
- 4) The additional information is shown as taken from tax records at the time of survey.

SURVEYOR CERTIFICATION:

As required by subsection (d) of O.C.G.A. Section 15-6-67, 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 herein. Such approvals or affirmations should be confirmed with the appropriate governmental bodies by any purchaser or user of this plat as to intended use of any parcel. Furthermore, the undersigned land surveyor certifies that this plat complies with the minimum technical standards for property surveys in Georgia as set forth in the rules and regulations of the Georgia Board of Registration for Professional Engineers and Land Surveyors and as set forth in O.C.G.A. Section 15-6-67.

THE FIELD DATA UPON WHICH THIS MAP OR PLAT IS BASED HAS A CLOSURE PRECISION OF ONE FOOT IN 56,741+ FEET AND AN ANGULAR ERROR OF 3.0 SECONDS PER ANGLE POINT, AND WAS ADJUSTED USING THE COMPOUND RULE. THIS MAP OR PLAT HAS BEEN CALCULATED FOR CLOSURE AND IS FOUND TO BE ACCURATE WITHIN ONE FOOT IN 503,231+ FEET.

Equipment Used
 Linear: GeoMax Zoom90
 Angular: GeoMax Zoom90
 curie@telnet.com



Property Division Survey

For:

Katherine White

Anchor Pointe Drive - Parcels B2-1A & B2-2, located in the 3rd Land District, lying in the 314th G. M. District Putnam County, Georgia

Scale: 1"=200'

Date: July 07, 2021



Ogletree & Chivers
 Land Surveyors

803 Dunlap Rd., Suite B
 Marietta, GA 30061 478-453-5454 7945-1A

7945-1A

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OWNER AUTHORIZATION

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

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

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

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

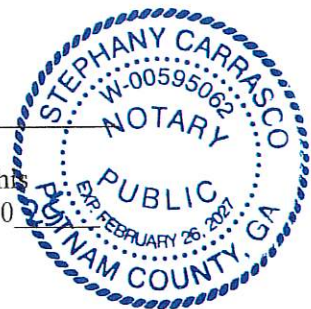
Applicant Signature: Deborah DeRoche Date: 8-1-25
Stew DeRoche 8/1/2025

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

Deborah DeRoche
Owner signature

Stephany Carrasco
Notary Public

Sworn and subscribed before me this
1st day of August 2025



Revised 6-27-25

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Debby & Steve DeRoche
328 Anchor Pointe Dr
Eatonton, GA 31024
8/1/2025

Putnam County Planning & Development
117 Putnam Dr. Suite A
Eatonton, GA 31024

Dear Putnam County Planning & Development.

We own two properties located on Anchor Pointe Drive, 328 Anchor Pointe Dr, and tract 053-033 located across the street from our residence. We have owned our Lakehouse since 2007.

Attached is the plat of the property with the 7.25 acres as B2-1A, the center tract. (Plat book 37, page 159) As shown in the plat, the majority of the land is under the powerline and not buildable. Usage of the land is very limited.

We originally purchased land in 2010 on Burdom (053C026) We traded for the land under the power line
Attached is the Quit Claim Deed (deed book 1054 page 485)

We plan to build a barn that will be 40'x60'; multi-use barn with storage. The building will be professionally installed with steel and metal construction exterior. **Attached is the barn design from the Southeastern Building in Eatonton.**

Sincerely,



Deb & Steve DeRoche

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eFiled & eRecorded
 DATE: 9/9/2021
 TIME: 8:56 AM
 DEED BOOK: 01054
 PAGE: 00485
 RECORDING FEES: \$25.00
 TRANSFER TAX: \$0.00
 PARTICIPANT ID: 5290192152
 CLERK: Trevor J. Addison
 Putnam County, GA
 PT61: 117-2021-001818

When Recorded Return To:


STRIBLING
 LAW FIRM, PC
 241 E. Hancock Street
 Milledgeville, GA 31061

File: 21-1022

[Above Space Provided For Recording]

STATE OF GEORGIA

COUNTY OF PUTNAM

JOINT TENANTS WITH RIGHTS OF SURVIVORSHIP QUITCLAIM DEED

THIS INDENTURE made this 8th of September, 2021 between Steve M. White and Katherine L. White, as party or parties of the first part, hereinafter called Grantor, and Steven Joseph Deroche and Deborah Lynn Deroche, as party or parties of the second part, hereinafter called Grantee (the words "Grantor" and "Grantee" to include their respective heirs, successors and assigns where the context requires or permits).

WITNESSETH that: Grantor, for and in consideration of the sum of TEN AND 00/100 (\$10.00) Dollars and other good and valuable considerations in hand paid at and before the sealing and delivery of these presents, the receipt whereof is hereby acknowledged, has granted, bargained, sold, aliened, conveyed and confirmed, and by these presents does grant, bargain, sell, alien, convey and confirm unto the said Grantee,

All that tract or parcel of land, situate, lying, and being in the 314th GMD, Putnam County, Georgia, being all of Parcel B2-1A, containing 7.25 acres, more or less, more particularly described by that certain plat of survey prepared by Phillip H. Chivers, GRLS No.2658, recorded in Plat Book 37, Page 159, Putnam County Land Records. Said plat is by this reference incorporated herein in aid of this description.

This is a portion of the property conveyed by that Warranty Deed from White Columns Land & Timber Company, Inc., to Steve M. White and Katherine L. White, dated January 10, 2005, recorded in Deed Book 499, Pages 317-319, said records.

Subject to:


All easements, rights-of-way, surveys, protective covenants, limitations and restrictions affecting said property of record, said records.


BY EXECUTION, DELIVERY, AND ACCEPTANCE OF THIS INSTRUMENT, THE PARTIES HERETO DO NOT INTEND TO CREATE A JOINT TENANCY UNDER O.C.G.A. SECTION 44-6-190, AS AMENDED, BUT RATHER THEY CREATE THE ESTATES SPECIFICALLY SET FORTH HEREIN.


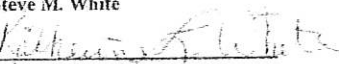
TO HAVE AND TO HOLD the said tract or parcel of land, with all and singular the rights, members and appurtenances thereof, to the same being, belonging, or in anywise appertaining, to the only proper use, benefit and behoof of the said Grantees as joint tenants with rights of survivorship, for and during their joint lives, and upon the death of either of them, then to the survivor of them, in Fee Simple, together with every contingent remainder and right of reversion, and to the heirs and assigns of said survivor.

IN WITNESS WHEREOF, Grantor has hereunto set their hand and seal this day and year first above written.

Signed, sealed and delivered in the presence of:


 Unofficial Witness


 Notary Public
 (Affix Notary Seal and Stamp)


 Steve M. White

 Katherine L. White

Truman Crockett
 Notary Public
 Greene County, Georgia
 My Commission Expires 06/10/2024

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CAMPAIGN CONTRIBUTION DISCLOSURE

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

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

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

Name of Business: _____

Business Ownership Interest: _____ Property Ownership Interest: 100%

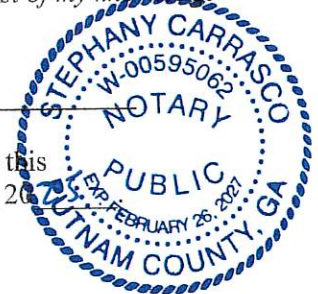
I hereby depose and say that all statements herein are true, correct and complete to the best of my knowledge and belief.

Deborah Superdue
Owner or Applicant Signature

Stacy W. Riche

Stephany Carrasco
Notary Public

Sworn and subscribed before me this
1st day of August 2025



Revised 6-27-25
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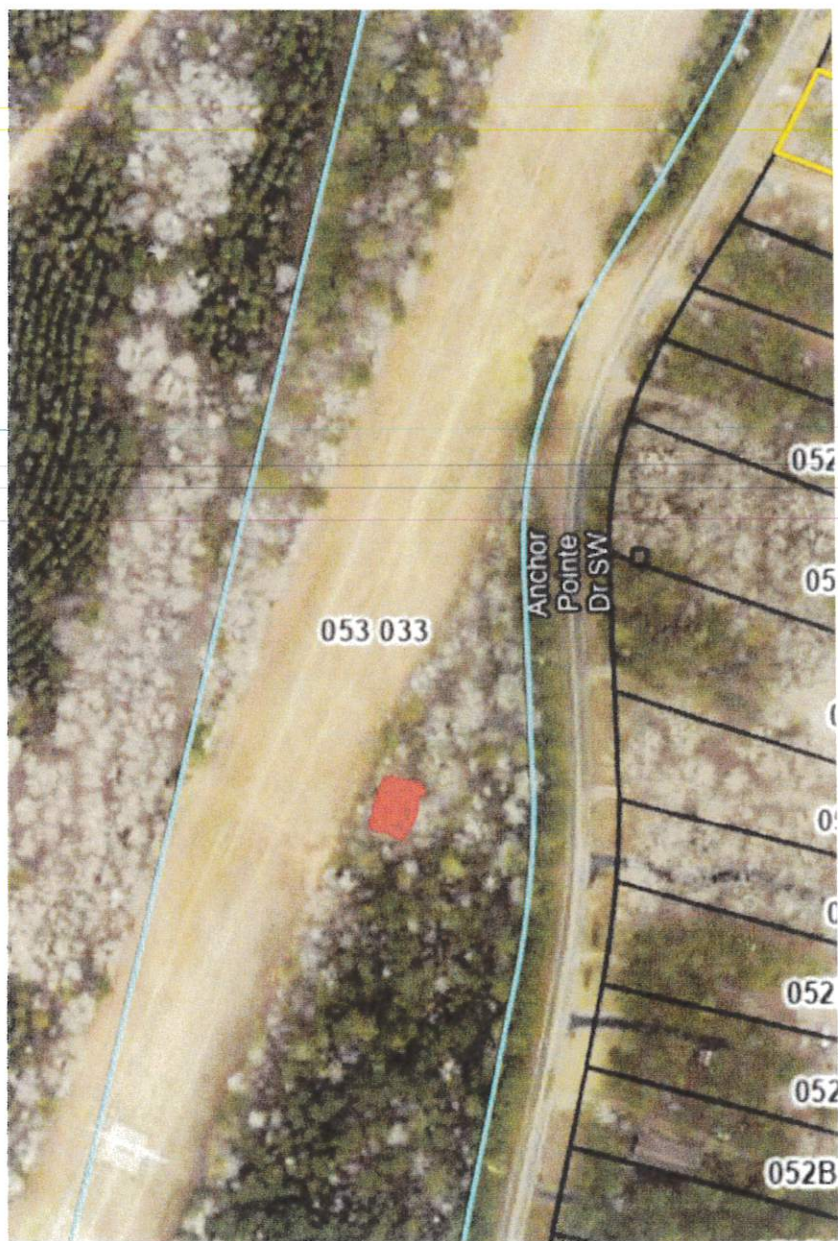


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SELLER'S LAST NAME White		FIRST NAME Steve	MIDDLE M.	Exempt Code If no exempt code enter NONE	NONE
MAILING ADDRESS (STREET & NUMBER) 140 Anchor Point Drive				1. Actual Value of consideration received by seller Complete Line 1A if actual value unknown	\$0.00
CITY, STATE / PROVINCE / REGION, ZIP CODE, COUNTRY Eatonton, GA 31024 USA			DATE OF SALE 9/8/2021	1A. Estimated fair market value of Real and Personal property	\$0.00
SECTION B - BUYER'S INFORMATION (Do not use agent's information)				2. Fair market value of Personal Property only	\$0.00
BUYER'S LAST NAME Deroche		FIRST NAME Steven	MIDDLE Joseph	3. Amount of liens and encumbrances not removed by transfer	\$0.00
MAILING ADDRESS (Must use buyer's address for tax billing & notice purposes) 7345 Saddle Creek Trail				4. Net Taxable Value (Line 1 or 1A less Lines 2 and 3)	\$0.00
CITY, STATE / PROVINCE / REGION, ZIP CODE, COUNTRY Gainesville, GA 30506 USA			Check Buyers Intended Use () Residential () Commercial () Agricultural () Industrial	5. TAX DUE at .10 per \$100 or fraction thereof (Minimum \$1.00)	\$0.00
SECTION D - PROPERTY INFORMATION (Location of Property (Street, Route, Hwy, etc))					
HOUSE NUMBER & EXTENSION (ex 265A)		PRE-DIRECTION, STREET NAME AND TYPE, POST DIRECTION Anchor Point Drive			SUITE NUMBER
COUNTY PUTNAM		CITY (IF APPLICABLE)		MAP & PARCEL NUMBER 053 033	ACCOUNT NUMBER
TAX DISTRICT	GMD	LAND DISTRICT	ACRES	LAND LOT	SUB LOT & BLOCK
SECTION E - RECORDING INFORMATION (Official Use Only)					
DATE	DEED BOOK 1054	DEED PAGE 485	PLAT BOOK	PLAT PAGE	

ADDITIONAL BUYERS
Deroche, Deborah Lynn

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Fwd: Fw: Here's Your Custom Design and Estimate! (#1751995228805468-2)

From: Steve Deroche [REDACTED]

To: [REDACTED]

Date: Thursday, July 31, 2025 at 02:17 PM EDT

----- Forwarded message -----

From: [REDACTED]

Date: Thu, Jul 10, 2025 at 4:34 PM

Subject: Fw: Here's Your Custom Design and Estimate! (#1751995228805468-2)

To: [REDACTED]

----- Forwarded Message -----

From: chris@southeasternbuildings.com <chris@southeasternbuildings.com>

To: [REDACTED]

Sent: Thursday, July 10, 2025 at 02:23:08 PM EDT

Subject: FW: Here's Your Custom Design and Estimate! (#1751995228805468-2)

From: yourdesign=idearoom.com@idearoom-mail.idearoom.com <yourdesign=idearoom.com@idearoom-mail.idearoom.com> On Behalf Of Your 3D Design

Sent: Wednesday, July 9, 2025 2:15 PM

To: [REDACTED]

Subject: Here's Your Custom Design and Estimate! (#1751995228805468-2)



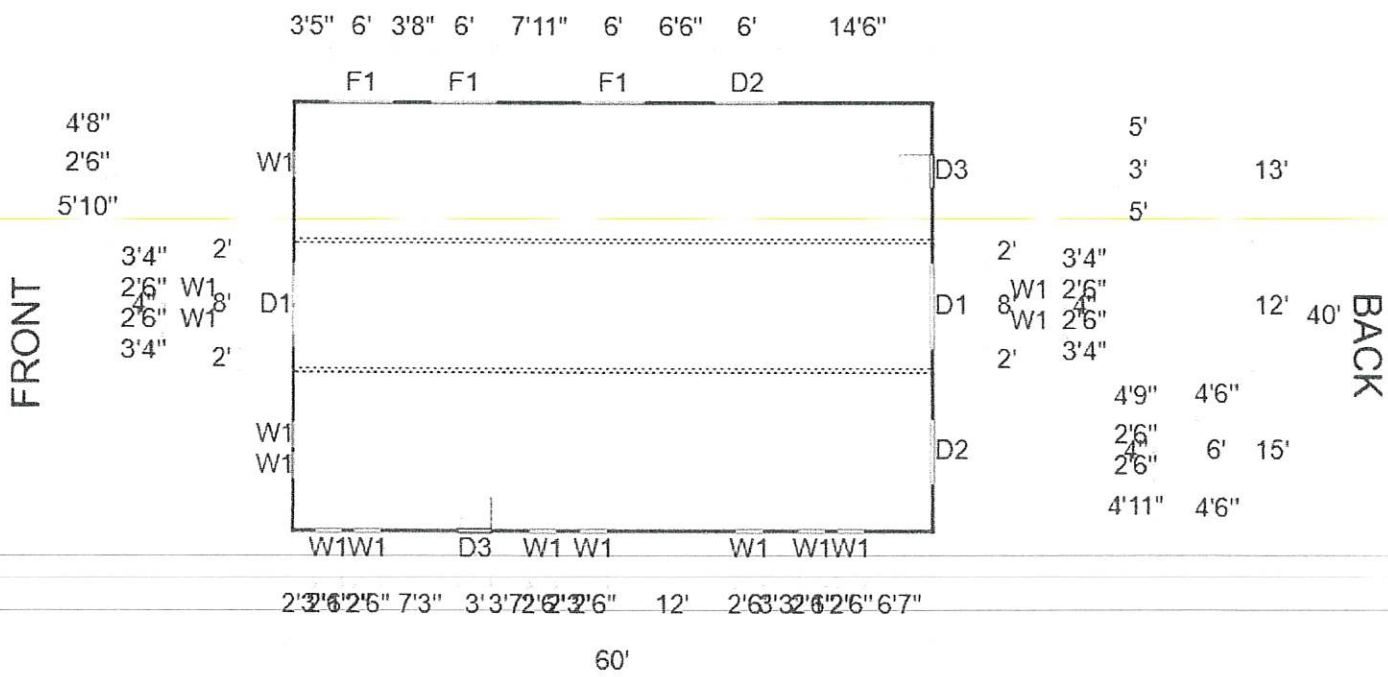
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LEFT SIDE



RIGHT SIDE

SYMBOL LEGEND

- W1
30W x 36H Black Windows
- D1
8'x8' Roll Up Garage Door
- F1
Custom Size Frameout
- D2
6'x7' Roll Up Garage Door
- D3
36x80 9-Lite Steel Door - In Swing

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Closed Wall
Open Wall

[Open Your Custom Design](#)

Customer Contact Information

Name: Steve Deroche
Email: [REDACTED]
Phone: [REDACTED]

Delivery Information

Delivery Location: Blue Book
Delivery Address: Putnam
Delivery City: Eatonton
Delivery State: GA
Delivery ZIP: 31024

Additional Comments

Power Available: Yes
Site Ready: Yes
Jobsite Level: Yes
Building Estimate: \$37,598.28
Subtotal: \$37,598.28
Price: \$40,606.14
Sales Tax (8%): \$3,007.86
Non-taxable Services: \$300
Total: \$40,906.14

Deposit Amount (16%): \$6,015.72
Due Upon Delivery: \$34,890.42

[Buy This Building Now!](#)

Structure Details

Style: Horse Barn	
Base Price: 12'x60'	\$5,790.00
Installation Surface: Cement	-
Roof: Galvalume	-
Trim: White	-

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GWO

Wall Exterior Color: Barn Red	-
Garage Door: White	-
Roof Style: Vertical Style	-
Roof Pitch: 3 / 12	-
Roof Overhang: 6"	-
Trusses: Standard	-
Gauge: 14-Gauge Framing (Included)	-
Brace: 2' Brace	-
Engineer Certified: 35PSF - 140MPH	-
Leg Height: *12'	\$1,800.00
Left Side: 3' Panel	\$320.00
Left Side Siding: Horizontal	-
Left Side J-Trim: Add J-Trim	\$105.00
Right Side: 3' Panel	\$320.00
Right Side Siding: Horizontal	-
Right Side J-Trim: Add J-Trim	\$105.00
Front End: Fully Enclosed	\$735.00
Front End Siding: Horizontal	-
Colored Screws (Ends)	\$18.38
Back End: Fully Enclosed	\$735.00
Back End Siding: Horizontal	-
Colored Screws (Ends)	\$18.38
Left Lean Base Price: 13'x60'	\$4,895.00
Left Lean Type: Lean only	-
Left Lean Roof Pitch: 2 / 12	-
Left Lean Gauge: 14-Gauge Framing (Included)	-
Left Lean Brace: 2' Brace	-
Left Lean Leg Height: 8'	\$240.00
Left Lean Left Side: Fully Enclosed	\$1,050.00
Left Lean Left Side Siding: Horizontal	-

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GWS

Left Lean Colored Screws (Sides)	\$26.25
Left Lean Front End: Fully Enclosed	\$895.00
Left Lean Front End Siding: Horizontal	-
Left Lean Colored Screws (Ends)	\$22.38
Left Lean Back End: Fully Enclosed	\$895.00
Left Lean Back End Siding: Horizontal	-
Left Lean Colored Screws (Ends)	\$22.38
Left Lean Connection Fee Side to Side 60'L	\$280.00
Right Lean Base Price: 15'x60'	\$5,495.00
Right Lean Type: Lean only	-
Right Lean Roof Pitch: 2 / 12	-
Right Lean Gauge: 14-Gauge Framing (Included)	-
Right Lean Brace: 2' Brace	-
Right Lean Leg Height: 8'	\$240.00
Right Lean Right Side: Fully Enclosed	\$1,050.00
Right Lean Right Side Siding: Horizontal	-
Right Lean Colored Screws (Sides)	\$26.25
Right Lean Front End: Fully Enclosed	\$895.00
Right Lean Front End Siding: Horizontal	-
Right Lean Colored Screws (Ends)	\$22.38
Right Lean Back End: Fully Enclosed	\$895.00
Right Lean Back End Siding: Horizontal	-
Right Lean Colored Screws (Ends)	\$22.38
Right Lean Connection Fee Side to Side 60'L	\$280.00
Roll Doors & Ramps	
8'x8' Roll Up Garage Door	\$805.00
8'x8' Roll Up Garage Door	\$805.00
Left Lean 6'x7' Roll Up Garage Door	\$605.00

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Left Lean Side Garage Door Header Bar	\$150.00
Right Lean 6'x7' Roll Up Garage Door	\$605.00

Doors & Ramps

Left Lean 36x80 9-Lite Steel Door - In Swing	\$575.00
Right Lean 36x80 9-Lite Steel Door - In Swing	\$575.00

Windows & Accessories

30W x 36H Black Windows	\$275.00
30W x 36H Black Windows	\$275.00
30W x 36H Black Windows	\$275.00
30W x 36H Black Windows	\$275.00

Left Lean 30W x 36H Black Windows	\$275.00
Right Lean 30W x 36H Black Windows	\$275.00
Right Lean 30W x 36H Black Windows	\$275.00
Right Lean 30W x 36H Black Windows	\$275.00
Right Lean 30W x 36H Black Windows	\$275.00
Right Lean 30W x 36H Black Windows	\$275.00
Right Lean 30W x 36H Black Windows	\$275.00
Right Lean 30W x 36H Black Windows	\$275.00
Right Lean 30W x 36H Black Windows	\$275.00
Right Lean 30W x 36H Black Windows	\$275.00

Frameouts

Corner Style: Square (Traditional)	-
Corner Style: Square (Traditional)	-
Left Lean Custom Size Frameout (6'x6')	\$150.00
Left Lean Corner Style: Square (Traditional)	-
Left Lean Custom Size Frameout (6'x6')	\$150.00

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Left Lean Corner Style: Square (Traditional)	-
Left Lean Custom Size Frameout (6'x6')	\$150.00
Left Lean Corner Style: Square (Traditional)	-
Left Lean Corner Style: Square (Traditional)	-
Right Lean Corner Style: Square (Traditional)	-

Additional Options

Modified Generic Drawing (\$300 billed separately)	-
Legs Cut On Site	\$300.00
Colored Screws (Roof)	\$404.50
Copy of Generic Drawings +\$0	-
Standard Panel	-
Flush Mount Concrete Kits	\$680.00

Additions and Adjustments

Left Lean Storage Back End: Fully Enclosed (10' x 12')	\$895.00
--	---------------------

Pricing Table (For Internal Use): - Blue Book

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AG-1

052 028

059 001

GEOGRAPHIC FEATURE LEGEND

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

Zoning

- | | | | | | | |
|------------------|----------|----------|-------------|------------|------|-------|
| Overlay District | A-2 CITY | C-2 CITY | I-2 CITY | R - 1 CITY | R-1 | RM-3 |
| No Code | C-1 | I-M | MHP | R - 2 CITY | R-1R | R-PUD |
| AG | C-1 CITY | I-1 CITY | PUBLIC | R - 3 CITY | R-2 | C-PUD |
| A-1 CITY | C-2 | I-M | PUBLIC CITY | R - 4 CITY | RM-1 | |



Middle Georgia Regional Commission
175 Emory Hwy
Suite C
Macon, Georgia 31217
(478) 751-8180

Web:
www.middlegeorgia.org

PUTNAM COUNTY, GEORGIA
ZONING MAPS



MAP 053

MAP SCALE: 1" = 416.67' SCALE RATIO: 1:5,000 DATE: AUGUST 2025

052 010

26

052 028

053 033

059 001

Anchor Pointe Dr SW

Edgewater Dr SW

GEOGRAPHIC FEATURE LEGEND

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

- | | | |
|----------------------|------------------------------|--|
| Agriculture/Forestry | Mixed Use | Residential |
| Commercial | Park/Recreation/Conservation | Transportation/Communication/Utilities |
| Industrial | Public/Institutional | Undeveloped/Vacant |



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

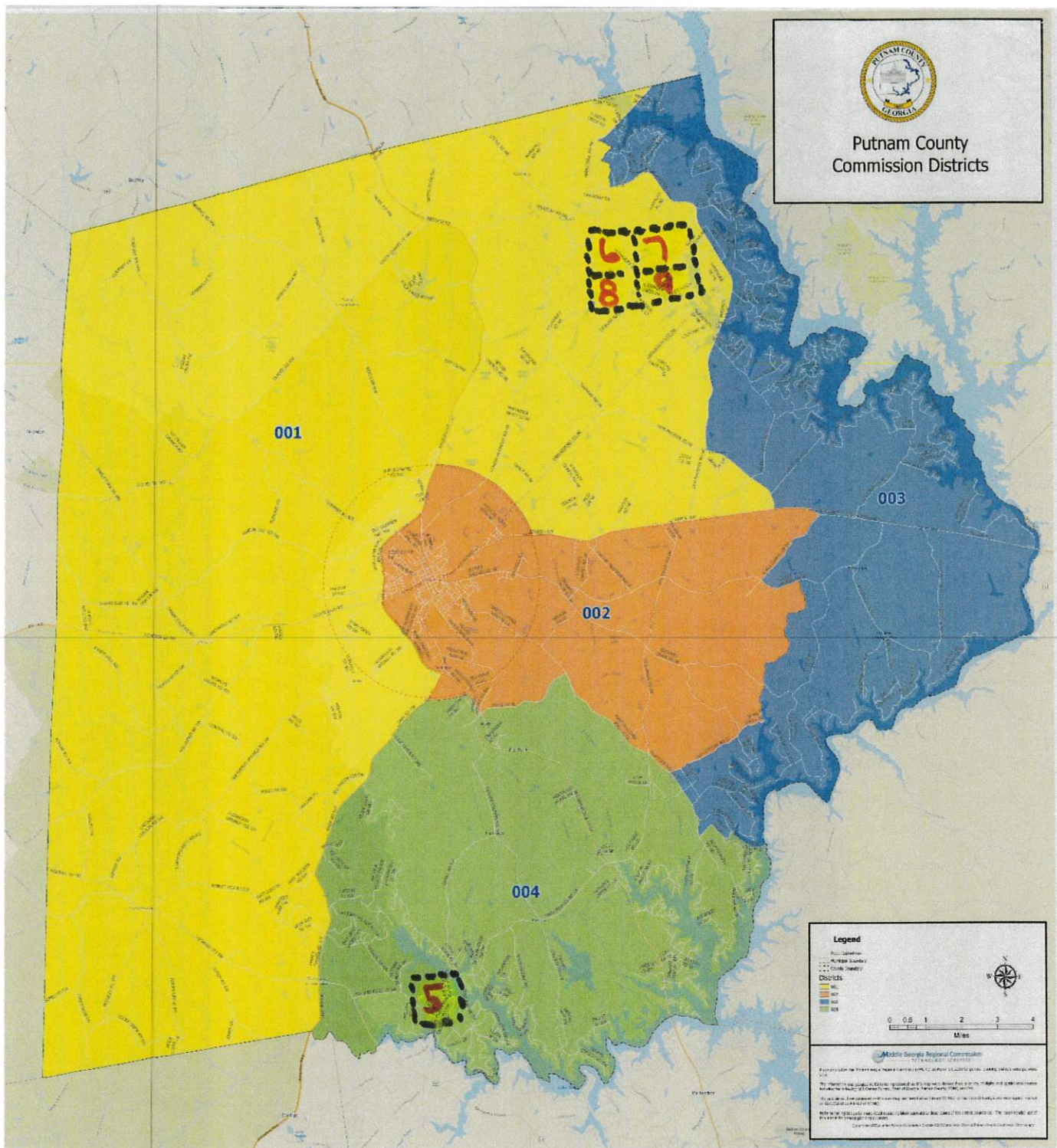


MAP 053

MAP SCALE: 1" = 400' SCALE RATIO: 1:4,800 DATE: AUGUST 2025

File Attachments for Item:

7. Request by Ross Mundy, agent for Bradley Ashurst to rezone 30 acres on Harmony Road from AG to R-PUD. [Map 097, Parcel 033 001, District 1] (staff-P&D)



5. Request by **Steven & Deborah Deroche** for a conditional use at 297 Anchor Point Drive. Presently zoned R-2. [Map 053, Parcel 033, District 4]. *
6. Request by **Ross Mundy, agent for Bradley Ashurst**, to rezone 30 acres on Harmony Road from AG to R-PUD. [Map 097, Parcel 033 001, District 1]. *
7. Request by **Ross Mundy, agent for Juaquin Cordona and Ewren Marshall**, to rezone 1.01 acres at 826 Harmony Road from AG to R-PUD. [Map 097, Parcel 035, District 1]. *
8. Request by **Ross Mundy, agent for Tempy and Davis Sharp**, to rezone 26.32 acres at 820 Harmony Road from AG to R-PUD. [Map 097, Part of Parcel 033, District 1]. *
9. Request by **Ross Mundy, agent for Tempy and Davis Sharp**, to rezone 5.99 acres at 826 Harmony Road from AG to C-1. [Map 097, Part of Parcel 033, District 1]. *



PUTNAM COUNTY PLANNING & DEVELOPMENT

117 Putnam Drive, Suite B ♦ Eatonton, GA 31024

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

December 4, 2025
BOC Staff Recommendations

TO: Board of Commissioners

FROM: Lisa Jackson

RE: Staff Recommendation for Public Hearing Agenda on 12/4/2025

Request

6. Request by **Ross Mundy, agent for Bradley Ashurst** to rezone 30 acres on Harmony Road from AG to R-PUD. [**Map 097, Parcel 033 001, District 1**].* Mr. Mundy is requesting to rezone 30 acres from AG to R-PUD on behalf of Bradley Ashurst. If approved, the subject property will be combined with 2 adjacent parcels identified as **Map 097 Parcel 033** and **Map 097 Parcel 035**. The combination of parcels would create a 57.33-acre R-PUD tract. They are also proposing a separate 5.99-acre C-1 tract. The intended land use for this property is to develop an assisted living/memory care facility surrounded by semi-assisted single family cottage style homes. The proposed residential planned unit development will consist of 124 single family one-story patio home units, 94 assisted living facility units, pickleball courts, a pool, and a community clubhouse (including a community gym). The proposed plan includes a residential density of 4 units per acre, with a proposed open space of 27.8 acres (42%) of the gross acres in the assemblage. The concept plan proposes four interior roads. Two roads have a cul-de-sac, one road has dead end, and the other road leads to the proposed commercial development. They are also proposing two curb cuts that will be located on Harmony Road, one for the single-family homes entrance and the other for the commercial assisted living facility.

The subject property is located directly adjacent to the Harmony 40, LLC development. This residential development was rezoned from AG to RM-3 in October of 2023 and consists of 43 single family residential lots. The development has established roads and will begin the building application process soon. At the time of the rezoning approval, the traffic study projected traffic for the Harmony 40, LLC development was 412 average trips per day, with 8 entering and 24 exiting during AM peak hour, 26 entering and 16 exiting during the PM hours. Harmony Road is classified as a Major Collector with a speed limit of 45 MPH. It had daily traffic that was well below the 6,000 AADT for a two-lane road. There are additional major developments located within close proximity to the subject property; the proposed site for the Helms Farm development located along Harmony Road, and the site for the Stillwater Development located along Scott Road.

The Helms Farm development was rezoned from AG to C-PUD in August of 2021. The development proposes a mixed-use development to support the non-profit mission and vision of Goodwill industries of Middle Georgia's Helms College expansion. It is proposed to include a Goodwill store; Helms College for 50 students; Edgar's Bakery; retailing including a spa; a high-turn-over sit-down restaurant; a supermarket; 127 multi-family residential units; 18 student housing units; 41 vacation villas; an event/banquet hall, and a 175-room hotel.

Piedmont Water will provide water and sewer. As proposed, the development will be completed in four phases as determined by the market conditions and demand. Phase one will consist of the Goodwill store, Helms College for 25 students, Edgar's Bakery, and 3,400 square feet of retail is to be completed by 2023. The second phase will include an additional 25 students to the college, 11,200 square feet of retail, 42 multi-family units, and 6 student housing units to be finished in 2024. Phases three and four will consist of 12,320 square feet of retail, 10,600 square feet of a sit-down restaurant, a supermarket, 85 multi-family residential units, 12 student housing units, 41 vacation villas, an event/banquet hall, and a 175-room hotel. At the time of the rezoning approval, the traffic study projected the total site-generated trips will be 10,975, and the mixed-use reduction is 1,814. Thus the 24-hour total volume of two-way traffic will be 9,161. However, it concludes that the most significant impact from the proposed development will be during the am and pm peak hours. The development also proposes two full-access entrances on Harmony Road identified as Driveway One (southern) and Driveway Two (northern). The study further recommends that the first driveway has two entering and two exit lanes while the second driveway has one entering and two exit lanes. The following was recommended for each driveway: the eastbound lane approach should have a separate left and right-turn lane for exiting traffic; a northbound left-turn lane to be constructed on Harmony Road for entering traffic; a southbound deceleration lane to be installed on Harmony Road for entering traffic. Since the 2021 rezoning approval, this development has yet to begin construction.

The Stillwater development was originally rezoned from AG to C-PUD in August of 2020, with the hopes of establishing a mixed-use commercial development. They later decided to include a residential component which was not allowed in the C-PUD zoning district. In January of 2024, the property was rezoned from C-PUD to R-PUD. The development proposed to establish a mixed-use residential community along the Scott Road connector. According to the applicant's traffic impact analysis, the proposed development will consist of 387 residential units in total, of which 124 will be residential townhomes and 263 will be single-family homes. The development will be completed in 3 phases. The study proposed three road accesses which include Scott Road, Sammons Industrial Parkway and Hwy 44. As projected in the study, the anticipated completion (build-out) of the development is 2030. Based on the 2023 Traffic Impact Analysis, the projected traffic volume per day on Scott Road was 2,901 with a peak am at 63 and peak PM at 163. The Highway Capacity Manual, 6th Edition suggested the existing intersections were performing at acceptable levels of service during the AM and PM peak hours. Additionally, the study estimated that the 2030 Future Build Conditions for this site would generate a total of 3,425 daily trips. As it was proposed, the main entrance is located on Scott Road, and the secondary access will be on Hwy 44 and Sammons Industrial Road. The following was recommended:

- 1. Scott Road at Proposed Driveway #1: (a) Provide a full-movement driveway; to be stop-control (b) Provide one entry lane and one exit lane (c) Install a westbound right-turn deceleration lane (d) Install an eastbound left-turn deceleration lane.**
- 2. Sammons Industrial Parkway at Proposed Driveway #3: (Note: The driveway creates the 3rd leg northern leg of the T-intersection) (a) Provide a full-movement driveway; one entry lane and one exit lane (b) Install a stop sign (stop-control) for the eastbound approach of Sammons Industrial Parkway**
- 3. Staff also recommends that the comp plan be amended to reflect current and future commercial and residential development in this area.**

This project is currently undergoing the land disturbance and stabilization process and should be able to move forward with road infrastructure soon.

The applicant is proposing to rezone this 26.32-acre tract from AG to R-PUD to establish an assisted living/memory care facility surrounded by semi-assisted single family cottage style homes. The subject property is located along Harmony Road and is directly adjacent to the Harmony 40, LLC subdivision. Harmony Road is a connector road between Hwy 441, Georgia State Route 44, and the Lake Oconee area.

According to the submitted traffic analysis, the 24-hour two-way volume for traffic entering and exiting the site is 4,874 vehicles per day. For a two-lane roadway with an AADT of under 6,000 vehicles and a posted speed limit of 45 mph, the daily site-generated left turn movements threshold to warrant a turn lane is 250 left-turning vehicles per day. The projected daily left turn volumes (LTVs) at each driveway are 661 LTVs at Site Driveway 1 and 396 LTVs at Site Driveway 2. Therefore, a left turn lane is warranted at each of the site driveways on Harmony Road. For a two-lane roadway with an AADT of under 6,000 vehicles and a posted speed limit of 45 mph, the daily site-generated right-turn movements threshold to warrant a deceleration lane is 150 right-turning vehicles per day. The projected daily right turn volumes (RTVs) at each driveway are 537 RTVs at Site Driveway 1 and 313 RTVs at Site Driveway 2. Therefore, a right turn lane is warranted at each of the site driveways on Harmony Road. The following access configurations are recommended at the proposed site driveway intersections:

1. Site Driveway 1 (North): Full Access Driveway on Harmony Road

- **One entering lane and one exiting lane**
- **Stop-sign controlled on the driveway approach with Harmony Road remaining free flow**
- **A left turn lane and a right turn lane for entering traffic**
- **Provide/confirm adequate sight distance per AASHTO standards**

2. Site Driveway 2: Full access driveway on Harmony Road

- **One entering lane and one exiting lane**
- **Stop-sign controlled on the driveway approach with Harmony Road remaining free flow**
- **A left turn lane and a right turn lane for entering traffic**

With the rapid pace of growth in Putnam County, particularly along Harmony Road, development pressures have become increasingly evident. Over the past five years, 16 rezoning applications have been submitted along this corridor, reflecting a steady shift toward a mix of residential and commercial uses. According to the County's Comprehensive Plan, the subject property is designated for future residential use. While the proposed use aligns with that designation, there is a need to reassess the plan to better address major connectors, intersections, and areas experiencing both significant commercial and residential mixed-use development. Without an updated plan, the County risks facing incompatible land uses, increased traffic congestion, and potential impacts to community character. A coordinated land use plan is essential to guide growth in these areas. By updating the plan, Putnam County can ensure that future decisions are consistent with long-term goals, fostering compatible development while preserving the integrity and character of existing properties. Furthermore, staff recommends that the Board of Commissioners:

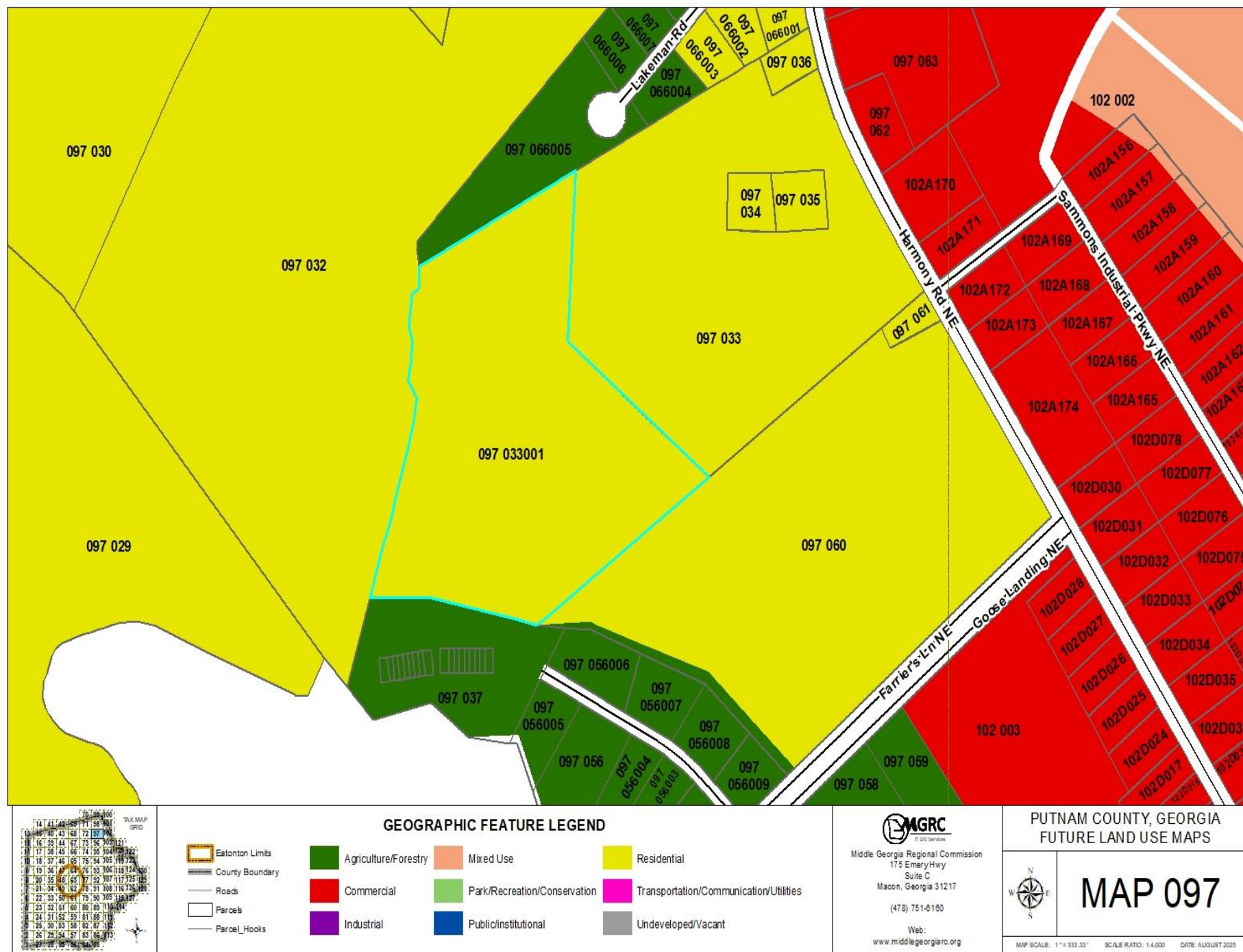
- 1. Conduct a comprehensive assessment of the County's main arterial roads to evaluate existing conditions, growth trends, and development pressures.**
- 2. Develop a list of community-compatible land uses that are appropriate for properties fronting these arterial corridors.**
- 3. Adopt this list and establish overlay districts along key arterial roads, providing clear expectations for future rezonings while balancing the interests of residents, businesses, and other property owners.**

This process will create consistency, improve public trust, and allow the County to accommodate growth while preserving the character of its communities. Subject to the same, staff previously recommended that the item be tabled until there is a completion of the arterial corridor assessment and an adoption of overlay districts. Upon further review, staff's recommendation is for denial.

Staff recommendation is for denial to rezone 30 acres on Harmony Road from AG to R-PUD. [Map 097, Parcel 033 001, District 1].*

*The Planning & Zoning Commission's recommendation is for approval to rezone items 6-8 on Harmony Road from AG to R-PUD [Map 097, Parcel 033 001, District 1], [Map 097, Parcel 035, District 1], [Map 097, Part of Parcel 033, District 1].*with the following conditions:*

- 1. Map 097, Parcel 035 must be combined with the adjacent parcels, identified as Map 097 Parcel 033001, Map 097 Part of Parcel 033 and cannot be used or sold as a standalone parcel.*
- 2. The development shall substantially comply with the submitted conceptual plan,*



Applicants are requesting to rezone 30 acres from AG to R-PUD. . [Map 097, Parcel 033 001, District 1].* If approved, the subject property will be combined with 2 adjacent parcels identified as **Map 097 Parcel 033** and **Map 097 Parcel 035**.

Nearby R-PUD Development.

Adjacent residential
Development.

**PUTNAM COUNTY PLANNING & DEVELOPMENT**

117 Putnam Drive, Suite B ♦ Eatonton, GA 31024

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

☒ REZONINGAPPLICATION NO. 2025-REZONE-22DATE: 8/6/2025MAP 097PARCEL 033-001ZONING DISTRICT AG

1. Owner Name: Bradley S. Ashurt
2. Applicant Name (If different from above): Ross Mundy Manager, Georgia United Equities, LLC
3. Mailing Address: 3435 Ocean Park Blvd., Santa Monica, CA 90405
4. Email Address: [REDACTED]
5. Phone: (home) _____ (office) _____ (cell) [REDACTED]
6. The location of the subject property, including street number, if any: 0 Harmony Rd. Eatonton, GA 31024
7. The area of land proposed to be rezoned (stated in square feet if less than one acre):
30 Acres
8. The proposed zoning district desired: R-PUD
9. The purpose of this rezoning is (Attach Letter of Intent)
Retirement destination development to include an Assisted Living/ Memory Care Facility, and semi-independent detached residents.
10. Present use of property: AG Desired use of property: R-PUD and C-1
11. Existing zoning district classification of the property and adjacent properties:
Existing: AG
North: C-2 South: AG East: C-1/ C-2 West: AG and C-2
12. Copy of warranty deed for proof of ownership and if not owned by applicant, please attach a signed and notarized letter of agency from each property owner for all property sought to be rezoned.
13. Legal description and recorded plat of the property to be rezoned.
14. The Comprehensive Plan Future Land Use Map category in which the property is located. (If more than one category applies, the areas in each category are to be illustrated on the concept plan. See concept plan insert.): _____
15. A detailed description of existing land uses: Undeveloped land, woods and pasture
16. Source of domestic water supply: well _____, community water X, or private provider _____.
If source is not an existing system, please provide a letter from provider.

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

18. Complete attachment of Disclosure of Campaign Contributions Form by the applicant and/or the applicant's attorney as required by the Georgia Conflict of Interest in Zoning Act (O.C.G.A. 36-67A).

19. The application designation, date of application and action taken on all prior applications filed for rezoning for all or part of the subject property. (Please attach on separate sheet.)

20. Proof that property taxes for the parcel(s) in question have been paid.

21. Concept plan.

- If the application is for less than 25 single-family residential lots, a concept plan need not be submitted. (See attachment.)
- A concept plan may be required for commercial development at director's discretion

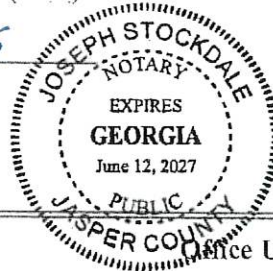
22. Impact analysis.

- If the application is for less than 25 single-family residential lots, an impact analysis need not be submitted. (See attachment.)
- An Impact analysis (including a traffic study) is required when rezoning from residential zoned or used property to commercial or industrial districts.

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

Billy S. Hubert 5-29-25
Signature (Property Owner) (Date)

[Signature] 5-29-25
Notary Public



Ross M. [Signature] 5-29-25
Signature (Applicant) (Date)

5-29-25
Notary Public



Office Use	
Paid: \$ <u>600.00</u> (cash) _____ (check) _____ (credit card) <input checked="" type="checkbox"/>	
Receipt No. <u>154651936906</u>	ate Paid: <u>6/3/25</u>
Date Application Received: <u>8/6/25</u>	
Reviewed for completeness by: <u>Angela Waldrop</u>	
Date of BOC hearing: <u>12/16/25</u>	Date submitted to newspaper: <u>10/21/25</u>
Date sign posted on property: _____	Picture attached: yes _____ no _____

DISCLOSURE OF APPLICANT'S CAMPAIGN CONTRIBUTION

1-04-24

Letter of Intent – Georgia United Equities, LLC
R-PUD and C-1 Zoning Request

This site is comprised of 4 parcels, all currently zoned AG and mostly undeveloped. Surrounding land uses are commercial (C-1 and C-2, mostly flex, office/warehousing), RM-3 – a similar residential subdivision, and AG land – mostly undeveloped.

The intended land uses for these assembled parcels:

097-035 – 1.01 Acres

097-033 – 32.31 Acres (5.99 Acres for Commercial, and 26.32 Acres

097-03301 – 30 Acres

An Assisted Living/ Memory Care Facility surrounded by semi- assisted single family cottage style homes are planned. The homes will be one-story patio homes that will be similar those found at The Grove in Athens. The quality of construction of the cottage style homes will be comparable to single family homes in the near-by Del Webb community. The conceptual site includes 124 single family one-story patio homes, pickleball courts, a pool, and a community clubhouse (that will include a community gym). Setbacks proposed: 20' Front, 20' Rear, and 7.5' Side. The proposed subdivision will connect to Harmony Road via proposed interior roads. 50' required buffer is included per county ordinance. The proposed plan includes a residential density of 4 units per acre. Proposed open space is 42 % or 27.8 acres of the gross acres in the assemblage.

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

After Recording Return to:

J.V. Dell, P.C.
 1040 Founders Row, Ste B
 Greensboro, Georgia 30642
 C/M#: 4300-0002

eFiled & eRecorded
 DATE: 12/29/2020
 TIME: 2:58 PM
 DEED BOOK: 01019
 PAGE: 00092 - 00093
 RECORDING FEES: \$25.00
 TRANSFER TAX: \$0.00
 PARTICIPANT ID: 8209886566
 CLERK: Shella H. Perry
 Putnam County, GA
 PT61: 117-2020-002260

LIMITED WARRANTY DEED

**STATE OF GEORGIA
 COUNTY OF GREENE**

THIS INDENTURE made this 18th day of December 2020, between Harmony Glades, LLC, as party or parties of the first part (hereinafter called "Grantor") and Bradley S. Ashurst, as party or parties of the second part (hereinafter called "Grantee").

WITNESSETH:

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

All that tract or parcel of land lying and being in the 389th GMD of Putnam County, Georgia, containing 30 acres, more or less, and shown as Parcel A on that survey for Harmony Glades, LLC, prepared by Byron L. Farmer, G.R.L.S. No. 1679, dated October 3, 2020, filed at Plat Book 36, page 295, Clerk's Office, Putnam County, Georgia, said plat and the plat thereof are incorporated herein and made a part hereof by reference, in aid of this description.

Said parcel is a portion of that property conveyed by Warranty Deed at Deed Book 5-S, page 474, aforesaid records.

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

AND THE SAID Grantor will warrant and forever defend the right and title to the above-described property unto the said Grantee against the claims of all persons owning, holding or claiming by, through or under the said Grantor, subject to all encumbrances, easements and restrictions of record.

- 1 -

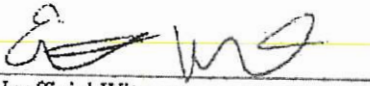
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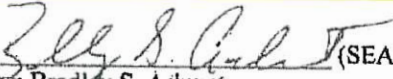
eFiled & eRecorded
 DATE: 12/29/2020
 TIME: 2:58 PM
 DEED BOOK: 01019
 PAGE: 00093

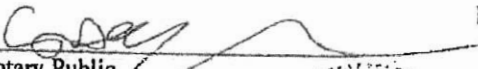
IN WITNESS WHEREOF, the said Grantor has hereunto set its hand(s) and affixed its seal(s) the day and year first above written.

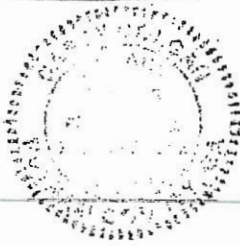
Signed, sealed and delivered
 in the presence of:

Harmony Glades, LLC, a Georgia limited
 liability company.


 Unofficial Witness

By:  (SEAL)
 Name: Bradley S. Ashurst
 It's: Manager


 Notary Public
 My Commission Expires:
 (AFFIX NOTARY SEAL)



- 2 -

m:\clients\4300\0002\ltd wd 2.doc



PUTNAM COUNTY PLANNING & DEVELOPMENT

117 Putnam Drive, Suite B ♦ Eatonton, GA 31024

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

LETTER OF AGENCY- Re-Zone

WE, THE UNDERSIGNED OWNERS OF REAL PROPERTY LOCATED IN THE CITY OF
EATONTON/PUTNAM COUNTY, GEORGIA, HEREBY APPOINT Ross Mundy TO BE MY
AGENT FOR THE PURPOSE OF APPLYING FOR Re-zoning OF PROPERTY DESCRIBED AS
MAP 097 PARCEL 033-00, CONSISTING OF 30 ACRES, WHICH HAS THE FOLLOWING ADDRESS:
0 Harmony Rd. EATONTON, GEORGIA 31024. ATTACHED HERETO IS A COPY OF A DEED
AND OR PLAT OF SURVEY DESCRIBING THE PROPERTY OWNED BY THE PROPERTY OWNER(S) TO WHICH
THIS LETTER OF AGENCY APPLIES.

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

THIS 29th DAY OF May, 2020.
2025

PROPERTY OWNER(S): Bradley S. Ashurt

Bradley S. Ashurt 5-29-25
NAME (PRINTED)
SIGNATURE

ADDRESS: 0 Harmony Rd. Eatonton, GA 31024

PHONE: [REDACTED]

ALL SIGNATURES WERE HEREBY SWORN TO AND SUBSCRIBED BEFORE ME THIS
29th DAY OF May, 2019 2025

[Signature]
NOTARY

MY COMMISSION EXPIRES: 6-12-25



eFiled & eRecorded
 DATE: 10/5/2020
 TIME: 9:20 AM
 PLAT BOOK: 00036
 PAGE: 00295
 RECORDING FEES: \$10.00
 PARTICIPANT ID: 5341355839
 CLERK: Sheila H. Perry
 Putnam County, GA

APPROVED FOR RECORDING ONLY
 PUTNAM COUNTY
 PLANNING AND DEVELOPMENT
 09-30-2020
 DATE
 LISA JACKSON

Points	Description
1	5/8" RE-BAR SET (POB)
2	5/8" RE-BAR SET
3	5/8" RE-BAR SET
4	5/8" RE-BAR SET
5	12" RE-BAR FOUND
6	12" RE-BAR FOUND
7	5/8" RE-BAR SET IN CREEK
8	21' CORNER MEASUREMENT ALONG C/L OF CREEK
9	C/L OF INTERSECTION C/L CREEK & P/L

Course	Bearing	Distance
1-2	S 03°00'18" W	803.641
2-3	S 81°16'18" E	750.181
3-4	S 54°11'50" E	991.041
4-5	N 08°02'24" W	88.000
5-6	N 78°14'33" W	370.997
6-7	N 88°03'00" W	750.200
7-8	N 30°34'43" E	30.411
8-9	N 20°34'19" E	111.301
9-10	N 11°45'33" E	175.231
10-11	N 08°03'01" E	161.181
11-12	N 18°30'22" E	248.041
12-13	N 07°08'41" W	22.831
13-14	N 45°08'47" E	34.991
14-15	N 11°44'48" E	75.101
15-16	N 25°46'34" W	70.631
16-17	N 78°18'44" W	37.101
17-18	N 10°32'24" E	32.941
18-19	N 01°01'00" W	112.231
19-20	N 87°08'43" E	37.431
20-21	N 00°32'20" E	78.681
21-1	N 81°43'48" E	780.001

SURVEYOR: BYRON L. FARMER
 259 COUNTY LINE CHURCH ROAD, SW
 MILLEDGEVILLE, GEORGIA 31081
 PHONE: 478-932-5755
 GEORGIA REGISTRATION NUMBER 1670

NOTE:
 THIS PROPERTY IS SUBJECT TO UTILITY AND OTHER EASEMENTS,
 BOTH VISIBLE AND NOT VISIBLE AT THE TIME OF THE SURVEY.
 THESE EASEMENTS MAY OR MAY NOT BE OF RECORD.

200 0 200 400 600
 GRAPHIC SCALE - FEET SCALE: 1" = 200'

JOE L. ASHURST III (LIFE ESTATE)
 BRADLEY S. ASHURST & AMANDA D. ASHURST WALKER
 DEED BOOK 623, PAGE 287
 PLAT BOOK 8, PAGE 78

JOE L. ASHURST III (LIFE ESTATE)
 BRADLEY S. ASHURST & AMANDA D. ASHURST WALKER
 DEED BOOK 623, PAGE 287
 PLAT BOOK 6, PAGE 78

NOTE:
 TRACT "A" IS TO BE COMBINED
 WITH ADJOINING LANDS OF JOE L.
 ASHURST III (LIFE ESTATE) MAP
 087, PARCEL 032 AND CANNOT BE
 CONVEYED AS A SEPARATE PARCEL.

(CENTERLINE OF CREEK IS PROPERTY LINE)

TRACT "A"
 30.00 ACRES

TOWNHOMES OF CARRIAGE COVE
 DEED BOOK 648, PAGE 613
 PLAT BOOK 28, PAGE 14

THIS IS A SURVEY OF A DIVISION OF THE PARENT
 TRACT AND A COMBINATION OF LOTS.

SURVEY OF PROPERTY
 FOR
 Harmony Glades, LLC
 THIRD LAND DISTRICT
 GMD 389
 PUTNAM COUNTY, GEORGIA
 REFERENCE: DEED BOOK 65, PAGE 474
 PLAT BOOK 11, PAGE 52

SURVEYED: SEPTEMBER 2020 PLAT: SEPTEMBER 28, 2020 JOB NUMBER: 20171P EQUIPMENT USED: JAVAD TRIUMPH II (SERIAL NUMBER 00235) & JAVAD TRIUMPH LS (SERIAL NUMBER 00294) DUAL FREQUENCY & RTK

STEWART INVESTMENT LP

B.C. INVESTMENT GROUP, N.A., LLC
 DEED BOOK 280, PAGE 783
 PLAT BOOK 28, PAGE 150

POINT OF BEGINNING (POB)
 5/8" RE-BAR SET

12" RE-BAR FOUND
 24" BACK ON LINE

POINT OF REFERENCE (POR)
 1/2" RE-BAR FOUND AT THE PROPERTY LINE SEPARATING
 THE LANDS OF STEWART INVESTMENT LP, B.C. INVESTMENT
 GROUP, N.A., LLC, AND TEMPY SHARP AS SHOWN ON A PLAT
 RECORDED IN PLAT BOOK 28, PAGE 150

TEMPY IRENE SHARP
 DEED BOOK 55, PAGE 474
 PLAT BOOK 11, PAGE 62
 MAP 087, PARCEL 033
 REMAINING ACREAGE: 34.99 ACRES ±

1" STEEL SHAFT FOUND

JACQUELINE B. TRINKLE
 DEED BOOK 725, PAGE 529
 PLAT BOOK 27, PAGE 176

JACQUELINE B. TRINKLE
 DEED BOOK 725, PAGE 529
 PLAT BOOK 27, PAGE 175

---X--- FENCE FOUND ALONG OR NEAR THE PROPERTY LINE

SURVEYOR'S CERTIFICATION

AS REQUIRED BY SUBSECTION (d) OF O.C.G.A. SECTION 15-8-57, THIS PLAT HAS BEEN PREPARED BY A LAND SURVEYOR. THIS PLAT HAS BEEN APPROVED BY ALL APPLICABLE LOCAL JURISDICTIONS THAT REQUIRED PRIOR APPROVAL FOR RECORDING THIS TYPE OF PLAT OR ONE OR MORE OF THE APPLICABLE LOCAL JURISDICTIONS DO NOT REQUIRE APPROVAL OF THIS TYPE OF PLAT, THE NAME OF THE INDIVIDUAL SIGNING OR APPROVING THIS PLAT, THE AGENCY OR OFFICE OF THAT INDIVIDUAL, AND THE DATE OF APPROVAL ARE LISTED IN THE APPROVAL TABLE SHOWN HEREON. FOR ANY APPLICABLE LOCAL JURISDICTION THAT DOES NOT REQUIRE APPROVAL OF THIS TYPE OF PLAT, THE NAME OF SUCH LOCAL JURISDICTION AND THE NUMBER OF THE APPLICABLE ORDINANCE OR RESOLUTION PROVIDING THAT NO SUCH APPROVAL IS REQUIRED ARE LISTED IN THE APPROVAL TABLE SHOWN HEREON. SUCH APPROVALS, APPROXIMATIONS, OR ORDINANCE OR RESOLUTION NUMBERS SHOULD BE CONFIRMED WITH APPROPRIATE GOVERNMENTAL BODIES BY ANY PURCHASER OR USER OF THIS PLAT AS TO INTENDED USE OF ANY PARCEL. FURTHERMORE, THE UNDERSIGNED LAND SURVEYOR CERTIFIES THAT THIS PLAT COMPLIES WITH THE MINIMUM TECHNICAL STANDARDS FOR PROPERTY SURVEYS IN GEORGIA AS SET FORTH IN THE RULES AND REGULATIONS OF THE GEORGIA BOARD OF REGISTRATION FOR PROFESSIONAL ENGINEERS AND LAND SURVEYORS AND AS SET FORTH IN O.C.G.A. SECTION 15-8-57.

Byron L. Farmer 10-05-2020

SURVEYOR'S CERTIFICATION

THE FIELD DATA UPON WHICH THIS SURVEY IS BASED HAS A POSITIONAL TOLERANCE OF 0.04 FEET. THIS PLAT HAS BEEN CALCULATED FOR CLOSURE AND FOUND TO BE ACCURATE TO WITHIN ONE FOOT IN 386,550 FEET.





May 28, 2025

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

Subject: 820 Harmony Road

Dear Ms. Jackson:

Piedmont Water Company currently has adequate water and sewer capacity for the planned 250 residential properties at the address above. Sewer capacity has not been purchased for this project, and not guaranteed until purchased.

Please feel free to contact me with any questions on this project.

Sincerely,

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

W. J. Matthews
CTO

2024 000745
ASHURST BRADLEY S

INTERNET TAX RECEIPT
TRACT "A" PLAT BK 36 PG 295
097 033 001

44

DESCRIPTION	TAX AMOUNT	EXEMPTION	MILLAGE
FAIR MARKET VALUE	\$341,466		
COUNTY	\$47.32	\$128,830.00	6.101
SCHOOL	\$83.18	\$128,830.00	10.724
SCHOOL BND	\$0.00	\$128,830.00	0
SPEC SERV	\$3.10	\$128,830.00	0.4
COUNTY BND	\$0.00	\$128,830.00	0
SP SVC BD	\$0.00	\$128,830.00	0

ORIGINAL TAX DUE
\$133.60
INTEREST
COLLECTION COST
FIFA CHARGE
PENALTY
TOTAL PAID
\$133.60
TOTAL DUE
\$0.00

TO ASHURST BRADLEY S
645 OLD PHOENIX RD
EATONTON, GA 31024

Date Paid: 11/26/2024

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



Scan this code
with your mobile
phone to view this
bill

INTERNET TAX RECEIPT

SITE INFORMATION:
OVERALL ACREAGE: PARCEL 097 033/34.99 ACRES
PARCEL 097033001/30.00 ACRES
TOTAL: 64.99 ACRES

CURRENT ZONING: AG
PROPOSED ZONING: R-PUD
FRONT SETBACK (ARTERIAL RD) = 50'
FRONT SETBACK (INTERIOR RD) = 20' (SF) 20' (TH)
SIDE SETBACK = 5'
REAR SETBACK = 20'
BUFFERS = 50' WHERE SHOWN ON PLANS

PROPOSED OPEN SPACE: 27.8 ACRES/42.8%

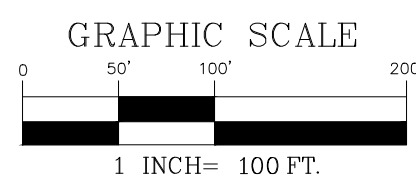
RESIDENTIAL UNITS
TOTAL: 218
SINGLE FAMILY DETACHED: 124
ASSISTED LIVING FACILITY: 94

MAXIMUM DENSITY = 8.0 UNITS/ACRE
PROPOSED DENSITY = 3.35 UNITS/ACRE

LOCAL STREET PAVING WIDTH= 25' BOC TO BOC

CONCEPT PLAN FOR: HARMONY VILLAGE

PARCELS 097 033 & 097 033001
820 HARMONY RD/EATONTON, GA. 31024



REVISION LOG:		
NO	DATE	REMARKS
PROJECT NAME & ADDRESS		
HARMONY RD EATONTON, GA. 31024		
BULLARD LAND PLANNING 1235 PROSPECT RD LAWRENCEVILLE, GEORGIA 30043 CONTACT: BOBBY BULLARD (678) 344-1293 / (770) 978-8857 FAX blpbobby@bellsouth.net		
PROFESSIONAL SEALS		
SCALE: AS SHOWN		
JOB NUMBER: 24-2167		
DATE: 05-21-25		
SHEET TITLE: CONCEPT PLAN FOR: HARMONY VILLAGE		
SHEET NUMBER: C1		

**IMPACT STUDY
FOR
PROPOSED MIXED-USE DEVELOPMENT
AT 820 HARMONY ROAD

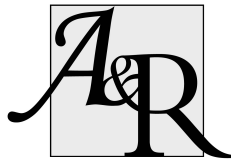
PUTNAM COUNTY, GEORGIA**



Prepared for:

***Georgia United Equities, LLC
3435 Ocean Park Blvd
Santa Monica, CA 90405***

Prepared By:



A&R Engineering Inc.

2160 Kingston Court, Suite O
Marietta, GA 30067
Tel: (770) 690-9255 Fax: (770) 690-9210
www.areng.com

July 20, 2025
A & R Project # 25-004

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1.0 INTRODUCTION

The purpose of this study is to determine the traffic impact from the proposed mixed-use development that will be located at 820 Harmony Road in Putnam County, Georgia. The traffic analysis evaluates the current operations and future conditions with the traffic generated by the development. The proposed development will consist of:

- Single-Family Detached Housing: 124 Units
- Assisted Living and Memory Care Facility approximately 100,000 sq. ft.

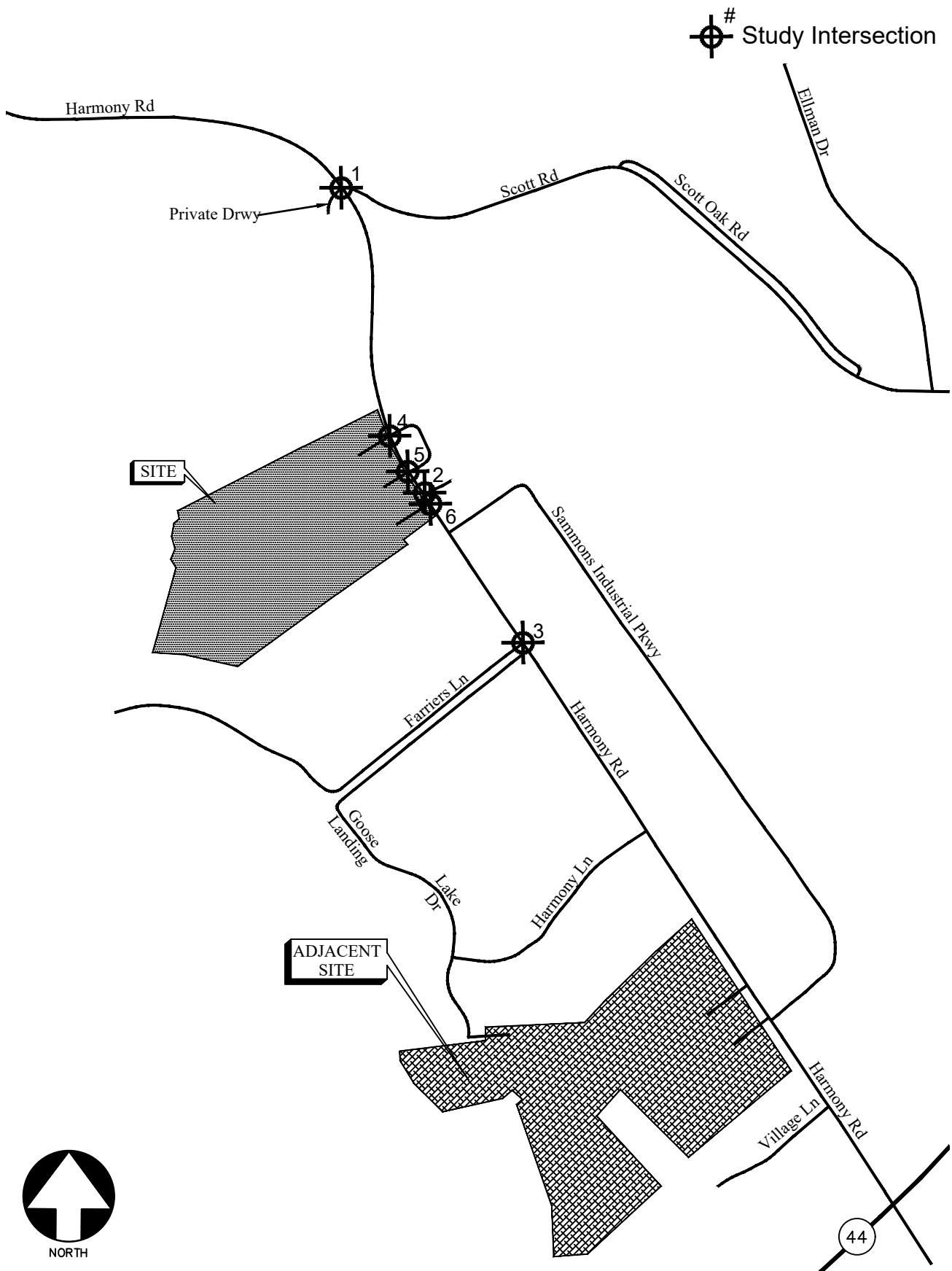


The development proposes two full access driveways on Harmony Road.

The AM and PM peak hours have been analyzed in this study. In addition to the site access points, this study includes the evaluation of traffic operations at the intersections of:

1. Harmony Road at Scott Road
2. Harmony Road at Rock Eagle Store Fixtures Driveway
3. Harmony Road at Farriers Lane
4. Harmony Road at Oconee Custom Signs Northern Driveway
5. Harmony Road at Oconee Custom Signs Southern Driveway

Recommendations to improve traffic operations have been identified as appropriate and are discussed in detail in the following sections of the report. The location of the development and the surrounding roadway network are shown in Figure 1.



LOCATION MAP

FIGURE 1
A&R Engineering Inc.

2.0 EXISTING FACILITIES / CONDITIONS

2.1 Roadway Facilities

The following is a brief description of each of the roadway facilities located in proximity to the site:

2.1.1 *Harmony Road*

Harmony Road is a two-lane, undivided roadway with a posted speed limit of 45 mph in the vicinity of the site. GDOT traffic counts (Station ID: 237-0181) indicate that the estimated daily traffic volume on Harmony Road in 2023 was 4,650 vehicles per day north of Scott Road. GDOT classifies Harmony Road as a major collector roadway.

2.1.2 *Scott Road*

Scott Road is an east-west, two-lane, undivided roadway with a posted speed limit of 35 mph in the vicinity of the site.

2.1.3 *Farriers Lane*

Farriers Lane is an east-west, two-lane, undivided roadway in the vicinity of the site.

3.0 STUDY METHODOLOGY

In this study, the methodology used for evaluating traffic operations at each of the subject intersections is based on the criteria set forth in the Transportation Research Board Highway Capacity Manual, 6th edition (HCM 6). Synchro software, which utilizes the HCM methodology, was used for the analysis. The following is a description of the methodology employed for the analysis of unsignalized and signalized intersections.

3.1 Unsignalized Intersections

For unsignalized intersections controlled by a stop sign on minor streets, the level of service (LOS) for motor vehicles with controlled movements is determined by the computed control delay according to the thresholds stated in Table 1 below. LOS is determined for each minor street movement (or shared movement), as well as major street left turns. LOS is not defined for the intersection as a whole or for major street approaches. The LOS of any controlled movement which experiences a volume-to-capacity ratio greater than 1 is designated as “F” regardless of the control delay.

Control delay for unsignalized intersections includes initial deceleration delay, queue move-up time, stopped delay, and final acceleration delay. Several factors affect the control delay for unsignalized intersections, such as the availability and distribution of gaps in the conflicting traffic stream, critical gaps, and follow-up time for a vehicle in the queue.

Level of service is assigned a letter designation from “A” through “F”. Level of service “A” indicates excellent operations with little delay to motorists, while level of service “F” exists when there are insufficient gaps of acceptable size to allow vehicles on the side street to cross the main road without experiencing long delays.

TABLE 1 — LEVEL OF SERVICE CRITERIA FOR UNSIGNALIZED INTERSECTIONS		
Control Delay (sec/vehicle)	LOS by Volume-to-Capacity Ratio*	
	v/c ≤ 1.0	v/c > 1.0
≤ 10	A	F
> 10 and ≤ 15	B	F
> 15 and ≤ 25	C	F
> 25 and ≤ 35	D	F
> 35 and ≤ 50	E	F
> 50	F	F

*The LOS criteria apply to each lane on a given approach and to each approach on the minor street. LOS is not calculated for major-street approaches or for the intersection.

Source: Highway Capacity Manual, 6th edition, Exhibit 20-2 *LOS Criteria: Motorized Vehicle Mode*

3.2 Signalized Intersections

According to HCM procedures, LOS can be calculated for the entire intersection, each intersection approach, and each lane group. HCM uses control delay alone to characterize LOS for the entire intersection or an approach. Control delay per vehicle is composed of initial deceleration delay, queue move-up time, stopped delay, and final acceleration delay. Both control delay and volume-to-capacity ratio are used to characterize LOS for a lane group. A volume-to-capacity ratio of greater than 1.0 or more for a lane group indicates failure from capacity perspective. Therefore, such a lane group is assigned LOS F regardless of the amount of control delay.

Table 2 below summarizes the LOS criteria from HCM for motorized vehicles at signalized intersection.

TABLE 2 — LEVEL OF SERVICE CRITERIA FOR SIGNALIZED INTERSECTIONS		
Control Delay (sec/vehicle) *	LOS for Lane Group by Volume-to-Capacity Ratio*	
	v/c ≤ 1.0	v/c > 1.0
≤ 10	A	F
> 10 and ≤ 20	B	F
> 20 and ≤ 35	C	F
> 35 and ≤ 55	D	F
> 55 and ≤ 80	E	F
> 80	F	F

*For approach-based and intersection wide assessments, LOS is defined solely by control delay

Source: Highway Capacity Manual, 6th edition, Exhibit 19-8 *LOS Criteria: Motorized Vehicle Mode*

LOS A is typically assigned when the volume-to-capacity (v/c) ratio is low and either progression is exceptionally favorable, or the cycle length is very short. LOS B is typically assigned when the v/c ratio is low and either progression is highly favourable, or the cycle length is short. However, more vehicles are stopped than with LOS A. LOS C is typically assigned when progression is favourable, or the cycle length is moderate. Individual *cycle failures* (one or more queued vehicles are not able to depart because of insufficient capacity during the cycle) may begin to appear at this level. Many vehicles still pass through the intersection without stopping, but the number of vehicles stopping is significant. LOS D is typically assigned when the v/c ratio is high and either progression is ineffective, or the cycle length is long. There are many vehicle-stops and individual cycle failures are noticeable. LOS E is typically assigned when the v/c ratio is high, progression is very poor, the cycle length is long, and individual cycle failures are frequent. LOS F is typically assigned when the v/c ratio is very high, progression is very poor, the cycle length is long, and most cycles fail to clear the queue.

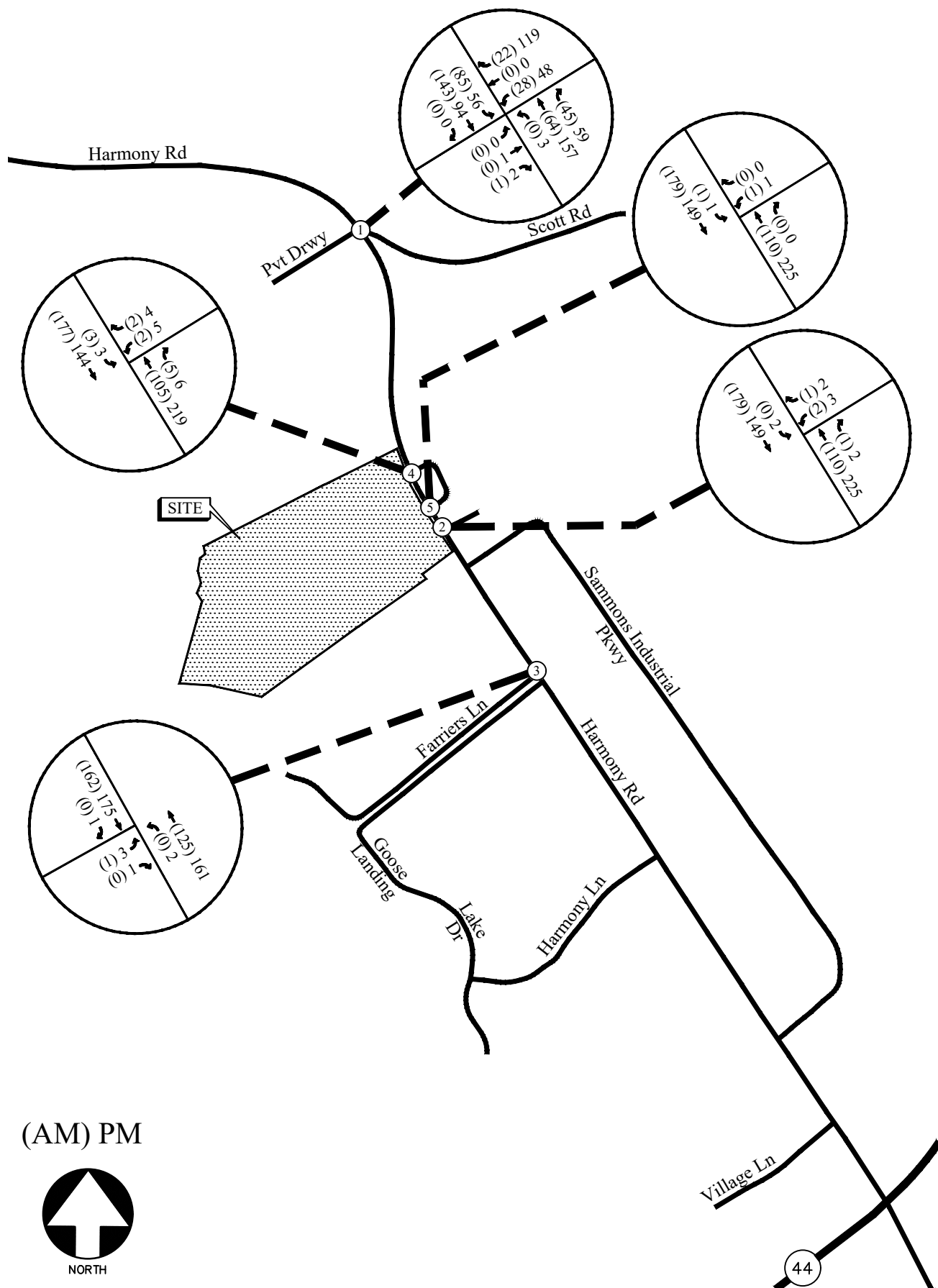
4.0 EXISTING 2025 TRAFFIC ANALYSIS

4.1 Existing Traffic Volumes

Existing traffic counts were obtained at the following study intersections:

1. Harmony Road at Scott Road
2. Harmony Road at Rock Eagle Store Fixtures Driveway
3. Harmony Road at Farriers Lane
4. Harmony Road at Oconee Custom Signs Northern Driveway
5. Harmony Road at Oconee Custom Signs Southern Driveway

Turning movement counts were collected on Thursday, January 23, 2025. All turning movement counts were recorded during the AM and PM peak hours between 7:00 AM to 9:00 AM and 4:00 PM to 6:00 PM, respectively. The four consecutive 15-minute interval volumes that summed to produce the highest volume at the intersections were then determined. These volumes make up the peak hour traffic volumes for the intersections counted and are shown in Figure 2. The existing traffic control and lane geometry for the intersections are shown in Figure 3.







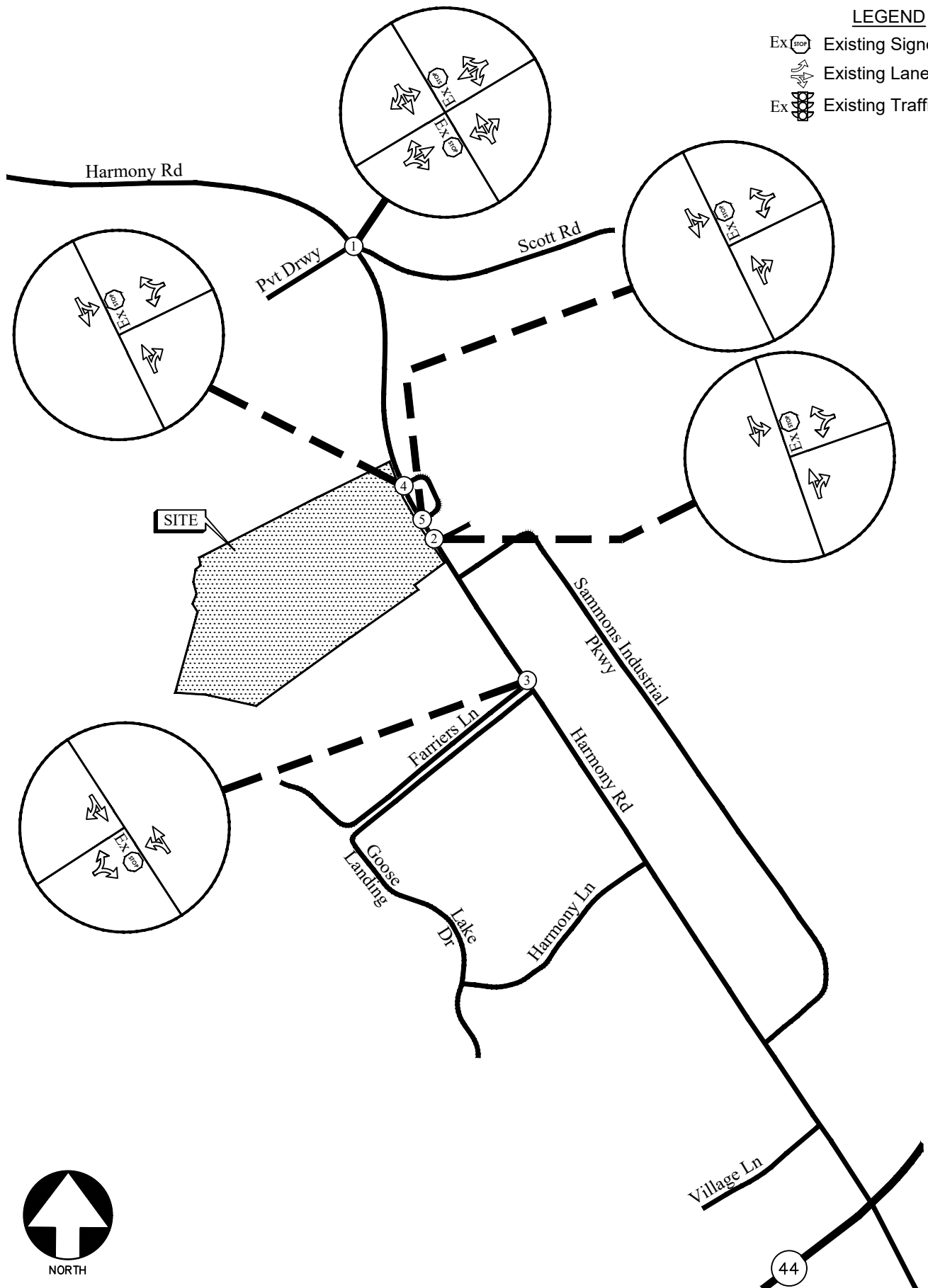
EXISTING WEEKDAY PEAK-HOUR VOLUMES

FIGURE 2

A&R Engineering Inc.

LEGEND

- Ex  Existing Signed  57' each way
- Ex  Existing Lane Geometry
- Ex  Existing Traffic Signal



EXISTING TRAFFIC CONTROL AND LANE GEOMETRY

FIGURE 3

A&R Engineering Inc.

4.2 Existing Traffic Operations

Existing 2025 traffic operations were analyzed at the study intersections in accordance with the HCM methodology. The results of the analysis are shown in Table 3.

TABLE 3 — EXISTING INTERSECTION OPERATIONS				
Intersection		Traffic Control	LOS (Delay)	
			AM Peak Hour	PM Peak Hour
1	<u>Harmony Road @ Scott Road / Private Driveway</u> -Eastbound Approach -Westbound Approach -Northbound Left -Southbound Left	Stop Controlled on EB and WB Approaches	A (9.0) B (11.0) A (7.5) A (7.6)	B (10.1) B (11.9) A (7.4) A (7.8)
2	<u>Harmony Road @ Rock Eagle Store Fixtures Driveway</u> -Westbound Approach -Southbound Left	Stop Controlled on WB Approach	A (9.8) A (7.4)	B (10.6) A (7.8)
3	<u>Holly Springs Parkway @ Farriers Lane</u> -Eastbound Approach -Northbound Left	Stop Controlled on EB Approach	B (10.4) A (7.6)	B (10.8) A (7.7)
4	<u>Harmony Road @ Oconee Custom Signs Northern Driveway</u> -Westbound Approach -Southbound Left	Stop Controlled on WB Approach	A (9.5) A (7.4)	B (10.6) A (7.8)
5	<u>Harmony Road @ Oconee Custom Signs Southern Driveway</u> -Westbound Approach -Southbound Left	Stop Controlled on WB Approach	B (10.3) A (7.5)	B (11.0) A (7.7)

The results of the existing traffic operations analysis indicate that the stop-controlled approaches at the study intersections are operating at a level of service “B” or better in both the AM and PM peak hours.

5.0 PROPOSED DEVELOPMENT

The proposed development will consist of:

- Single-Family Detached Housing: 124 Units
- Assisted Living and Memory care facility up to 100,000 sq. ft.



The development proposes two full access driveways on Harmony Road. A site plan is shown in Figure 4.

PARCELS 097 033 & 097 033001
820 HARMONY RD/EATONTON, GA. 31024

[illegible]

5.1 Trip Generation

Trip generation estimates for the project were based on the rates and equations published in the 11th edition of the Institute of Transportation Engineers (ITE) Trip Generation Manual. This reference contains traffic volume count data collected at similar facilities nationwide. The trip generation was based on the following ITE land use categories: 210–Single-Family Detached Housing, 215 – Single-Family Attached Housing, 221 – Multi-Family Housing (Low-Rise), 710 – General Office Building, and 822 – Strip Retail Plaza. The calculated total trip generation for the proposed development is shown in Table 4.

TABLE 4 – TRIP GENERATION (PROPOSED SITE)								
Land Use	Size	AM Peak Hour			PM Peak Hour			24 Hour
		Enter	Exit	Total	Enter	Exit	Total	Two-Way
ITE 210 – Single-Family Detached Housing	124 Units	23	80	103	88	52	132	717
Mixed-Use Reduction		-1	-1	-2	-2	-1	-3	-25
ITE 215 – Single-Family Attached Housing	0 Units							3
Mixed-Use Reduction		-1	-2	-3	-7	-4	-11	-94
ITE 221 – Multi-Family Housing (Mid-Rise)	0 Units							
Mixed-Use Reduction		0	0	0	-1	-1	-2	-8
ITE 710 – General Office Building	24,000 SF	43	6	49	9	42	51	335
Mixed-Use Reduction		-1	-1	-2	-2	-2	-4	-47
ITE 822 – Strip Retail Plaza (<40k)	24,000 SF	31	20	51	72	73	145	1,242
Mixed-Use Reduction		-4	-3	-7	-7	-11	-18	-168
Total Trips (without Reductions)		139	226	365	269	240	509	5,216
New External Trips (with Reductions)		132	219	351	250	221	471	4,874

5.2 Trip Distribution

The trip distribution describes how traffic arrives and departs from the site. An overall trip distribution was developed for the site based on a review of the existing travel patterns in the area and the locations of major roadways and highways that will serve the development. The site-generated peak hour traffic volumes, shown in Table 4, were assigned to the study area intersections based on this distribution. The outer-leg distribution and AM and PM peak hour new traffic generated by the site for residential and for mixed use development are shown in Figures 5A & 5B.

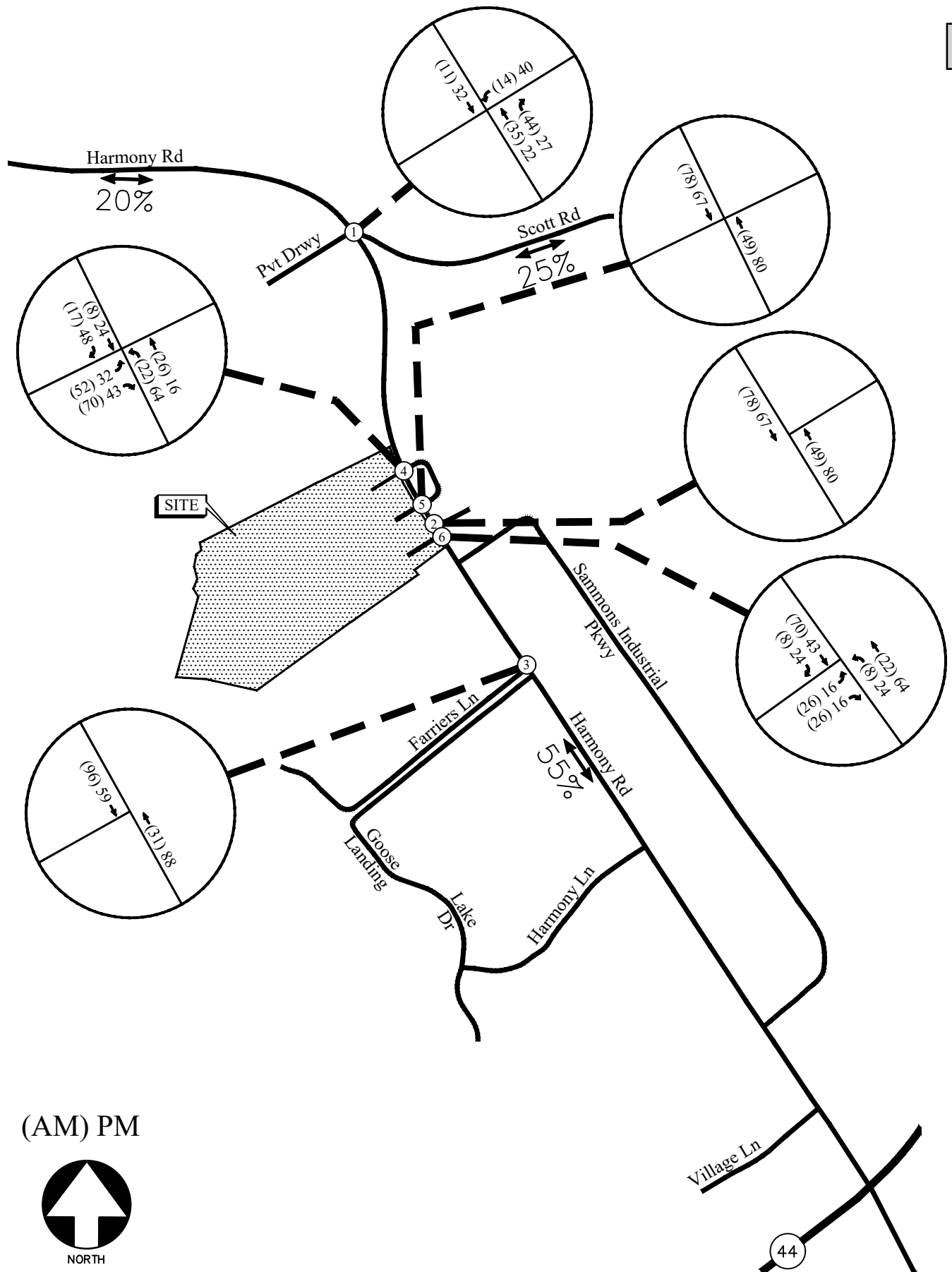
5.2.1 Nearby Planned Mixed-Use Development at 842 Harmony Road

There is a planned mixed-use development that will be located to the south of the proposed development which will have two full access driveways on Harmony Road and a site connection on Lake Drive. The development will consist of 90 detached homes, 138 townhomes, 28 apartment units, 31 recreational homes, a 7,800-SF recreational community center, a 50-student agricultural school, 3,125 SF of office space, and 38,725 SF of retail space. Because this project is estimated to be completed by 2027, its impact on the study area was considered in both “No Build” and “Build” conditions.

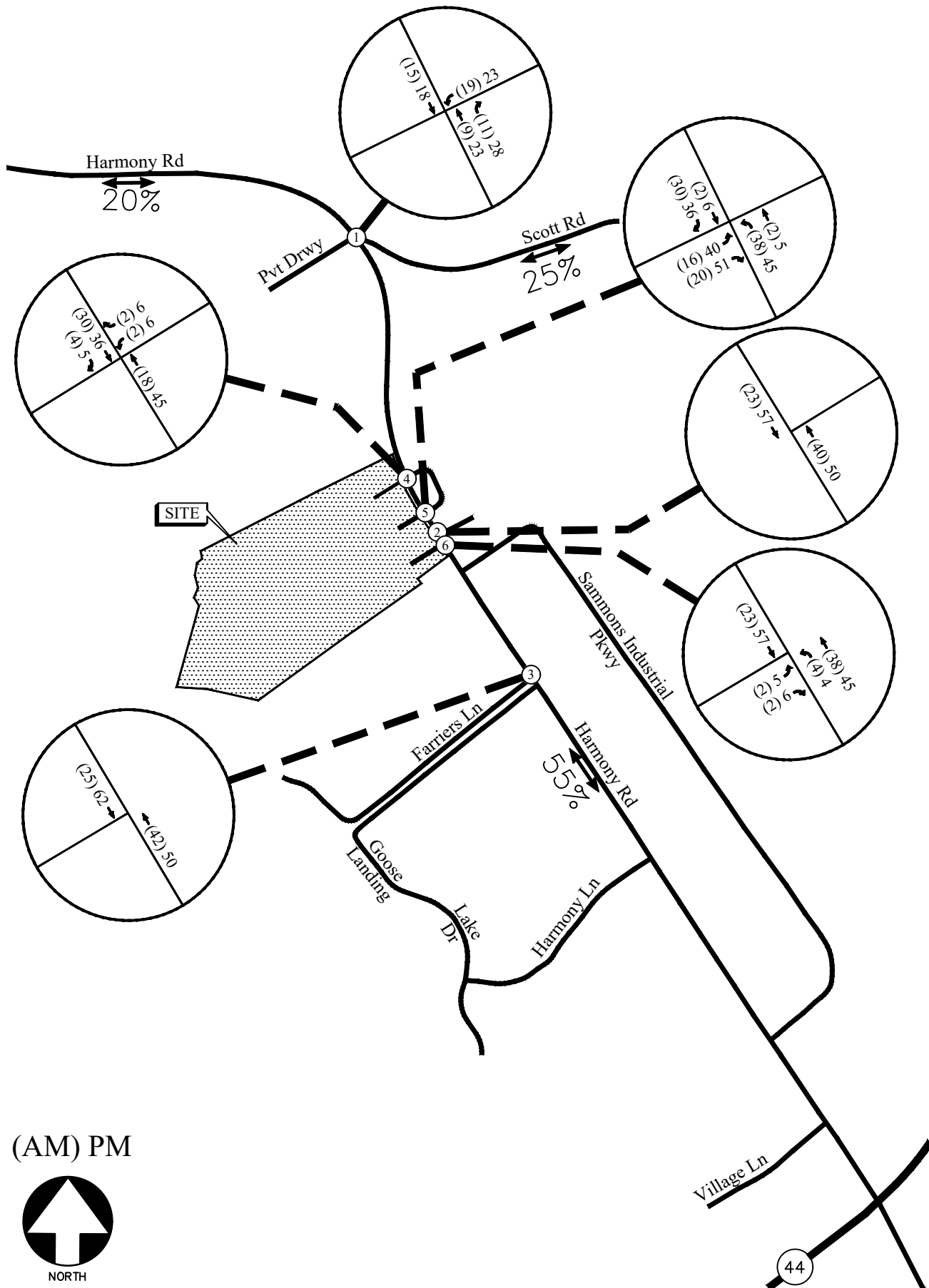
The calculated site-generated traffic volumes for this development are shown in Table 5, and the AM and PM peak hour volumes passing through the study area for residential and for mixed use are shown in Figures 6A & 6B, respectively.

TABLE 5 — TRIP GENERATION (ADJACENT SITE)

Land Use	Size	AM Peak Hour			PM Peak Hour			24-Hr
		Enter	Exit	Total	Enter	Exit	Total	Two-Way
ITE 210 – Single-Family Detached Housing	124 Units	17	51	68	57	33	90	916
Mixed-use reduction		-1	-1	-2	-4	-3	-7	-76
ITE 215 – Single-Family Attached Housing	0 Units	17	49	66	47	32	79	1,001
Mixed-use reduction		-1	-2	-3	-5	-4	-9	-83
ITE 220 – Multifamily Housing (Low-Rise)	0 Units	8	24	32	21	12	33	255
Mixed-use reduction		-1	-1	-2	-1	-1	-2	-21
ITE 260 – Recreational Homes	0 Units	4	3	7	5	6	11	130
Mixed-use reduction		0	0	0	-1	0	-1	-11
ITE 495 – Recreational Community Center	7,800 SF	10	5	15	20	23	43	229
Mixed-use reduction		0	0	0	-1	-1	-2	-18
ITE 550 – University / College	0 Students	6	2	8	2	6	8	2,178
Mixed-use reduction		-1	-1	-2	-1	-2	-3	-85
ITE 712 – Small Office Building	3,125 SF	4	1	5	2	5	7	45
		0	0	0	0	0	0	-2
ITE 822 – Strip Retail Plaza (<40k)	38,725 SF	42	28	70	102	102	204	1,864
Mixed-use reduction		-5	-4	-9	-11	-13	-24	-252
Total Trips without Reductions		108	163	271	256	219	475	6,618
Total Trips with Reductions		99	154	253	232	195	427	6,070

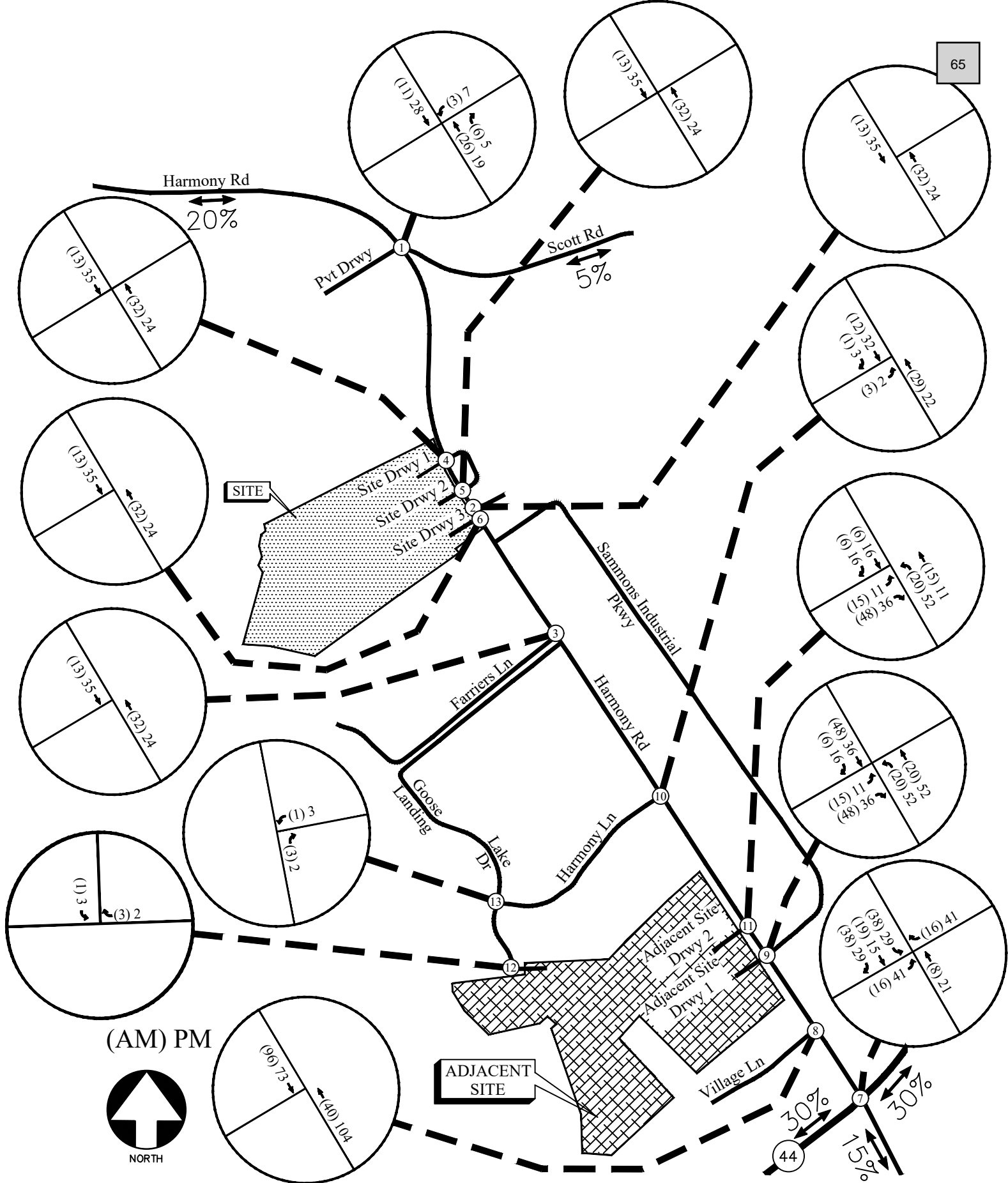


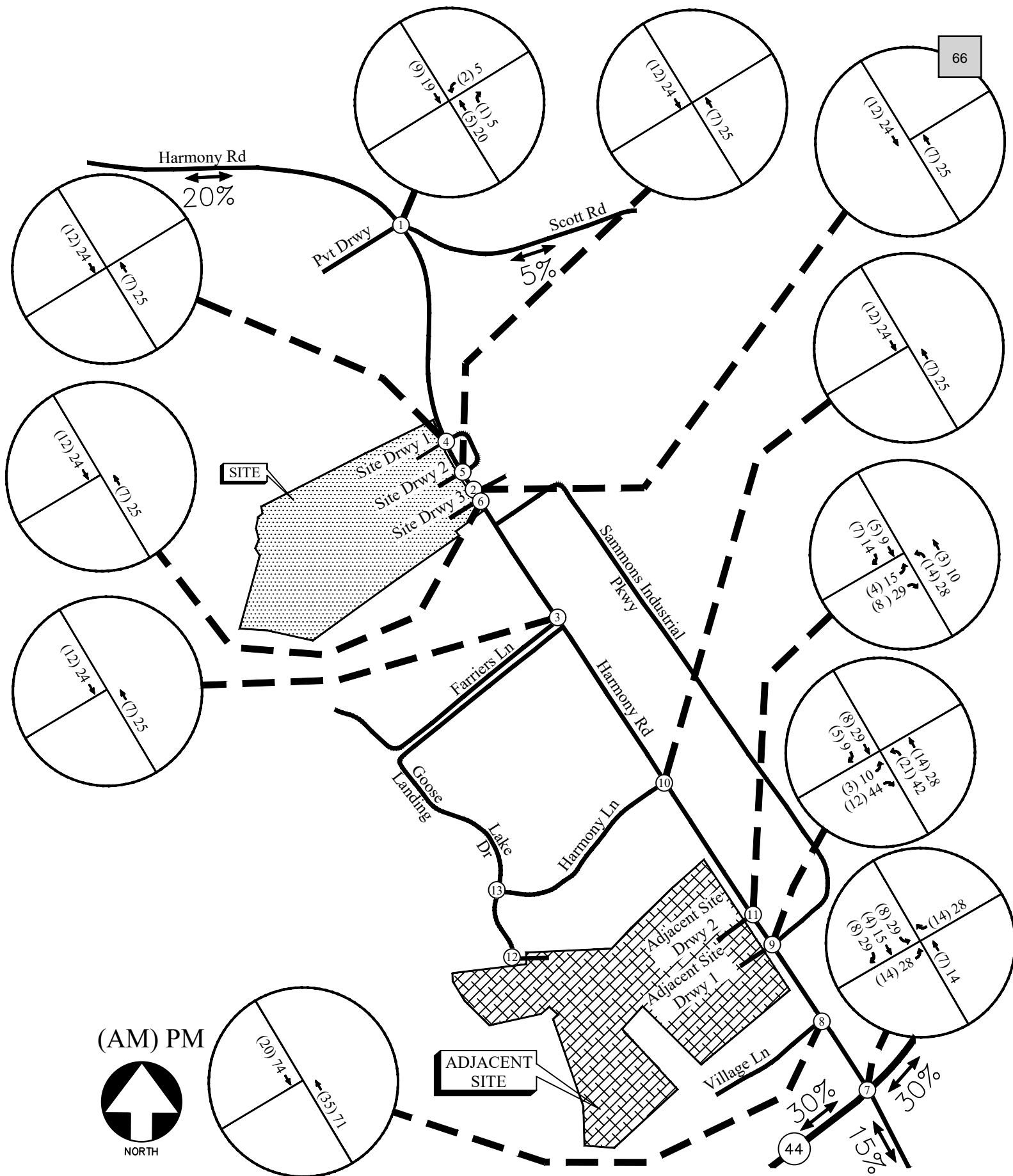
TRIP DISTRIBUTION AND NEW SITE-GENERATED WEEKDAY PEAK HOUR VOLUMES (TOWNHOMES & DETACHED HOMES) **A&R Engineering Inc.** **FIGURE 5A**



TRIP DISTRIBUTION AND NEW SITE-GENERATED
WEEKDAY PEAK HOUR VOLUMES (MIXED USE)

FIGURE 5B
A&R Engineering Inc.





TRIP DISTRIBUTION AND SITE-GENERATED WEEKDAY PEAK HOUR VOLUMES (ADJACENT SITE - RETAIL & COLLEGE) **FIGURE 6B**
A&R Engineering Inc.

6.0 FUTURE TRAFFIC ANALYSIS

The future 2027 traffic operations are analyzed for the “Build” and “No-Build” conditions.

6.1 Future “No-Build” Conditions

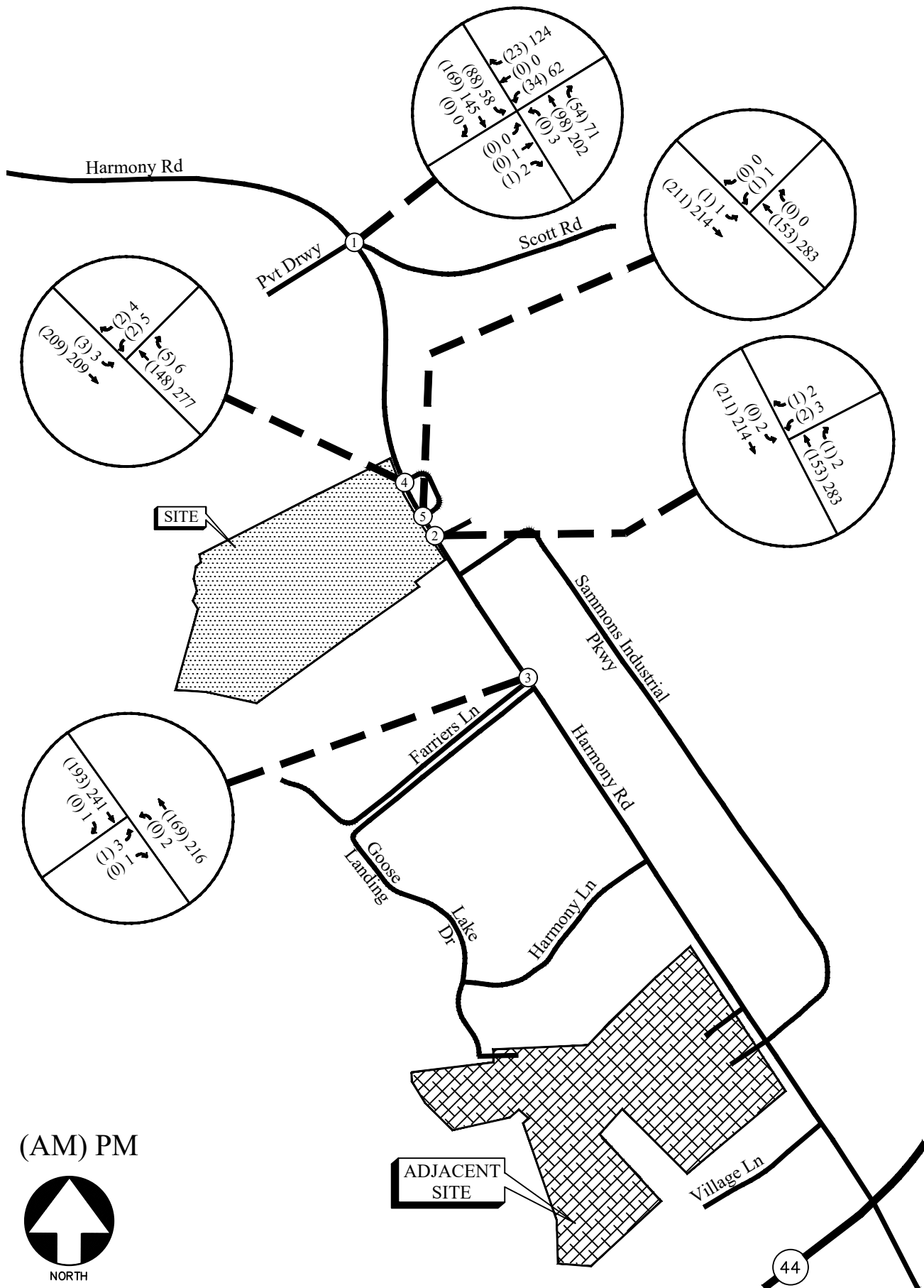
The “No-Build” (or background) conditions provide an assessment of how traffic will operate in the study horizon year without the study site being developed as proposed, with projected increases in through traffic volumes due to normal annual growth. The Future “No-Build” volumes consist of the existing traffic volumes (Figure 2) plus increases for the annual growth of through traffic and adjacent site traffic (Figures 6A & 6B).

6.1.1 Annual Traffic Growth

To evaluate future traffic operations in this area, a projection of normal traffic growth was applied to the existing volumes. The Georgia Department of Transportation recorded average daily traffic volumes at several locations in the vicinity of the site. Reviewing the growth over the last five years (2018-2019 & 2021-2023) revealed a traffic volume increase of approximately 2% in the area. This growth factor was applied to the existing traffic volumes between collector and arterial roadways to estimate the future year traffic volumes prior to the addition of site-generated traffic. The resulting future “No-Build” volumes on the roadway are shown in Figure 7.

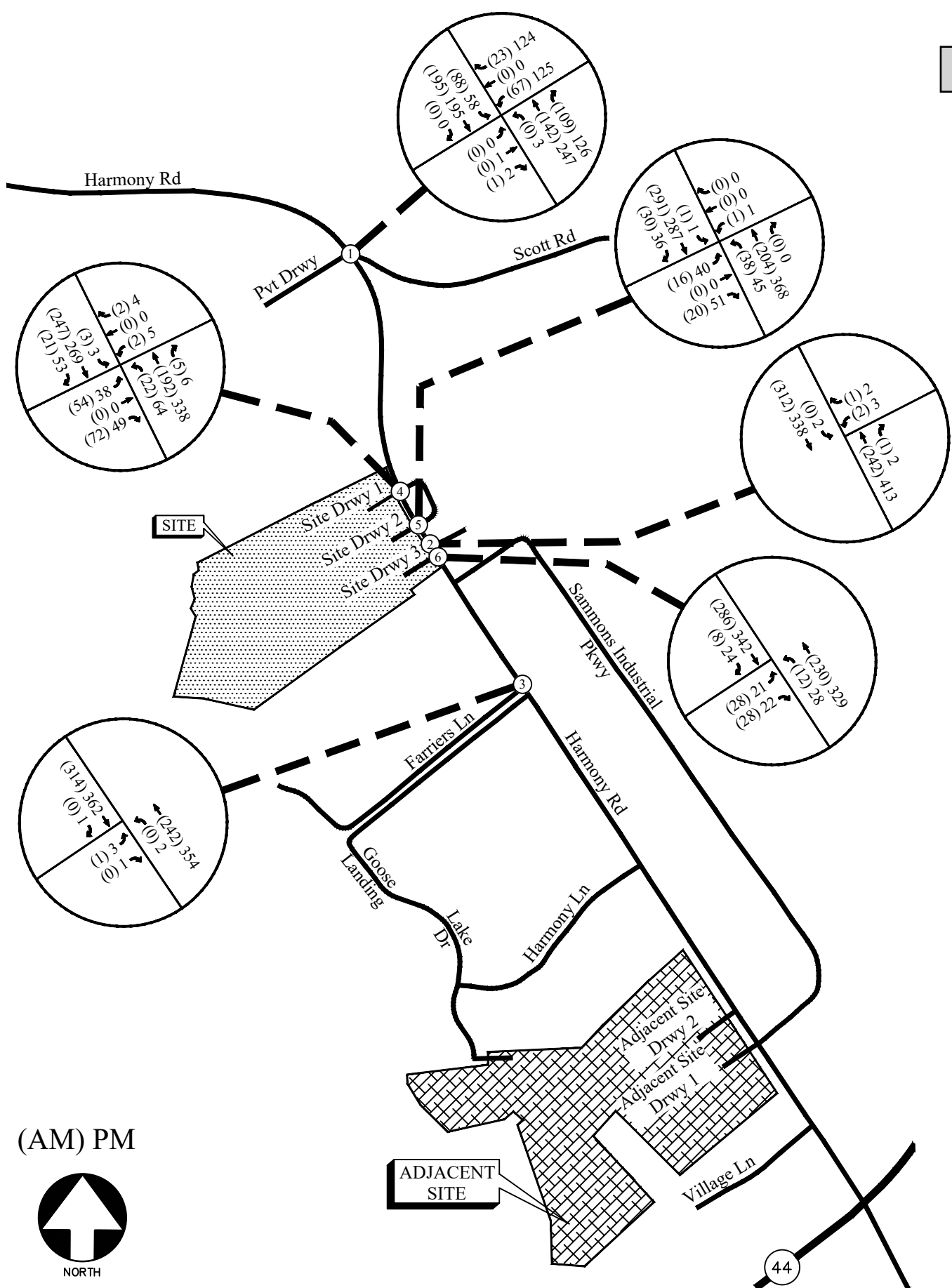
6.2 Future “Build” Conditions

The “Build” or development conditions include the estimated background traffic from the “No-Build” conditions plus the added traffic from the proposed development. To evaluate future traffic operations in this area, the additional traffic volumes from the site (Figures 5A & 5B) were added to the base traffic volumes (Figure 7) to calculate the future traffic volumes after the construction of the development. These total future “Build” traffic volumes are shown in Figure 8.



FUTURE (NO-BUILD) WEEKDAY PEAK HOUR VOLUMES

FIGURE 7
A&R Engineering Inc.



FUTURE (BUILD) WEEKDAY PEAK HOUR VOLUMES

FIGURE 8

A&R Engineering Inc.

6.3 Auxiliary Lane Analysis

Included below are analyses for turn lanes for all site driveways as per GDOT standards. The analyses below are based off the trip distribution included in Section 5.2. According to the trip distribution, the 24-hour two-way volume for traffic entering and exiting the site is 4,874 vehicles per day.

6.3.1 Left Turn Lane Analysis

For a two-lane roadway with an AADT of under 6,000 vehicles and a posted speed limit of 45 mph, the daily site-generated left turn movements threshold to warrant a turn lane is 250 left-turning vehicles per day. The projected daily left turn volumes at each driveway are included in Table 6 below.

TABLE 6 - GDOT REQUIREMENTS FOR LEFT TURN LANES					
Intersection	Left Turn Traffic (% total entering)	Left Turn Volume (vehicle/day)	Roadway Speed / # Lanes / AADT	GDOT Threshold (vehicle/day)	Warrant Met?
Harmony Road @ Site Driveway 1	40% Residential Trips	661	45 mph / 2-Lane / < 6,000	250	Yes
Harmony Road @ Site Driveway 2	50% Mixed Use (Multifamily + Office + Retail)	396	45 mph / 2-Lane / < 6,000	250	Yes
			45 mph / 2-Lane / < 6,000	250	Yes

A left turn lane is warranted at each of the site driveways on Harmony Road.

6.3.2 Deceleration Turn Lane Analysis

For a two-lane roadway with an AADT of under 6,000 vehicles and a posted speed limit of 45 mph, the daily site-generated right turn movements threshold to warrant a deceleration lane is 150 right-turning vehicles per day. The projected daily right turn volumes at each driveway are included in Table 7 below.

TABLE 7 - GDOT REQUIREMENTS FOR DECELERATION LANES					
Intersection	Right Turn Traffic (% total entering)	Right Turn Volume (vehicle/day)	Roadway Speed / # Lanes / AADT	GDOT Threshold (vehicle/day)	Warrant Met?
Harmony Road @ Site Driveway 1	30% Residential Trips + 5% Mixed-Use (Multifamily + Office + Retail)	537	45 mph / 2-Lane / < 6,000	150	Yes
Harmony Road @ Site Driveway 2	40% Mixed-Use (Multifamily + Office + Retail)	313	45 mph / 2-Lane / < 6,000	150	Yes
			45 mph / 2-Lane / < 6,000	150	Yes

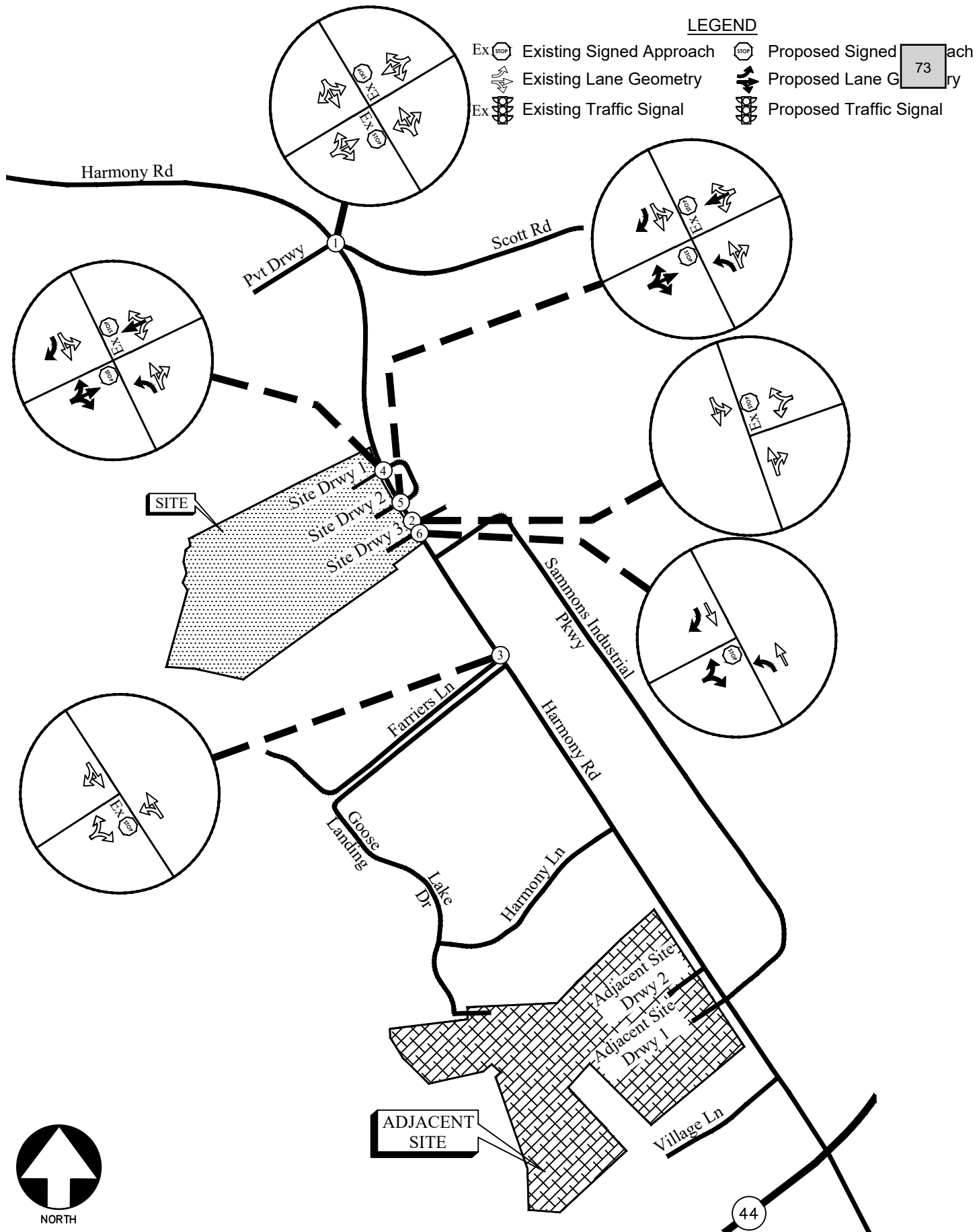
A right turn lane is warranted at each of the site driveways on Harmony Road.

6.4 Future Traffic Operations

The future “No-Build” and “Build” traffic operations were analysed using the volumes in Figures 7 and 8, respectively. The results of the future traffic operations analysis are shown below in Table 8. Recommendations for future traffic control and lane geometry are shown in Figure 9.

TABLE 8 — FUTURE INTERSECTION OPERATIONS					
Intersection		Future Condition: LOS (Delay)			
		NO-BUILD (2027)		BUILD-OUT (2027)	
		AM Peak	PM Peak	AM Peak	PM Peak
1	<u>Harmony Road @ Scott Road / Private Driveway</u>				
	-Eastbound Approach	A (9.2)	B (10.8)	A (9.3)	B (11.8)
	-Westbound Approach	B (12.3)	B (13.8)	C (15.0)	C (24.0)
	-Northbound Left	A (7.6)	A (7.5)	A (7.6)	A (7.7)
	-Southbound Left	A (7.7)	A (8.0)	A (8.0)	A (8.3)
2	<u>Harmony Road @ Rock Eagle Store Fixtures Driveway</u>				
	-Westbound Approach	B (10.5)	B (11.4)	B (11.5)	B (14.2)
	-Southbound Left	A (7.6)	A (7.9)	A (7.7)	A (8.3)
3	<u>Holly Springs Parkway @ Farriers Lane</u>				
	-Eastbound Approach	B (11.5)	B (11.3)	B (13.0)	C (15.6)
	-Northbound Left	A (7.7)	A (7.8)	A (8.0)	A (8.3)
4	<u>Harmony Road @ Oconee Custom Signs Northern Driveway / Site Driveway 1</u>				
	-Eastbound Approach	-	-	B (12.5)	C (16.6)
	-Westbound Approach	B (10.2)	B (11.3)	B (11.8)	C (16.9)
	-Northbound Left	-	-	A (7.8)	A (8.2)
	-Southbound Left	A (7.6)	A (7.9)	A (7.6)	A (8.1)
5	<u>Harmony Road @ Oconee Custom Signs Southern Driveway / Site Driveway 2</u>				
	-Eastbound Approach	-	-	B (12.4)	C (15.7)
	-Westbound Approach	B (10.9)	B (12.2)	C (15.0)	C (19.6)
	-Northbound Left	-	-	A (8.1)	A (8.1)
	-Southbound Left	A (7.6)	A (7.9)	A (7.7)	A (8.1)
6	<u>Harmony Road @ Site Driveway 3</u>				
	-Eastbound Approach	-	-	B (12.1)	B (13.6)
	-Northbound Left	-	-	A (7.9)	A (8.2)

The results of the future “No-Build” and “Build” traffic operations analyses indicate that the stop-controlled approaches at the study intersections will be operating at a level of service “C” or better in both the AM and PM peak hours.



FUTURE TRAFFIC CONTROL AND LANE GEOMETRY

FIGURE 9

A&R Engineering Inc.

7.0 CONCLUSIONS AND RECOMMENDATIONS

Traffic impacts were evaluated for the proposed mixed-use development that will be located at 820 Harmony Road in Putnam County, Georgia. The proposed development will consist of:

- Single-Family Detached Housing: 124 Units
- Assisted Living and Memory Care Facility
approximately 100,000 sq. ft.

The development proposes three full access driveways on Harmony Road.

Existing and future operations after the completion of the project were analyzed at the intersections of:

1. Harmony Road at Scott Road
2. Harmony Road at Rock Eagle Store Fixtures Driveway
3. Harmony Road at Farriers Lane
4. Harmony Road at Oconee Custom Signs Northern Driveway / Site Driveway
1
5. Harmony Road at Oconee Custom Signs Southern Driveway / Site Driveway

The analysis included the evaluation of future operations for “No-Build” and “Build” conditions, with the differences between “No-Build” and “Build” accounting for the increase in traffic due to the proposed development. The results of the future “No-Build” and “Build” traffic operations analyses indicate that the stop-controlled approaches at all the study intersections will be operating at a level of service “C” or better in both the AM and PM peak hours. Based on the analysis results, the proposed development will have minimal impact on traffic operations in the study network.

7.1 Recommendations for Site Access Configuration

The following access configurations are recommended at the proposed site driveway intersections:

- Site Driveway 1 (North): Full Access Driveway on Harmony Road
 - One entering lane and one exiting lane
 - Stop-sign controlled on the driveway approach with Harmony Road remaining free flow
 - A left turn lane and a right turn lane for entering traffic
 - Provide/confirm adequate sight distance per AASHTO standards
- Site Driveway 2: Full access driveway on Harmony Road
 - One entering lane and one exiting lane
 - Stop-sign controlled on the driveway approach with Harmony Road remaining free flow
 - A left turn lane and a right turn lane for entering traffic

Appendix

Existing Intersection Traffic Counts
Linear Regression of Daily Traffic.....
Existing Intersection Analysis.....
Future “No-Build” Intersection Analysis – 2027
Future “Build” Intersection Analysis - 2027.....
Traffic Volume Worksheets

EXISTING INTERSECTION TRAFFIC COUNTS

A & R Engineering, Inc.

2160 Kingston Court Suite 'O'
Marietta, GA 30067

TMC Data

Harmony Road @ Farriers Lane

7-9 am | 2-4 pm | 4-6 pm

File Name : 20250009

Site Code : 20250009

Start Date : 01-23-2025

Page No : 1

Groups Printed- Cars, Buses & Trucks

Start Time	Harmony Rd Northbound				Harmony Rd Southbound				Farriers Ln Eastbound				Westbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	9	0	9	0	23	0	23	0	0	1	1	0	0	0	0	33
07:15 AM	0	21	0	21	0	33	0	33	0	0	0	0	0	0	0	0	54
07:30 AM	0	27	0	27	0	37	0	37	0	0	0	0	0	0	0	0	64
07:45 AM	0	38	0	38	0	41	0	41	1	0	0	1	0	0	0	0	80
Total	0	95	0	95	0	134	0	134	1	0	1	2	0	0	0	0	231
08:00 AM	0	31	0	31	0	46	0	46	0	0	0	0	0	0	0	0	77
08:15 AM	0	30	0	30	0	35	0	35	0	0	0	0	0	0	0	0	65
08:30 AM	0	26	0	26	0	40	0	40	0	0	0	0	0	0	0	0	66
08:45 AM	1	29	0	30	0	42	0	42	1	0	0	1	0	0	0	0	73
Total	1	116	0	117	0	163	0	163	1	0	0	1	0	0	0	0	281
*** BREAK ***																	
02:00 PM	2	33	0	35	0	40	0	40	0	0	1	1	0	0	0	0	76
02:15 PM	0	31	0	31	0	35	0	35	0	0	1	1	0	0	0	0	67
02:30 PM	2	35	0	37	0	30	1	31	0	0	0	0	0	0	0	0	68
02:45 PM	0	36	0	36	0	39	0	39	0	0	1	1	0	0	0	0	76
Total	4	135	0	139	0	144	1	145	0	0	3	3	0	0	0	0	287
03:00 PM	0	44	0	44	0	28	0	28	0	0	0	0	0	0	0	0	72
03:15 PM	1	39	0	40	0	32	1	33	0	0	0	0	0	0	0	0	73
03:30 PM	0	37	0	37	0	34	1	35	0	0	1	1	0	0	0	0	73
03:45 PM	0	48	0	48	0	43	0	43	0	0	1	1	0	0	0	0	92
Total	1	168	0	169	0	137	2	139	0	0	2	2	0	0	0	0	310
04:00 PM	0	55	0	55	0	52	0	52	2	0	0	2	0	0	0	0	109
04:15 PM	1	41	0	42	0	37	0	37	0	0	1	1	0	0	0	0	80
04:30 PM	0	27	0	27	0	46	1	47	0	0	0	0	0	0	0	0	74
04:45 PM	1	38	0	39	0	40	0	40	1	0	0	1	0	0	0	0	80
Total	2	161	0	163	0	175	1	176	3	0	1	4	0	0	0	0	343
05:00 PM	0	63	0	63	0	40	0	40	0	0	0	0	0	0	0	0	103
05:15 PM	0	45	0	45	0	34	3	37	0	0	0	0	0	0	0	0	82
05:30 PM	0	36	0	36	0	36	0	36	0	0	1	1	0	0	0	0	73
05:45 PM	0	41	0	41	0	23	1	24	0	0	1	1	0	0	0	0	66
Total	0	185	0	185	0	133	4	137	0	0	2	2	0	0	0	0	324
Grand Total	8	860	0	868	0	886	8	894	5	0	9	14	0	0	0	0	1776
Apprch %	0.9	99.1	0		0	99.1	0.9		35.7	0	64.3		0	0	0		
Total %	0.5	48.4	0	48.9	0	49.9	0.5	50.3	0.3	0	0.5	0.8	0	0	0	0	

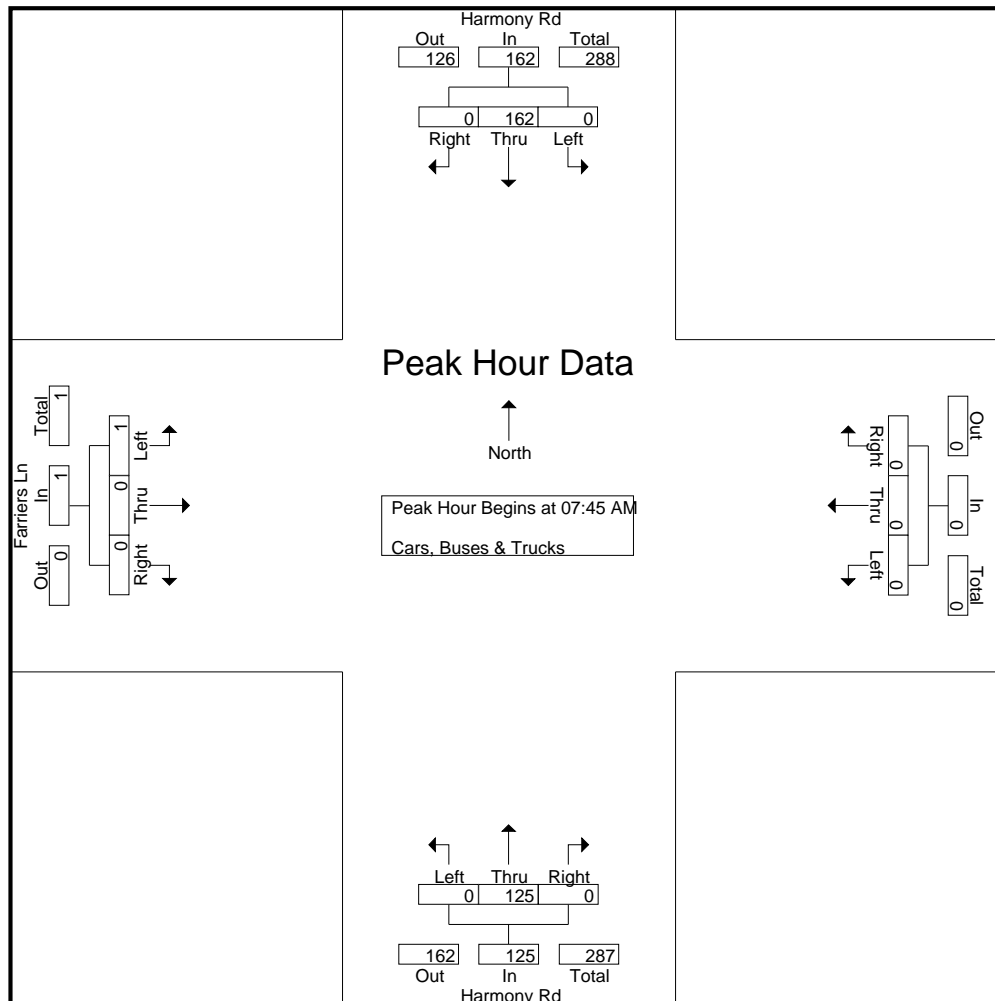
A & R Engineering, Inc.

2160 Kingston Court Suite 'O'
Marietta, GA 30067

TMC Data
Harmony Road @ Farriers Lane
7-9 am | 2-4 pm | 4-6 pm

File Name : 20250009
Site Code : 20250009
Start Date : 01-23-2025
Page No : 2

	Harmony Rd Northbound				Harmony Rd Southbound				Farriers Ln Eastbound				Westbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	0	38	0	38	0	41	0	41	1	0	0	1	0	0	0	0	80
08:00 AM	0	31	0	31	0	46	0	46	0	0	0	0	0	0	0	0	77
08:15 AM	0	30	0	30	0	35	0	35	0	0	0	0	0	0	0	0	65
08:30 AM	0	26	0	26	0	40	0	40	0	0	0	0	0	0	0	0	66
Total Volume	0	125	0	125	0	162	0	162	1	0	0	1	0	0	0	0	288
% App. Total	0	100	0		0	100	0		100	0	0		0	0	0		
PHF	.000	.822	.000	.822	.000	.880	.000	.880	.250	.000	.000	.250	.000	.000	.000	.000	.900

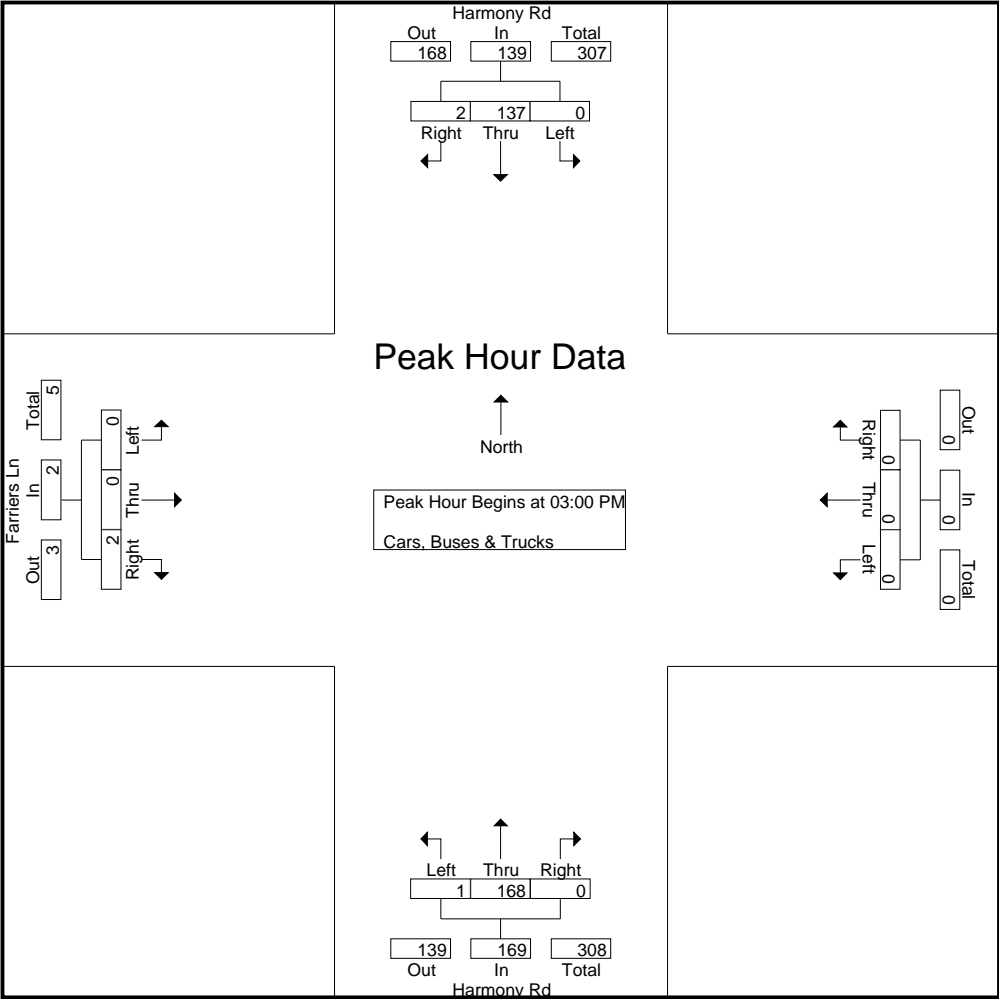


A & R Engineering, Inc.
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Marietta, GA 30067

TMC Data
Harmony Road @ Farriers Lane
7-9 am | 2-4 pm | 4-6 pm

File Name : 20250009
Site Code : 20250009
Start Date : 01-23-2025
Page No : 3

	Harmony Rd Northbound				Harmony Rd Southbound				Farriers Ln Eastbound				Westbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 02:00 PM to 03:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:00 PM																	
03:00 PM	0	44	0	44	0	28	0	28	0	0	0	0	0	0	0	0	72
03:15 PM	1	39	0	40	0	32	1	33	0	0	0	0	0	0	0	0	73
03:30 PM	0	37	0	37	0	34	1	35	0	0	1	1	0	0	0	0	73
03:45 PM	0	48	0	48	0	43	0	43	0	0	1	1	0	0	0	0	92
Total Volume	1	168	0	169	0	137	2	139	0	0	2	2	0	0	0	0	310
% App. Total	0.6	99.4	0		0	98.6	1.4		0	0	100		0	0	0		
PHF	.250	.875	.000	.880	.000	.797	.500	.808	.000	.000	.500	.500	.000	.000	.000	.000	.842

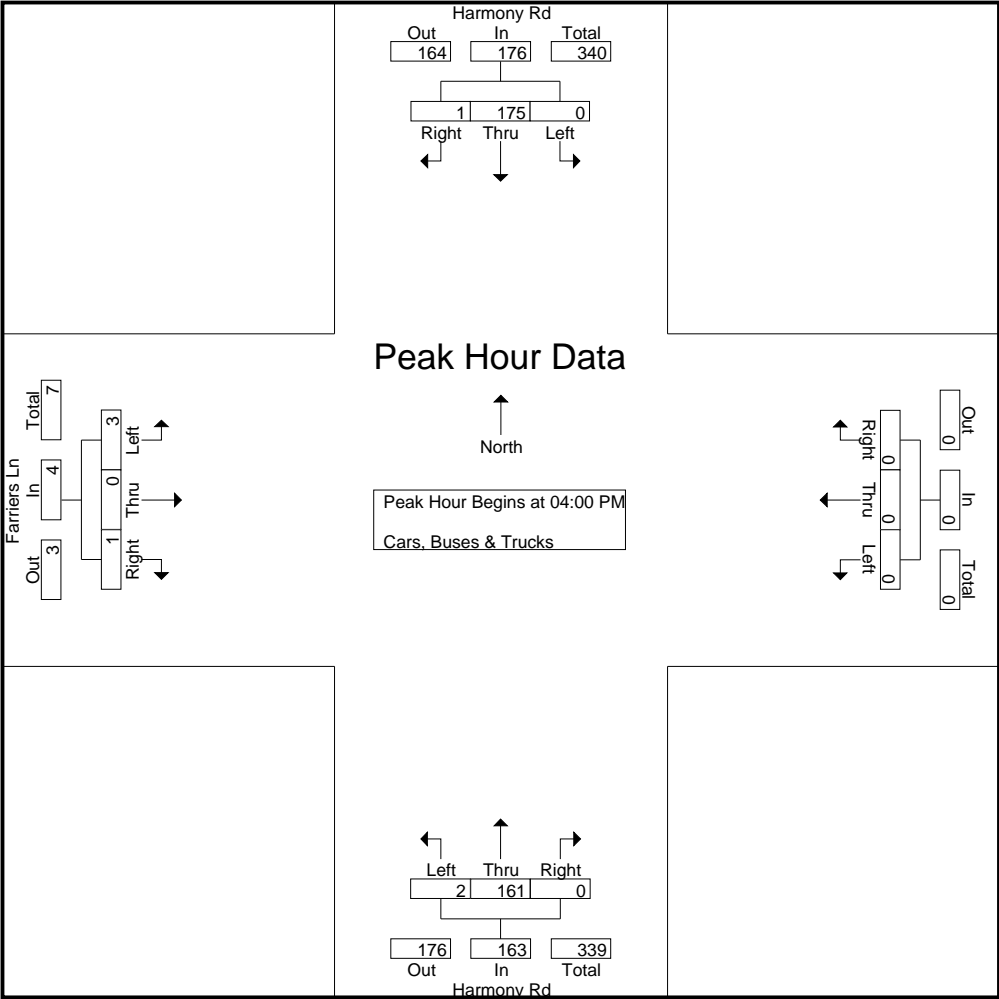


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TMC Data
Harmony Road @ Farriers Lane
7-9 am | 2-4 pm | 4-6 pm

File Name : 20250009
Site Code : 20250009
Start Date : 01-23-2025
Page No : 4

	Harmony Rd Northbound				Harmony Rd Southbound				Farriers Ln Eastbound				Westbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	55	0	55	0	52	0	52	2	0	0	2	0	0	0	0	109
04:15 PM	1	41	0	42	0	37	0	37	0	0	1	1	0	0	0	0	80
04:30 PM	0	27	0	27	0	46	1	47	0	0	0	0	0	0	0	0	74
04:45 PM	1	38	0	39	0	40	0	40	1	0	0	1	0	0	0	0	80
Total Volume	2	161	0	163	0	175	1	176	3	0	1	4	0	0	0	0	343
% App. Total	1.2	98.8	0		0	99.4	0.6		75	0	25		0	0	0		
PHF	.500	.732	.000	.741	.000	.841	.250	.846	.375	.000	.250	.500	.000	.000	.000	.000	.787



A & R Engineering, Inc.

2160 Kingston Court Suite 'O'
Marietta, GA 30067

TMC Data

Harmony Rd @ Scott Rd - Private Drwy

7-9am | 2-4pm | 4-6pm

File Name : 20250012

Site Code : 20250012

Start Date : 01-23-2025

Page No : 1

Groups Printed- Cars, Buses & Trucks

	Harmony Road Northbound				Harmony Road Southbound				Private Drwy Eastbound				Scott Road Westbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	1	9	2	12	4	24	0	28	0	0	0	0	8	0	6	14	54
07:15 AM	0	7	8	15	7	23	0	30	0	0	1	1	6	0	6	12	58
07:30 AM	0	10	4	14	14	28	0	42	0	0	0	0	8	0	4	12	68
07:45 AM	0	15	4	19	14	42	0	56	0	0	0	0	6	0	6	12	87
Total	1	41	18	60	39	117	0	156	0	0	1	1	28	0	22	50	267
08:00 AM	0	17	10	27	20	40	0	60	0	0	0	0	6	0	6	12	99
08:15 AM	0	19	12	31	18	34	0	52	0	0	0	0	8	0	4	12	95
08:30 AM	0	18	10	28	27	34	0	61	0	0	1	1	6	0	5	11	101
08:45 AM	0	10	13	23	20	35	0	55	0	0	0	0	8	0	7	15	93
Total	0	64	45	109	85	143	0	228	0	0	1	1	28	0	22	50	388
*** BREAK ***																	
02:00 PM	0	33	11	44	11	34	0	45	0	0	2	2	10	0	12	22	113
02:15 PM	0	26	13	39	9	19	0	28	0	0	0	0	15	0	17	32	99
02:30 PM	0	28	9	37	9	25	0	34	0	0	0	0	9	0	12	21	92
02:45 PM	0	31	7	38	15	31	0	46	0	0	0	0	8	0	18	26	110
Total	0	118	40	158	44	109	0	153	0	0	2	2	42	0	59	101	414
03:00 PM	0	33	15	48	13	14	0	27	0	0	0	0	12	0	21	33	108
03:15 PM	0	33	7	40	18	17	0	35	0	0	0	0	14	0	17	31	106
03:30 PM	1	25	5	31	21	33	0	54	0	0	0	0	7	0	12	19	104
03:45 PM	0	30	12	42	11	26	0	37	0	0	0	0	10	0	12	22	101
Total	1	121	39	161	63	90	0	153	0	0	0	0	43	0	62	105	419
04:00 PM	0	43	22	65	9	34	0	43	0	0	0	0	12	0	20	32	140
04:15 PM	0	42	9	51	20	26	0	46	0	0	0	0	10	0	23	33	130
04:30 PM	1	29	12	42	20	25	0	45	0	0	1	1	14	0	26	40	128
04:45 PM	0	30	11	41	13	25	0	38	0	0	1	1	8	0	31	39	119
Total	1	144	54	199	62	110	0	172	0	0	2	2	44	0	100	144	517
05:00 PM	0	49	22	71	11	17	0	28	0	0	0	0	17	0	28	45	144
05:15 PM	2	49	14	65	12	27	0	39	0	1	0	1	9	0	34	43	148
05:30 PM	0	33	7	40	16	29	0	45	0	0	0	0	10	0	29	39	124
05:45 PM	1	35	9	45	18	22	0	40	1	0	0	1	9	0	23	32	118
Total	3	166	52	221	57	95	0	152	1	1	0	2	45	0	114	159	534
Grand Total	6	654	248	908	350	664	0	1014	1	1	6	8	230	0	379	609	2539
Apprch %	0.7	72	27.3		34.5	65.5	0		12.5	12.5	75		37.8	0	62.2		
Total %	0.2	25.8	9.8	35.8	13.8	26.2	0	39.9	0	0	0.2	0.3	9.1	0	14.9	24	

A & R Engineering, Inc.

2160 Kingston Court Suite 'O'
Marietta, GA 30067

TMC Data

Harmony Rd @ Scott Rd - Private Drwy

7-9am | 2-4pm | 4-6pm

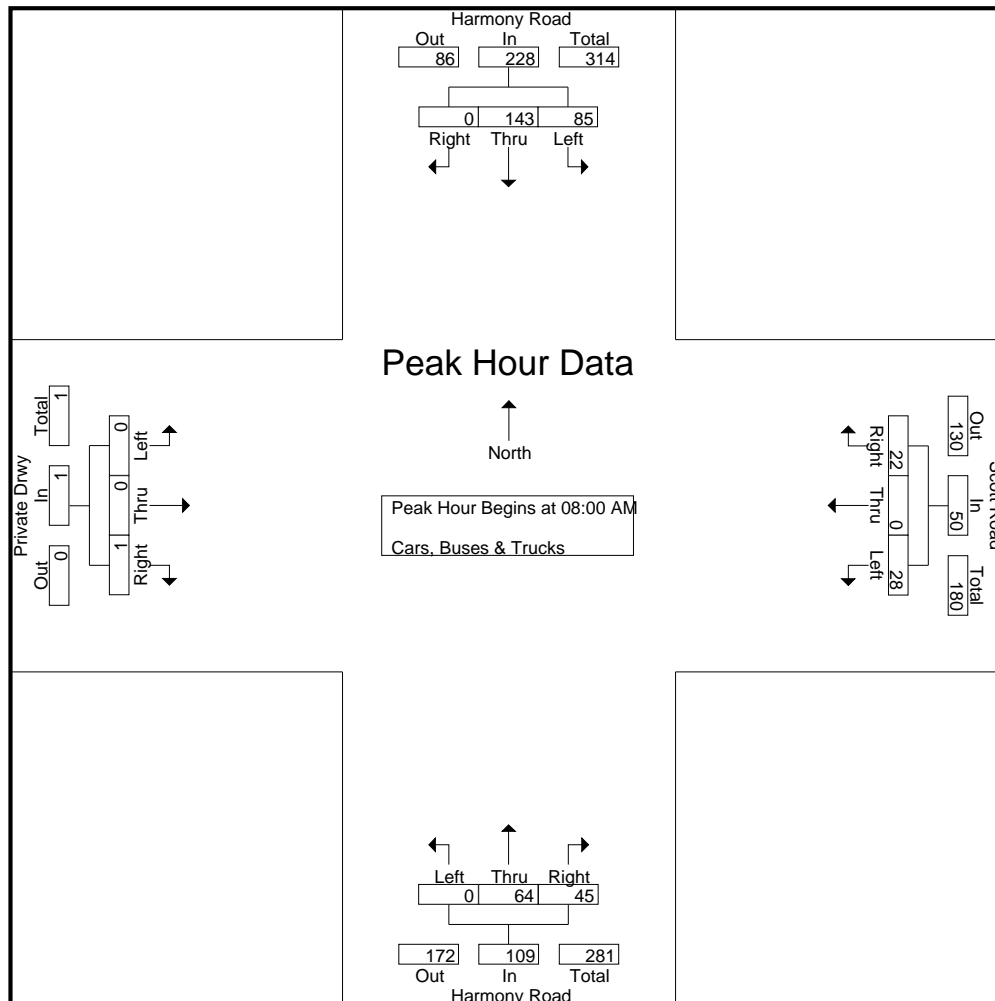
File Name : 20250012

Site Code : 20250012

Start Date : 01-23-2025

Page No : 2

	Harmony Road Northbound				Harmony Road Southbound				Private Drwy Eastbound				Scott Road Westbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	0	17	10	27	20	40	0	60	0	0	0	0	6	0	6	12	99
08:15 AM	0	19	12	31	18	34	0	52	0	0	0	0	8	0	4	12	95
08:30 AM	0	18	10	28	27	34	0	61	0	0	1	1	6	0	5	11	101
08:45 AM	0	10	13	23	20	35	0	55	0	0	0	0	8	0	7	15	93
Total Volume	0	64	45	109	85	143	0	228	0	0	1	1	28	0	22	50	388
% App. Total	0	58.7	41.3		37.3	62.7	0		0	0	100		56	0	44		
PHF	.000	.842	.865	.879	.787	.894	.000	.934	.000	.000	.250	.250	.875	.000	.786	.833	.960

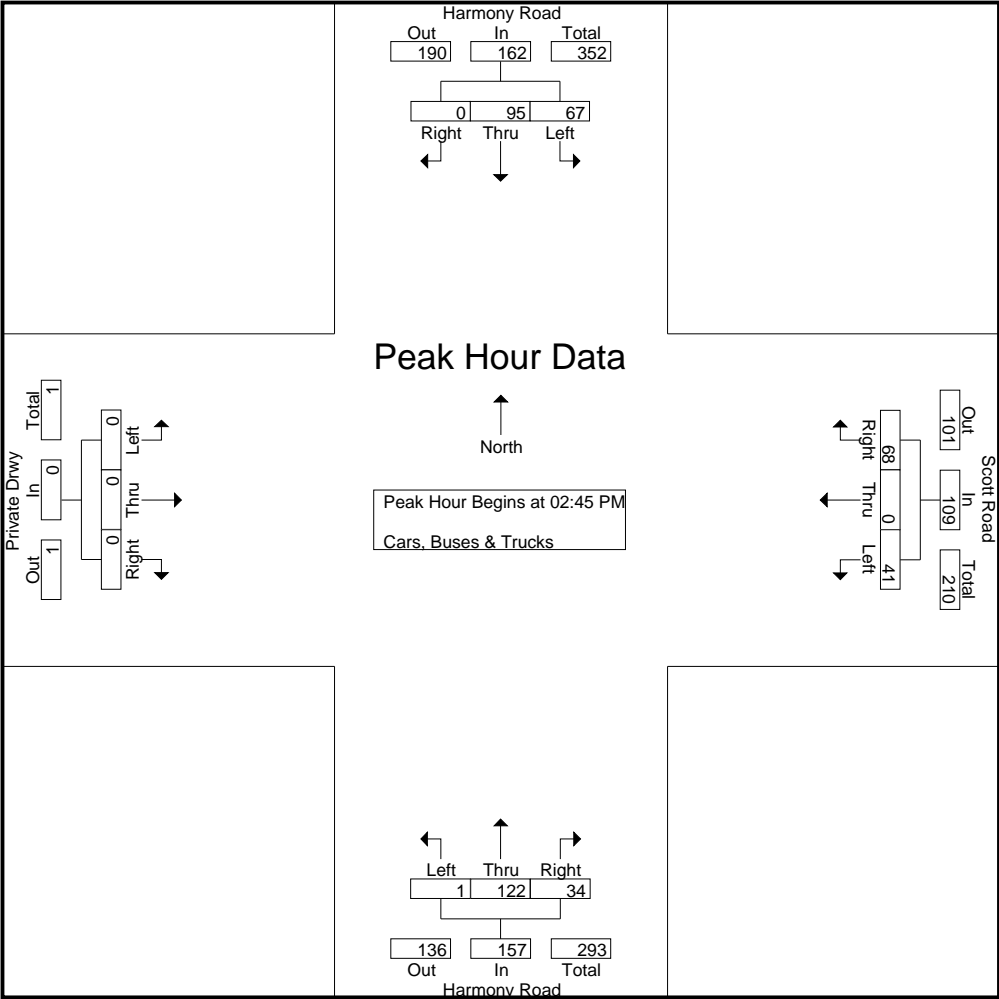


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Marietta, GA 30067

TMC Data
Harmony Rd @ Scott Rd - Private Drwy
7-9am | 2-4pm | 4-6pm

File Name : 20250012
Site Code : 20250012
Start Date : 01-23-2025
Page No : 3

	Harmony Road Northbound				Harmony Road Southbound				Private Drwy Eastbound				Scott Road Westbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 02:00 PM to 03:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 02:45 PM																	
02:45 PM	0	31	7	38	15	31	0	46	0	0	0	0	8	0	18	26	110
03:00 PM	0	33	15	48	13	14	0	27	0	0	0	0	12	0	21	33	108
03:15 PM	0	33	7	40	18	17	0	35	0	0	0	0	14	0	17	31	106
03:30 PM	1	25	5	31	21	33	0	54	0	0	0	0	7	0	12	19	104
Total Volume	1	122	34	157	67	95	0	162	0	0	0	0	41	0	68	109	428
% App. Total	0.6	77.7	21.7		41.4	58.6	0		0	0	0		37.6	0	62.4		
PHF	.250	.924	.567	.818	.798	.720	.000	.750	.000	.000	.000	.000	.732	.000	.810	.826	.973

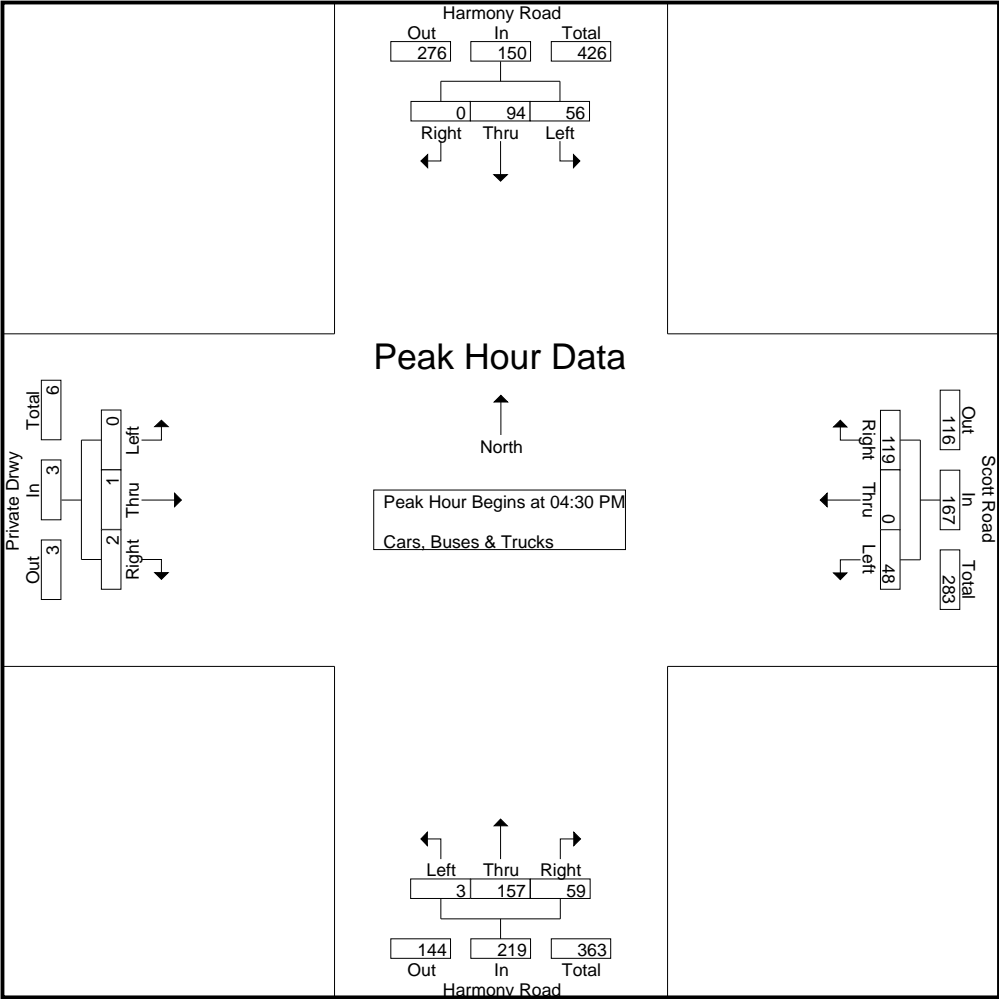


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Marietta, GA 30067

TMC Data
Harmony Rd @ Scott Rd - Private Drwy
7-9am | 2-4pm | 4-6pm

File Name : 20250012
Site Code : 20250012
Start Date : 01-23-2025
Page No : 4

	Harmony Road Northbound				Harmony Road Southbound				Private Drwy Eastbound				Scott Road Westbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	1	29	12	42	20	25	0	45	0	0	1	1	14	0	26	40	128
04:45 PM	0	30	11	41	13	25	0	38	0	0	1	1	8	0	31	39	119
05:00 PM	0	49	22	71	11	17	0	28	0	0	0	0	17	0	28	45	144
05:15 PM	2	49	14	65	12	27	0	39	0	1	0	1	9	0	34	43	148
Total Volume	3	157	59	219	56	94	0	150	0	1	2	3	48	0	119	167	539
% App. Total	1.4	71.7	26.9		37.3	62.7	0		0	33.3	66.7		28.7	0	71.3		
PHF	.375	.801	.670	.771	.700	.870	.000	.833	.000	.250	.500	.750	.706	.000	.875	.928	.910



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TMC Data

Harmony Rd @ 821 Harmony Road Driveway
7-9 am | 2-4 pm | 4-6 pm

File Name : 20250024
Site Code : 20250024
Start Date : 01-23-2025
Page No : 1

Groups Printed- Cars, Buses & Trucks

	Harmony Rd Northbound				Harmony Rd Southbound				Eastbound				821 Harmony Road Driveway Westbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	13	0	13	0	33	0	33	0	0	0	0	0	0	1	1	47
07:15 AM	0	16	0	16	1	30	0	31	0	0	0	0	1	0	0	1	48
07:30 AM	0	16	1	17	0	37	0	37	0	0	0	0	0	0	0	0	54
07:45 AM	0	20	0	20	0	48	0	48	0	0	0	0	1	0	0	1	69
Total	0	65	1	66	1	148	0	149	0	0	0	0	2	0	1	3	218
08:00 AM	0	28	0	28	0	47	0	47	0	0	0	0	0	0	0	0	75
08:15 AM	0	32	0	32	0	42	0	42	0	0	0	0	1	0	0	1	75
08:30 AM	0	30	1	31	0	42	0	42	0	0	0	0	0	0	1	1	74
08:45 AM	0	24	0	24	1	44	0	45	0	0	0	0	0	0	0	0	69
Total	0	114	1	115	1	175	0	176	0	0	0	0	1	0	1	2	293
*** BREAK ***																	
02:00 PM	0	45	1	46	0	47	0	47	0	0	0	0	0	0	0	0	93
02:15 PM	0	40	0	40	1	36	0	37	0	0	0	0	0	0	0	0	77
02:30 PM	0	39	0	39	0	34	0	34	0	0	0	0	1	0	0	1	74
02:45 PM	0	38	1	39	0	40	0	40	0	0	0	0	0	0	0	0	79
Total	0	162	2	164	1	157	0	158	0	0	0	0	1	0	0	1	323
03:00 PM	0	49	0	49	0	27	0	27	0	0	0	0	0	0	1	1	77
03:15 PM	0	42	0	42	0	31	0	31	0	0	0	0	1	0	0	1	74
03:30 PM	0	32	1	33	0	41	0	41	0	0	0	0	0	0	1	1	75
03:45 PM	0	44	0	44	1	38	0	39	0	0	0	0	0	0	0	0	83
Total	0	167	1	168	1	137	0	138	0	0	0	0	1	0	2	3	309
04:00 PM	0	66	1	67	0	47	0	47	0	0	0	0	1	0	0	1	115
04:15 PM	0	53	0	53	0	37	0	37	0	0	0	0	0	0	1	1	91
04:30 PM	0	44	1	45	1	41	0	42	0	0	0	0	1	0	0	1	88
04:45 PM	0	42	0	42	0	36	0	36	0	0	0	0	1	0	1	2	80
Total	0	205	2	207	1	161	0	162	0	0	0	0	3	0	2	5	374
05:00 PM	0	73	0	73	0	35	0	35	0	0	0	0	1	0	0	1	109
05:15 PM	0	66	1	67	1	37	0	38	0	0	0	0	0	0	1	1	106
05:30 PM	0	41	0	41	1	40	0	41	0	0	0	0	1	0	0	1	83
05:45 PM	0	45	0	45	0	31	0	31	0	0	0	0	0	0	1	1	77
Total	0	225	1	226	2	143	0	145	0	0	0	0	2	0	2	4	375
Grand Total	0	938	8	946	7	921	0	928	0	0	0	0	10	0	8	18	1892
Apprch %	0	99.2	0.8		0.8	99.2	0		0	0	0		55.6	0	44.4		
Total %	0	49.6	0.4	50	0.4	48.7	0	49	0	0	0	0	0.5	0	0.4	1	

A & R Engineering, Inc.

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TMC Data

Harmony Rd @ 821 Harmony Road Driveway

7-9 am | 2-4 pm | 4-6 pm

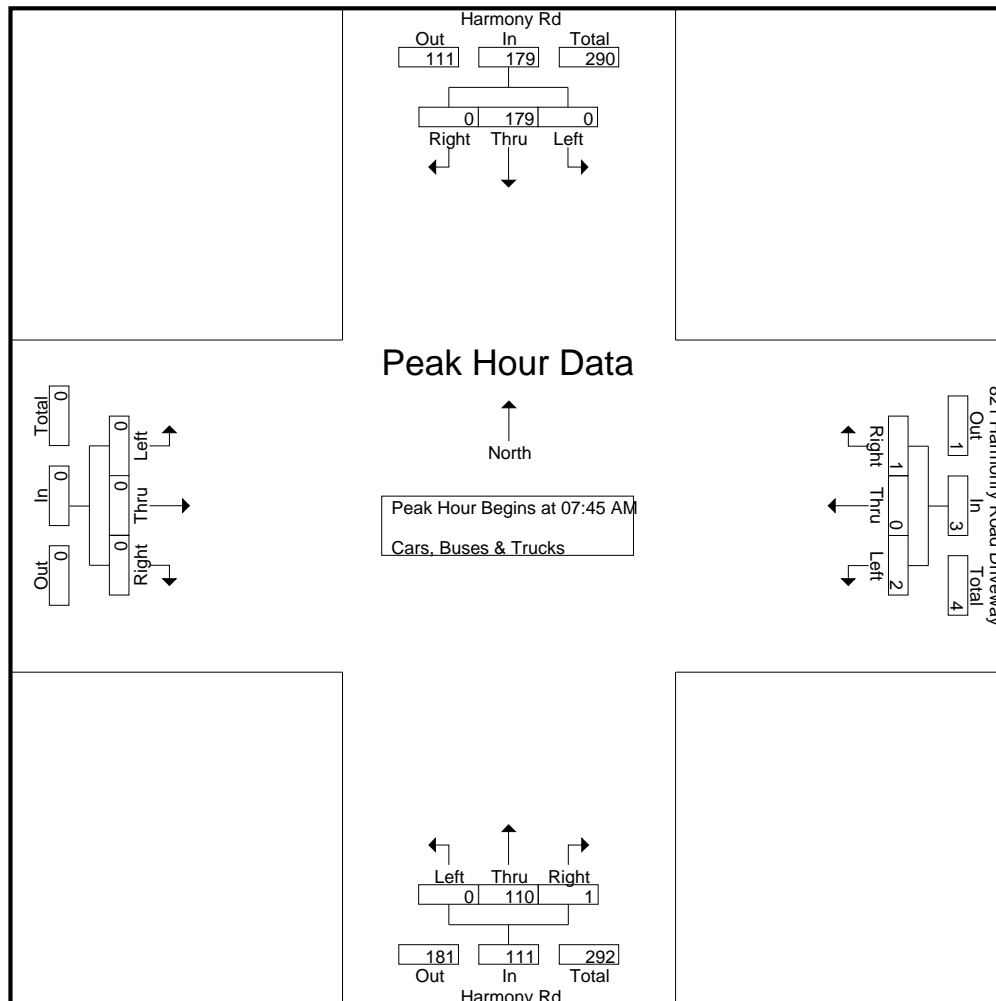
File Name : 20250024

Site Code : 20250024

Start Date : 01-23-2025

Page No : 2

	Harmony Rd Northbound				Harmony Rd Southbound				Eastbound				821 Harmony Road Driveway Westbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	0	20	0	20	0	48	0	48	0	0	0	0	1	0	0	1	69
08:00 AM	0	28	0	28	0	47	0	47	0	0	0	0	0	0	0	0	75
08:15 AM	0	32	0	32	0	42	0	42	0	0	0	0	1	0	0	1	75
08:30 AM	0	30	1	31	0	42	0	42	0	0	0	0	0	0	1	1	74
Total Volume	0	110	1	111	0	179	0	179	0	0	0	0	2	0	1	3	293
% App. Total	0	99.1	0.9		0	100	0		0	0	0		66.7	0	33.3		
PHF	.000	.859	.250	.867	.000	.932	.000	.932	.000	.000	.000	.000	.500	.000	.250	.750	.977



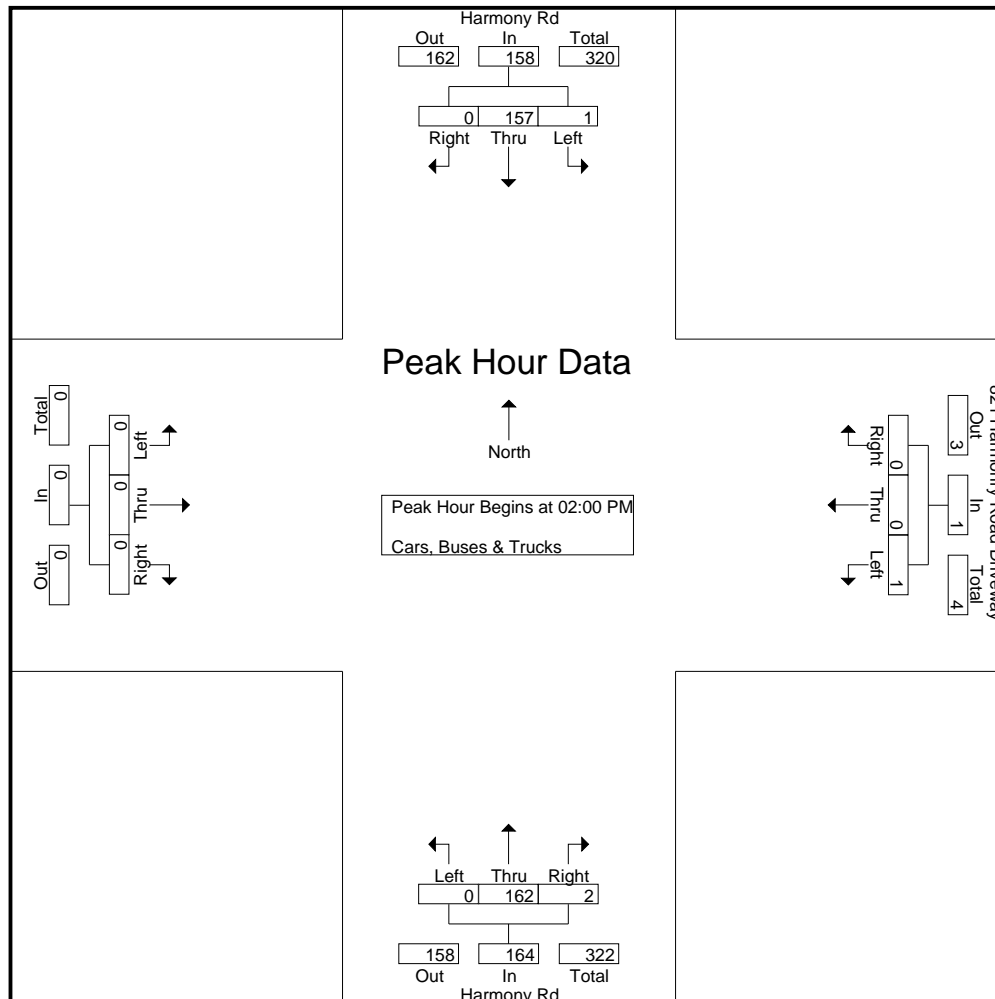
A & R Engineering, Inc.

2160 Kingston Court Suite 'O'
Marietta, GA 30067

TMC Data
Harmony Rd @ 821 Harmony Road Driveway
7-9 am | 2-4 pm | 4-6 pm

File Name : 20250024
Site Code : 20250024
Start Date : 01-23-2025
Page No : 3

	Harmony Rd Northbound				Harmony Rd Southbound				Eastbound				821 Harmony Road Driveway Westbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 02:00 PM to 03:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 02:00 PM																	
02:00 PM	0	45	1	46	0	47	0	47	0	0	0	0	0	0	0	0	93
02:15 PM	0	40	0	40	1	36	0	37	0	0	0	0	0	0	0	0	77
02:30 PM	0	39	0	39	0	34	0	34	0	0	0	0	1	0	0	1	74
02:45 PM	0	38	1	39	0	40	0	40	0	0	0	0	0	0	0	0	79
Total Volume	0	162	2	164	1	157	0	158	0	0	0	0	1	0	0	1	323
% App. Total	0	98.8	1.2		0.6	99.4	0		0	0	0		100	0	0		
PHF	.000	.900	.500	.891	.250	.835	.000	.840	.000	.000	.000	.000	.250	.000	.000	.250	.868



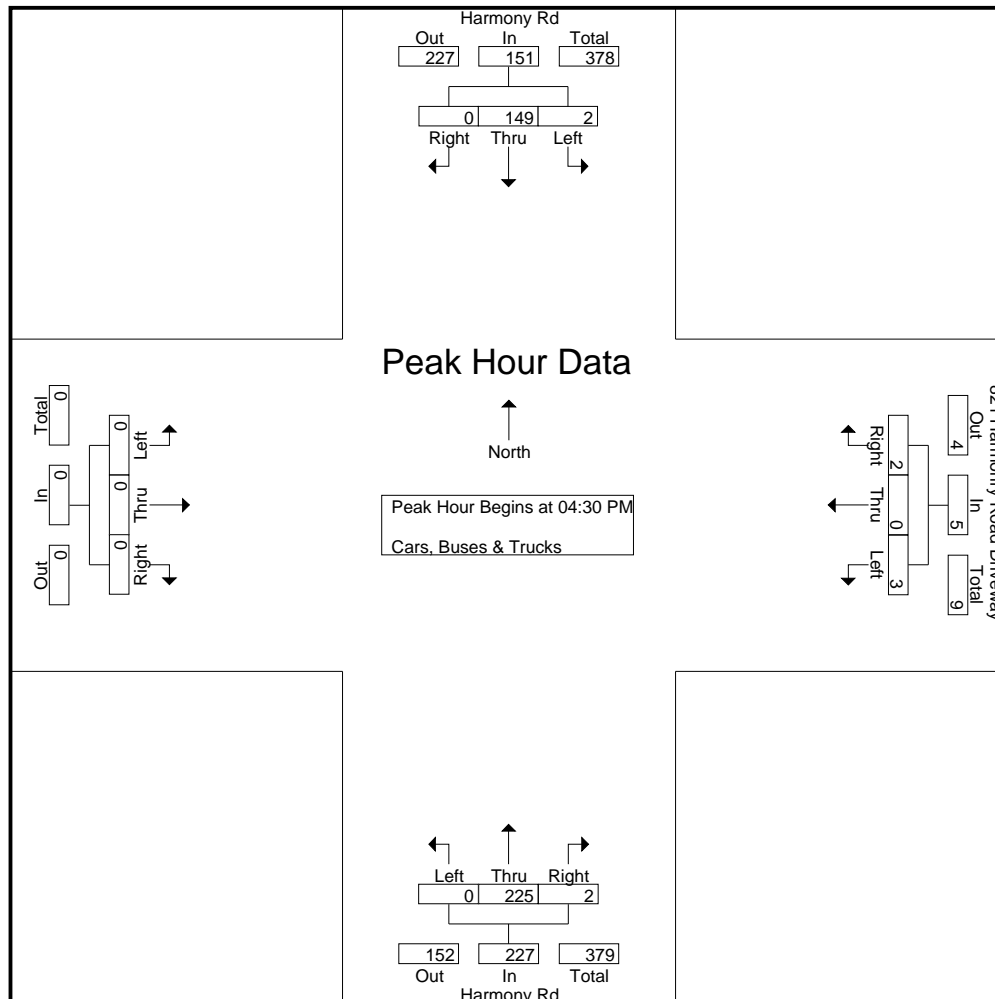
A & R Engineering, Inc.

2160 Kingston Court Suite 'O'
Marietta, GA 30067

TMC Data
Harmony Rd @ 821 Harmony Road Driveway
7-9 am | 2-4 pm | 4-6 pm

File Name : 20250024
Site Code : 20250024
Start Date : 01-23-2025
Page No : 4

	Harmony Rd Northbound				Harmony Rd Southbound				Eastbound				821 Harmony Road Driveway Westbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	0	44	1	45	1	41	0	42	0	0	0	0	1	0	0	1	88
04:45 PM	0	42	0	42	0	36	0	36	0	0	0	0	1	0	1	2	80
05:00 PM	0	73	0	73	0	35	0	35	0	0	0	0	1	0	0	1	109
05:15 PM	0	66	1	67	1	37	0	38	0	0	0	0	0	0	1	1	106
Total Volume	0	225	2	227	2	149	0	151	0	0	0	0	3	0	2	5	383
% App. Total	0	99.1	0.9		1.3	98.7	0		0	0	0		60	0	40		
PHF	.000	.771	.500	.777	.500	.909	.000	.899	.000	.000	.000	.000	.750	.000	.500	.625	.878



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TMC Data

Harmony Rd @ Oconee Custom Signs N. Drwy

7-9 am | 2-4 pm | 4-6 pm

File Name : 20250025

Site Code : 20250025

Start Date : 01-23-2025

Page No : 1

Groups Printed- Cars, Buses & Trucks

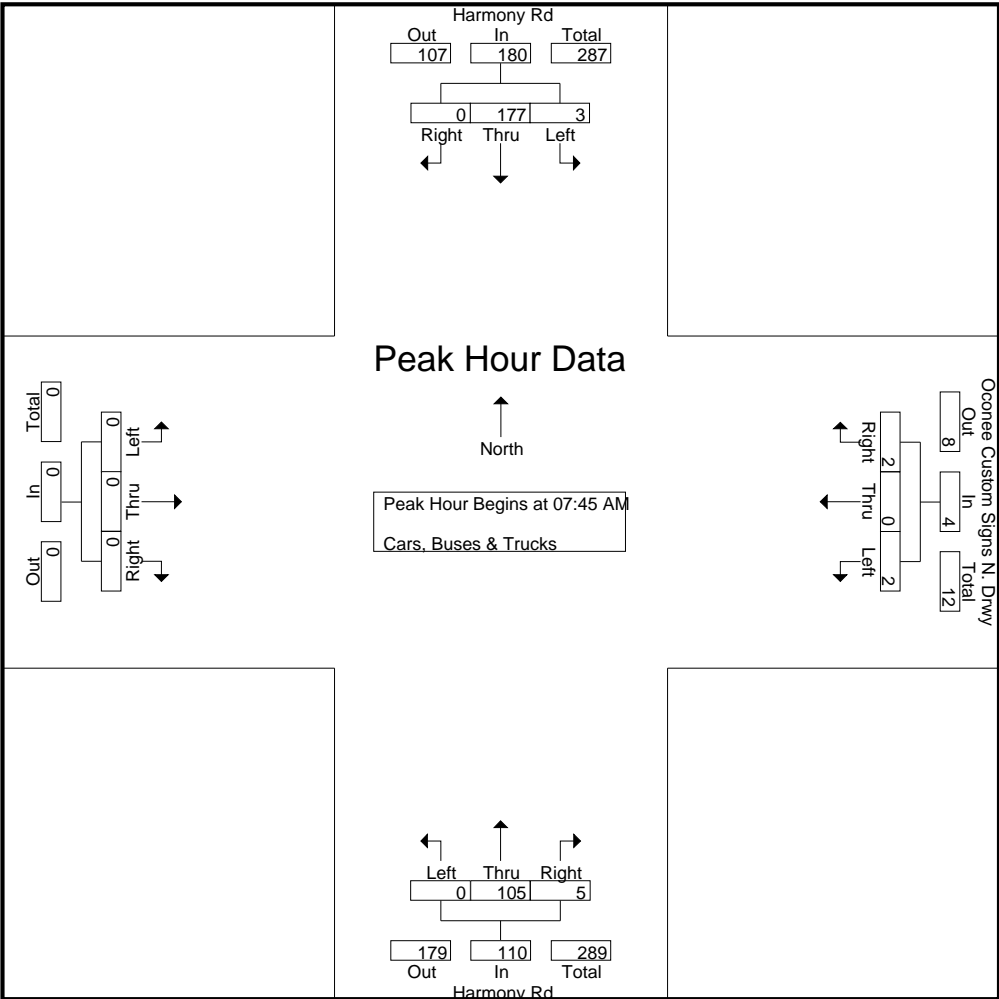
	Harmony Rd Northbound				Harmony Rd Southbound				Eastbound				Oconee Custom Signs N. Drwy Westbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	12	1	13	1	32	0	33	0	0	0	0	1	0	0	1	47
07:15 AM	0	15	1	16	0	30	0	30	0	0	0	0	0	0	1	1	47
07:30 AM	0	14	2	16	1	36	0	37	0	0	0	0	1	0	1	2	55
07:45 AM	0	19	1	20	1	48	0	49	0	0	0	0	0	0	0	0	69
Total	0	60	5	65	3	146	0	149	0	0	0	0	2	0	2	4	218
08:00 AM	0	27	1	28	0	46	0	46	0	0	0	0	1	0	1	2	76
08:15 AM	0	31	1	32	1	42	0	43	0	0	0	0	0	0	0	0	75
08:30 AM	0	28	2	30	1	41	0	42	0	0	0	0	1	0	1	2	74
08:45 AM	0	23	1	24	0	43	0	43	0	0	0	0	1	0	0	1	68
Total	0	109	5	114	2	172	0	174	0	0	0	0	3	0	2	5	293
*** BREAK ***																	
02:00 PM	0	44	1	45	1	46	0	47	0	0	0	0	1	0	1	2	94
02:15 PM	0	39	1	40	0	34	0	34	0	0	0	0	2	0	0	2	76
02:30 PM	0	37	2	39	1	34	0	35	0	0	0	0	0	0	1	1	75
02:45 PM	0	38	0	38	0	39	0	39	0	0	0	0	1	0	2	3	80
Total	0	158	4	162	2	153	0	155	0	0	0	0	4	0	4	8	325
03:00 PM	0	48	1	49	1	26	0	27	0	0	0	0	1	0	1	2	78
03:15 PM	0	40	2	42	0	31	0	31	0	0	0	0	0	0	0	0	73
03:30 PM	0	31	1	32	2	40	0	42	0	0	0	0	1	0	1	2	76
03:45 PM	0	42	2	44	0	36	0	36	0	0	0	0	2	0	1	3	83
Total	0	161	6	167	3	133	0	136	0	0	0	0	4	0	3	7	310
04:00 PM	0	65	1	66	1	46	0	47	0	0	0	0	1	0	1	2	115
04:15 PM	0	51	2	53	0	36	0	36	0	0	0	0	1	0	1	2	91
04:30 PM	0	42	2	44	1	40	0	41	0	0	0	0	1	0	2	3	88
04:45 PM	0	41	1	42	1	34	0	35	0	0	0	0	2	0	1	3	80
Total	0	199	6	205	3	156	0	159	0	0	0	0	5	0	5	10	374
05:00 PM	0	71	2	73	0	34	0	34	0	0	0	0	1	0	1	2	109
05:15 PM	0	65	1	66	1	36	0	37	0	0	0	0	1	0	0	1	104
05:30 PM	0	40	1	41	1	39	0	40	0	0	0	0	1	0	1	2	83
05:45 PM	0	45	0	45	0	31	0	31	0	0	0	0	0	0	0	0	76
Total	0	221	4	225	2	140	0	142	0	0	0	0	3	0	2	5	372
Grand Total	0	908	30	938	15	900	0	915	0	0	0	0	21	0	18	39	1892
Apprch %	0	96.8	3.2		1.6	98.4	0		0	0	0		53.8	0	46.2		
Total %	0	48	1.6	49.6	0.8	47.6	0	48.4	0	0	0	0	1.1	0	1	2.1	

A & R Engineering, Inc.
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TMC Data
Harmony Rd @ Oconee Custom Signs N. Drwy
7-9 am | 2-4 pm | 4-6 pm

File Name : 20250025
Site Code : 20250025
Start Date : 01-23-2025
Page No : 2

	Harmony Rd Northbound				Harmony Rd Southbound				Eastbound				Oconee Custom Signs N. Drwy Westbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	0	19	1	20	1	48	0	49	0	0	0	0	0	0	0	0	69
08:00 AM	0	27	1	28	0	46	0	46	0	0	0	0	1	0	1	2	76
08:15 AM	0	31	1	32	1	42	0	43	0	0	0	0	0	0	0	0	75
08:30 AM	0	28	2	30	1	41	0	42	0	0	0	0	1	0	1	2	74
Total Volume	0	105	5	110	3	177	0	180	0	0	0	0	2	0	2	4	294
% App. Total	0	95.5	4.5		1.7	98.3	0		0	0	0		50	0	50		
PHF	.000	.847	.625	.859	.750	.922	.000	.918	.000	.000	.000	.000	.500	.000	.500	.500	.967

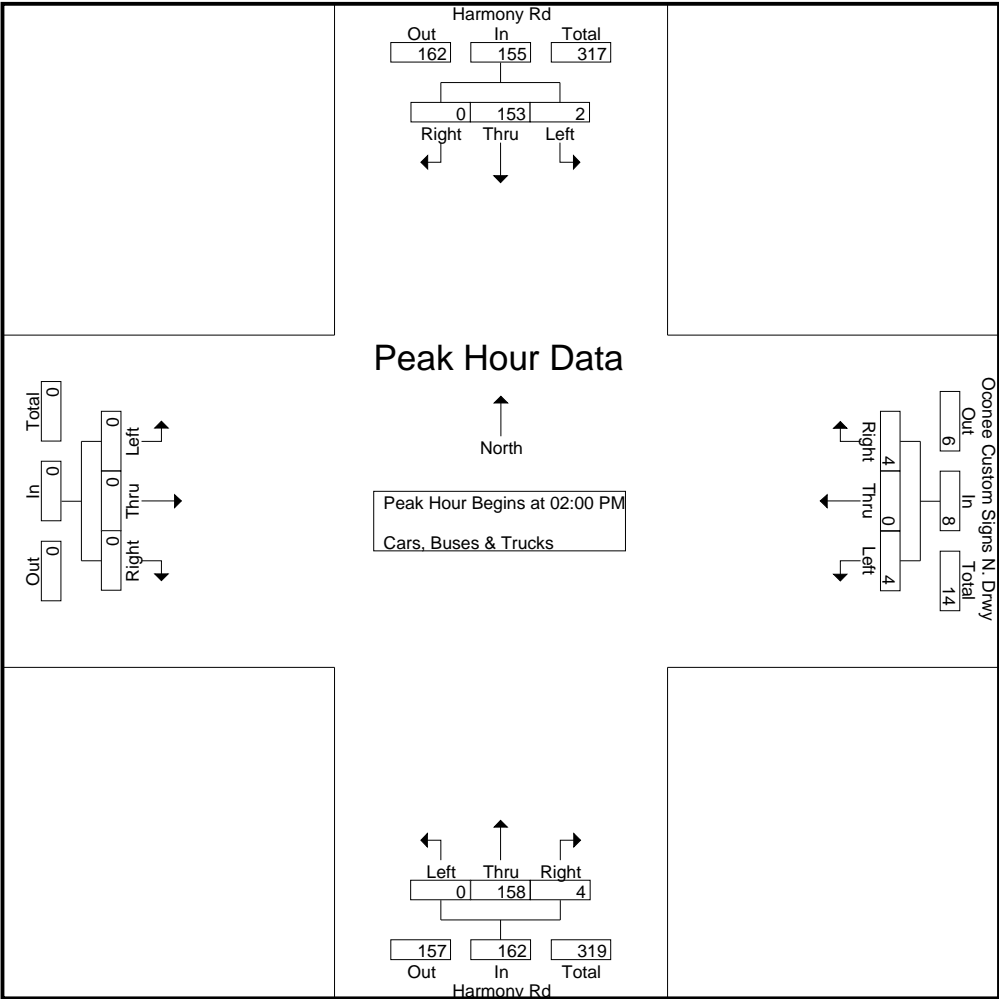


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Marietta, GA 30067

TMC Data
Harmony Rd @ Oconee Custom Signs N. Drwy
7-9 am | 2-4 pm | 4-6 pm

File Name : 20250025
Site Code : 20250025
Start Date : 01-23-2025
Page No : 3

	Harmony Rd Northbound				Harmony Rd Southbound				Eastbound				Oconee Custom Signs N. Drwy Westbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 02:00 PM to 03:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 02:00 PM																	
02:00 PM	0	44	1	45	1	46	0	47	0	0	0	0	1	0	1	2	94
02:15 PM	0	39	1	40	0	34	0	34	0	0	0	0	2	0	0	2	76
02:30 PM	0	37	2	39	1	34	0	35	0	0	0	0	0	0	1	1	75
02:45 PM	0	38	0	38	0	39	0	39	0	0	0	0	1	0	2	3	80
Total Volume	0	158	4	162	2	153	0	155	0	0	0	0	4	0	4	8	325
% App. Total	0	97.5	2.5		1.3	98.7	0		0	0	0		50	0	50		
PHF	.000	.898	.500	.900	.500	.832	.000	.824	.000	.000	.000	.000	.500	.000	.500	.667	.864



A & R Engineering, Inc.

2160 Kingston Court Suite 'O'
Marietta, GA 30067

TMC Data

Harmony Rd @ Oconee Custom Signs N. Drwy

7-9 am | 2-4 pm | 4-6 pm

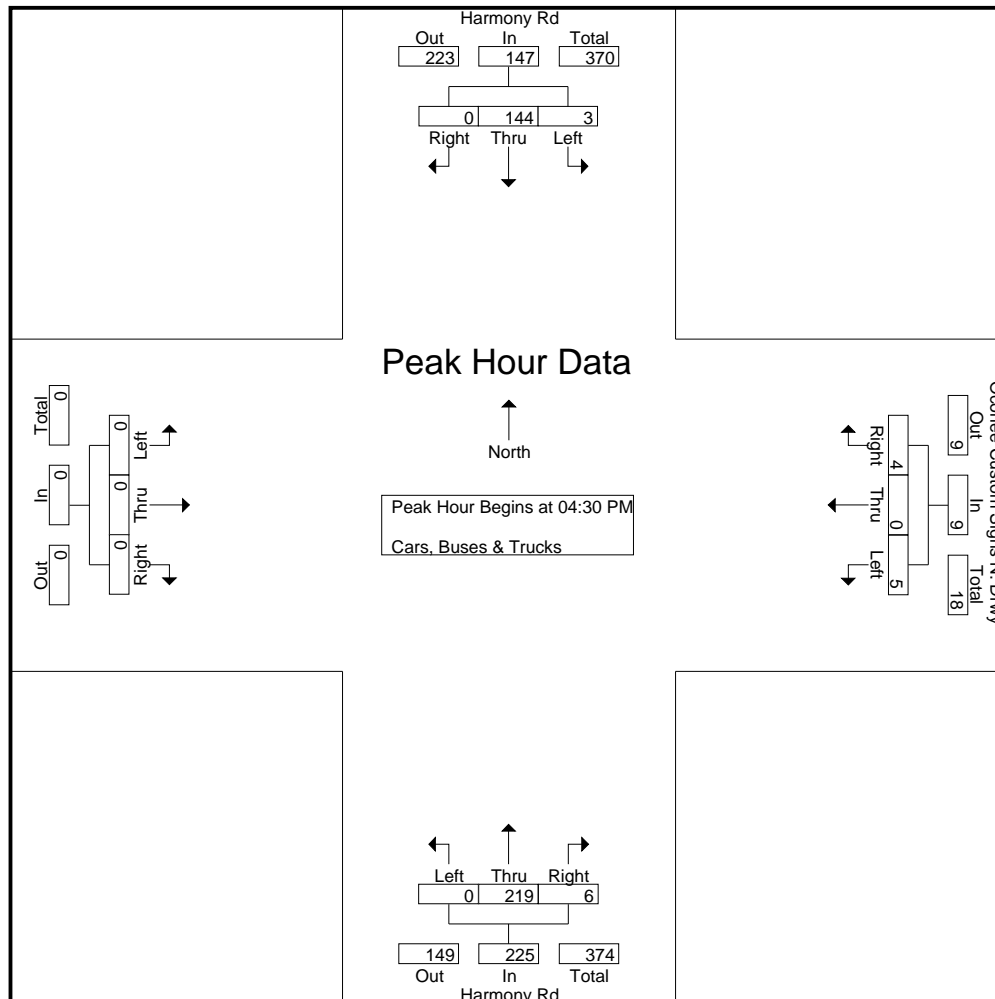
File Name : 20250025

Site Code : 20250025

Start Date : 01-23-2025

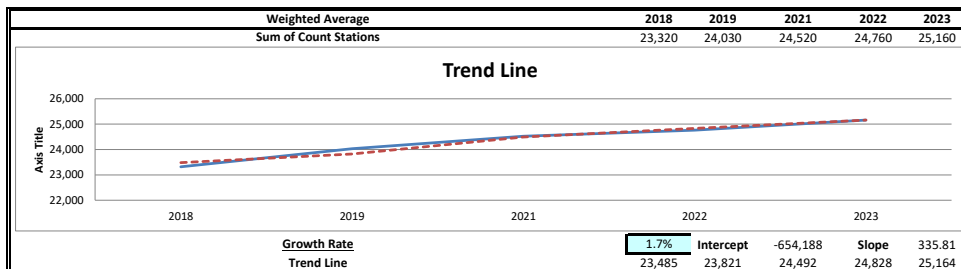
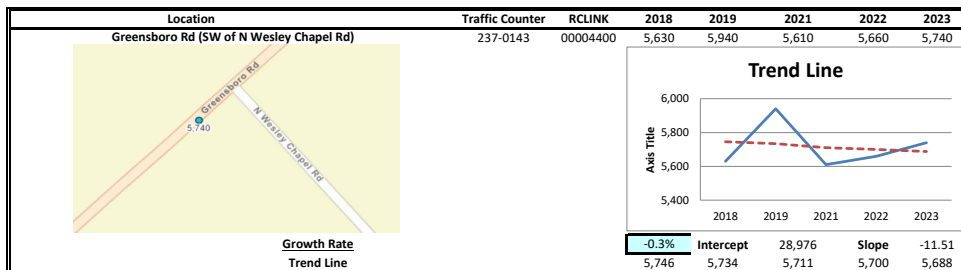
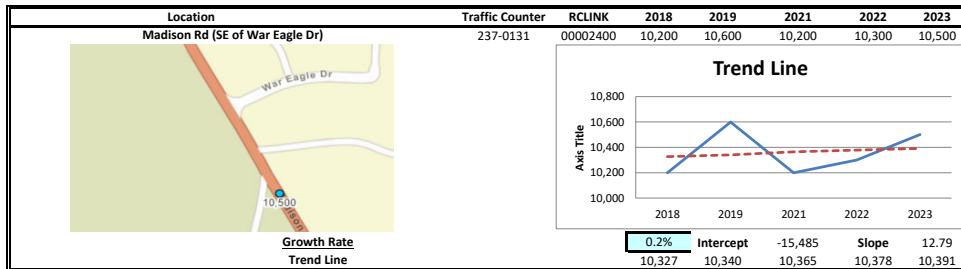
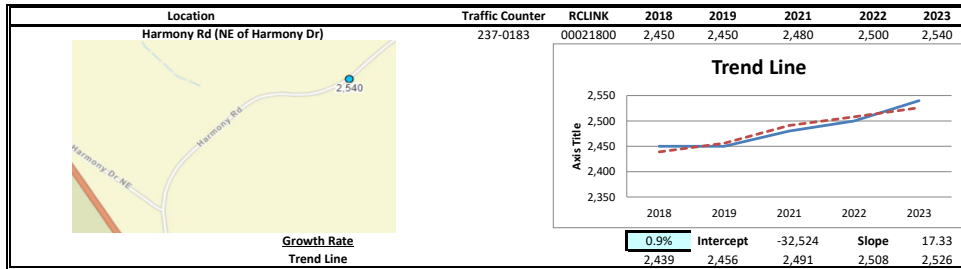
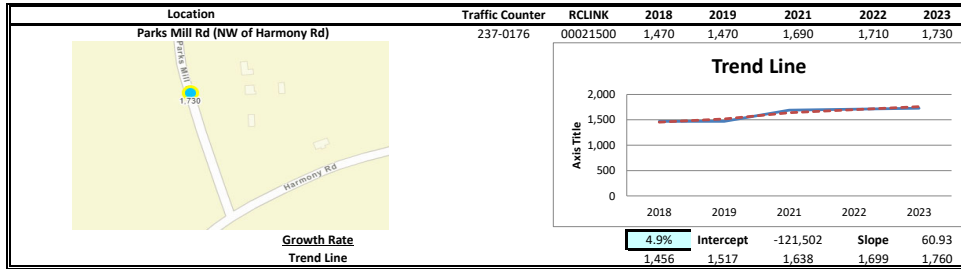
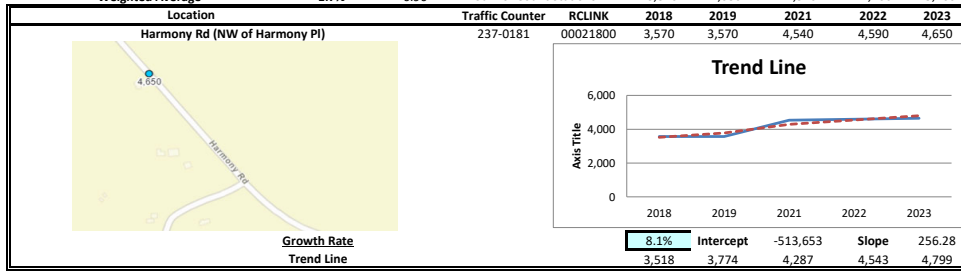
Page No : 4

	Harmony Rd Northbound				Harmony Rd Southbound				Eastbound				Oconee Custom Signs N. Drwy Westbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	0	42	2	44	1	40	0	41	0	0	0	0	1	0	2	3	88
04:45 PM	0	41	1	42	1	34	0	35	0	0	0	0	2	0	1	3	80
05:00 PM	0	71	2	73	0	34	0	34	0	0	0	0	1	0	1	2	109
05:15 PM	0	65	1	66	1	36	0	37	0	0	0	0	1	0	0	1	104
Total Volume	0	219	6	225	3	144	0	147	0	0	0	0	5	0	4	9	381
% App. Total	0	97.3	2.7		2	98	0		0	0	0		55.6	0	44.4		
PHF	.000	.771	.750	.771	.750	.900	.000	.896	.000	.000	.000	.000	.625	.000	.500	.750	.874



LINEAR REGRESSION OF DAILY TRAFFIC

Location	Growth Rate	R Squared	Station ID	Route	2018	2019	2021	2022	2023
Harmony Rd (NW of Harmony Pl)	8.1%	0.89	237-0181	00021800	3,570	3,570	4,540	4,590	4,650
Parks Mill Rd (NW of Harmony Rd)	4.9%	0.91	237-0176	00021500	1,470	1,470	1,690	1,710	1,730
Harmony Rd (NE of Harmony Dr)	0.9%	0.91	237-0183	00021800	2,450	2,450	2,480	2,500	2,540
Madison Rd (SE of War Eagle Dr)	0.2%	0.02	237-0131	00002400	10,200	10,600	10,200	10,300	10,500
Greensboro Rd (SW of N Wesley Chapel Rd)	-0.3%	0.03	237-0143	00004400	5,630	5,940	5,610	5,660	5,740
Weighted Average	1.7%	0.96	Sum of Count Stations =		23,320	24,030	24,520	24,760	25,160






EXISTING INTERSECTION ANALYSIS




Intersection												
Int Delay, s/veh	3.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	0	1	28	0	22	1	64	45	85	143	0
Future Vol, veh/h	0	0	1	28	0	22	1	64	45	85	143	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	1	29	0	23	1	67	47	89	149	0

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	431	443	149	421	420	91	149	0	0	114	0	0
Stage 1	327	327	-	93	93	-	-	-	-	-	-	-
Stage 2	104	116	-	328	327	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	535	509	898	543	525	967	1432	-	-	1475	-	-
Stage 1	686	648	-	914	818	-	-	-	-	-	-	-
Stage 2	902	800	-	685	648	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	495	475	898	515	490	967	1432	-	-	1475	-	-
Mov Cap-2 Maneuver	495	475	-	515	490	-	-	-	-	-	-	-
Stage 1	685	605	-	913	817	-	-	-	-	-	-	-
Stage 2	880	799	-	639	605	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	9	11	0.1	2.8
HCM LOS	A	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1432	-	-	898	648	1475	-
HCM Lane V/C Ratio	0.001	-	-	0.001	0.08	0.06	-
HCM Control Delay (s)	7.5	0	-	9	11	7.6	0
HCM Lane LOS	A	A	-	A	B	A	A
HCM 95th %tile Q(veh)	0	-	-	0	0.3	0.2	-




Intersection						
Int Delay, s/veh	0.1					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	2	1	110	1	1	179
Future Vol, veh/h	2	1	110	1	1	179
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	98	98	98	98	98	98
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	2	1	112	1	1	183
Major/Minor	Minor1	Major1		Major2		
Conflicting Flow All	298	113	0	0	113	0
Stage 1	113	-	-	-	-	-
Stage 2	185	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	693	940	-	-	1476	-
Stage 1	912	-	-	-	-	-
Stage 2	847	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	692	940	-	-	1476	-
Mov Cap-2 Maneuver	692	-	-	-	-	-
Stage 1	912	-	-	-	-	-
Stage 2	846	-	-	-	-	-
Approach	WB	NB		SB		
HCM Control Delay, s	9.8	0		0		
HCM LOS	A					
Minor Lane/Major Mvmt	NBT	NBRWBLn1		SBL	SBT	
Capacity (veh/h)	-	- 759		1476	-	
HCM Lane V/C Ratio	-	- 0.004		0.001	-	
HCM Control Delay (s)	-	- 9.8		7.4	0	
HCM Lane LOS	-	- A		A	A	
HCM 95th %tile Q(veh)	-	- 0		0	-	

Intersection						
Int Delay, s/veh	0.1					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	1	0	1	125	162	0
Future Vol, veh/h	1	0	1	125	162	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1	0	1	139	180	0
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	321	180	180	0	-	0
Stage 1	180	-	-	-	-	-
Stage 2	141	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	673	863	1396	-	-	-
Stage 1	851	-	-	-	-	-
Stage 2	886	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	672	863	1396	-	-	-
Mov Cap-2 Maneuver	672	-	-	-	-	-
Stage 1	850	-	-	-	-	-
Stage 2	886	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	10.4	0.1		0		
HCM LOS	B					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1396	-	672	-	-	
HCM Lane V/C Ratio	0.001	-	0.002	-	-	
HCM Control Delay (s)	7.6	0	10.4	-	-	
HCM Lane LOS	A	A	B	-	-	
HCM 95th %tile Q(veh)	0	-	0	-	-	

HCM 6th TWSC
4: Harmony Rd & Oconee Custom Sign N Drwy




1a.Existing 2025 AM
02-13-2025

100

Intersection						
Int Delay, s/veh	0.2					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	2	2	105	5	3	177
Future Vol, veh/h	2	2	105	5	3	177
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	2	2	108	5	3	182
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	299	111	0	0	113	0
Stage 1	111	-	-	-	-	-
Stage 2	188	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	692	942	-	-	1476	-
Stage 1	914	-	-	-	-	-
Stage 2	844	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	691	942	-	-	1476	-
Mov Cap-2 Maneuver	691	-	-	-	-	-
Stage 1	914	-	-	-	-	-
Stage 2	842	-	-	-	-	-
Approach	WB	NB	SB			
HCM Control Delay, s	9.5	0	0.1			
HCM LOS	A					
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT		
Capacity (veh/h)	-	-	797	1476	-	
HCM Lane V/C Ratio	-	-	0.005	0.002	-	
HCM Control Delay (s)	-	-	9.5	7.4	0	
HCM Lane LOS	-	-	A	A	A	
HCM 95th %tile Q(veh)	-	-	0	0	-	

Intersection

Int Delay, s/veh 0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	1	0	110	0	1	179
Future Vol, veh/h	1	0	110	0	1	179
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1	0	120	0	1	195

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	317	120	0
Stage 1	120	-	-
Stage 2	197	-	-
Critical Hdwy	6.42	6.22	-
Critical Hdwy Stg 1	5.42	-	-
Critical Hdwy Stg 2	5.42	-	-
Follow-up Hdwy	3.518	3.318	-
Pot Cap-1 Maneuver	676	931	-
Stage 1	905	-	-
Stage 2	836	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	675	931	-
Mov Cap-2 Maneuver	675	-	-
Stage 1	905	-	-
Stage 2	835	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10.3	0	0
HCM LOS	B		




Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	675	1468
HCM Lane V/C Ratio	-	-	0.002	0.001
HCM Control Delay (s)	-	-	10.3	7.5
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0	0




Intersection												
Int Delay, s/veh	4.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	1	2	48	0	119	3	157	59	56	94	0
Future Vol, veh/h	0	1	2	48	0	119	3	157	59	56	94	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	1	2	53	0	131	3	173	65	62	103	0




Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	504	471	103	441	439	206	103	0	0	238	0	0
Stage 1	227	227	-	212	212	-	-	-	-	-	-	-
Stage 2	277	244	-	229	227	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	478	491	952	527	512	835	1489	-	-	1329	-	-
Stage 1	776	716	-	790	727	-	-	-	-	-	-	-
Stage 2	729	704	-	774	716	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	388	466	952	504	486	835	1489	-	-	1329	-	-
Mov Cap-2 Maneuver	388	466	-	504	486	-	-	-	-	-	-	-
Stage 1	774	681	-	788	726	-	-	-	-	-	-	-
Stage 2	614	703	-	733	681	-	-	-	-	-	-	-




Approach	EB		WB		NB		SB	
HCM Control Delay, s	10.1		11.9		0.1		2.9	
HCM LOS	B		B					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1489	-	-	706	702	1329	-
HCM Lane V/C Ratio	0.002	-	-	0.005	0.261	0.046	-
HCM Control Delay (s)	7.4	0	-	10.1	11.9	7.8	0
HCM Lane LOS	A	A	-	B	B	A	A
HCM 95th %tile Q(veh)	0	-	-	0	1	0.1	-

Intersection						
Int Delay, s/veh	0.2					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	3	2	225	2	2	149
Future Vol, veh/h	3	2	225	2	2	149
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	3	2	256	2	2	169
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	430	257	0	0	258	0
Stage 1	257	-	-	-	-	-
Stage 2	173	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	582	782	-	-	1307	-
Stage 1	786	-	-	-	-	-
Stage 2	857	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	581	782	-	-	1307	-
Mov Cap-2 Maneuver	581	-	-	-	-	-
Stage 1	786	-	-	-	-	-
Stage 2	855	-	-	-	-	-
Approach	WB	NB	SB			
HCM Control Delay, s	10.6	0	0.1			
HCM LOS	B					
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT		
Capacity (veh/h)	-	-	648	1307	-	
HCM Lane V/C Ratio	-	-	0.009	0.002	-	
HCM Control Delay (s)	-	-	10.6	7.8	0	
HCM Lane LOS	-	-	B	A	A	
HCM 95th %tile Q(veh)	-	-	0	0	-	

Intersection						
Int Delay, s/veh	0.2					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	3	1	2	161	175	1
Future Vol, veh/h	3	1	2	161	175	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	79	79	79	79	79	79
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	4	1	3	204	222	1
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	433	223	223	0	-	0
Stage 1	223	-	-	-	-	-
Stage 2	210	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	580	817	1346	-	-	-
Stage 1	814	-	-	-	-	-
Stage 2	825	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	578	817	1346	-	-	-
Mov Cap-2 Maneuver	578	-	-	-	-	-
Stage 1	812	-	-	-	-	-
Stage 2	825	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	10.8	0.1		0		
HCM LOS	B					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1346	-	624	-	-	
HCM Lane V/C Ratio	0.002	-	0.008	-	-	
HCM Control Delay (s)	7.7	0	10.8	-	-	
HCM Lane LOS	A	A	B	-	-	
HCM 95th %tile Q(veh)	0	-	0	-	-	

Intersection						
Int Delay, s/veh	0.3					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	5	4	219	6	3	144
Future Vol, veh/h	5	4	219	6	3	144
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	87	87	87	87	87	87
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	6	5	252	7	3	166
Major/Minor	Minor1	Major1		Major2		
Conflicting Flow All	428	256	0	0	259	0
Stage 1	256	-	-	-	-	-
Stage 2	172	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	584	783	-	-	1306	-
Stage 1	787	-	-	-	-	-
Stage 2	858	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	582	783	-	-	1306	-
Mov Cap-2 Maneuver	582	-	-	-	-	-
Stage 1	787	-	-	-	-	-
Stage 2	855	-	-	-	-	-
Approach	WB	NB		SB		
HCM Control Delay, s	10.6	0		0.2		
HCM LOS	B					
Minor Lane/Major Mvmt	NBT	NBRWBLn1		SBL	SBT	
Capacity (veh/h)	-	- 657		1306	-	
HCM Lane V/C Ratio	-	- 0.016		0.003	-	
HCM Control Delay (s)	-	- 10.6		7.8	0	
HCM Lane LOS	-	- B		A	A	
HCM 95th %tile Q(veh)	-	- 0		0	-	

Intersection						
Int Delay, s/veh	0.1					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	1	0	225	0	1	149
Future Vol, veh/h	1	0	225	0	1	149
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1	0	245	0	1	162
Major/Minor	Minor1	Major1		Major2		
Conflicting Flow All	409	245	0	0	245	0
Stage 1	245	-	-	-	-	-
Stage 2	164	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	599	794	-	-	1321	-
Stage 1	796	-	-	-	-	-
Stage 2	865	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	598	794	-	-	1321	-
Mov Cap-2 Maneuver	598	-	-	-	-	-
Stage 1	796	-	-	-	-	-
Stage 2	864	-	-	-	-	-
Approach	WB	NB		SB		
HCM Control Delay, s	11	0		0.1		
HCM LOS	B					
Minor Lane/Major Mvmt	NBT	NBRWBLn1		SBL	SBT	
Capacity (veh/h)	-	- 598		1321	-	
HCM Lane V/C Ratio	-	- 0.002		0.001	-	
HCM Control Delay (s)	-	- 11		7.7	0	
HCM Lane LOS	-	- B		A	A	
HCM 95th %tile Q(veh)	-	- 0		0	-	




**FUTURE “NO-BUILD” INTERSECTION
ANALYSIS –BASE YEAR 2027**




Intersection												
Int Delay, s/veh	2.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	0	1	34	0	23	1	98	54	88	169	0
Future Vol, veh/h	0	0	1	34	0	23	1	98	54	88	169	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	1	37	0	25	1	108	59	97	186	0




Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	532	549	186	521	520	138	186	0	0	167	0	0
Stage 1	380	380	-	140	140	-	-	-	-	-	-	-
Stage 2	152	169	-	381	380	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	458	443	856	466	461	910	1388	-	-	1411	-	-
Stage 1	642	614	-	863	781	-	-	-	-	-	-	-
Stage 2	850	759	-	641	614	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	419	408	856	438	425	910	1388	-	-	1411	-	-
Mov Cap-2 Maneuver	419	408	-	438	425	-	-	-	-	-	-	-
Stage 1	641	567	-	862	780	-	-	-	-	-	-	-
Stage 2	826	758	-	591	567	-	-	-	-	-	-	-




Approach	EB	WB	NB	SB
HCM Control Delay, s	9.2	12.3	0	2.6
HCM LOS	A	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1388	-	-	856	554	1411	-
HCM Lane V/C Ratio	0.001	-	-	0.001	0.113	0.069	-
HCM Control Delay (s)	7.6	0	-	9.2	12.3	7.7	0
HCM Lane LOS	A	A	-	A	B	A	A
HCM 95th %tile Q(veh)	0	-	-	0	0.4	0.2	-

Intersection						
Int Delay, s/veh	0.1					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	2	1	153	1	1	211
Future Vol, veh/h	2	1	153	1	1	211
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	2	1	174	1	1	240
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	417	175	0	0	175	0
Stage 1	175	-	-	-	-	-
Stage 2	242	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	592	868	-	-	1401	-
Stage 1	855	-	-	-	-	-
Stage 2	798	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	591	868	-	-	1401	-
Mov Cap-2 Maneuver	591	-	-	-	-	-
Stage 1	855	-	-	-	-	-
Stage 2	797	-	-	-	-	-
Approach	WB	NB	SB			
HCM Control Delay, s	10.5	0	0			
HCM LOS	B					
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT		
Capacity (veh/h)	-	-	661	1401	-	
HCM Lane V/C Ratio	-	-	0.005	0.001	-	
HCM Control Delay (s)	-	-	10.5	7.6	0	
HCM Lane LOS	-	-	B	A	A	
HCM 95th %tile Q(veh)	-	-	0	0	-	

Intersection						
Int Delay, s/veh	0					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	1	0	1	169	193	0
Future Vol, veh/h	1	0	1	169	193	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	79	79	79	79	79	79
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1	0	1	214	244	0
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	460	244	244	0	-	0
Stage 1	244	-	-	-	-	-
Stage 2	216	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	559	795	1322	-	-	-
Stage 1	797	-	-	-	-	-
Stage 2	820	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	558	795	1322	-	-	-
Mov Cap-2 Maneuver	558	-	-	-	-	-
Stage 1	796	-	-	-	-	-
Stage 2	820	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	11.5	0		0		
HCM LOS	B					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1322	-	558	-	-	
HCM Lane V/C Ratio	0.001	-	0.002	-	-	
HCM Control Delay (s)	7.7	0	11.5	-	-	
HCM Lane LOS	A	A	B	-	-	
HCM 95th %tile Q(veh)	0	-	0	-	-	

Intersection						
Int Delay, s/veh	0.2					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	2	2	148	5	3	209
Future Vol, veh/h	2	2	148	5	3	209
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	87	87	87	87	87	87
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	2	2	170	6	3	240
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	419	173	0	0	176	0
Stage 1	173	-	-	-	-	-
Stage 2	246	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	591	871	-	-	1400	-
Stage 1	857	-	-	-	-	-
Stage 2	795	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	590	871	-	-	1400	-
Mov Cap-2 Maneuver	590	-	-	-	-	-
Stage 1	857	-	-	-	-	-
Stage 2	793	-	-	-	-	-
Approach	WB	NB	SB			
HCM Control Delay, s	10.2	0	0.1			
HCM LOS	B					
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT		
Capacity (veh/h)	-	-	703	1400	-	
HCM Lane V/C Ratio	-	-	0.007	0.002	-	
HCM Control Delay (s)	-	-	10.2	7.6	0	
HCM Lane LOS	-	-	B	A	A	
HCM 95th %tile Q(veh)	-	-	0	0	-	

Intersection						
Int Delay, s/veh	0					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	1	0	153	0	1	211
Future Vol, veh/h	1	0	153	0	1	211
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1	0	166	0	1	229

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	397	166	0
Stage 1	166	-	-
Stage 2	231	-	-
Critical Hdwy	6.42	6.22	-
Critical Hdwy Stg 1	5.42	-	-
Critical Hdwy Stg 2	5.42	-	-
Follow-up Hdwy	3.518	3.318	-
Pot Cap-1 Maneuver	608	878	-
Stage 1	863	-	-
Stage 2	807	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	607	878	-
Mov Cap-2 Maneuver	607	-	-
Stage 1	863	-	-
Stage 2	806	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10.9	0	0
HCM LOS	B		




Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	607	1412
HCM Lane V/C Ratio	-	-	0.002	0.001
HCM Control Delay (s)	-	-	10.9	7.6
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0	0

Intersection												
Int Delay, s/veh	4.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	1	2	62	0	124	3	202	71	58	145	0
Future Vol, veh/h	0	1	2	62	0	124	3	202	71	58	145	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	1	2	67	0	135	3	220	77	63	158	0

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	616	587	158	551	549	259	158	0	0	297	0	0
Stage 1	284	284	-	265	265	-	-	-	-	-	-	-
Stage 2	332	303	-	286	284	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	403	422	887	445	443	780	1422	-	-	1264	-	-
Stage 1	723	676	-	740	689	-	-	-	-	-	-	-
Stage 2	681	664	-	721	676	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	319	398	887	423	417	780	1422	-	-	1264	-	-
Mov Cap-2 Maneuver	319	398	-	423	417	-	-	-	-	-	-	-
Stage 1	721	639	-	738	687	-	-	-	-	-	-	-
Stage 2	562	662	-	679	639	-	-	-	-	-	-	-




Approach	EB		WB		NB		SB	
HCM Control Delay, s	10.8		13.8		0.1		2.3	
HCM LOS	B		B					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1422	-	-	629 609	1264	-	-
HCM Lane V/C Ratio	0.002	-	-	0.005 0.332	0.05	-	-
HCM Control Delay (s)	7.5	0	-	10.8 13.8	8	0	-
HCM Lane LOS	A	A	-	B B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0 1.4	0.2	-	-

Intersection						
Int Delay, s/veh	0.2					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	3	2	283	2	2	214
Future Vol, veh/h	3	2	283	2	2	214
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	3	2	308	2	2	233
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	546	309	0	0	310	0
Stage 1	309	-	-	-	-	-
Stage 2	237	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	499	731	-	-	1250	-
Stage 1	745	-	-	-	-	-
Stage 2	802	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	498	731	-	-	1250	-
Mov Cap-2 Maneuver	498	-	-	-	-	-
Stage 1	745	-	-	-	-	-
Stage 2	800	-	-	-	-	-
Approach	WB	NB	SB			
HCM Control Delay, s	11.4	0	0.1			
HCM LOS	B					
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT		
Capacity (veh/h)	-	-	571	1250	-	
HCM Lane V/C Ratio	-	-	0.01	0.002	-	
HCM Control Delay (s)	-	-	11.4	7.9	0	
HCM Lane LOS	-	-	B	A	A	
HCM 95th %tile Q(veh)	-	-	0	0	-	

Intersection

Int Delay, s/veh 0.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	3	1	2	216	241	1
Future Vol, veh/h	3	1	2	216	241	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	3	1	2	235	262	1




Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	502	263	263
Stage 1	263	-	-
Stage 2	239	-	-
Critical Hdwy	6.42	6.22	4.12
Critical Hdwy Stg 1	5.42	-	-
Critical Hdwy Stg 2	5.42	-	-
Follow-up Hdwy	3.518	3.318	2.218
Pot Cap-1 Maneuver	529	776	1301
Stage 1	781	-	-
Stage 2	801	-	-
Platoon blocked, %			
Mov Cap-1 Maneuver	528	776	1301
Mov Cap-2 Maneuver	528	-	-
Stage 1	779	-	-
Stage 2	801	-	-

Approach	EB	NB	SB
HCM Control Delay, s	11.3	0.1	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1301	-	574	-	-
HCM Lane V/C Ratio	0.002	-	0.008	-	-
HCM Control Delay (s)	7.8	0	11.3	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Intersection




Int Delay, s/veh 0.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	5	4	277	6	3	209
Future Vol, veh/h	5	4	277	6	3	209
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	5	4	301	7	3	227

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	538	305	0
Stage 1	305	-	-
Stage 2	233	-	-
Critical Hdwy	6.42	6.22	-
Critical Hdwy Stg 1	5.42	-	-
Critical Hdwy Stg 2	5.42	-	-
Follow-up Hdwy	3.518	3.318	-
Pot Cap-1 Maneuver	504	735	-
Stage 1	748	-	-
Stage 2	806	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	502	735	-
Mov Cap-2 Maneuver	502	-	-
Stage 1	748	-	-
Stage 2	804	-	-

Approach	WB	NB	SB
HCM Control Delay, s	11.3	0	0.1
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	584	1253
HCM Lane V/C Ratio	-	-	0.017	0.003
HCM Control Delay (s)	-	-	11.3	7.9
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0.1	0

Intersection						
Int Delay, s/veh	0					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	1	0	283	0	1	214
Future Vol, veh/h	1	0	283	0	1	214
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1	0	308	0	1	233
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	543	308	0	0	308	0
Stage 1	308	-	-	-	-	-
Stage 2	235	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	501	732	-	-	1253	-
Stage 1	745	-	-	-	-	-
Stage 2	804	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	500	732	-	-	1253	-
Mov Cap-2 Maneuver	500	-	-	-	-	-
Stage 1	745	-	-	-	-	-
Stage 2	803	-	-	-	-	-
Approach	WB	NB	SB			
HCM Control Delay, s	12.2	0	0			
HCM LOS	B					
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT		
Capacity (veh/h)	-	-	500	1253	-	
HCM Lane V/C Ratio	-	-	0.002	0.001	-	
HCM Control Delay (s)	-	-	12.2	7.9	0	
HCM Lane LOS	-	-	B	A	A	
HCM 95th %tile Q(veh)	-	-	0	0	-	




**FUTURE “BUILD” INTERSECTION ANALYSIS-
BASE YEAR 2027**




Intersection												
Int Delay, s/veh	3.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔			↔	
Traffic Vol, veh/h	0	0	1	67	0	23	1	142	109	88	195	0
Future Vol, veh/h	0	0	1	67	0	23	1	142	109	88	195	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	1	70	0	24	1	148	114	92	203	0

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	606	651	203	595	594	205	203	0	0	262	0	0
Stage 1	387	387	-	207	207	-	-	-	-	-	-	-
Stage 2	219	264	-	388	387	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	409	388	838	416	418	836	1369	-	-	1302	-	-
Stage 1	637	610	-	795	731	-	-	-	-	-	-	-
Stage 2	783	690	-	636	610	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	373	357	838	390	384	836	1369	-	-	1302	-	-
Mov Cap-2 Maneuver	373	357	-	390	384	-	-	-	-	-	-	-
Stage 1	636	561	-	794	730	-	-	-	-	-	-	-
Stage 2	760	689	-	584	561	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	9.3	15	0	2.5
HCM LOS	A	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1369	-	-	838	452	1302	-
HCM Lane V/C Ratio	0.001	-	-	0.001	0.207	0.07	-
HCM Control Delay (s)	7.6	0	-	9.3	15	8	0
HCM Lane LOS	A	A	-	A	C	A	A
HCM 95th %tile Q(veh)	0	-	-	0	0.8	0.2	-

Intersection						
Int Delay, s/veh	0.1					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	2	1	242	1	1	312
Future Vol, veh/h	2	1	242	1	1	312
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	98	98	98	98	98	98
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	2	1	247	1	1	318
Major/Minor	Minor1	Major1		Major2		
Conflicting Flow All	568	248	0	0	248	0
Stage 1	248	-	-	-	-	-
Stage 2	320	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	484	791	-	-	1318	-
Stage 1	793	-	-	-	-	-
Stage 2	736	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	484	791	-	-	1318	-
Mov Cap-2 Maneuver	484	-	-	-	-	-
Stage 1	793	-	-	-	-	-
Stage 2	735	-	-	-	-	-
Approach	WB	NB		SB		
HCM Control Delay, s	11.5	0		0		
HCM LOS	B					
Minor Lane/Major Mvmt	NBT	NBRWBLn1		SBL	SBT	
Capacity (veh/h)	-	-		556	1318	
HCM Lane V/C Ratio	-	-		0.006	0.001	
HCM Control Delay (s)	-	-		11.5	7.7	
HCM Lane LOS	-	-		B	A	
HCM 95th %tile Q(veh)	-	-		0	0	

Intersection						
Int Delay, s/veh	0					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	1	0	1	242	314	0
Future Vol, veh/h	1	0	1	242	314	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1	0	1	269	349	0
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	620	349	349	0	-	0
Stage 1	349	-	-	-	-	-
Stage 2	271	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	452	694	1210	-	-	-
Stage 1	714	-	-	-	-	-
Stage 2	775	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	452	694	1210	-	-	-
Mov Cap-2 Maneuver	452	-	-	-	-	-
Stage 1	713	-	-	-	-	-
Stage 2	775	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	13	0		0		
HCM LOS	B					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1210	-	452	-	-	
HCM Lane V/C Ratio	0.001	-	0.002	-	-	
HCM Control Delay (s)	8	0	13	-	-	
HCM Lane LOS	A	A	B	-	-	
HCM 95th %tile Q(veh)	0	-	0	-	-	

Intersection												
Int Delay, s/veh	2.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕			↕	↕
Traffic Vol, veh/h	54	0	72	2	0	2	22	192	5	3	247	21
Future Vol, veh/h	54	0	72	2	0	2	22	192	5	3	247	21
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	235	-	-	-	-	175
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	97	97	97	97	97	97	97	97	97	97	97	97
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	56	0	74	2	0	2	23	198	5	3	255	22

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	509	510	255	556	530	201	277	0	0	203	0	0
Stage 1	261	261	-	247	247	-	-	-	-	-	-	-
Stage 2	248	249	-	309	283	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	475	467	784	442	455	840	1286	-	-	1369	-	-
Stage 1	744	692	-	757	702	-	-	-	-	-	-	-
Stage 2	756	701	-	701	677	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	466	457	784	394	445	840	1286	-	-	1369	-	-
Mov Cap-2 Maneuver	466	457	-	394	445	-	-	-	-	-	-	-
Stage 1	731	690	-	743	689	-	-	-	-	-	-	-
Stage 2	741	688	-	633	675	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	12.5		11.8		0.8		0.1	
HCM LOS	B		B					






Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1286	-	-	607	536	1369	-
HCM Lane V/C Ratio	0.018	-	-	0.214	0.008	0.002	-
HCM Control Delay (s)	7.8	-	-	12.5	11.8	7.6	0
HCM Lane LOS	A	-	-	B	B	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0.8	0	0	-

Intersection												
Int Delay, s/veh	1.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔		↔	↔			↔	↔
Traffic Vol, veh/h	16	0	20	1	0	0	38	204	0	1	291	30
Future Vol, veh/h	16	0	20	1	0	0	38	204	0	1	291	30
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	120	-	-	-	-	150
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	17	0	22	1	0	0	41	222	0	1	316	33

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	622	622	316	650	655	222	349	0	0	222	0	0
Stage 1	318	318	-	304	304	-	-	-	-	-	-	-
Stage 2	304	304	-	346	351	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	399	403	724	382	386	818	1210	-	-	1347	-	-
Stage 1	693	654	-	705	663	-	-	-	-	-	-	-
Stage 2	705	663	-	670	632	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	388	389	724	361	372	818	1210	-	-	1347	-	-
Mov Cap-2 Maneuver	388	389	-	361	372	-	-	-	-	-	-	-
Stage 1	669	653	-	681	640	-	-	-	-	-	-	-
Stage 2	681	640	-	649	631	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	12.4		15		1.3		0	
HCM LOS	B		C					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1210	-	-	523 361	1347	-	-
HCM Lane V/C Ratio	0.034	-	-	0.075 0.003	0.001	-	-
HCM Control Delay (s)	8.1	-	-	12.4 15	7.7	0	-
HCM Lane LOS	A	-	-	B C	A A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.2 0	0	-	-




Intersection						
Int Delay, s/veh	1.3					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	28	28	12	230	286	8
Future Vol, veh/h	28	28	12	230	286	8
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	235	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	30	30	13	250	311	9
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	587	311	320	0	-	0
Stage 1	311	-	-	-	-	-
Stage 2	276	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	472	729	1240	-	-	-
Stage 1	743	-	-	-	-	-
Stage 2	771	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	467	729	1240	-	-	-
Mov Cap-2 Maneuver	467	-	-	-	-	-
Stage 1	736	-	-	-	-	-
Stage 2	771	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	12.1	0.4		0		
HCM LOS	B					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1240	-	569	-	-	
HCM Lane V/C Ratio	0.011	-	0.107	-	-	
HCM Control Delay (s)	7.9	-	12.1	-	-	
HCM Lane LOS	A	-	B	-	-	
HCM 95th %tile Q(veh)	0	-	0.4	-	-	




Intersection												
Int Delay, s/veh	7.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	1	2	125	0	124	3	247	126	58	195	0
Future Vol, veh/h	0	1	2	125	0	124	3	247	126	58	195	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	1	2	137	0	136	3	271	138	64	214	0

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	756	757	214	690	688	340	214	0	0	409	0	0
Stage 1	342	342	-	346	346	-	-	-	-	-	-	-
Stage 2	414	415	-	344	342	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	325	337	826	359	369	702	1356	-	-	1150	-	-
Stage 1	673	638	-	670	635	-	-	-	-	-	-	-
Stage 2	616	592	-	671	638	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	249	315	826	339	345	702	1356	-	-	1150	-	-
Mov Cap-2 Maneuver	249	315	-	339	345	-	-	-	-	-	-	-
Stage 1	671	598	-	668	633	-	-	-	-	-	-	-
Stage 2	495	590	-	626	598	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	11.8		24		0.1		1.9	
HCM LOS	B		C					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1356	-	-	536 457	1150	-	-
HCM Lane V/C Ratio	0.002	-	-	0.006 0.599	0.055	-	-
HCM Control Delay (s)	7.7	0	-	11.8 24	8.3	0	-
HCM Lane LOS	A	A	-	B C	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0 3.8	0.2	-	-

Intersection						
Int Delay, s/veh	0.1					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	3	2	413	2	2	338
Future Vol, veh/h	3	2	413	2	2	338
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	3	2	469	2	2	384
Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	858	470	0	0	471	0
Stage 1	470	-	-	-	-	-
Stage 2	388	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	327	594	-	-	1091	-
Stage 1	629	-	-	-	-	-
Stage 2	686	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	326	594	-	-	1091	-
Mov Cap-2 Maneuver	326	-	-	-	-	-
Stage 1	629	-	-	-	-	-
Stage 2	685	-	-	-	-	-
Approach	WB		NB		SB	
HCM Control Delay, s	14.2		0		0	
HCM LOS	B					
Minor Lane/Major Mvmt			NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)			-	- 398	1091	-
HCM Lane V/C Ratio			-	- 0.014	0.002	-
HCM Control Delay (s)			-	- 14.2	8.3	0
HCM Lane LOS			-	- B	A	A
HCM 95th %tile Q(veh)			-	- 0	0	-

Intersection						
Int Delay, s/veh	0.1					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	3	1	2	354	362	1
Future Vol, veh/h	3	1	2	354	362	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	79	79	79	79	79	79
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	4	1	3	448	458	1
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	913	459	459	0	-	0
Stage 1	459	-	-	-	-	-
Stage 2	454	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	304	602	1102	-	-	-
Stage 1	636	-	-	-	-	-
Stage 2	640	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	303	602	1102	-	-	-
Mov Cap-2 Maneuver	303	-	-	-	-	-
Stage 1	633	-	-	-	-	-
Stage 2	640	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	15.6	0		0		
HCM LOS	C					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1102	-	346	-	-	
HCM Lane V/C Ratio	0.002	-	0.015	-	-	
HCM Control Delay (s)	8.3	0	15.6	-	-	
HCM Lane LOS	A	A	C	-	-	
HCM 95th %tile Q(veh)	0	-	0	-	-	

Intersection												
Int Delay, s/veh	2.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕			↕	↕
Traffic Vol, veh/h	38	0	49	5	0	4	64	338	6	3	269	53
Future Vol, veh/h	38	0	49	5	0	4	64	338	6	3	269	53
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	235	-	-	-	-	175
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	87	87	87	87	87	87	87	87	87	87	87	87
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	44	0	56	6	0	5	74	389	7	3	309	61

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	858	859	309	915	917	393	370	0	0	396	0	0
Stage 1	315	315	-	541	541	-	-	-	-	-	-	-
Stage 2	543	544	-	374	376	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	277	294	731	253	272	656	1189	-	-	1163	-	-
Stage 1	696	656	-	525	521	-	-	-	-	-	-	-
Stage 2	524	519	-	647	616	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	261	275	731	222	254	656	1189	-	-	1163	-	-
Mov Cap-2 Maneuver	261	275	-	222	254	-	-	-	-	-	-	-
Stage 1	653	654	-	492	489	-	-	-	-	-	-	-
Stage 2	488	487	-	595	614	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	16.6		16.9		1.3		0.1	
HCM LOS	C		C					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1189	-	-	409 314	1163	-	-
HCM Lane V/C Ratio	0.062	-	-	0.244 0.033	0.003	-	-
HCM Control Delay (s)	8.2	-	-	16.6 16.9	8.1	0	-
HCM Lane LOS	A	-	-	C C	A A	-	-
HCM 95th %tile Q(veh)	0.2	-	-	0.9 0.1	0	-	-

Intersection

Int Delay, s/veh 2.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕			↕	↕
Traffic Vol, veh/h	40	0	51	1	0	0	45	368	0	1	287	36
Future Vol, veh/h	40	0	51	1	0	0	45	368	0	1	287	36
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	120	-	-	-	-	150
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	43	0	55	1	0	0	49	400	0	1	312	39






Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	812	812	312	859	851	400	351	0	0	400	0	0
Stage 1	314	314	-	498	498	-	-	-	-	-	-	-
Stage 2	498	498	-	361	353	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	298	313	728	277	297	650	1208	-	-	1159	-	-
Stage 1	697	656	-	554	544	-	-	-	-	-	-	-
Stage 2	554	544	-	657	631	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	288	300	728	248	285	650	1208	-	-	1159	-	-
Mov Cap-2 Maneuver	288	300	-	248	285	-	-	-	-	-	-	-
Stage 1	668	655	-	531	522	-	-	-	-	-	-	-
Stage 2	532	522	-	606	630	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	15.7		19.6		0.9		0	
HCM LOS	C		C					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1208	-	-	436 248	1159	-	-
HCM Lane V/C Ratio	0.04	-	-	0.227 0.004	0.001	-	-
HCM Control Delay (s)	8.1	-	-	15.7 19.6	8.1	0	-
HCM Lane LOS	A	-	-	C C	A A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.9 0	0	-	-

Intersection

Int Delay, s/veh 1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	21	22	28	329	342	24
Future Vol, veh/h	21	22	28	329	342	24
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	235	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	23	24	30	358	372	26

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	790	372	398
Stage 1	372	-	-
Stage 2	418	-	-
Critical Hdwy	6.42	6.22	4.12
Critical Hdwy Stg 1	5.42	-	-
Critical Hdwy Stg 2	5.42	-	-
Follow-up Hdwy	3.518	3.318	2.218
Pot Cap-1 Maneuver	359	674	1161
Stage 1	697	-	-
Stage 2	664	-	-
Platoon blocked, %			
Mov Cap-1 Maneuver	350	674	1161
Mov Cap-2 Maneuver	350	-	-
Stage 1	679	-	-
Stage 2	664	-	-

Approach	EB	NB	SB
HCM Control Delay, s	13.6	0.6	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1161	-	464	-	-
HCM Lane V/C Ratio	0.026	-	0.101	-	-
HCM Control Delay (s)	8.2	-	13.6	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th %tile Q(veh)	0.1	-	0.3	-	-

TRAFFIC VOLUME WORKSHEETS

25-004 Res Dev at 820 Harmony Road, Eatonton, GA
Traffic Volumes

A&R Engineering
February 2025

1. Harmony Rd @ Scott Rd

A.M. Peak Hour

Condition	Harmony Road Northbound				Harmony Road Southbound				Private Driveway Eastbound				Scott Road Westbound			
	L	T	R	Tot	L	T	R	Tot	L	T	R	Tot	L	T	R	Tot
Existing 2025 Traffic Counts:	0	64	45	109	85	143	0	228	0	0	1	1	28	0	22	50
Growth Factor (%):	2	2	2		2	2	2		2	2	2		2	2	2	
Adjacent Site (Residential):	0	26	6	32	0	11	0	11	0	0	0	0	3	0	0	3
Adjacent Site (Retail & College):	0	5	1	6	0	9	0	9	0	0	0	0	2	0	0	2
No-Build 2027 Volumes:	0	98	54	152	88	169	0	257	0	0	1	1	34	0	23	57
Total New Trips (Mixed Use):	0	9	11	20	0	15	0	15	0	0	0	0	19	0	0	19
Total New Trips (Residential)	0	35	44	79	0	11	0	11	0	0	0	0	14	0	0	14
Future 2027 Traffic Volumes:	0	142	109	251	88	195	0	283	0	0	1	1	67	0	23	90

P.M. Peak Hour

Condition	Harmony Road Northbound				Harmony Road Southbound				Private Driveway Eastbound				Scott Road Westbound			
	L	T	R	Tot	L	T	R	Tot	L	T	R	Tot	L	T	R	Tot
Existing 2025 Traffic Counts:	3	157	59	219	56	94	0	150	0	1	2	3	48	0	119	167
Growth Factor (%):	2	2	2		2	2	2		2	2	2		2	2	2	
Adjacent Site (Residential):	0	19	5	24	0	28	0	28	0	0	0	0	7	0	0	7
Adjacent Site (Retail & College):	0	20	5	25	0	19	0	19	0	0	0	0	5	0	0	5
No-Build 2027 Volumes:	3	202	71	276	58	145	0	203	0	1	2	3	62	0	124	186
Total New Trips (Mixed Use):	0	23	28	51	0	18	0	18	0	0	0	0	23	0	0	23
Total New Trips (Residential)	0	22	27	49	0	32	0	32	0	0	0	0	40	0	0	40
Future 2027 Traffic Volumes:	3	247	126	376	58	195	0	253	0	1	2	3	125	0	124	249

25-004 Res Dev at 820 Harmony Road, Eatonton, GA
Traffic Volumes

A&R Engineering
February 2025

2.Harmony Rd @ Rock Eagle Drwy

A.M. Peak Hour

Condition	Harmony Road Northbound				Harmony Road Southbound				- Eastbound				821 Harmony Road Driveway Westbound			
	L	T	R	Tot	L	T	R	Tot	L	T	R	Tot	L	T	R	Tot
Existing 2025 Traffic Counts:	0	110	1	111	0	179	0	179	0	0	0	0	2	0	1	3
Growth Factor (%):	2	2	2		2	2	2		2	2	2		2	2	2	
Adjacent Site (Residential):	0	32	0	32	0	13	0	13	0	0	0	0	0	0	0	0
Adjacent Site (Retail & College):	0	7	0	7	0	12	0	12	0	0	0	0	0	0	0	0
No-Build 2027 Volumes:	0	153	1	154	0	211	0	211	0	0	0	0	2	0	1	3
Total New Trips (Mixed Use):	0	40	0	40	0	23	0	23	0	0	0	0	0	0	0	0
Total New Trips (Residential)	0	49	0	49	0	78	0	78	0	0	0	0	0	0	0	0
Future 2027 Traffic Volumes:	0	242	1	243	0	312	0	312	0	0	0	0	2	0	1	3

P.M. Peak Hour

Condition	Harmony Road Northbound				Harmony Road Southbound				- Eastbound				821 Harmony Road Driveway Westbound			
	L	T	R	Tot	L	T	R	Tot	L	T	R	Tot	L	T	R	Tot
Existing 2025 Traffic Counts:	0	225	2	227	2	149	0	151	0	0	0	0	3	0	2	5
Growth Factor (%):	2	2	2		2	2	2		2	2	2		2	2	2	
Adjacent Site (Residential):	0	24	0	24	0	35	0	35	0	0	0	0	0	0	0	0
Adjacent Site (Retail & College):	0	25	0	25	0	24	0	24	0	0	0	0	0	0	0	0
No-Build 2027 Volumes:	0	283	2	285	2	214	0	216	0	0	0	0	3	0	2	5
Total New Trips (Mixed Use):	0	50	0	50	0	57	0	57	0	0	0	0	0	0	0	0
Total New Trips (Residential)	0	80	0	80	0	67	0	67	0	0	0	0	0	0	0	0
Future 2027 Traffic Volumes:	0	413	2	415	2	338	0	340	0	0	0	0	3	0	2	5

25-004 Res Dev at 820 Harmony Road, Eatonton, GA
Traffic Volumes

A&R Engineering
February 2025

3. Harmony Rd @ Farriers Ln

A.M. Peak Hour

Condition	Harmony Road Northbound					Harmony Road Southbound					Farriers Lane Eastbound					- Westbound			
	L	T	R	Tot		L	T	R	Tot		L	T	R	Tot		L	T	R	Tot
Existing 2025 Traffic Counts:	0	125	0	125		0	162	0	162		1	0	0	1		0	0	0	0
Growth Factor (%):	2	2	2			2	2	2			2	2	2			2	2	2	
Adjacent Site (Residential):	0	32	0	32		0	13	0	13		0	0	0	0		0	0	0	0
Adjacent Site (Retail & College):	0	7	0	7		0	12	0	12		0	0	0	0		0	0	0	0
No-Build 2027 Volumes:	0	169	0	169		0	193	0	193		1	0	0	1		0	0	0	0
Total New Trips (Mixed Use):	0	42	0	42		0	25	0	25		0	0	0	0		0	0	0	0
Total New Trips (Residential)	0	31	0	31		0	96	0	96		0	0	0	0		0	0	0	0
Future 2027 Traffic Volumes:	0	242	0	242		0	314	0	314		1	0	0	1		0	0	0	0

P.M. Peak Hour

Condition	Harmony Road Northbound					Harmony Road Southbound					Farriers Lane Eastbound					- Westbound			
	L	T	R	Tot		L	T	R	Tot		L	T	R	Tot		L	T	R	Tot
Existing 2025 Traffic Counts:	2	161	0	163		0	175	1	176		3	0	1	4		0	0	0	0
Growth Factor (%):	2	2	2			2	2	2			2	2	2			2	2	2	
Adjacent Site (Residential):	0	24	0	24		0	35	0	35		0	0	0	0		0	0	0	0
Adjacent Site (Retail & College):	0	25	0	25		0	24	0	0		0	0	0	0		0	0	0	0
No-Build 2027 Volumes:	2	216	0	218		0	241	1	242		3	0	1	4		0	0	0	0
Total New Trips (Mixed Use):	0	50	0	50		0	62	0	62		0	0	0	0		0	0	0	0
Total New Trips (Residential)	0	88	0	88		0	59	0	59		0	0	0	0		0	0	0	0
Future 2027 Traffic Volumes:	2	354	0	356		0	362	1	363		3	0	1	4		0	0	0	0

25-004 Res Dev at 820 Harmony Road, Eatonton, GA
Traffic Volumes

A&R Engineering
February 2025

4.Harmony @OconeeDrwy(N)-Drwy-1

A.M. Peak Hour

	Harmony Road					Harmony Road					Site Driveway 1					Oconee Custom Signs Northern Driveway			
	Northbound					Southbound					Eastbound					Westbound			
Condition	L	T	R	Tot		L	T	R	Tot		L	T	R	Tot		L	T	R	Tot
Existing 2025 Traffic Counts:	0	105	5	110		3	177	0	180		0	0	0	0		2	0	2	4
Growth Factor (%):	2	2	2			2	2	2			2	2	2			2	2	2	
Adjacent Site (Residential):	0	32	0	32		0	13	0	13		0	0	0	0		0	0	0	0
Adjacent Site (Retail & College):	0	7	0	7		0	12	0	12		0	0	0	0		0	0	0	0
No-Build 2027 Volumes:	0	148	5	153		3	209	0	212		0	0	0	0		2	0	2	4
Total New Trips (Mixed Use):	0	18	0	18		0	30	4	34		2	0	2	4		0	0	0	0
Total New Trips (Residential)	22	26	0	48		0	8	17	25		52	0	70	122		0	0	0	0
Future 2027 Traffic Volumes:	22	192	5	219		3	247	21	271		54	0	72	126		2	0	2	4

P.M. Peak Hour

	Harmony Road					Harmony Road					Site Driveway 1					Oconee Custom Signs Northern Driveway			
	Northbound					Southbound					Eastbound					Westbound			
Condition	L	T	R	Tot		L	T	R	Tot		L	T	R	Tot		L	T	R	Tot
Existing 2025 Traffic Counts:	0	219	6	225		3	144	0	147		0	0	0	0		5	0	4	9
Growth Factor (%):	2	2	2			2	2	2			2	2	2			2	2	2	
Adjacent Site (Residential):	0	24	0	24		0	35	0	35		0	0	0	0		0	0	0	0
Adjacent Site (Retail & College):	0	25	0	25		0	24	0	24		0	0	0	0		0	0	0	0
No-Build 2027 Volumes:	0	277	6	283		3	209	0	212		0	0	0	0		5	0	4	9
Total New Trips (Mixed Use):	0	45	0	45		0	36	5	41		6	0	6	12		0	0	0	0
Total New Trips (Residential)	64	16	0	80		0	24	48	72		32	0	43	75		0	0	0	0
Future 2027 Traffic Volumes:	64	338	6	408		3	269	53	325		38	0	49	87		5	0	4	9

25-004 Res Dev at 820 Harmony Road, Eatonton, GA
Traffic Volumes

A&R Engineering
February 2025

5.Harmony @OconeeDrwy(S)-Drwy-2

A.M. Peak Hour

	Harmony Road					Harmony Road					Site Driveway 2					Oconee Custom Signs Southern Driveway			
	Northbound					Southbound					Eastbound					Westbound			
Condition	L	T	R	Tot		L	T	R	Tot		L	T	R	Tot		L	T	R	Tot
Existing 2025 Traffic Counts:	0	110	0	110		0	179	0	179		0	0	0	0		0	0	0	0
Growth Factor (%):	2	2	2			2	2	2			2	2	2			2	2	2	
Adjacent Site (Residential):	0	32	0	32		0	13	0	13		0	0	0	0		0	0	0	0
Adjacent Site (Retail & College):	0	7	0	7		0	12	0	12		0	0	0	0		0	0	0	0
No-Build 2027 Volumes:	0	153	0	153		0	211	0	211		0	0	0	0		0	0	0	0
Total New Trips (Mixed Use):	38	2	0	40		0	2	30	32		16	0	20	36		0	0	0	0
Total New Trips (Residential)	0	49	0	49		0	78	0	78		0	0	0	0		0	0	0	0
Future 2027 Traffic Volumes:	38	204	0	242		0	291	30	321		16	0	20	36		0	0	0	0

P.M. Peak Hour

	Harmony Road					Harmony Road					Site Driveway 2					Oconee Custom Signs Southern Driveway			
	Northbound					Southbound					Eastbound					Westbound			
Condition	L	T	R	Tot		L	T	R	Tot		L	T	R	Tot		L	T	R	Tot
Existing 2025 Traffic Counts:	0	225	0	225		0	149	0	149		0	0	0	0		0	0	0	0
Growth Factor (%):	2	2	2			2	2	2			2	2	2			2	2	2	
Adjacent Site (Residential):	0	24	0	24		0	35	0	35		0	0	0	0		0	0	0	0
Adjacent Site (Retail & College):	0	25	0	25		0	24	0	24		0	0	0	0		0	0	0	0
No-Build 2027 Volumes:	0	283	0	283		0	214	0	214		0	0	0	0		0	0	0	0
Total New Trips (Mixed Use):	45	5	0	50		0	6	36	42		40	0	51	91		0	0	0	0
Total New Trips (Residential)	0	80	0	80		0	67	0	67		0	0	0	0		0	0	0	0
Future 2027 Traffic Volumes:	45	368	0	413		0	287	36	323		40	0	51	91		0	0	0	0

25-004 Res Dev at 820 Harmony Road, Eatonton, GA
Traffic Volumes

A&R Engineering
February 2025

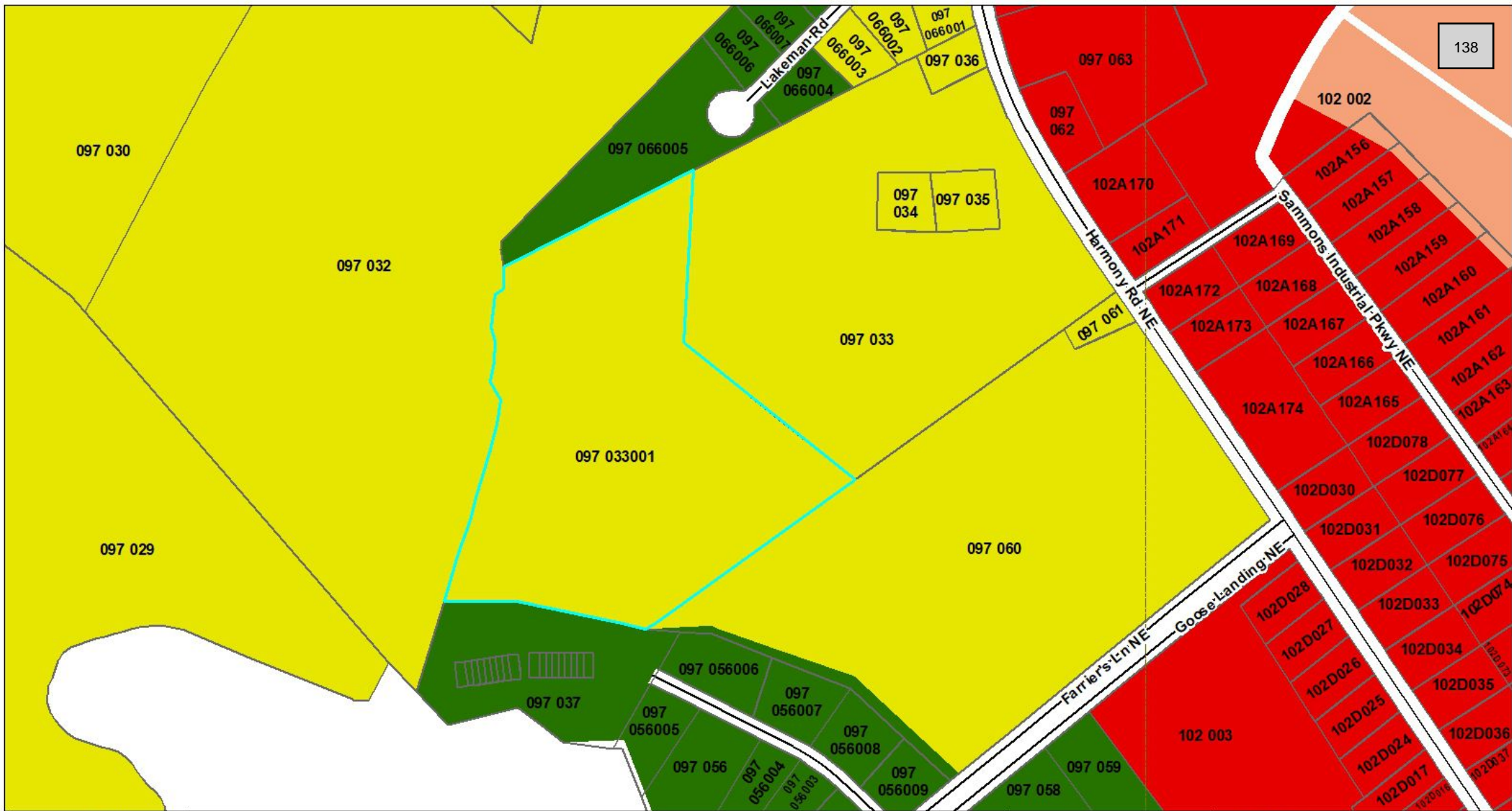
6. Harmony Rd @ Site Drwy 3

A.M. Peak Hour

Condition	Harmony Road Northbound					Harmony Road Southbound					Site Driveway 3 Eastbound					- Westbound			
	L	T	R	Tot		L	T	R	Tot		L	T	R	Tot		L	T	R	Tot
Existing 2025 Traffic Counts:	0	126	0	126		0	162	0	162		0	0	0	0		0	0	0	0
Growth Factor (%):	2	2	2			2	2	2			2	2	2			2	2	2	
Adjacent Site (Residential):	0	32	0	32		0	13	0	13		0	0	0	0		0	0	0	0
Adjacent Site (Retail & College):	0	7	0	7		0	12	0	12		0	0	0	0		0	0	0	0
No-Build 2027 Volumes:	0	170	0	170		0	193	0	193		0	0	0	0		0	0	0	0
Total New Trips (Mixed Use):	4	38	0	42		0	23	0	23		2	0	2	4		0	0	0	0
Total New Trips (Residential)	8	22	0	30		0	70	8	78		26	0	26	52		0	0	0	0
Future 2027 Traffic Volumes:	12	230	0	242		0	286	8	294		28	0	28	56		0	0	0	0

P.M. Peak Hour

Condition	Harmony Road Northbound					Harmony Road Southbound					Site Driveway 3 Eastbound					- Westbound			
	L	T	R	Tot		L	T	R	Tot		L	T	R	Tot		L	T	R	Tot
Existing 2025 Traffic Counts:	0	164	0	164		0	176	0	176		0	0	0	0		0	0	0	0
Growth Factor (%):	2	2	2			2	2	2			2	2	2			2	2	2	
Adjacent Site (Residential):	0	24	0	24		0	35	0	35		0	0	0	0		0	0	0	0
Adjacent Site (Retail & College):	0	25	0	25		0	24	0	24		0	0	0	0		0	0	0	0
No-Build 2027 Volumes:	0	220	0	220		0	242	0	242		0	0	0	0		0	0	0	0
Total New Trips (Mixed Use):	4	45	0	49		0	57	0	57		5	0	6	11		0	0	0	0
Total New Trips (Residential)	24	64	0	88		0	43	24	67		16	0	16	32		0	0	0	0
Future 2027 Traffic Volumes:	28	329	0	357		0	342	24	366		21	0	22	43		0	0	0	0



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GEOGRAPHIC FEATURE LEGEND

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



Middle Georgia Regional Commission
175 Emory Hwy
Suite C
Macon, Georgia 31217

(478) 751-8160

Web:
www.middlegeorgia.org

PUTNAM COUNTY, GEORGIA
FUTURE LAND USE MAPS



MAP 097

MAP SCALE: 1" = 333.33' SCALE RATIO: 1:4,000 DATE: AUGUST 2025

097 030

139

AG-1

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C-2097
033097
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C-3

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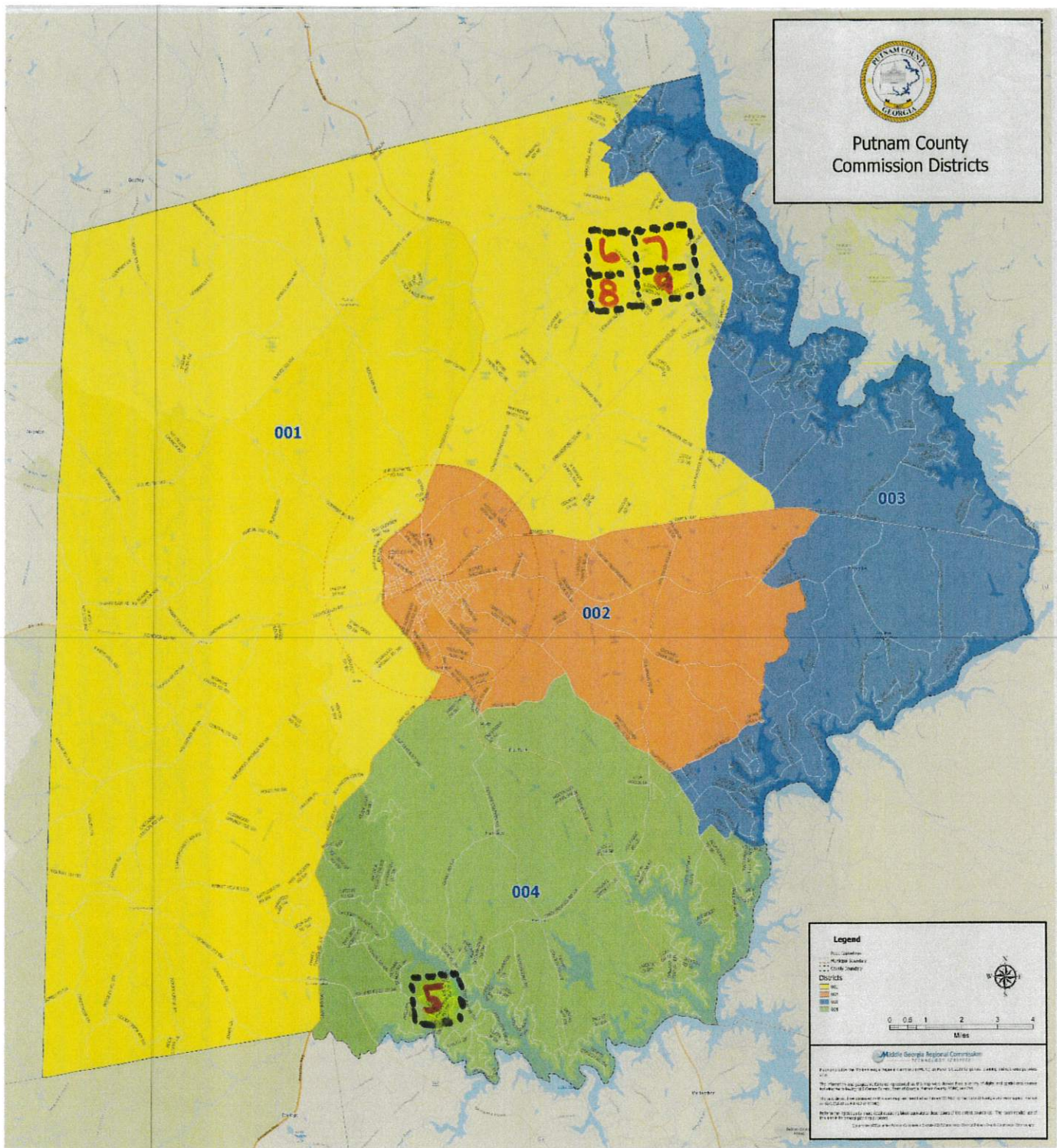
RM-2

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File Attachments for Item:

8. Request by Ross Mundy, agent for Juaquin Cordona and Ewren Marshall to rezone 1.01 acres at 826 Harmony Road from AG to R-PUD. [Map 097, Parcel 035, District 1] (staff-P&D)



5. Request by **Steven & Deborah Deroche** for a conditional use at 297 Anchor Point Drive. Presently zoned R-2. [Map 053, Parcel 033, District 4]. *
6. Request by **Ross Mundy, agent for Bradley Ashurst**, to rezone 30 acres on Harmony Road from AG to R-PUD. [Map 097, Parcel 033 001, District 1]. *
7. Request by **Ross Mundy, agent for Juaquin Cordona and Ewren Marshall**, to rezone 1.01 acres at 826 Harmony Road from AG to R-PUD. [Map 097, Parcel 035, District 1]. *
8. Request by **Ross Mundy, agent for Tempy and Davis Sharp**, to rezone 26.32 acres at 820 Harmony Road from AG to R-PUD. [Map 097, Part of Parcel 033, District 1]. *
9. Request by **Ross Mundy, agent for Tempy and Davis Sharp**, to rezone 5.99 acres at 826 Harmony Road from AG to C-1. [Map 097, Part of Parcel 033, District 1]. *



PUTNAM COUNTY PLANNING & DEVELOPMENT

117 Putnam Drive, Suite B ♦ Eatonton, GA 31024

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

December 4, 2025
BOC Staff Recommendations

TO: Board of Commissioners

FROM: Lisa Jackson

RE: Staff Recommendation for Public Hearing Agenda on 12/4/2025

Request

6. Request by **Ross Mundy, agent for Juaquin Cordona and Ewren Marshall** to rezone 1.01 acres at 826 Harmony Road from AG to R-PUD. [**Map 097, Parcel 035, District 1**].* Mr. Mundy is requesting to rezone 1.01 acres from AG to R-PUD on behalf of Juaquin Cordona and Ewren Marshall. If approved, the subject property will be combined with 2 adjacent parcels identified as **Map 097 Parcel 033** and **Map 097 Parcel 033001**. The combination of parcels would create a 57.33-acre R-PUD tract. They are also proposing a separate 5.99-acre C-1 tract. The intended land use for this property is to develop an assisted living/memory care facility surrounded by semi-assisted single family cottage style homes. The proposed residential planned unit development will consist of 124 single family one-story patio home units, 94 assisted living facility units, pickleball courts, a pool, and a community clubhouse (including a community gym). The proposed plan includes a residential density of 4 units per acre, with a proposed open space of 27.8 acres (42%) of the gross acres in the assemblage. The concept plan proposes four interior roads. Two roads have a cul-de-sac, one road has dead end, and the other road leads to the proposed commercial development. They are also proposing two curb cuts that will be located on Harmony Road, one for the single-family homes entrance and the other for the commercial assisted living facility.

The subject property is located directly adjacent to the Harmony 40, LLC development. This residential development was rezoned from AG to RM-3 in October of 2023 and consists of 43 single family residential lots. The development has established roads and will begin the building application process soon. At the time of the rezoning approval, the traffic study projected traffic for the Harmony 40, LLC development was 412 average trips per day, with 8 entering and 24 exiting during AM peak hour, 26 entering and 16 exiting during the PM hours. Harmony Road is classified as a Major Collector with a speed limit of 45 MPH. It had daily traffic that was well below the 6,000 AADT for a two-lane road. There are additional major developments located within close proximity to the subject property; the proposed site for the Helms Farm development located along Harmony Road, and the site for the Stillwater Development located along Scott Road.

The Helms Farm development was rezoned from AG to C-PUD in August of 2021. The development proposes a mixed-use development to support the non-profit mission and vision of Goodwill industries of Middle Georgia's Helms College expansion. It is proposed to

include a Goodwill store; Helms College for 50 students; Edgar's Bakery; retailing including a spa; a high-turn-over sit-down restaurant; supermarket; 127 multi-family residential units; 18 student housing units; 41 vacation villas; an event/banquet hall, and a 175-room hotel. Piedmont Water will provide water and sewer. As proposed, the development will be completed in four phases as determined by the market conditions and demand. Phase one will consist of the Goodwill store, Helms College for 25 students, Edgar's Bakery, and 3,400 square feet of retail is to be completed by 2023. The second phase will include an additional 25 students to the college, 11,200 square feet of retail, 42 multi-family units, and 6 student housing units to be finished in 2024. Phases three and four will consist of 12,320 square feet of retail, 10,600 square feet of a sit-down restaurant, a supermarket, 85 multi-family residential units, 12 student housing units, 41 vacation villas, an event/banquet hall, and a 175-room hotel. At the time of the rezoning approval, the traffic study projected the total site-generated trips will be 10,975, and the mixed-use reduction is 1,814. Thus the 24-hour total volume of two-way traffic will be 9,161. However, it concludes that the most significant impact from the proposed development will be during the am and pm peak hours. The development also proposes two full-access entrances on Harmony Road identified as Driveway One (southern) and Driveway Two (northern). The study further recommends that the first driveway has two entering and two exit lanes while the second driveway has one entering and two exit lanes. The following was recommended for each driveway: the eastbound lane approach should have a separate left and right-turn lane for exiting traffic; a northbound left-turn lane to be constructed on Harmony Road for entering traffic; a southbound deceleration lane to be installed on Harmony Road for entering traffic. Since the 2021 rezoning approval, this development has yet to begin construction.

The Stillwater development was originally rezoned from AG to C-PUD in August of 2020, with the hopes of establishing a mixed-use commercial development. They later decided to include a residential component which was not allowed in the C-PUD zoning district. In January of 2024, the property was rezoned from C-PUD to R-PUD. The development proposed to establish a mixed-use residential community along the Scott Road connector. According to the applicant's traffic impact analysis, the proposed development will consist of 387 residential units in total, of which 124 will be residential townhomes and 263 will be single-family homes. The development will be completed in 3 phases. The study proposed three road accesses which include Scott Road, Sammons Industrial Parkway and Hwy 44. As projected in the study, the anticipated completion (build-out) of the development is 2030. Based on the 2023 Traffic Impact Analysis, the projected traffic volume per day on Scott Road was 2,901 with a peak am at 63 and peak PM at 163. The Highway Capacity Manual, 6th Edition suggested the existing intersections were performing at acceptable levels of service during the AM and PM peak hours. Additionally, the study estimated that the 2030 Future Build Conditions for this site would generate a total of 3,425 daily trips. As it was proposed, the main entrance is located on Scott Road, and the secondary access will be on Hwy 44 and Sammons Industrial Road. The following was recommended:

- 1. Scott Road at Proposed Driveway #1: (a) Provide a full-movement driveway; to be stop-control (b) Provide one entry lane and one exit lane (c) Install a westbound right-turn deceleration lane (d) Install an eastbound left-turn deceleration lane.**
- 2. Sammons Industrial Parkway at Proposed Driveway #3: (Note: The driveway creates the 3rd leg northern leg of the T-intersection) (a) Provide a full-movement driveway; one entry lane and one exit lane (b) Install a stop sign (stop-control) for the eastbound approach of Sammons Industrial Parkway**
- 3. Staff also recommends that the comp plan be amended to reflect current and future commercial and residential development in this area.**

This project is currently undergoing the land disturbance and stabilization process and should be able to move forward with road infrastructure soon.

The applicant is proposing to rezone this 26.32-acre tract from AG to R-PUD to establish an assisted living/memory care facility surrounded by semi-assisted single family cottage style homes. The subject property is located along Harmony Road and is directly adjacent to the Harmony 40, LLC subdivision. Harmony Road is a connector road between Hwy 441, Georgia State Route 44, and the Lake Oconee area. According to the submitted traffic analysis, the 24-hour two-way volume for traffic entering and exiting the site is 4,874 vehicles per day. For a two-lane roadway with an AADT of under 6,000 vehicles and a posted speed limit of 45 mph, the daily site-generated left turn movements threshold to warrant a turn lane is 250 left-turning vehicles per day. The projected daily left turn volumes (LTVs) at each driveway are 661 LTVs at Site Driveway 1 and 396 LTVs at Site Driveway 2. Therefore, a left turn lane is warranted at each of the site driveways on Harmony Road. For a two-lane roadway with an AADT of under 6,000 vehicles and a posted speed limit of 45 mph, the daily site-generated right- turn movements threshold to warrant a deceleration lane is 150 right-turning vehicles per day. The projected daily right turn volumes (RTVs) at each driveway are 537 RTVs at Site Driveway 1 and 313 RTVs at Site Driveway 2. Therefore, a right turn lane is warranted at each of the site driveways on Harmony Road. The following access configurations are recommended at the proposed site driveway intersections:

1. Site Driveway 1 (North): Full Access Driveway on Harmony Road

- One entering lane and one exiting lane
- Stop-sign controlled on the driveway approach with Harmony Road remaining free flow
- A left turn lane and a right turn lane for entering traffic
- Provide/confirm adequate sight distance per AASHTO standards

2. Site Driveway 2: Full access driveway on Harmony Road

- One entering lane and one exiting lane
- Stop-sign controlled on the driveway approach with Harmony Road remaining free flow
- A left turn lane and a right turn lane for entering traffic

With the rapid pace of growth in Putnam County, particularly along Harmony Road, development pressures have become increasingly evident. Over the past five years, 16 rezoning applications have been submitted along this corridor, reflecting a steady shift toward a mix of residential and commercial uses. According to the County's Comprehensive Plan, the subject property is designated for future residential use. While the proposed use aligns with that designation, there is a need to reassess the plan to better address major connectors, intersections, and areas experiencing both significant commercial and residential mixed-use development. Without an updated plan, the County risks facing incompatible land uses, increased traffic congestion, and potential impacts to community character. A coordinated land use plan is essential to guide growth in these areas. By updating the plan, Putnam County can ensure that future decisions are consistent with long-term goals, fostering compatible development while preserving the integrity and character of existing properties. Furthermore, staff recommends that the Board of Commissioners:

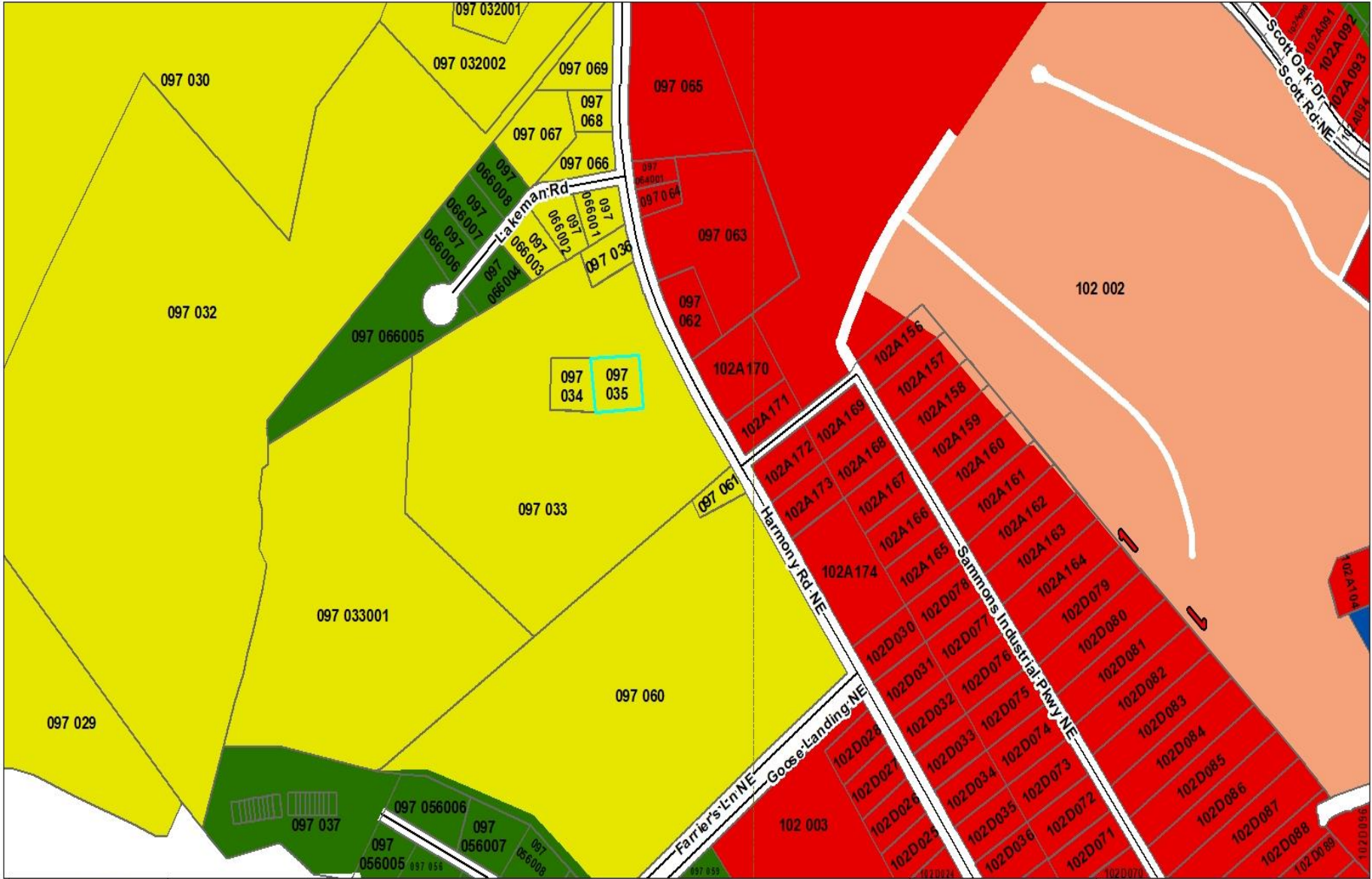
- 1. Conduct a comprehensive assessment of the County's main arterial roads to evaluate existing conditions, growth trends, and development pressures.**
- 2. Develop a list of community-compatible land uses that are appropriate for properties fronting these arterial corridors.**
- 3. Adopt this list and establish overlay districts along key arterial roads, providing clear expectations for future rezonings while balancing the interests of residents, businesses, and other property owners.**

This process will create consistency, improve public trust, and allow the County to accommodate growth while preserving the character of its communities. Subject to the same, staff previously recommended that the item be tabled until there is a completion of the arterial corridor assessment and an adoption of overlay districts. Upon further review, staff's recommendation is for denial.

Staff recommendation is for denial to rezone 1.01 acres at 826 Harmony Road from AG to R-PUD. [Map 097, Parcel 035, District 1].*

*The Planning & Zoning Commission's recommendation is for approval to rezone items 6-8 on Harmony Road from AG to R-PUD [Map 097, Parcel 033 001, District 1], [Map 097, Parcel 035, District 1], [Map 097, Part of Parcel 033, District 1].*with the following conditions:*

- 1. Map 097, Parcel 035 must be combined with the adjacent parcels, identified as Map 097 Parcel 033001, Map 097 Part of Parcel 033 and cannot be used or sold as a standalone parcel.*
- 2. The development shall substantially comply with the submitted conceptual plan,*



GEOGRAPHIC FEATURE LEGEND

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

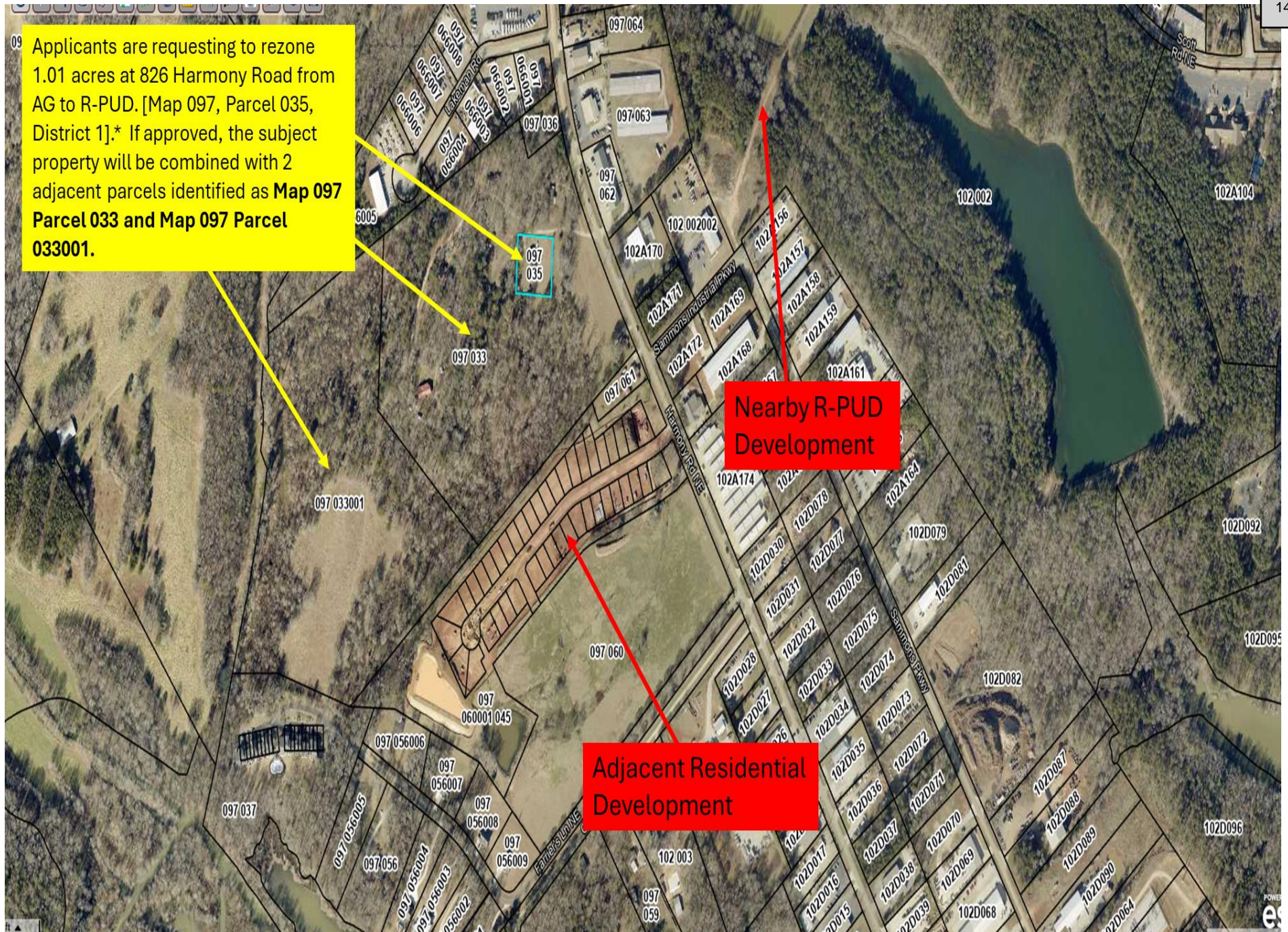
MGRC
Middle Georgia Regional Commission
175 Emory Hwy
Suite C
Macon, Georgia 31217
(478) 751-6180
Web:
www.middlegeorgiarc.org

PUTNAM COUNTY, GEORGIA
FUTURE LAND USE MAPS

MAP 097

MAP SCALE: 1" = 400'
SCALE RATIO: 1:4,800
DATE: AUGUST 2025

09 Applicants are requesting to rezone 1.01 acres at 826 Harmony Road from AG to R-PUD. [Map 097, Parcel 035, District 1].* If approved, the subject property will be combined with 2 adjacent parcels identified as **Map 097 Parcel 033 and Map 097 Parcel 033001.**



**PUTNAM COUNTY PLANNING & DEVELOPMENT**

117 Putnam Drive, Suite B ♦ Eatonton, GA 31024

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

☒ REZONINGAPPLICATION NO. 2025-REZONE-23DATE: 8/6/2025MAP 097PARCEL 035ZONING DISTRICT AG

1. Owner Name: Juaquin Patino Cordona and Ewren Danielle Marshall
2. Applicant Name (If different from above): Ross Mundy Manager, Georgia United Equities, LLC
3. Mailing Address: 3435 Ocean Park Blvd., Santa Monica, CA 90405
4. Email Address: [REDACTED]
5. Phone: (home) _____ (office) _____ (cell) [REDACTED]
6. The location of the subject property, including street number, if any: 826 Harmony Rd. Eatonton, GA 31024
7. The area of land proposed to be rezoned (stated in square feet if less than one acre):
1.01
8. The proposed zoning district desired: R-PUD
9. The purpose of this rezoning is (Attach Letter of Intent)
Retirement destination development to include an Assisted Living/ Memory Care Facility, and semi-independent detached residents.
10. Present use of property: AG Desired use of property: R-PUD and C-1
11. Existing zoning district classification of the property and adjacent properties:
Existing: AG
North: C-2 South: AG East: C-1/ C-2 West: AG and C-2
12. Copy of warranty deed for proof of ownership and if not owned by applicant, please attach a signed and notarized letter of agency from each property owner for all property sought to be rezoned.
13. Legal description and recorded plat of the property to be rezoned.
14. The Comprehensive Plan Future Land Use Map category in which the property is located. (If more than one category applies, the areas in each category are to be illustrated on the concept plan. See concept plan insert.): _____
15. A detailed description of existing land uses: Manufactured Home
16. Source of domestic water supply: well _____, community water _____, or private provider X.
If source is not an existing system, please provide a letter from provider.

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

18. Complete attachment of Disclosure of Campaign Contributions Form by the applicant and/or the applicant's attorney as required by the Georgia Conflict of Interest in Zoning Act (O.C.G.A. 36-67A).

19. The application designation, date of application and action taken on all prior applications filed for rezoning for all or part of the subject property. (Please attach on separate sheet.)

20. Proof that property taxes for the parcel(s) in question have been paid.

21. Concept plan.

- If the application is for less than 25 single-family residential lots, a concept plan need not be submitted. (See attachment.)
- A concept plan may be required for commercial development at director's discretion

22. Impact analysis.

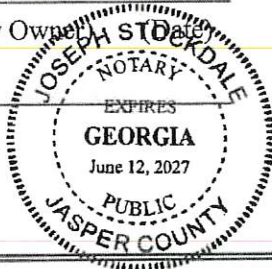
- If the application is for less than 25 single-family residential lots, an impact analysis need not be submitted. (See attachment.)
- An Impact analysis (including a traffic study) is required when rezoning from residential zoned or used property to commercial or industrial districts.

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

Ann Marshall 5-29-25

Signature (Property Owner)

[Signature]
Notary Public



[Signature] 5-29-25

Signature (Applicant)

[Signature]
Notary Public

**Office Use**

Paid: \$ 300.00 (cash) _____ (check) _____ (credit card) ☒
 Receipt No. 15443537132 Date Paid: 6/3/25
 Date Application Received: 8/16/25
 Reviewed for completeness by: Angela Waldroup
 Date of BOC hearing: 12/16/25 Date submitted to newspaper: 10/27/25
 Date sign posted on property: _____ Picture attached: yes _____ no _____

DISCLOSURE OF APPLICANT'S CAMPAIGN CONTRIBUTION

1-04-24

**PUTNAM COUNTY PLANNING & DEVELOPMENT**

117 Putnam Drive, Suite B ♦ Eatonton, GA 31024

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

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

18. Complete attachment of Disclosure of Campaign Contributions Form by the applicant and/or the applicant's attorney as required by the Georgia Conflict of Interest in Zoning Act (O.C.G.A. 36-67A).

19. The application designation, date of application and action taken on all prior applications filed for rezoning for all or part of the subject property. (Please attach on separate sheet.)

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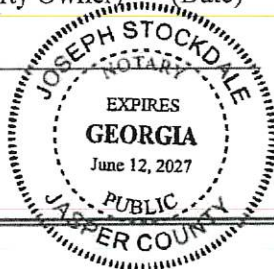
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- An Impact analysis (including a traffic study) is required when rezoning from residential zoned or used property to commercial or industrial districts.

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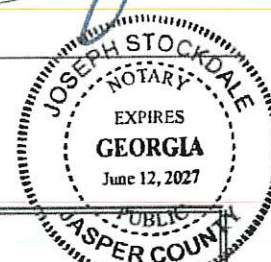
Joseph Palmaro 5-29-25
Signature (Property Owner) (Date)

Ross Munger 5-29-25
Signature (Applicant) (Date)

[Signature]
Notary Public



[Signature]
Notary Public

**Office Use**

Paid: \$ 300.00 (cash) _____ (check) _____ (credit card) ☒
 Receipt No. 15443533132 Date Paid: 6/3/25
 Date Application Received: 8/6/25
 Reviewed for completeness by: Angela Waldroup
 Date of BOC hearing: 12/16/25 Date submitted to newspaper: 10/27/25
 Date sign posted on property: _____ Picture attached: yes _____ no _____

DISCLOSURE OF APPLICANT'S CAMPAIGN CONTRIBUTION

1-04-24

Letter of Intent – Georgia United Equities, LLC
R-PUD and C-1 Zoning Request

This site is comprised of 4 parcels, all currently zoned AG and mostly undeveloped. Surrounding land uses are commercial (C-1 and C-2, mostly flex, office/warehousing), RM-3 – a similar residential subdivision, and AG land – mostly undeveloped.

The intended land uses for these assembled parcels:

097-035 – 1.01 Acres

097-033 – 32.31 Acres (5.99 Acres for Commercial, and 26.32 Acres

097-03301 – 30 Acres

An Assisted Living/ Memory Care Facility surrounded by semi- assisted single family cottage style homes are planned. The homes will be one-story patio homes that will be similar those found at The Grove in Athens. The quality of construction of the cottage style homes will be comparable to single family homes in the near-by Del Webb community. The conceptual site includes 124 single family one-story patio homes, pickleball courts, a pool, and a community clubhouse (that will include a community gym). Setbacks proposed: 20' Front, 20' Rear, and 7.5' Side. The proposed subdivision will connect to Harmony Road via proposed interior roads. 50' required buffer is included per county ordinance. The proposed plan includes a residential density of 4 units per acre. Proposed open space is 42 % or 27.8 acres of the gross acres in the assemblage.

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

DDC : 001448
 FILED IN OFFICE
 05/15/2014 02:03 PM
 EK:808 PG:355-356
 SHEILA H. PERRY
 CLERK OF COURT
 PUTNAM COUNTY *SEM*

Sheila H. Perry

REAL ESTATE TRANSFER T
 AX
 PAID: 130.00 ✓

PT41-117-2014-000463

STATE OF GEORGIA
 COUNTY OF PUTNAM

THIS INSTRUMENT WAS PREPARED BY AND
 SHOULD BE RETURNED TO:

Blasingame, Burch, Garrard & Ashley, P.C.
 1040 Founder's Row Suite B
 Greensboro, Georgia 30642
 (706)453-7139
 FILE NO.: 21202-0001

**WARRANTY DEED
JOINT TENANTS WITH RIGHT OF SURVIVORSHIP**

THIS INDENTURE is made and entered into as of the 9th day of May, 2014, by and between BILLY J. SHARP AND IRENE D. SHARP, Grantor(s), and JOAQUIN PATINO CARDONA AND EWREN DANIELLE MARSHALL, Grantee(s).

WITNESSETH

That the said Grantor(s), for and in consideration of Ten Dollars (\$10.00) and other good and valuable consideration, at and before the sealing and delivery of these presents, the receipt whereof is hereby acknowledged, has granted, bargained, sold, aliened, conveyed and confirmed, and by these presents does grant, bargain, sell, alien, convey and confirm unto the said Grantee(s) the following described property:

All that tract or parcel of land, lying and being in Land Lot 350, 3rd Land District of the 389th GMD, Putnam County, Georgia, containing 1.01 acres, more or less, and being more particularly described on that certain plat of survey prepared for Christine Sharp by Marvin D. Clements dated June 10, 1996 and recorded in Plat Book 23, Page 1, in the Office of the Clerk of Superior Court of Putnam County, Georgia and incorporated herein.

Also conveyed herewith is the 20' ingress and egress easement, containing 0.12 acre, more or less, as shown on plat referenced above.

Deed Reference: Deed Book 377, Pages 785-786, said Clerk's Office.

Tax Map/Parcel ID #: 097-035

Grantee(s) herein intend and do hereby agree to own and hold the above described property as joint tenants, for and during their joint lives, with full, unrestricted right of survivorship, and upon death of either of them, then to the survivor of them, in Fee Simple, together with every contingent remainder and right of reversion, and to the heirs and assigns of said survivor, in fee simple pursuant to O.C.G.A. Section 44-6-190.

TO HAVE AND TO HOLD the said described property, with all and singular the rights, members and

appurtenances thereunto appertaining, to the only proper use, benefit and behoof of the said Grantee(s), their heirs, successors and assigns, in Fee Simple.

And the said Grantor(s) warrants and will forever defend the right and title to the said property conveyed hereby unto the said Grantee(s), their heirs, successors and assigns, against the lawful claims of all persons whomsoever.

IN WITNESS WHEREOF, the Grantor(s) has hereunto set his/her hand, affixed his/her seal and delivered these presents on the day and year first written above.

Billy J. Sharp (SEAL)
Billy J. Sharp
Irene D. Sharp (SEAL)
Irene D. Sharp

Signed, sealed and delivered
in the presence of:

Stephan L. Harris
Witness
Thomas Jeffords
Notary Public



eFiled & eRecorded
 DATE: 10/10/2023
 TIME: 5:06 PM
 PLAT BOOK: 00038
 PAGE: 00165
 RECORDING FEES: \$10.00
 PARTICIPANT ID: 2049181905
 CLERK: Trevor J. Addison
 Putnam County, GA

APPROVAL

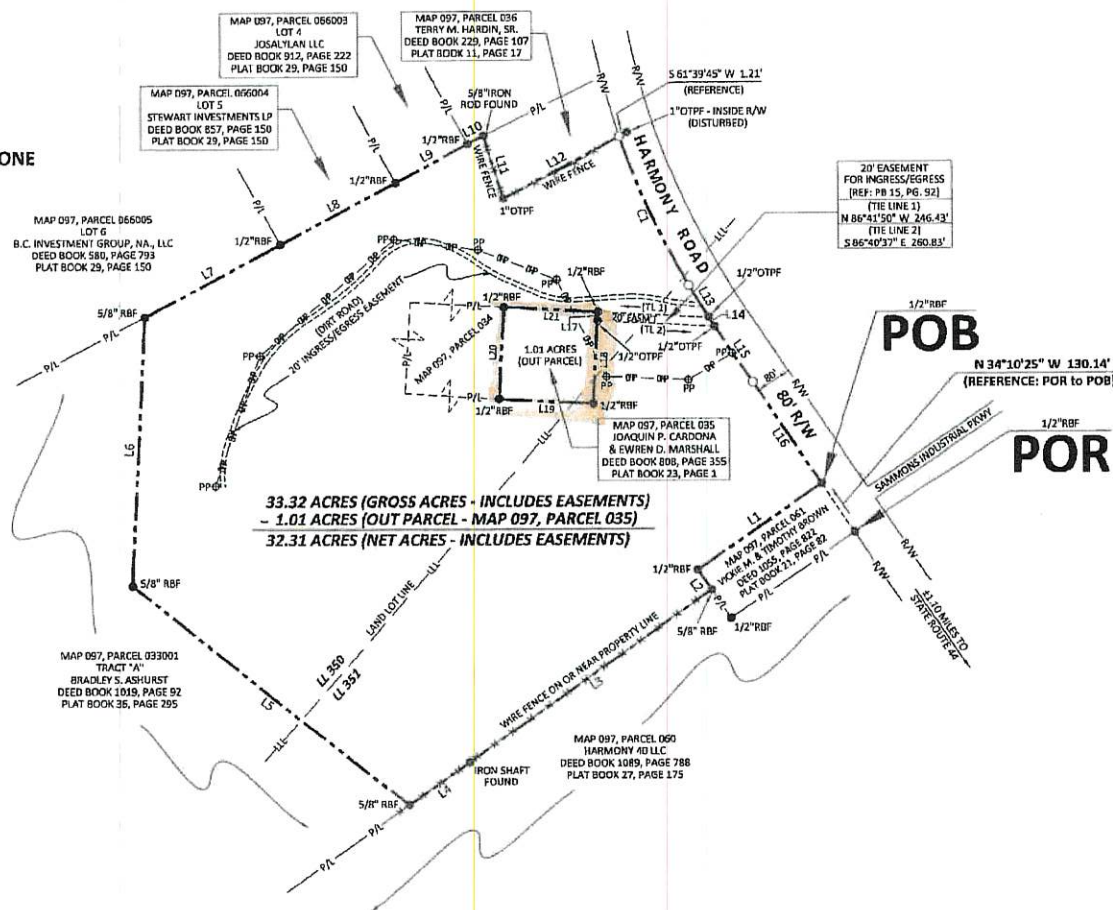
APPROVED FOR RECORDING ONLY

 PUTNAM COUNTY
 PLANNING & DEVELOPMENT

DATE: 10-5-23

SIGNATURE: *[Signature]*

GRID NORTH - GEORGIA WEST ZONE



PROPERTY COURSE CURVE TABLE

CURVE	RADIUS	ARC LENGTH	CHORD LENGTH	CHORD BEARING
C1	1856.24'	371.98'	371.35'	S 24°17'19" E

PROPERTY COURSE LINE TABLE

LINE	BEARING	DISTANCE	LINE	BEARING	DISTANCE
L1	S 55°45'59" W	334.80'	L12	N 61°39'45" E	294.46'
L2	S 34°10'12" E	53.71'	L13	S 30°58'25" E	84.82'
L3	S 54°23'54" W	664.86'	L14	S 32°21'13" E	24.58'
L4	S 54°20'00" W	165.49'	L15	S 33°14'58" E	153.29'
L5	N 51°18'02" W	792.17'	L16	S 33°48'43" E	272.60'
L6	N 03°00'36" E	603.53'	L17	S 03°29'41" W	19.88'
L7	N 61°43'56" E	345.25'	L18	S 03°19'24" W	189.08'
L8	N 61°41'16" E	294.45'	L19	N 86°38'30" W	209.96'
L9	N 61°43'13" E	183.31'	L20	N 03°22'53" E	209.60'
L10	N 62°09'57" E	40.06'	L21	S 86°41'13" E	209.81'
L11	S 16°53'35" E	149.96'			

PROPERTY COURSE LINE TABLE CONT'D.

GEORGIA 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 for recording as evidenced by approval certificates, signature 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 intended use of any parcel. Furthermore, the undersigned land surveyor certifies that this plat complies with the minimum technical standards for property surveys in Georgia as set forth in the rules and regulations of the Georgia Board of Registration for Professional Engineers and Land Surveyors and as set forth in O.C.G.A. Section 15-6-07.

Joseph Tyson
 JOSEPH D. TYSON - PLS NO. 3490
 SEPTEMBER 20, 2023
 DATE

SURVEYOR

County Line Surveying, LLC

Joseph D. Tyson, PLS NO. 3490
 102 Gary Drive NE
 Milledgeville, Georgia 31061
 Phone: 478-414-8149



MAP 097, PARCELS 033 & 034

COMBINATION SURVEY PREPARED FOR

The Sharp Estate
 LYING IN LAND LOTS 350 & 351
 3rd LAND DISTRICT
 389 GMD
 PUTNAM COUNTY, GEORGIA

REFERENCES

DEED BOOK 5 - S, PAGE 474
 DEED BOOK 1052, PAGES 604 - 606
 PLAT BOOK 11, PAGE 52
 PLAT BOOK 21, PAGE 177

GEORGIA SURVEY DATA

A. SURVEY DATE: JULY 17 & 26, 2023
 B. PLAT DATE: JULY 29, 2023
 C. EQUIPMENT USED: CARLSON DRX7 GNSS RECEIVER & CARLSON BRX7 BASE, DUAL FREQUENCY & RTK
SURVEY CLOSURE INFORMATION
 THE FIELD DATA UPON WHICH THIS SURVEY IS BASED HAS A POSITIONAL TOLERANCE OF 0.04 FEET. THIS MAP OR PLAT HAS BEEN CALCULATED FOR CLOSURE AND IS BOUND TO BE ACCURATE WITHIN ONE FOOT IN 485,538 FEET.

GENERAL NOTES

1. LAND LOT LINES ARE APPROXIMATE.

LEGEND

○ COMPUTED POINT
 RFB (UNLESS OTHERWISE NOTED)
 RBS (UNLESS OTHERWISE NOTED)
 C/L CENTERLINE
 P/L PROPERTY LINE
 L/L LAND LOT LINE
 R/W RIGHT-OF-WAY
 L/P LIGHT POLE
 F/H FIRE HYDRANT
 BSL BUILDING SET BACK LINE
 POK POINT OF REFERENCE
 POB POINT OF BEGINNING
 FENCE LINE
 OVERHEAD POWER LINE
 REFERENCE LINE

DISCLOSURE & NOTICE

THERE HAS BEEN NO INVESTIGATION OR INDEPENDENT SEARCH FOR EASEMENTS OF RECORD, ENCUMBRANCES, OR OWNERSHIP TITLE EVIDENCE THAT MAY BE DISCLOSED BY A CURRENT AND ACCURATE TITLE SEARCH. THIS PROPERTY IS SUBJECT TO ANY AND ALL EXISTING DRAINAGE AND/OR UTILITY EASEMENTS THAT MAY NOT BE SHOWN ON THIS PLAT NOR DOES THE SURVEYOR ASSUME ANY RESPONSIBILITY FOR ANY SUCH EASEMENTS THAT MAY AFFECT THIS PROPERTY.



SCALE: 1" = 200'

JOB NUMBER: 23136P



May 28, 2025

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

Subject: 820 Harmony Road

Dear Ms. Jackson:

Piedmont Water Company currently has adequate water and sewer capacity for the planned 250 residential properties at the address above. Sewer capacity has not been purchased for this project, and not guaranteed until purchased.

Please feel free to contact me with any questions on this project.

Sincerely,

A handwritten signature in black ink, appearing to read "W. J. Matthews", with a stylized flourish extending from the end.

W. J. Matthews
CTO



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

I4
TERRELL E. ABERNATHY
PUTNAM COUNTY TAX COMM
100 S JEFFERSON AVE # 207
EATONTON GA 31024

CLK DATE PAID SEQ NO
DLP 2025 05 30 071433
CHECK #: 1 6567
PAID BY: STOCKDALE TEAM REAL ESTATE

BILLING NAME & ADDRESS:
CARDONA JOAQUIN P & EWREN D
MARSHALL

BILL# - 2024 003467
MAP # - 097 035
LOCTN - HARMONY RD

826 HARMONY RD NE
EATONTON GA 31024

TAX AMOUNT DUE	53.62
PENALTY DUE	.00
INTEREST DUE	2.85
COSTS DUE	16.50
TOTAL DUE	72.97
AMOUNT PAID	72.97
CURRENT BALANCE	.00





PUTNAM COUNTY PLANNING & DEVELOPMENT

117 Putnam Drive, Suite B ♦ Eatonton, GA 31024

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

LETTER OF AGENCY- Re-Zone

WE, THE UNDERSIGNED OWNERS OF REAL PROPERTY LOCATED IN THE CITY OF EATONTON/PUTNAM COUNTY, GEORGIA, HEREBY APPOINT Ross Mundy TO BE MY AGENT FOR THE PURPOSE OF APPLYING FOR Re-zoning OF PROPERTY DESCRIBED AS MAP 097 PARCEL 035, CONSISTING OF 1.01 ACRES, WHICH HAS THE FOLLOWING ADDRESS: 826 Harmony Rd. EATONTON, GEORGIA 31024. ATTACHED HERETO IS A COPY OF A DEED AND OR PLAT OF SURVEY DESCRIBING THE PROPERTY OWNED BY THE PROPERTY OWNER(S) TO WHICH THIS LETTER OF AGENCY APPLIES.

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

THIS 29th DAY OF May, 2020.
2025

PROPERTY OWNER(S): Juaquin Patino Cordona and Ewren Danielle Marshall

Ewren Danielle Marshall NAME (PRINTED)
Juaquin Patino 5-29-25
SIGNATURE

ADDRESS: 826 Harmony Rd. Eatonton, GA 31024

PHONE: [REDACTED]

ALL SIGNATURES WERE HEREBY SWORN TO AND SUBSCRIBED BEFORE ME THIS

29th DAY OF May, 2019 2025

[Signature]
NOTARY

MY COMMISSION EXPIRES: 6-12-27



SITE INFORMATION:
OVERALL ACREAGE: PARCEL 097 033/34.99 ACRES
PARCEL 097033001/30.00 ACRES
TOTAL: 64.99 ACRES

CURRENT ZONING: AG
PROPOSED ZONING: R-PUD
FRONT SETBACK (ARTERIAL RD) = 50'
FRONT SETBACK (INTERIOR RD) = 20' (SF) 20' (TH)
SIDE SETBACK = 5'
REAR SETBACK = 20'
BUFFERS = 50' WHERE SHOWN ON PLANS

PROPOSED OPEN SPACE: 27.8 ACRES/42.8%

RESIDENTIAL UNITS
TOTAL: 218
SINGLE FAMILY DETACHED: 124
ASSISTED LIVING FACILITY: 94

MAXIMUM DENSITY = 8.0 UNITS/ACRE
PROPOSED DENSITY = 3.35 UNITS/ACRE

LOCAL STREET PAVING WIDTH= 25' BOC TO BOC

CONCEPT PLAN FOR:
HARMONY VILLAGE
PARCELS 097 033 & 097 033001
820 HARMONY RD/EATONTON, GA. 31024



REVISION LOG:		
NO.	DATE	REMARKS
PROJECT NAME & ADDRESS		
HARMONY RD EATONTON, GA. 31024		
BULLARD LAND PLANNING 1235 PROSPECT RD LAWRENCEVILLE, GEORGIA 30043 CONTACT: BOBBY BULLARD (678) 344-1293 / (770) 978-8857 FAX blpbobby@bellsouth.net		
PROFESSIONAL SEALS		
SCALE: AS SHOWN		
JOB NUMBER: 24-2167		
DATE: 05-21-25		
SHEET TITLE: CONCEPT PLAN FOR: HARMONY VILLAGE		
SHEET NUMBER: C1		

**IMPACT STUDY
FOR
PROPOSED MIXED-USE DEVELOPMENT
AT 820 HARMONY ROAD

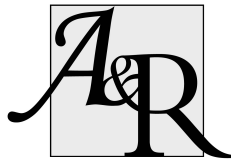
PUTNAM COUNTY, GEORGIA**



Prepared for:

***Georgia United Equities, LLC
3435 Ocean Park Blvd
Santa Monica, CA 90405***

Prepared By:



A&R Engineering Inc.

2160 Kingston Court, Suite O
Marietta, GA 30067
Tel: (770) 690-9255 Fax: (770) 690-9210
www.areng.com

July 20, 2025
A & R Project # 25-004

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1.0 INTRODUCTION

The purpose of this study is to determine the traffic impact from the proposed mixed-use development that will be located at 820 Harmony Road in Putnam County, Georgia. The traffic analysis evaluates the current operations and future conditions with the traffic generated by the development. The proposed development will consist of:

- Single-Family Detached Housing: 124 Units
- Assisted Living and Memory Care Facility approximately 100,000 sq. ft.



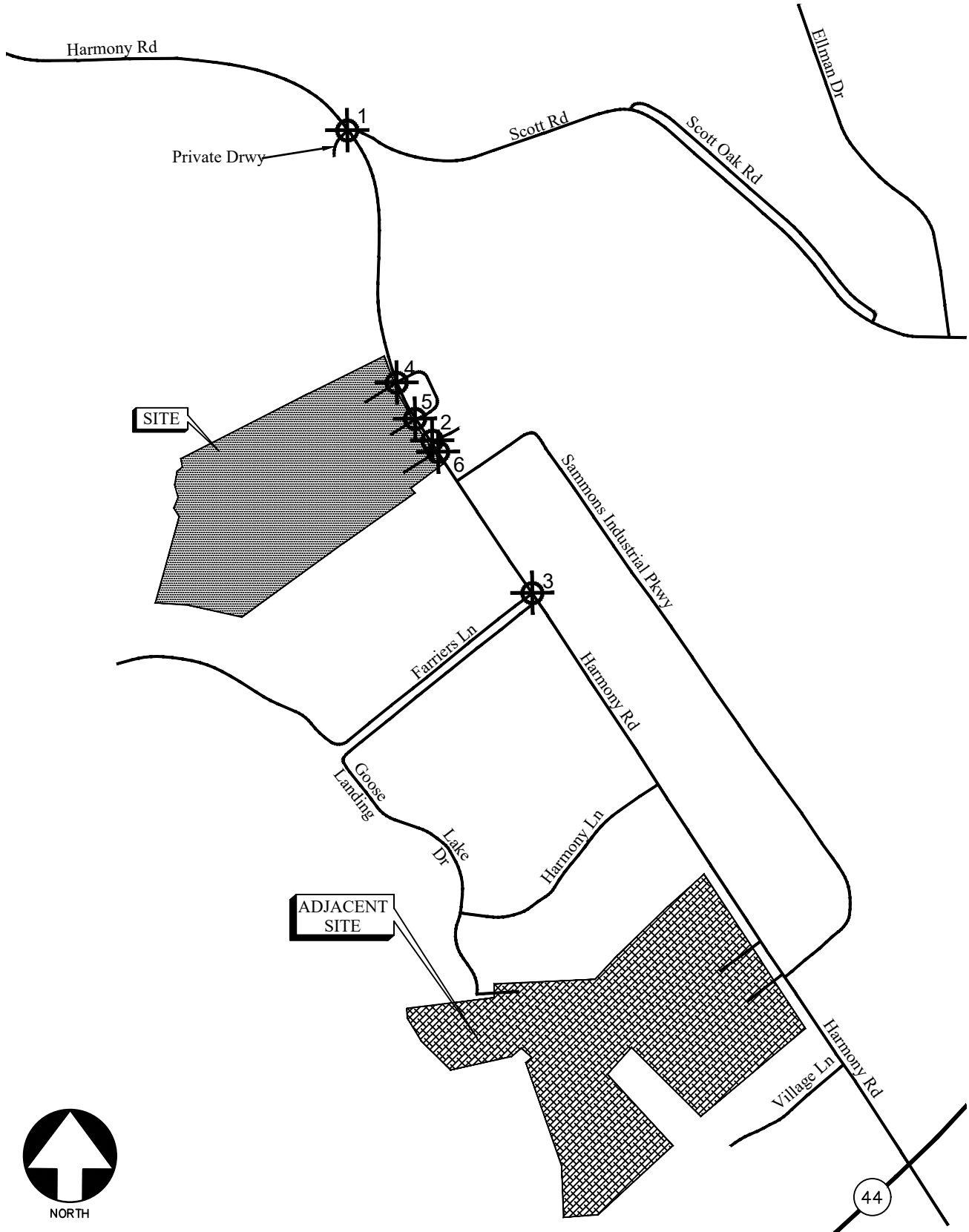
The development proposes two full access driveways on Harmony Road.

The AM and PM peak hours have been analyzed in this study. In addition to the site access points, this study includes the evaluation of traffic operations at the intersections of:

1. Harmony Road at Scott Road
2. Harmony Road at Rock Eagle Store Fixtures Driveway
3. Harmony Road at Farriers Lane
4. Harmony Road at Oconee Custom Signs Northern Driveway
5. Harmony Road at Oconee Custom Signs Southern Driveway

Recommendations to improve traffic operations have been identified as appropriate and are discussed in detail in the following sections of the report. The location of the development and the surrounding roadway network are shown in Figure 1.

Study Intersection



LOCATION MAP

FIGURE 1
A&R Engineering Inc.

2.0 EXISTING FACILITIES / CONDITIONS

2.1 Roadway Facilities

The following is a brief description of each of the roadway facilities located in proximity to the site:

2.1.1 *Harmony Road*

Harmony Road is a two-lane, undivided roadway with a posted speed limit of 45 mph in the vicinity of the site. GDOT traffic counts (Station ID: 237-0181) indicate that the estimated daily traffic volume on Harmony Road in 2023 was 4,650 vehicles per day north of Scott Road. GDOT classifies Harmony Road as a major collector roadway.

2.1.2 *Scott Road*

Scott Road is an east-west, two-lane, undivided roadway with a posted speed limit of 35 mph in the vicinity of the site.

2.1.3 *Farriers Lane*

Farriers Lane is an east-west, two-lane, undivided roadway in the vicinity of the site.

3.0 STUDY METHODOLOGY

In this study, the methodology used for evaluating traffic operations at each of the subject intersections is based on the criteria set forth in the Transportation Research Board Highway Capacity Manual, 6th edition (HCM 6). Synchro software, which utilizes the HCM methodology, was used for the analysis. The following is a description of the methodology employed for the analysis of unsignalized and signalized intersections.

3.1 Unsignalized Intersections

For unsignalized intersections controlled by a stop sign on minor streets, the level of service (LOS) for motor vehicles with controlled movements is determined by the computed control delay according to the thresholds stated in Table 1 below. LOS is determined for each minor street movement (or shared movement), as well as major street left turns. LOS is not defined for the intersection as a whole or for major street approaches. The LOS of any controlled movement which experiences a volume-to-capacity ratio greater than 1 is designated as “F” regardless of the control delay.

Control delay for unsignalized intersections includes initial deceleration delay, queue move-up time, stopped delay, and final acceleration delay. Several factors affect the control delay for unsignalized intersections, such as the availability and distribution of gaps in the conflicting traffic stream, critical gaps, and follow-up time for a vehicle in the queue.

Level of service is assigned a letter designation from “A” through “F”. Level of service “A” indicates excellent operations with little delay to motorists, while level of service “F” exists when there are insufficient gaps of acceptable size to allow vehicles on the side street to cross the main road without experiencing long delays.

TABLE 1 — LEVEL OF SERVICE CRITERIA FOR UNSIGNALIZED INTERSECTIONS		
Control Delay (sec/vehicle)	LOS by Volume-to-Capacity Ratio*	
	v/c ≤ 1.0	v/c > 1.0
≤ 10	A	F
> 10 and ≤ 15	B	F
> 15 and ≤ 25	C	F
> 25 and ≤ 35	D	F
> 35 and ≤ 50	E	F
> 50	F	F

*The LOS criteria apply to each lane on a given approach and to each approach on the minor street. LOS is not calculated for major-street approaches or for the intersection.

Source: Highway Capacity Manual, 6th edition, Exhibit 20-2 *LOS Criteria: Motorized Vehicle Mode*

3.2 Signalized Intersections

According to HCM procedures, LOS can be calculated for the entire intersection, each intersection approach, and each lane group. HCM uses control delay alone to characterize LOS for the entire intersection or an approach. Control delay per vehicle is composed of initial deceleration delay, queue move-up time, stopped delay, and final acceleration delay. Both control delay and volume-to-capacity ratio are used to characterize LOS for a lane group. A volume-to-capacity ratio of greater than 1.0 or more for a lane group indicates failure from capacity perspective. Therefore, such a lane group is assigned LOS F regardless of the amount of control delay.

Table 2 below summarizes the LOS criteria from HCM for motorized vehicles at signalized intersection.

TABLE 2 — LEVEL OF SERVICE CRITERIA FOR SIGNALIZED INTERSECTIONS		
Control Delay (sec/vehicle) *	LOS for Lane Group by Volume-to-Capacity Ratio*	
	v/c ≤ 1.0	v/c > 1.0
≤ 10	A	F
> 10 and ≤ 20	B	F
> 20 and ≤ 35	C	F
> 35 and ≤ 55	D	F
> 55 and ≤ 80	E	F
> 80	F	F

*For approach-based and intersection wide assessments, LOS is defined solely by control delay

Source: Highway Capacity Manual, 6th edition, Exhibit 19-8 *LOS Criteria: Motorized Vehicle Mode*

LOS A is typically assigned when the volume-to-capacity (v/c) ratio is low and either progression is exceptionally favorable, or the cycle length is very short. LOS B is typically assigned when the v/c ratio is low and either progression is highly favourable, or the cycle length is short. However, more vehicles are stopped than with LOS A. LOS C is typically assigned when progression is favourable, or the cycle length is moderate. Individual *cycle failures* (one or more queued vehicles are not able to depart because of insufficient capacity during the cycle) may begin to appear at this level. Many vehicles still pass through the intersection without stopping, but the number of vehicles stopping is significant. LOS D is typically assigned when the v/c ratio is high and either progression is ineffective, or the cycle length is long. There are many vehicle-stops and individual cycle failures are noticeable. LOS E is typically assigned when the v/c ratio is high, progression is very poor, the cycle length is long, and individual cycle failures are frequent. LOS F is typically assigned when the v/c ratio is very high, progression is very poor, the cycle length is long, and most cycles fail to clear the queue.

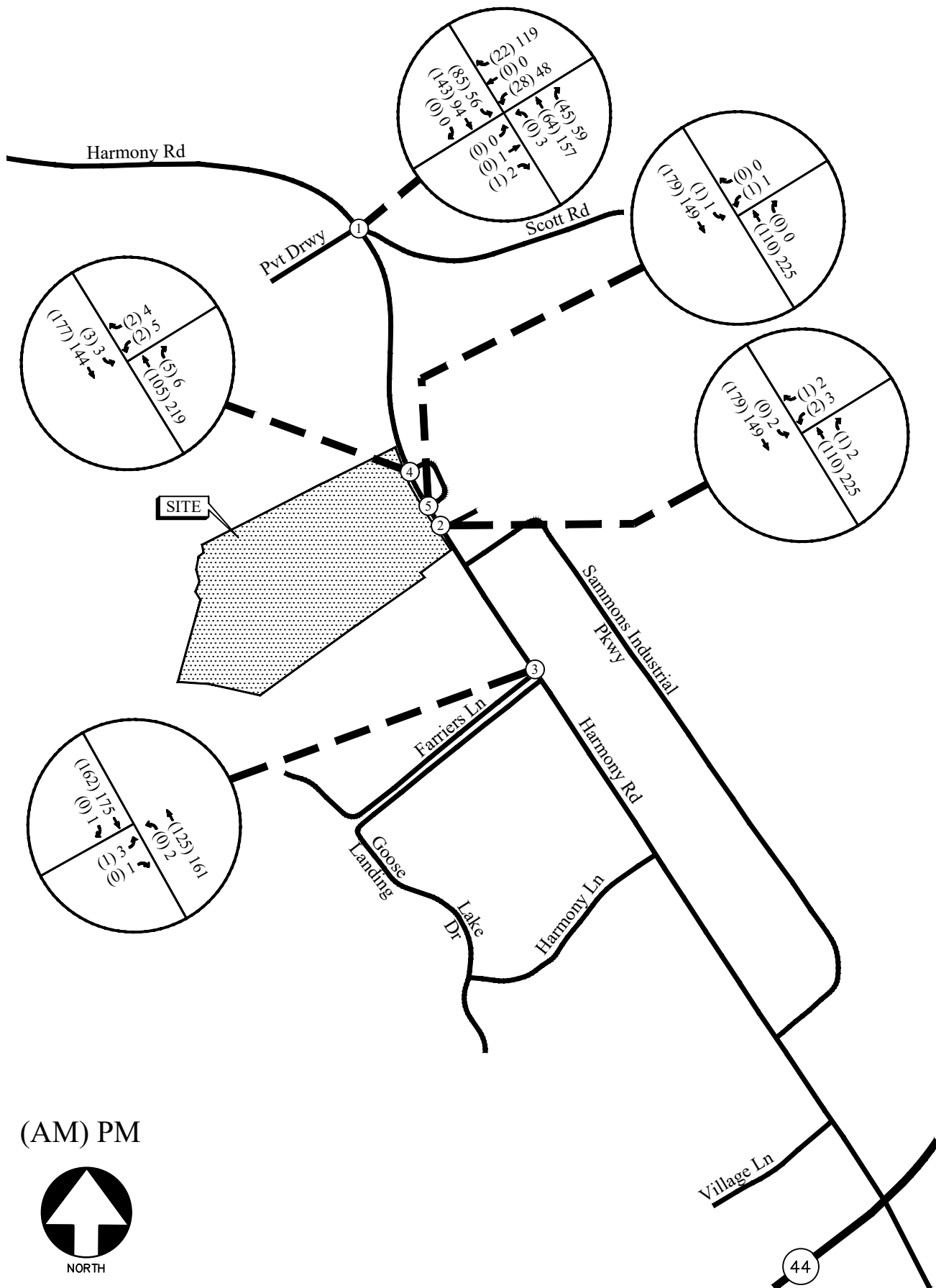
4.0 EXISTING 2025 TRAFFIC ANALYSIS

4.1 Existing Traffic Volumes

Existing traffic counts were obtained at the following study intersections:

1. Harmony Road at Scott Road
2. Harmony Road at Rock Eagle Store Fixtures Driveway
3. Harmony Road at Farriers Lane
4. Harmony Road at Oconee Custom Signs Northern Driveway
5. Harmony Road at Oconee Custom Signs Southern Driveway




Turning movement counts were collected on Thursday, January 23, 2025. All turning movement counts were recorded during the AM and PM peak hours between 7:00 AM to 9:00 AM and 4:00 PM to 6:00 PM, respectively. The four consecutive 15-minute interval volumes that summed to produce the highest volume at the intersections were then determined. These volumes make up the peak hour traffic volumes for the intersections counted and are shown in Figure 2. The existing traffic control and lane geometry for the intersections are shown in Figure 3.



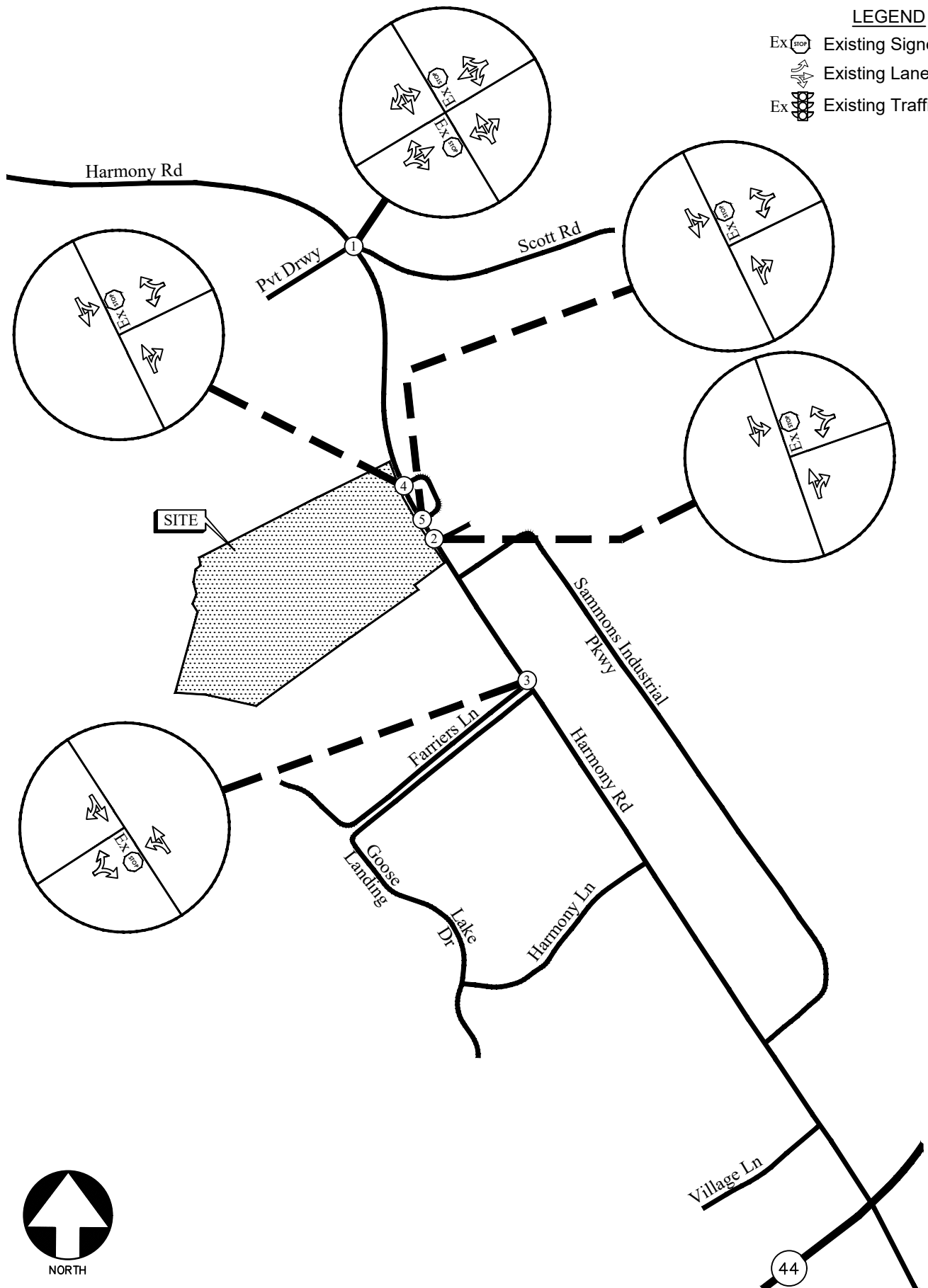
EXISTING WEEKDAY PEAK-HOUR VOLUMES

FIGURE 2
A&R Engineering Inc.

LEGEND

- Ex  Existing Signed Intersection
- Ex  Existing Lane Configuration
- Ex  Existing Traffic Signal

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EXISTING TRAFFIC CONTROL AND LANE GEOMETRY

FIGURE 3

A&R Engineering Inc.

4.2 Existing Traffic Operations

Existing 2025 traffic operations were analyzed at the study intersections in accordance with the HCM methodology. The results of the analysis are shown in Table 3.

TABLE 3 — EXISTING INTERSECTION OPERATIONS				
Intersection		Traffic Control	LOS (Delay)	
			AM Peak Hour	PM Peak Hour
1	<u>Harmony Road @ Scott Road / Private Driveway</u> -Eastbound Approach -Westbound Approach -Northbound Left -Southbound Left	Stop Controlled on EB and WB Approaches	A (9.0) B (11.0) A (7.5) A (7.6)	B (10.1) B (11.9) A (7.4) A (7.8)
2	<u>Harmony Road @ Rock Eagle Store Fixtures Driveway</u> -Westbound Approach -Southbound Left	Stop Controlled on WB Approach	A (9.8) A (7.4)	B (10.6) A (7.8)
3	<u>Holly Springs Parkway @ Farriers Lane</u> -Eastbound Approach -Northbound Left	Stop Controlled on EB Approach	B (10.4) A (7.6)	B (10.8) A (7.7)
4	<u>Harmony Road @ Oconee Custom Signs Northern Driveway</u> -Westbound Approach -Southbound Left	Stop Controlled on WB Approach	A (9.5) A (7.4)	B (10.6) A (7.8)
5	<u>Harmony Road @ Oconee Custom Signs Southern Driveway</u> -Westbound Approach -Southbound Left	Stop Controlled on WB Approach	B (10.3) A (7.5)	B (11.0) A (7.7)

The results of the existing traffic operations analysis indicate that the stop-controlled approaches at the study intersections are operating at a level of service “B” or better in both the AM and PM peak hours.

5.0 PROPOSED DEVELOPMENT

The proposed development will consist of:

- Single-Family Detached Housing: 124 Units
- Assisted Living and Memory care facility up to 100,000 sq. ft.



The development proposes two full access driveways on Harmony Road. A site plan is shown in Figure 4.

PARCELS 097 033 & 097 033001
820 HARMONY RD/EATONTON, GA. 31024

[illegible]

5.1 Trip Generation

Trip generation estimates for the project were based on the rates and equations published in the 11th edition of the Institute of Transportation Engineers (ITE) Trip Generation Manual. This reference contains traffic volume count data collected at similar facilities nationwide. The trip generation was based on the following ITE land use categories: 210–Single-Family Detached Housing, 215 – Single-Family Attached Housing, 221 – Multi-Family Housing (Low-Rise), 710 – General Office Building, and 822 – Strip Retail Plaza. The calculated total trip generation for the proposed development is shown in Table 4.

TABLE 4 – TRIP GENERATION (PROPOSED SITE)								
Land Use	Size	AM Peak Hour			PM Peak Hour			24 Hour
		Enter	Exit	Total	Enter	Exit	Total	Two-Way
ITE 210 – Single-Family Detached Housing	124 Units	23	80	103	88	52	132	717
Mixed-Use Reduction		-1	-1	-2	-2	-1	-3	-25
ITE 215 – Single-Family Attached Housing	0 Units							3
Mixed-Use Reduction		-1	-2	-3	-7	-4	-11	-94
ITE 221 – Multi-Family Housing (Mid-Rise)	0 Units							
Mixed-Use Reduction		0	0	0	-1	-1	-2	-8
ITE 710 – General Office Building	24,000 SF	43	6	49	9	42	51	335
Mixed-Use Reduction		-1	-1	-2	-2	-2	-4	-47
ITE 822 – Strip Retail Plaza (<40k)	24,000 SF	31	20	51	72	73	145	1,242
Mixed-Use Reduction		-4	-3	-7	-7	-11	-18	-168
Total Trips (without Reductions)		139	226	365	269	240	509	5,216
New External Trips (with Reductions)		132	219	351	250	221	471	4,874

5.2 Trip Distribution

The trip distribution describes how traffic arrives and departs from the site. An overall trip distribution was developed for the site based on a review of the existing travel patterns in the area and the locations of major roadways and highways that will serve the development. The site-generated peak hour traffic volumes, shown in Table 4, were assigned to the study area intersections based on this distribution. The outer-leg distribution and AM and PM peak hour new traffic generated by the site for residential and for mixed use development are shown in Figures 5A & 5B.

5.2.1 Nearby Planned Mixed-Use Development at 842 Harmony Road

There is a planned mixed-use development that will be located to the south of the proposed development which will have two full access driveways on Harmony Road and a site connection on Lake Drive. The development will consist of 90 detached homes, 138 townhomes, 28 apartment units, 31 recreational homes, a 7,800-SF recreational community center, a 50-student agricultural school, 3,125 SF of office space, and 38,725 SF of retail space. Because this project is estimated to be completed by 2027, its impact on the study area was considered in both “No Build” and “Build” conditions.

The calculated site-generated traffic volumes for this development are shown in Table 5, and the AM and PM peak hour volumes passing through the study area for residential and for mixed use are shown in Figures 6A & 6B, respectively.

TABLE 5 — TRIP GENERATION (ADJACENT SITE)

Land Use	Size	AM Peak Hour			PM Peak Hour			24-Hr
		Enter	Exit	Total	Enter	Exit	Total	Two-Way
ITE 210 – Single-Family Detached Housing	124 Units	17	51	68	57	33	90	916
Mixed-use reduction		-1	-1	-2	-4	-3	-7	-76
ITE 215 – Single-Family Attached Housing	0 Units	17	49	66	47	32	79	1,001
Mixed-use reduction		-1	-2	-3	-5	-4	-9	-83
ITE 220 – Multifamily Housing (Low-Rise)	0 Units	8	24	32	21	12	33	255
Mixed-use reduction		-1	-1	-2	-1	-1	-2	-21
ITE 260 – Recreational Homes	0 Units	4	3	7	5	6	11	130
Mixed-use reduction		0	0	0	-1	0	-1	-11
ITE 495 – Recreational Community Center	7,800 SF	10	5	15	20	23	43	229
Mixed-use reduction		0	0	0	-1	-1	-2	-18
ITE 550 – University / College	0 Students	6	2	8	2	6	8	2,178
Mixed-use reduction		-1	-1	-2	-1	-2	-3	-85
ITE 712 – Small Office Building	3,125 SF	4	1	5	2	5	7	45
		0	0	0	0	0	0	-2
ITE 822 – Strip Retail Plaza (<40k)	38,725 SF	42	28	70	102	102	204	1,864
Mixed-use reduction		-5	-4	-9	-11	-13	-24	-252
Total Trips without Reductions		108	163	271	256	219	475	6,618
Total Trips with Reductions		99	154	253	232	195	427	6,070

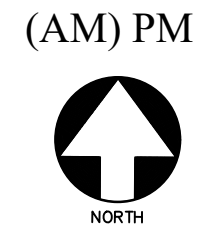
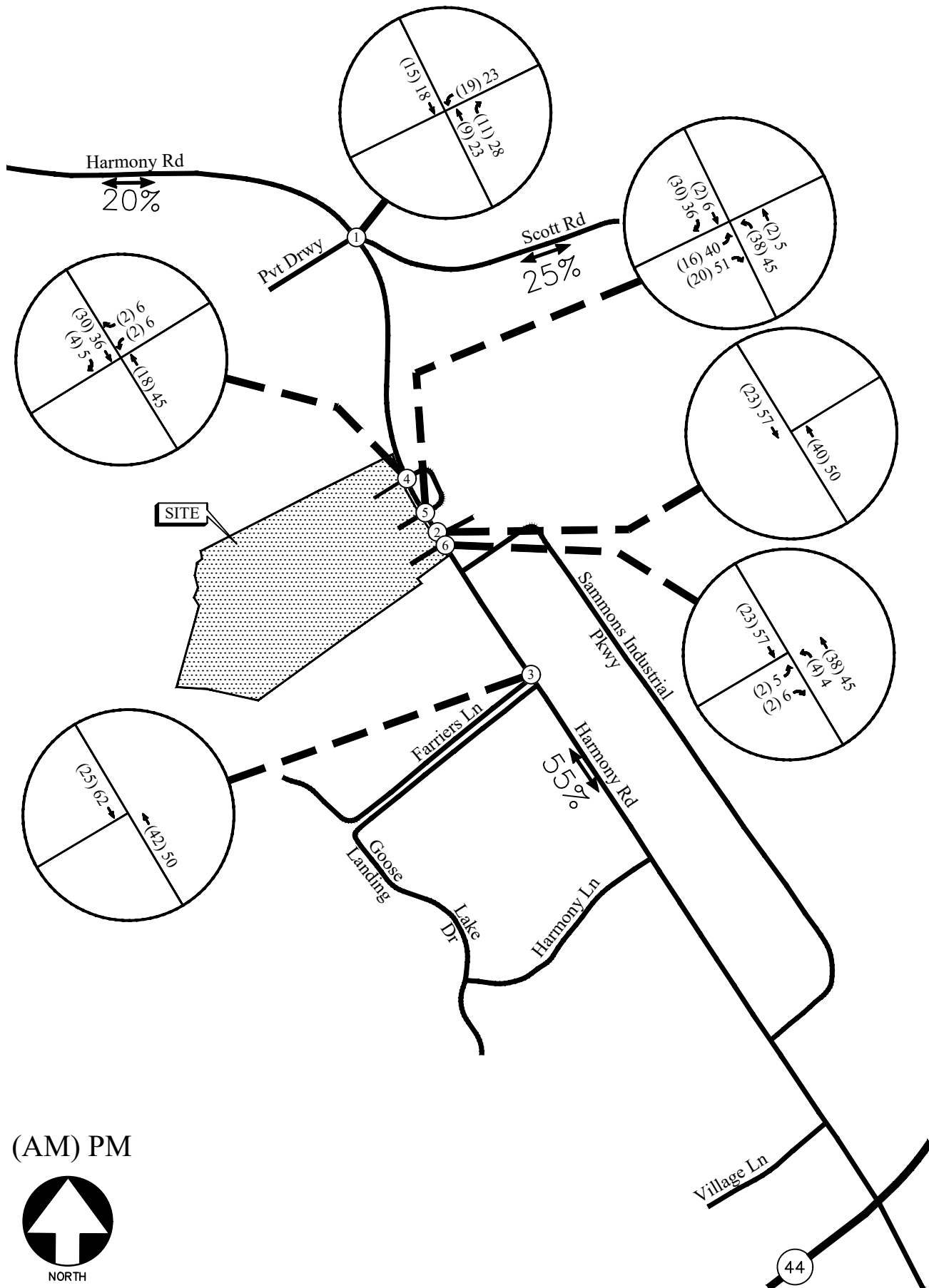
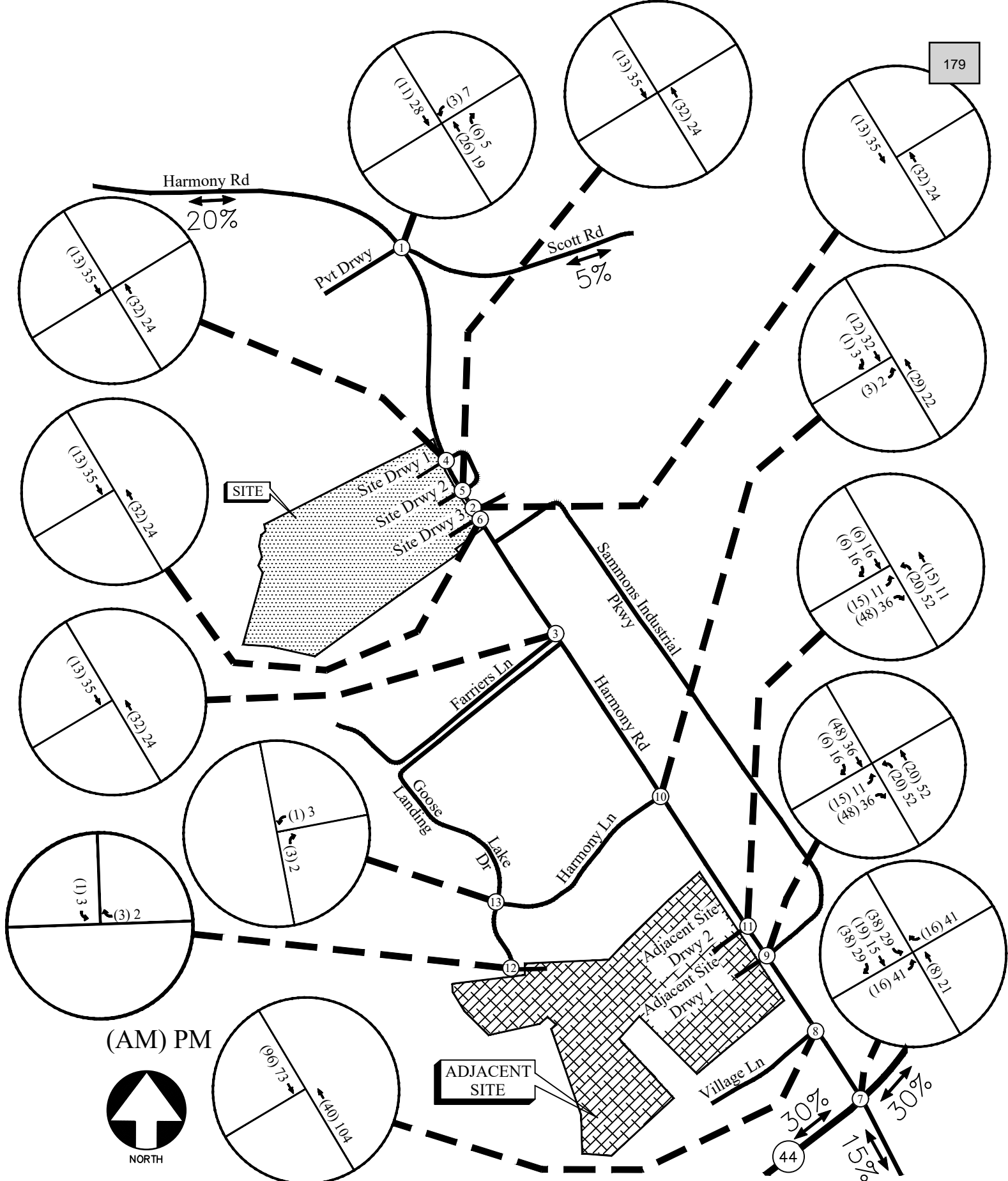


FIGURE 5A



TRIP DISTRIBUTION AND NEW SITE-GENERATED
WEEKDAY PEAK HOUR VOLUMES (MIXED USE)

FIGURE 5B
A&R Engineering Inc.



TRIP DISTRIBUTION AND SITE-GENERATED WEEKDAY PEAK HOUR VOLUMES (ADJACENT SITE - RETAIL & COLLEGE) FIGURE 6B
A&R Engineering Inc.

6.0 FUTURE TRAFFIC ANALYSIS

The future 2027 traffic operations are analyzed for the “Build” and “No-Build” conditions.

6.1 Future “No-Build” Conditions

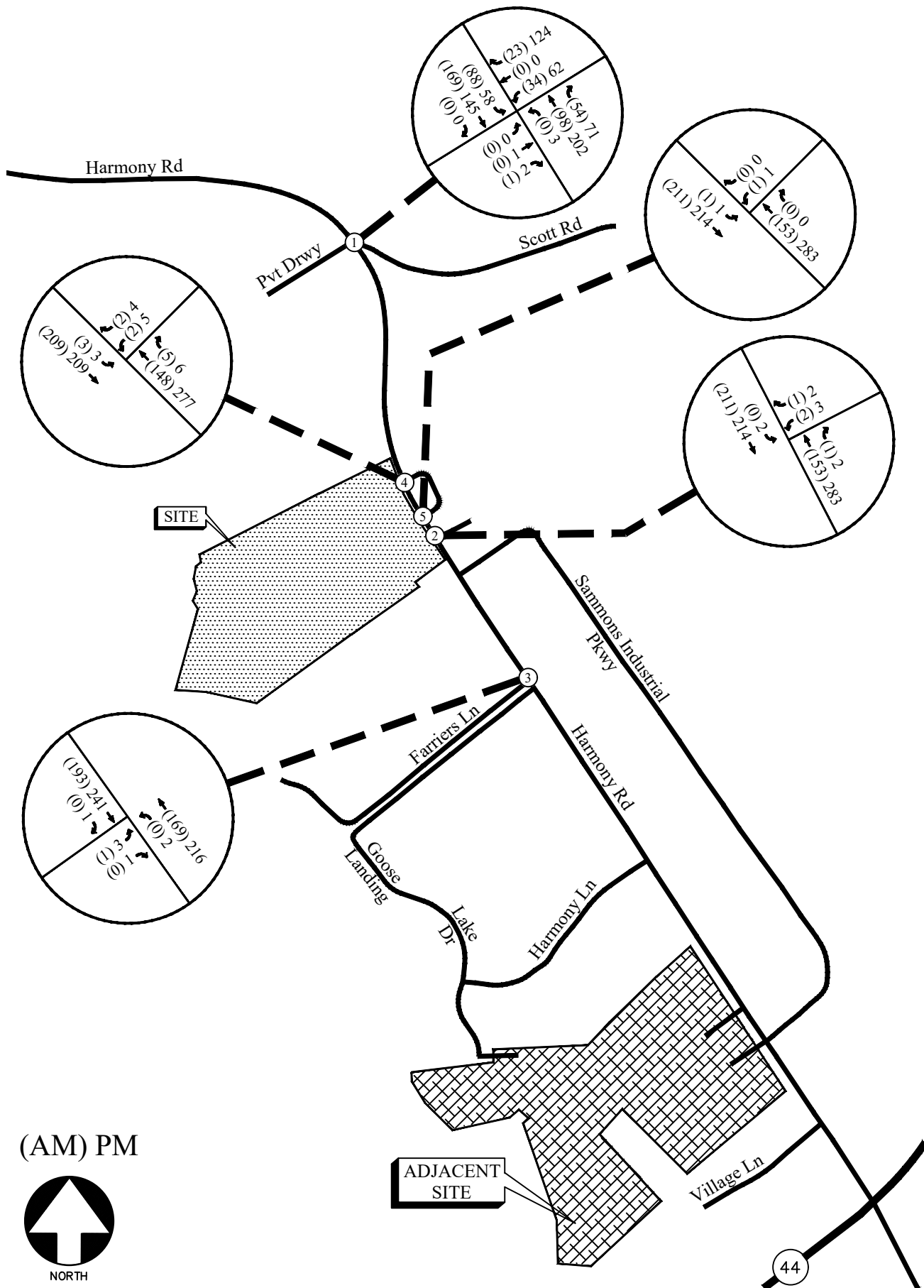
The “No-Build” (or background) conditions provide an assessment of how traffic will operate in the study horizon year without the study site being developed as proposed, with projected increases in through traffic volumes due to normal annual growth. The Future “No-Build” volumes consist of the existing traffic volumes (Figure 2) plus increases for the annual growth of through traffic and adjacent site traffic (Figures 6A & 6B).

6.1.1 Annual Traffic Growth

To evaluate future traffic operations in this area, a projection of normal traffic growth was applied to the existing volumes. The Georgia Department of Transportation recorded average daily traffic volumes at several locations in the vicinity of the site. Reviewing the growth over the last five years (2018-2019 & 2021-2023) revealed a traffic volume increase of approximately 2% in the area. This growth factor was applied to the existing traffic volumes between collector and arterial roadways to estimate the future year traffic volumes prior to the addition of site-generated traffic. The resulting future “No-Build” volumes on the roadway are shown in Figure 7.

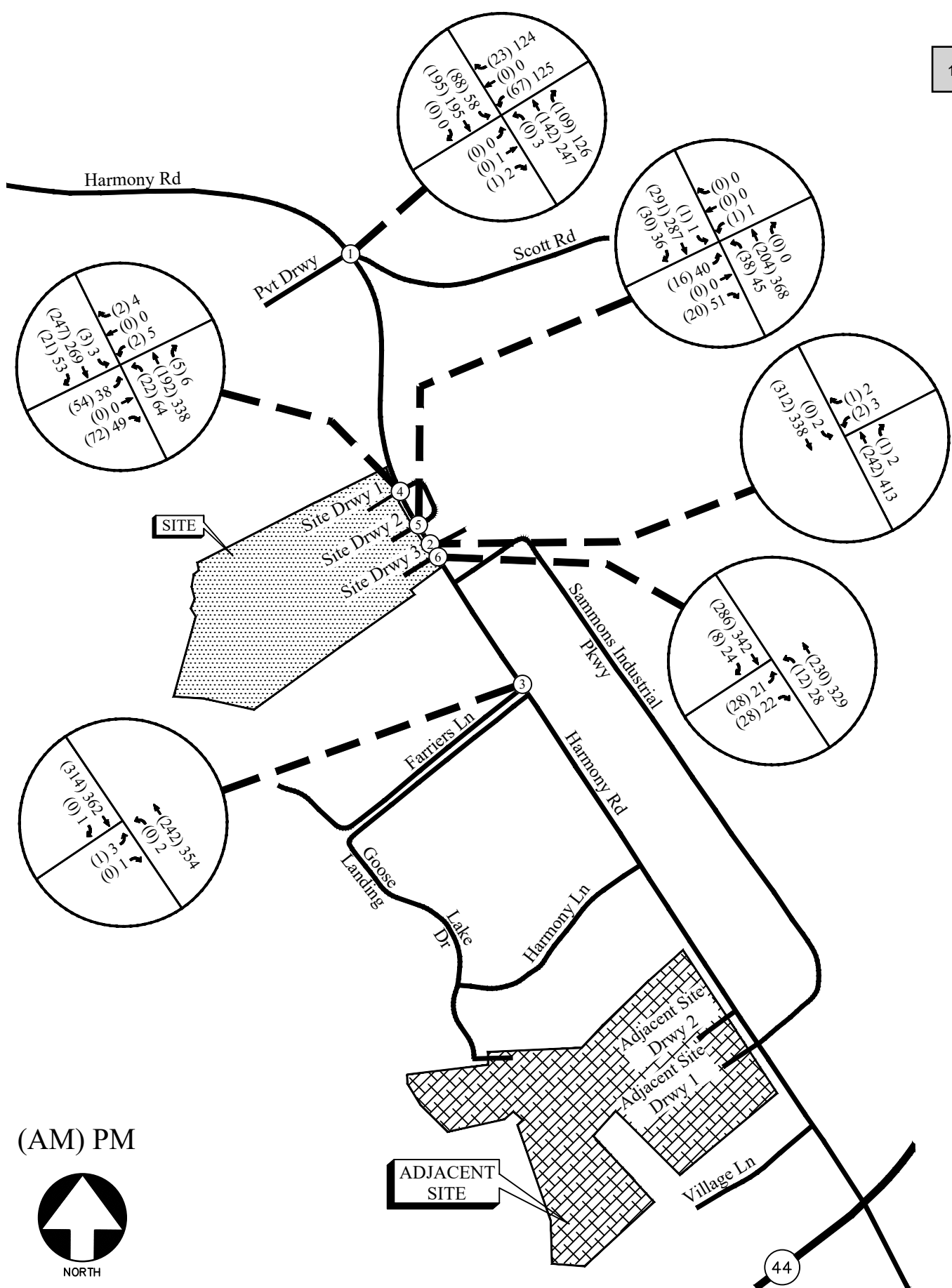
6.2 Future “Build” Conditions

The “Build” or development conditions include the estimated background traffic from the “No-Build” conditions plus the added traffic from the proposed development. To evaluate future traffic operations in this area, the additional traffic volumes from the site (Figures 5A & 5B) were added to the base traffic volumes (Figure 7) to calculate the future traffic volumes after the construction of the development. These total future “Build” traffic volumes are shown in Figure 8.



FUTURE (NO-BUILD) WEEKDAY PEAK HOUR VOLUMES

FIGURE 7
A&R Engineering Inc.



FUTURE (BUILD) WEEKDAY PEAK HOUR VOLUMES

FIGURE 8
A&R Engineering Inc.

6.3 Auxiliary Lane Analysis

Included below are analyses for turn lanes for all site driveways as per GDOT standards. The analyses below are based off the trip distribution included in Section 5.2. According to the trip distribution, the 24-hour two-way volume for traffic entering and exiting the site is 4,874 vehicles per day.

6.3.1 Left Turn Lane Analysis

For a two-lane roadway with an AADT of under 6,000 vehicles and a posted speed limit of 45 mph, the daily site-generated left turn movements threshold to warrant a turn lane is 250 left-turning vehicles per day. The projected daily left turn volumes at each driveway are included in Table 6 below.

TABLE 6 - GDOT REQUIREMENTS FOR LEFT TURN LANES					
Intersection	Left Turn Traffic (% total entering)	Left Turn Volume (vehicle/day)	Roadway Speed / # Lanes / AADT	GDOT Threshold (vehicle/day)	Warrant Met?
Harmony Road @ Site Driveway 1	40% Residential Trips	661	45 mph / 2-Lane / < 6,000	250	Yes
Harmony Road @ Site Driveway 2	50% Mixed Use (Multifamily + Office + Retail)	396	45 mph / 2-Lane / < 6,000	250	Yes
			45 mph / 2-Lane / < 6,000	250	Yes

A left turn lane is warranted at each of the site driveways on Harmony Road.

6.3.2 Deceleration Turn Lane Analysis

For a two-lane roadway with an AADT of under 6,000 vehicles and a posted speed limit of 45 mph, the daily site-generated right turn movements threshold to warrant a deceleration lane is 150 right-turning vehicles per day. The projected daily right turn volumes at each driveway are included in Table 7 below.

TABLE 7 - GDOT REQUIREMENTS FOR DECELERATION LANES					
Intersection	Right Turn Traffic (% total entering)	Right Turn Volume (vehicle/day)	Roadway Speed / # Lanes / AADT	GDOT Threshold (vehicle/day)	Warrant Met?
Harmony Road @ Site Driveway 1	30% Residential Trips + 5% Mixed-Use (Multifamily + Office + Retail)	537	45 mph / 2-Lane / < 6,000	150	Yes
Harmony Road @ Site Driveway 2	40% Mixed-Use (Multifamily + Office + Retail)	313	45 mph / 2-Lane / < 6,000	150	Yes
			45 mph / 2-Lane / < 6,000	150	Yes

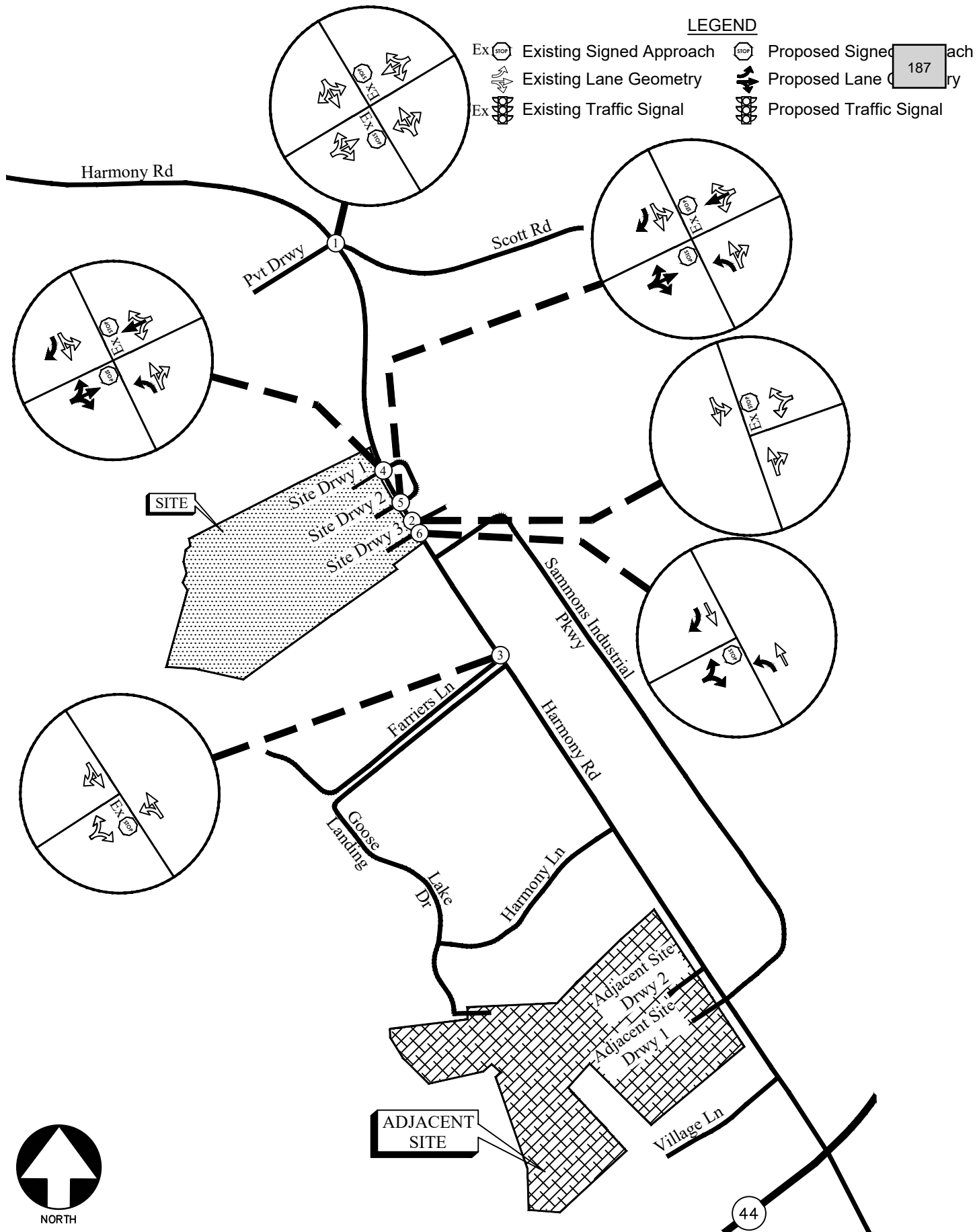
A right turn lane is warranted at each of the site driveways on Harmony Road.

6.4 Future Traffic Operations

The future “No-Build” and “Build” traffic operations were analysed using the volumes in Figures 7 and 8, respectively. The results of the future traffic operations analysis are shown below in Table 8. Recommendations for future traffic control and lane geometry are shown in Figure 9.

TABLE 8 — FUTURE INTERSECTION OPERATIONS					
Intersection		Future Condition: LOS (Delay)			
		NO-BUILD (2027)		BUILD-OUT (2027)	
		AM Peak	PM Peak	AM Peak	PM Peak
1	<u>Harmony Road @ Scott Road / Private Driveway</u>				
	-Eastbound Approach	A (9.2)	B (10.8)	A (9.3)	B (11.8)
	-Westbound Approach	B (12.3)	B (13.8)	C (15.0)	C (24.0)
	-Northbound Left	A (7.6)	A (7.5)	A (7.6)	A (7.7)
	-Southbound Left	A (7.7)	A (8.0)	A (8.0)	A (8.3)
2	<u>Harmony Road @ Rock Eagle Store Fixtures Driveway</u>				
	-Westbound Approach	B (10.5)	B (11.4)	B (11.5)	B (14.2)
	-Southbound Left	A (7.6)	A (7.9)	A (7.7)	A (8.3)
3	<u>Holly Springs Parkway @ Farriers Lane</u>				
	-Eastbound Approach	B (11.5)	B (11.3)	B (13.0)	C (15.6)
	-Northbound Left	A (7.7)	A (7.8)	A (8.0)	A (8.3)
4	<u>Harmony Road @ Oconee Custom Signs Northern Driveway / Site Driveway 1</u>				
	-Eastbound Approach	-	-	B (12.5)	C (16.6)
	-Westbound Approach	B (10.2)	B (11.3)	B (11.8)	C (16.9)
	-Northbound Left	-	-	A (7.8)	A (8.2)
	-Southbound Left	A (7.6)	A (7.9)	A (7.6)	A (8.1)
5	<u>Harmony Road @ Oconee Custom Signs Southern Driveway / Site Driveway 2</u>				
	-Eastbound Approach	-	-	B (12.4)	C (15.7)
	-Westbound Approach	B (10.9)	B (12.2)	C (15.0)	C (19.6)
	-Northbound Left	-	-	A (8.1)	A (8.1)
	-Southbound Left	A (7.6)	A (7.9)	A (7.7)	A (8.1)
6	<u>Harmony Road @ Site Driveway 3</u>				
	-Eastbound Approach	-	-	B (12.1)	B (13.6)
	-Northbound Left	-	-	A (7.9)	A (8.2)

The results of the future “No-Build” and “Build” traffic operations analyses indicate that the stop-controlled approaches at the study intersections will be operating at a level of service “C” or better in both the AM and PM peak hours.



FUTURE TRAFFIC CONTROL AND LANE GEOMETRY

FIGURE 9

A&R Engineering Inc.

7.0 CONCLUSIONS AND RECOMMENDATIONS

Traffic impacts were evaluated for the proposed mixed-use development that will be located at 820 Harmony Road in Putnam County, Georgia. The proposed development will consist of:

- Single-Family Detached Housing: 124 Units
- Assisted Living and Memory Care Facility
approximately 100,000 sq. ft.

The development proposes three full access driveways on Harmony Road.

Existing and future operations after the completion of the project were analyzed at the intersections of:

1. Harmony Road at Scott Road
2. Harmony Road at Rock Eagle Store Fixtures Driveway
3. Harmony Road at Farriers Lane
4. Harmony Road at Oconee Custom Signs Northern Driveway / Site Driveway
1
5. Harmony Road at Oconee Custom Signs Southern Driveway / Site Driveway

The analysis included the evaluation of future operations for “No-Build” and “Build” conditions, with the differences between “No-Build” and “Build” accounting for the increase in traffic due to the proposed development. The results of the future “No-Build” and “Build” traffic operations analyses indicate that the stop-controlled approaches at all the study intersections will be operating at a level of service “C” or better in both the AM and PM peak hours. Based on the analysis results, the proposed development will have minimal impact on traffic operations in the study network.

7.1 Recommendations for Site Access Configuration

The following access configurations are recommended at the proposed site driveway intersections:

- Site Driveway 1 (North): Full Access Driveway on Harmony Road
 - One entering lane and one exiting lane
 - Stop-sign controlled on the driveway approach with Harmony Road remaining free flow
 - A left turn lane and a right turn lane for entering traffic
 - Provide/confirm adequate sight distance per AASHTO standards
- Site Driveway 2: Full access driveway on Harmony Road
 - One entering lane and one exiting lane
 - Stop-sign controlled on the driveway approach with Harmony Road remaining free flow
 - A left turn lane and a right turn lane for entering traffic

Appendix

Existing Intersection Traffic Counts
Linear Regression of Daily Traffic.....
Existing Intersection Analysis.....
Future “No-Build” Intersection Analysis – 2027
Future “Build” Intersection Analysis - 2027.....
Traffic Volume Worksheets

EXISTING INTERSECTION TRAFFIC COUNTS

A & R Engineering, Inc.

2160 Kingston Court Suite 'O'

Marietta, GA 30067

TMC Data

Harmony Road @ Farriers Lane

7-9 am | 2-4 pm | 4-6 pm

File Name : 20250009

Site Code : 20250009

Start Date : 01-23-2025

Page No : 1

Groups Printed- Cars, Buses & Trucks

Start Time	Harmony Rd Northbound				Harmony Rd Southbound				Farriers Ln Eastbound				Westbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	9	0	9	0	23	0	23	0	0	1	1	0	0	0	0	33
07:15 AM	0	21	0	21	0	33	0	33	0	0	0	0	0	0	0	0	54
07:30 AM	0	27	0	27	0	37	0	37	0	0	0	0	0	0	0	0	64
07:45 AM	0	38	0	38	0	41	0	41	1	0	0	1	0	0	0	0	80
Total	0	95	0	95	0	134	0	134	1	0	1	2	0	0	0	0	231
08:00 AM	0	31	0	31	0	46	0	46	0	0	0	0	0	0	0	0	77
08:15 AM	0	30	0	30	0	35	0	35	0	0	0	0	0	0	0	0	65
08:30 AM	0	26	0	26	0	40	0	40	0	0	0	0	0	0	0	0	66
08:45 AM	1	29	0	30	0	42	0	42	1	0	0	1	0	0	0	0	73
Total	1	116	0	117	0	163	0	163	1	0	0	1	0	0	0	0	281

*** BREAK ***

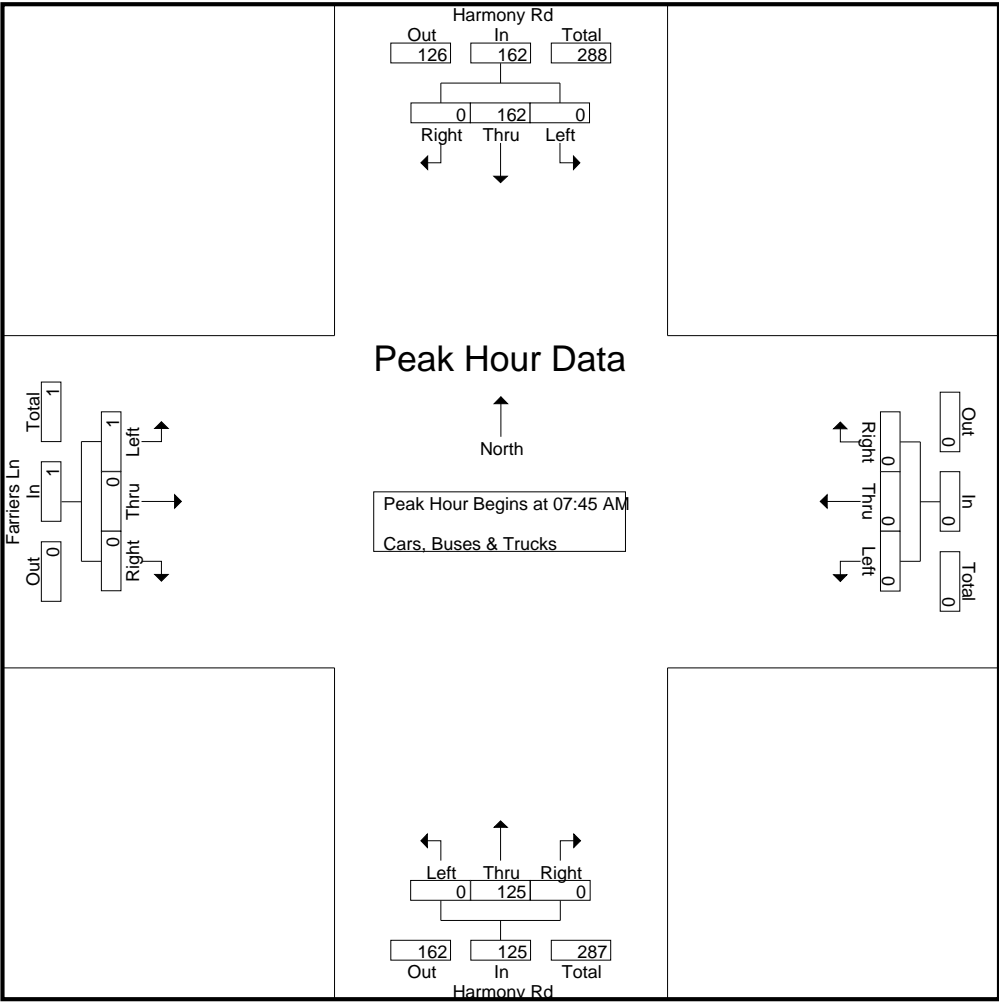
02:00 PM	2	33	0	35	0	40	0	40	0	0	1	1	0	0	0	0	76
02:15 PM	0	31	0	31	0	35	0	35	0	0	1	1	0	0	0	0	67
02:30 PM	2	35	0	37	0	30	1	31	0	0	0	0	0	0	0	0	68
02:45 PM	0	36	0	36	0	39	0	39	0	0	1	1	0	0	0	0	76
Total	4	135	0	139	0	144	1	145	0	0	3	3	0	0	0	0	287
03:00 PM	0	44	0	44	0	28	0	28	0	0	0	0	0	0	0	0	72
03:15 PM	1	39	0	40	0	32	1	33	0	0	0	0	0	0	0	0	73
03:30 PM	0	37	0	37	0	34	1	35	0	0	1	1	0	0	0	0	73
03:45 PM	0	48	0	48	0	43	0	43	0	0	1	1	0	0	0	0	92
Total	1	168	0	169	0	137	2	139	0	0	2	2	0	0	0	0	310
04:00 PM	0	55	0	55	0	52	0	52	2	0	0	2	0	0	0	0	109
04:15 PM	1	41	0	42	0	37	0	37	0	0	1	1	0	0	0	0	80
04:30 PM	0	27	0	27	0	46	1	47	0	0	0	0	0	0	0	0	74
04:45 PM	1	38	0	39	0	40	0	40	1	0	0	1	0	0	0	0	80
Total	2	161	0	163	0	175	1	176	3	0	1	4	0	0	0	0	343
05:00 PM	0	63	0	63	0	40	0	40	0	0	0	0	0	0	0	0	103
05:15 PM	0	45	0	45	0	34	3	37	0	0	0	0	0	0	0	0	82
05:30 PM	0	36	0	36	0	36	0	36	0	0	1	1	0	0	0	0	73
05:45 PM	0	41	0	41	0	23	1	24	0	0	1	1	0	0	0	0	66
Total	0	185	0	185	0	133	4	137	0	0	2	2	0	0	0	0	324
Grand Total	8	860	0	868	0	886	8	894	5	0	9	14	0	0	0	0	1776
Apprch %	0.9	99.1	0		0	99.1	0.9		35.7	0	64.3		0	0	0		
Total %	0.5	48.4	0	48.9	0	49.9	0.5	50.3	0.3	0	0.5	0.8	0	0	0	0	

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TMC Data
Harmony Road @ Farriers Lane
7-9 am | 2-4 pm | 4-6 pm

File Name : 20250009
Site Code : 20250009
Start Date : 01-23-2025
Page No : 2

	Harmony Rd Northbound				Harmony Rd Southbound				Farriers Ln Eastbound				Westbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	0	38	0	38	0	41	0	41	1	0	0	1	0	0	0	0	80
08:00 AM	0	31	0	31	0	46	0	46	0	0	0	0	0	0	0	0	77
08:15 AM	0	30	0	30	0	35	0	35	0	0	0	0	0	0	0	0	65
08:30 AM	0	26	0	26	0	40	0	40	0	0	0	0	0	0	0	0	66
Total Volume	0	125	0	125	0	162	0	162	1	0	0	1	0	0	0	0	288
% App. Total	0	100	0		0	100	0		100	0	0		0	0	0		
PHF	.000	.822	.000	.822	.000	.880	.000	.880	.250	.000	.000	.250	.000	.000	.000	.000	.900

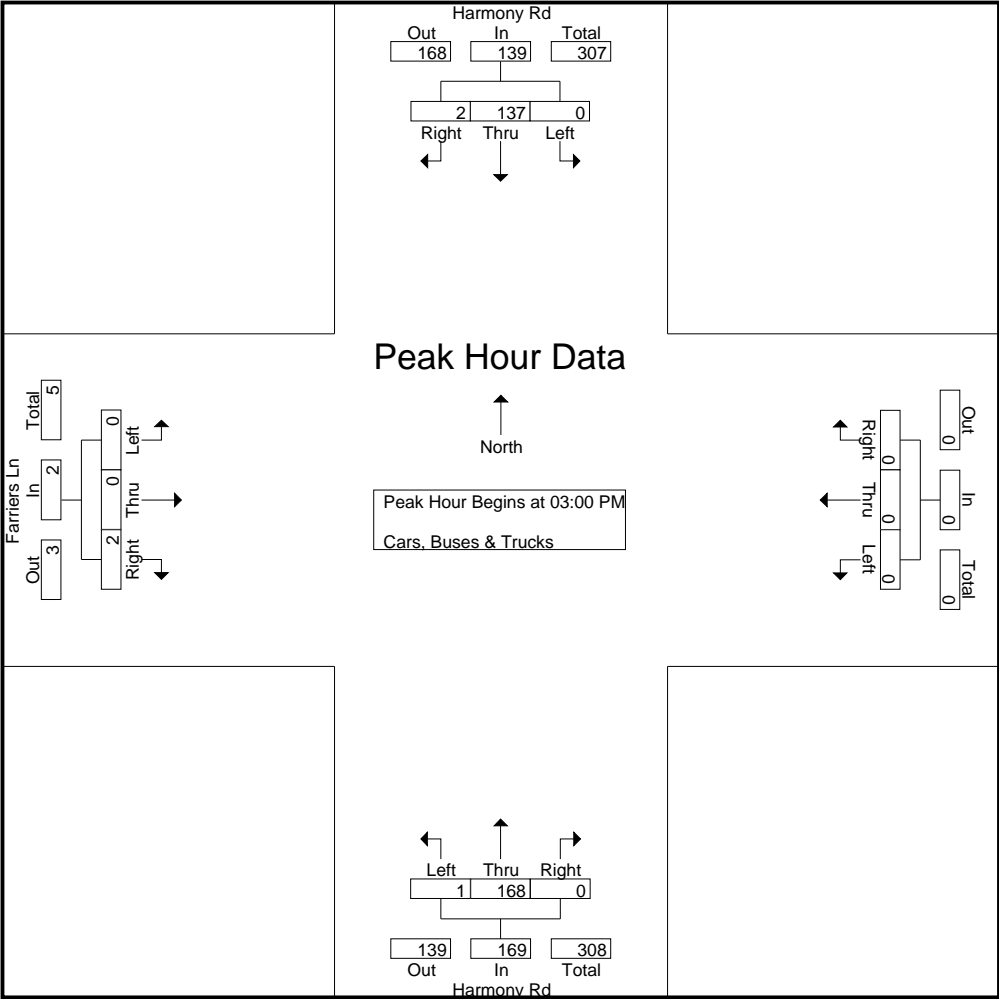


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TMC Data
Harmony Road @ Farriers Lane
7-9 am | 2-4 pm | 4-6 pm

File Name : 20250009
Site Code : 20250009
Start Date : 01-23-2025
Page No : 3

	Harmony Rd Northbound				Harmony Rd Southbound				Farriers Ln Eastbound				Westbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 02:00 PM to 03:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:00 PM																	
03:00 PM	0	44	0	44	0	28	0	28	0	0	0	0	0	0	0	0	72
03:15 PM	1	39	0	40	0	32	1	33	0	0	0	0	0	0	0	0	73
03:30 PM	0	37	0	37	0	34	1	35	0	0	1	1	0	0	0	0	73
03:45 PM	0	48	0	48	0	43	0	43	0	0	1	1	0	0	0	0	92
Total Volume	1	168	0	169	0	137	2	139	0	0	2	2	0	0	0	0	310
% App. Total	0.6	99.4	0		0	98.6	1.4		0	0	100		0	0	0		
PHF	.250	.875	.000	.880	.000	.797	.500	.808	.000	.000	.500	.500	.000	.000	.000	.000	.842

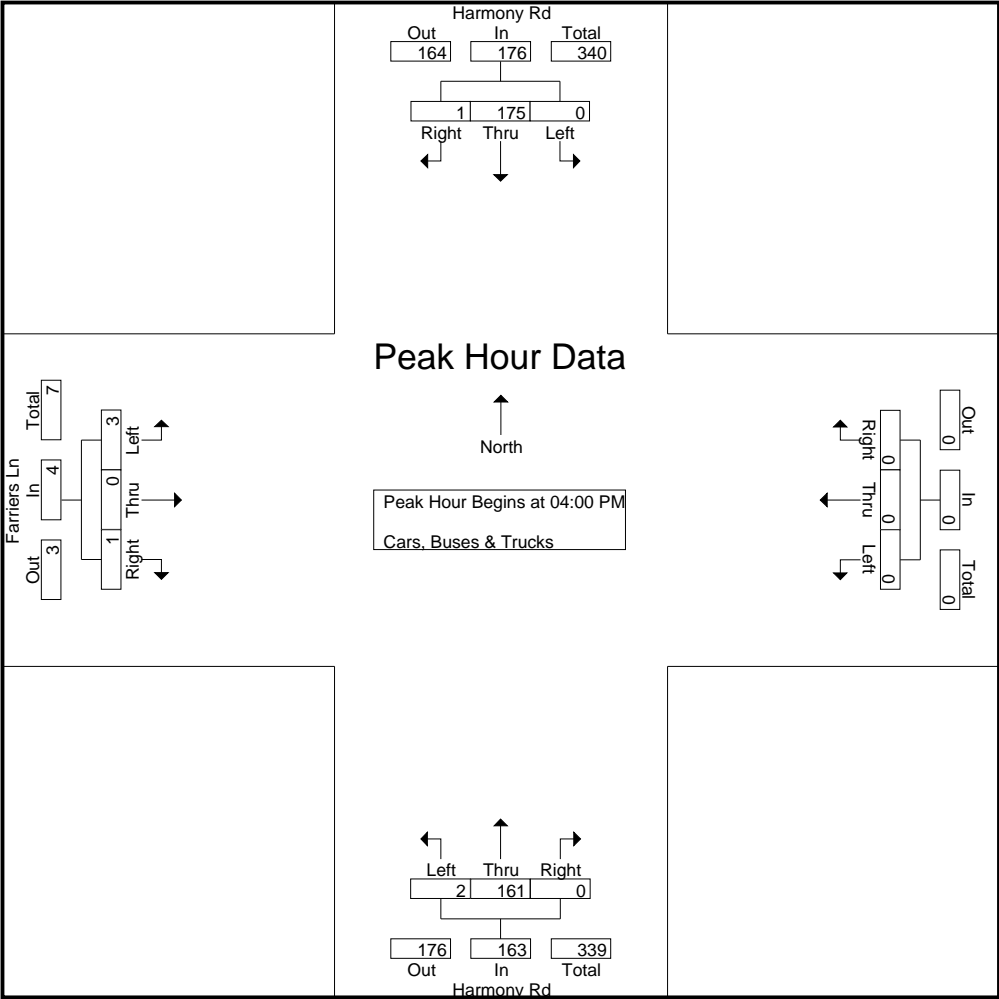


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TMC Data
Harmony Road @ Farriers Lane
7-9 am | 2-4 pm | 4-6 pm

File Name : 20250009
Site Code : 20250009
Start Date : 01-23-2025
Page No : 4

	Harmony Rd Northbound				Harmony Rd Southbound				Farriers Ln Eastbound				Westbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	55	0	55	0	52	0	52	2	0	0	2	0	0	0	0	109
04:15 PM	1	41	0	42	0	37	0	37	0	0	1	1	0	0	0	0	80
04:30 PM	0	27	0	27	0	46	1	47	0	0	0	0	0	0	0	0	74
04:45 PM	1	38	0	39	0	40	0	40	1	0	0	1	0	0	0	0	80
Total Volume	2	161	0	163	0	175	1	176	3	0	1	4	0	0	0	0	343
% App. Total	1.2	98.8	0		0	99.4	0.6		75	0	25		0	0	0		
PHF	.500	.732	.000	.741	.000	.841	.250	.846	.375	.000	.250	.500	.000	.000	.000	.000	.787



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TMC Data

Harmony Rd @ Scott Rd - Private Drwy

7-9am | 2-4pm | 4-6pm

File Name : 20250012

Site Code : 20250012

Start Date : 01-23-2025

Page No : 1

Groups Printed- Cars, Buses & Trucks

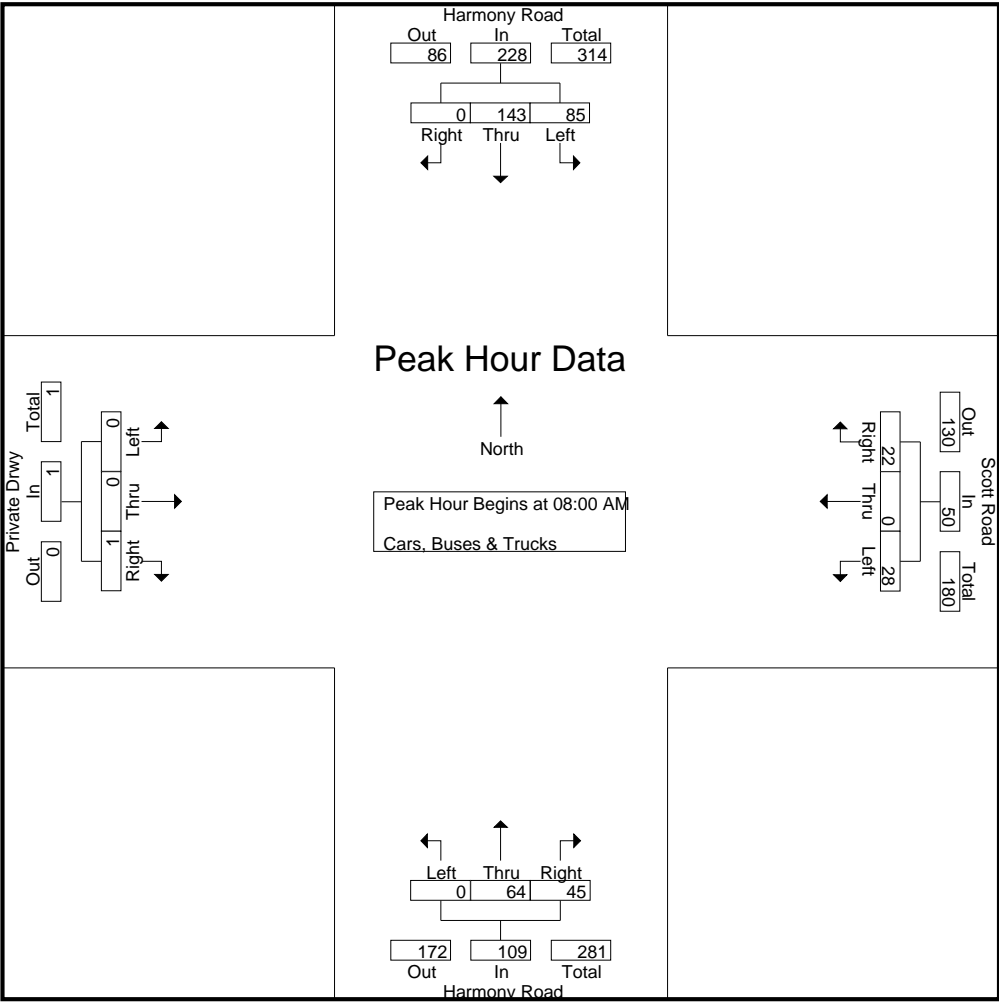
	Harmony Road Northbound				Harmony Road Southbound				Private Drwy Eastbound				Scott Road Westbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	1	9	2	12	4	24	0	28	0	0	0	0	8	0	6	14	54
07:15 AM	0	7	8	15	7	23	0	30	0	0	1	1	6	0	6	12	58
07:30 AM	0	10	4	14	14	28	0	42	0	0	0	0	8	0	4	12	68
07:45 AM	0	15	4	19	14	42	0	56	0	0	0	0	6	0	6	12	87
Total	1	41	18	60	39	117	0	156	0	0	1	1	28	0	22	50	267
08:00 AM	0	17	10	27	20	40	0	60	0	0	0	0	6	0	6	12	99
08:15 AM	0	19	12	31	18	34	0	52	0	0	0	0	8	0	4	12	95
08:30 AM	0	18	10	28	27	34	0	61	0	0	1	1	6	0	5	11	101
08:45 AM	0	10	13	23	20	35	0	55	0	0	0	0	8	0	7	15	93
Total	0	64	45	109	85	143	0	228	0	0	1	1	28	0	22	50	388
*** BREAK ***																	
02:00 PM	0	33	11	44	11	34	0	45	0	0	2	2	10	0	12	22	113
02:15 PM	0	26	13	39	9	19	0	28	0	0	0	0	15	0	17	32	99
02:30 PM	0	28	9	37	9	25	0	34	0	0	0	0	9	0	12	21	92
02:45 PM	0	31	7	38	15	31	0	46	0	0	0	0	8	0	18	26	110
Total	0	118	40	158	44	109	0	153	0	0	2	2	42	0	59	101	414
03:00 PM	0	33	15	48	13	14	0	27	0	0	0	0	12	0	21	33	108
03:15 PM	0	33	7	40	18	17	0	35	0	0	0	0	14	0	17	31	106
03:30 PM	1	25	5	31	21	33	0	54	0	0	0	0	7	0	12	19	104
03:45 PM	0	30	12	42	11	26	0	37	0	0	0	0	10	0	12	22	101
Total	1	121	39	161	63	90	0	153	0	0	0	0	43	0	62	105	419
04:00 PM	0	43	22	65	9	34	0	43	0	0	0	0	12	0	20	32	140
04:15 PM	0	42	9	51	20	26	0	46	0	0	0	0	10	0	23	33	130
04:30 PM	1	29	12	42	20	25	0	45	0	0	1	1	14	0	26	40	128
04:45 PM	0	30	11	41	13	25	0	38	0	0	1	1	8	0	31	39	119
Total	1	144	54	199	62	110	0	172	0	0	2	2	44	0	100	144	517
05:00 PM	0	49	22	71	11	17	0	28	0	0	0	0	17	0	28	45	144
05:15 PM	2	49	14	65	12	27	0	39	0	1	0	1	9	0	34	43	148
05:30 PM	0	33	7	40	16	29	0	45	0	0	0	0	10	0	29	39	124
05:45 PM	1	35	9	45	18	22	0	40	1	0	0	1	9	0	23	32	118
Total	3	166	52	221	57	95	0	152	1	1	0	2	45	0	114	159	534
Grand Total	6	654	248	908	350	664	0	1014	1	1	6	8	230	0	379	609	2539
Apprch %	0.7	72	27.3		34.5	65.5	0		12.5	12.5	75		37.8	0	62.2		
Total %	0.2	25.8	9.8	35.8	13.8	26.2	0	39.9	0	0	0.2	0.3	9.1	0	14.9	24	

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TMC Data
Harmony Rd @ Scott Rd - Private Drwy
7-9am | 2-4pm | 4-6pm

File Name : 20250012
Site Code : 20250012
Start Date : 01-23-2025
Page No : 2

	Harmony Road Northbound				Harmony Road Southbound				Private Drwy Eastbound				Scott Road Westbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	0	17	10	27	20	40	0	60	0	0	0	0	6	0	6	12	99
08:15 AM	0	19	12	31	18	34	0	52	0	0	0	0	8	0	4	12	95
08:30 AM	0	18	10	28	27	34	0	61	0	0	1	1	6	0	5	11	101
08:45 AM	0	10	13	23	20	35	0	55	0	0	0	0	8	0	7	15	93
Total Volume	0	64	45	109	85	143	0	228	0	0	1	1	28	0	22	50	388
% App. Total	0	58.7	41.3		37.3	62.7	0		0	0	100		56	0	44		
PHF	.000	.842	.865	.879	.787	.894	.000	.934	.000	.000	.250	.250	.875	.000	.786	.833	.960

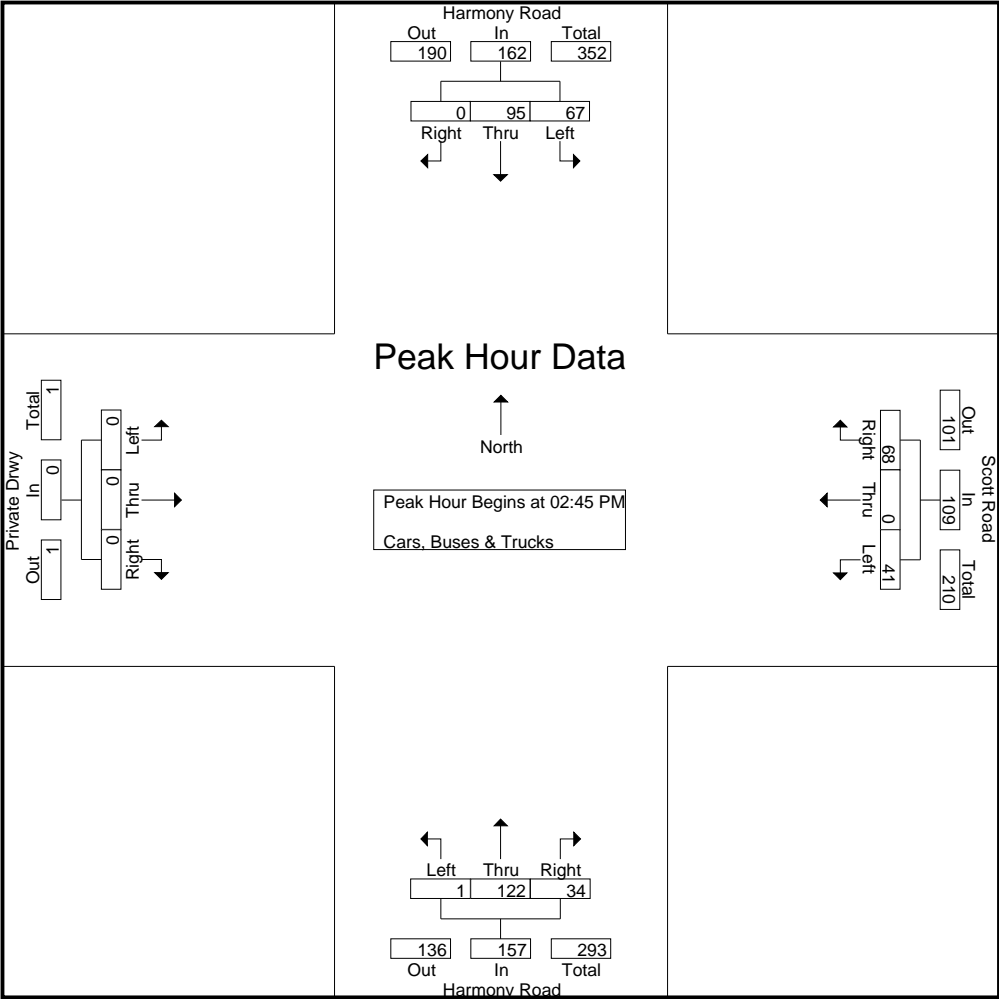


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TMC Data
Harmony Rd @ Scott Rd - Private Drwy
7-9am | 2-4pm | 4-6pm

File Name : 20250012
Site Code : 20250012
Start Date : 01-23-2025
Page No : 3

	Harmony Road Northbound				Harmony Road Southbound				Private Drwy Eastbound				Scott Road Westbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 02:00 PM to 03:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 02:45 PM																	
02:45 PM	0	31	7	38	15	31	0	46	0	0	0	0	8	0	18	26	110
03:00 PM	0	33	15	48	13	14	0	27	0	0	0	0	12	0	21	33	108
03:15 PM	0	33	7	40	18	17	0	35	0	0	0	0	14	0	17	31	106
03:30 PM	1	25	5	31	21	33	0	54	0	0	0	0	7	0	12	19	104
Total Volume	1	122	34	157	67	95	0	162	0	0	0	0	41	0	68	109	428
% App. Total	0.6	77.7	21.7		41.4	58.6	0		0	0	0		37.6	0	62.4		
PHF	.250	.924	.567	.818	.798	.720	.000	.750	.000	.000	.000	.000	.732	.000	.810	.826	.973

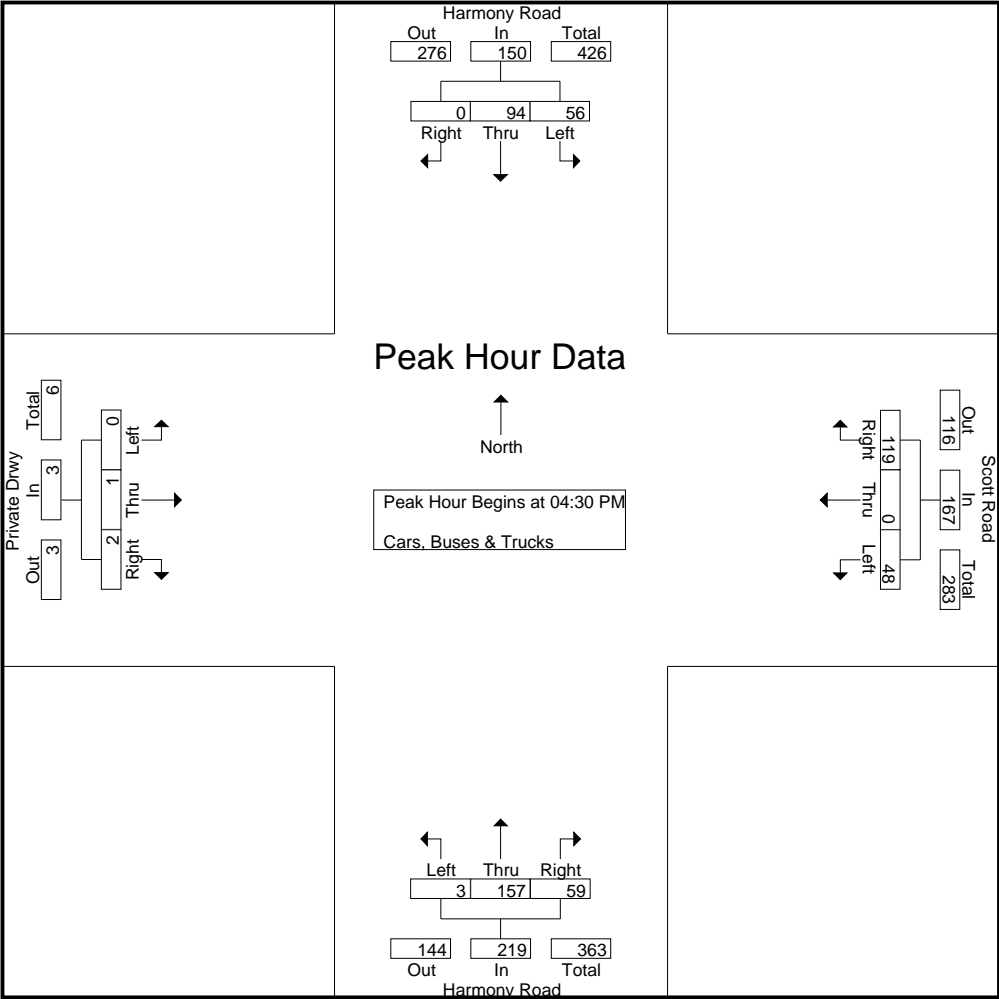


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TMC Data
Harmony Rd @ Scott Rd - Private Drwy
7-9am | 2-4pm | 4-6pm

File Name : 20250012
Site Code : 20250012
Start Date : 01-23-2025
Page No : 4

	Harmony Road Northbound				Harmony Road Southbound				Private Drwy Eastbound				Scott Road Westbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	1	29	12	42	20	25	0	45	0	0	1	1	14	0	26	40	128
04:45 PM	0	30	11	41	13	25	0	38	0	0	1	1	8	0	31	39	119
05:00 PM	0	49	22	71	11	17	0	28	0	0	0	0	17	0	28	45	144
05:15 PM	2	49	14	65	12	27	0	39	0	1	0	1	9	0	34	43	148
Total Volume	3	157	59	219	56	94	0	150	0	1	2	3	48	0	119	167	539
% App. Total	1.4	71.7	26.9		37.3	62.7	0		0	33.3	66.7		28.7	0	71.3		
PHF	.375	.801	.670	.771	.700	.870	.000	.833	.000	.250	.500	.750	.706	.000	.875	.928	.910



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TMC Data

Harmony Rd @ 821 Harmony Road Driveway
7-9 am | 2-4 pm | 4-6 pm

File Name : 20250024
Site Code : 20250024
Start Date : 01-23-2025
Page No : 1

Groups Printed- Cars, Buses & Trucks

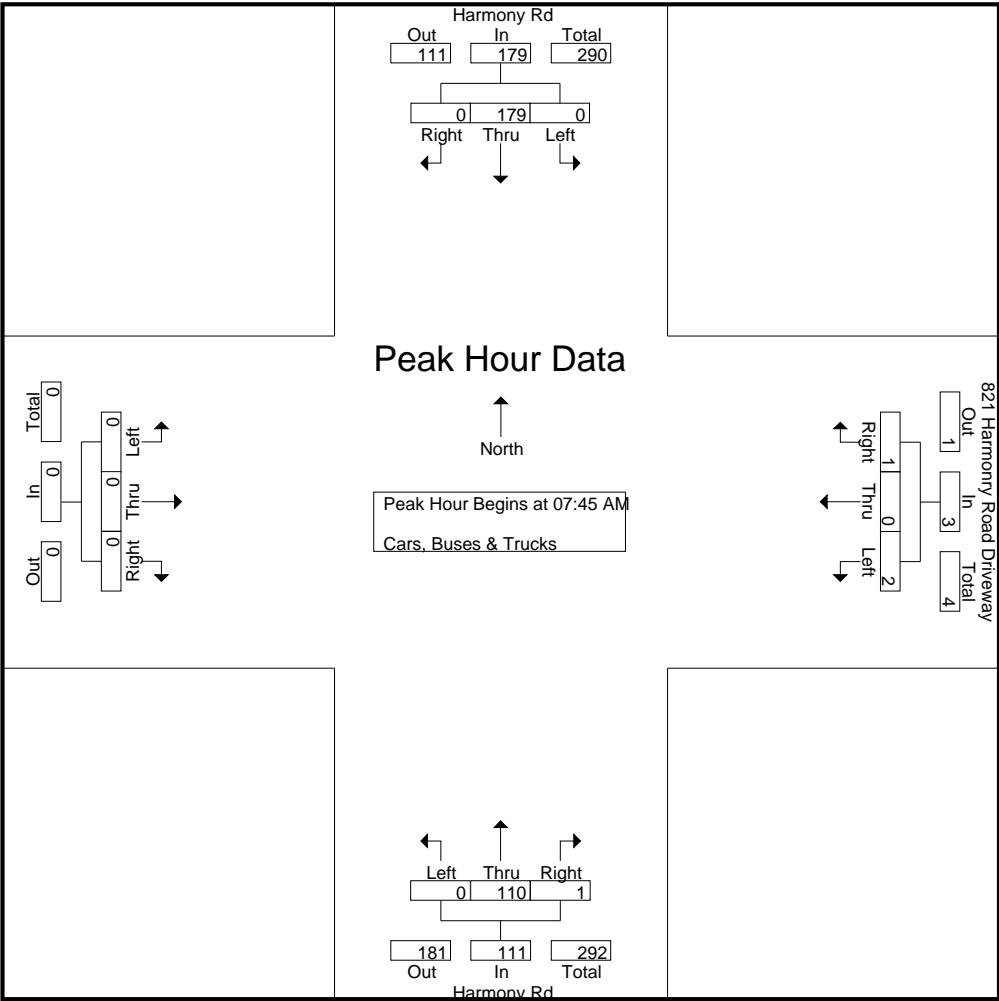
	Harmony Rd Northbound				Harmony Rd Southbound				Eastbound				821 Harmony Road Driveway Westbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	13	0	13	0	33	0	33	0	0	0	0	0	0	1	1	47
07:15 AM	0	16	0	16	1	30	0	31	0	0	0	0	1	0	0	1	48
07:30 AM	0	16	1	17	0	37	0	37	0	0	0	0	0	0	0	0	54
07:45 AM	0	20	0	20	0	48	0	48	0	0	0	0	1	0	0	1	69
Total	0	65	1	66	1	148	0	149	0	0	0	0	2	0	1	3	218
08:00 AM	0	28	0	28	0	47	0	47	0	0	0	0	0	0	0	0	75
08:15 AM	0	32	0	32	0	42	0	42	0	0	0	0	1	0	0	1	75
08:30 AM	0	30	1	31	0	42	0	42	0	0	0	0	0	0	1	1	74
08:45 AM	0	24	0	24	1	44	0	45	0	0	0	0	0	0	0	0	69
Total	0	114	1	115	1	175	0	176	0	0	0	0	1	0	1	2	293
*** BREAK ***																	
02:00 PM	0	45	1	46	0	47	0	47	0	0	0	0	0	0	0	0	93
02:15 PM	0	40	0	40	1	36	0	37	0	0	0	0	0	0	0	0	77
02:30 PM	0	39	0	39	0	34	0	34	0	0	0	0	1	0	0	1	74
02:45 PM	0	38	1	39	0	40	0	40	0	0	0	0	0	0	0	0	79
Total	0	162	2	164	1	157	0	158	0	0	0	0	1	0	0	1	323
03:00 PM	0	49	0	49	0	27	0	27	0	0	0	0	0	0	1	1	77
03:15 PM	0	42	0	42	0	31	0	31	0	0	0	0	1	0	0	1	74
03:30 PM	0	32	1	33	0	41	0	41	0	0	0	0	0	0	1	1	75
03:45 PM	0	44	0	44	1	38	0	39	0	0	0	0	0	0	0	0	83
Total	0	167	1	168	1	137	0	138	0	0	0	0	1	0	2	3	309
04:00 PM	0	66	1	67	0	47	0	47	0	0	0	0	1	0	0	1	115
04:15 PM	0	53	0	53	0	37	0	37	0	0	0	0	0	0	1	1	91
04:30 PM	0	44	1	45	1	41	0	42	0	0	0	0	1	0	0	1	88
04:45 PM	0	42	0	42	0	36	0	36	0	0	0	0	1	0	1	2	80
Total	0	205	2	207	1	161	0	162	0	0	0	0	3	0	2	5	374
05:00 PM	0	73	0	73	0	35	0	35	0	0	0	0	1	0	0	1	109
05:15 PM	0	66	1	67	1	37	0	38	0	0	0	0	0	0	1	1	106
05:30 PM	0	41	0	41	1	40	0	41	0	0	0	0	1	0	0	1	83
05:45 PM	0	45	0	45	0	31	0	31	0	0	0	0	0	0	1	1	77
Total	0	225	1	226	2	143	0	145	0	0	0	0	2	0	2	4	375
Grand Total	0	938	8	946	7	921	0	928	0	0	0	0	10	0	8	18	1892
Apprch %	0	99.2	0.8		0.8	99.2	0		0	0	0		55.6	0	44.4		
Total %	0	49.6	0.4	50	0.4	48.7	0	49	0	0	0	0	0.5	0	0.4	1	

A & R Engineering, Inc.
2160 Kingston Court Suite 'O'
Marietta, GA 30067

TMC Data
Harmony Rd @ 821 Harmony Road Driveway
7-9 am | 2-4 pm | 4-6 pm

File Name : 20250024
Site Code : 20250024
Start Date : 01-23-2025
Page No : 2

	Harmony Rd Northbound				Harmony Rd Southbound				Eastbound				821 Harmony Road Driveway Westbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	0	20	0	20	0	48	0	48	0	0	0	0	1	0	0	1	69
08:00 AM	0	28	0	28	0	47	0	47	0	0	0	0	0	0	0	0	75
08:15 AM	0	32	0	32	0	42	0	42	0	0	0	0	1	0	0	1	75
08:30 AM	0	30	1	31	0	42	0	42	0	0	0	0	0	0	1	1	74
Total Volume	0	110	1	111	0	179	0	179	0	0	0	0	2	0	1	3	293
% App. Total	0	99.1	0.9		0	100	0		0	0	0		66.7	0	33.3		
PHF	.000	.859	.250	.867	.000	.932	.000	.932	.000	.000	.000	.000	.500	.000	.250	.750	.977

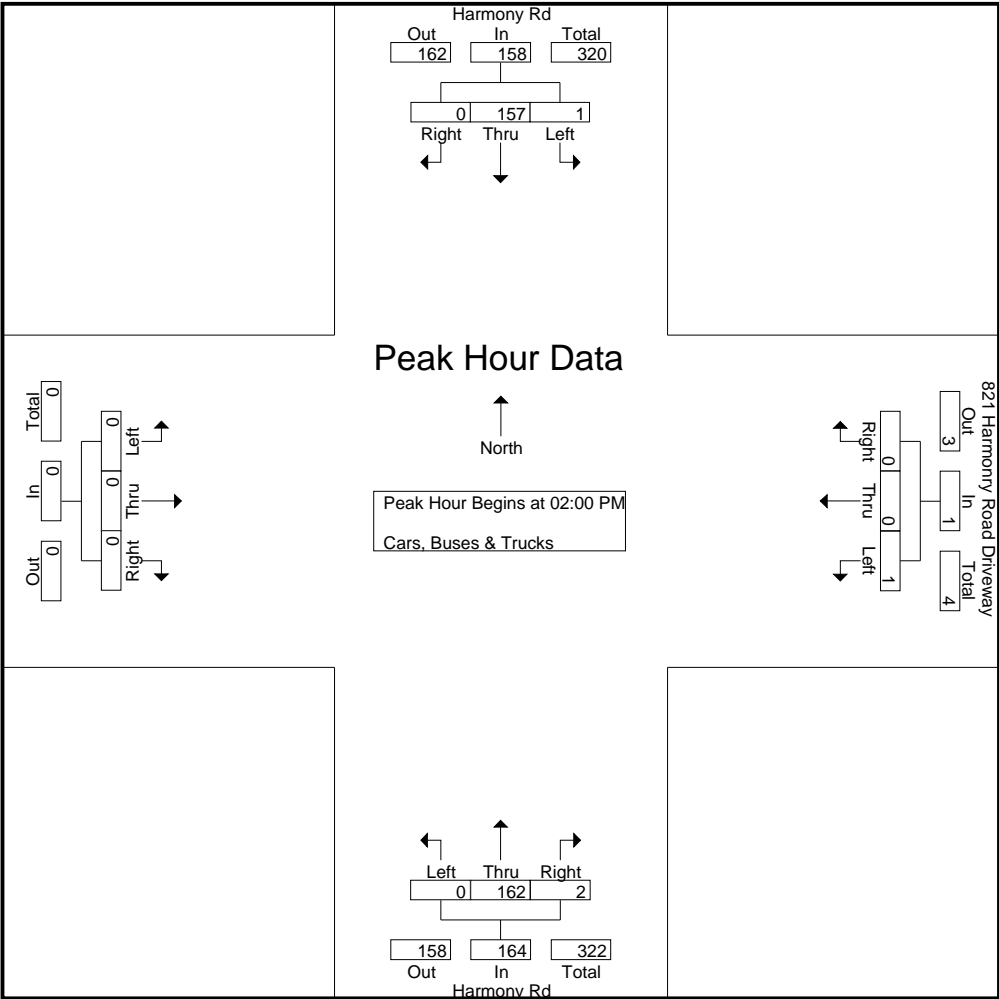


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TMC Data
Harmony Rd @ 821 Harmony Road Driveway
7-9 am | 2-4 pm | 4-6 pm

File Name : 20250024
Site Code : 20250024
Start Date : 01-23-2025
Page No : 3

	Harmony Rd Northbound				Harmony Rd Southbound				Eastbound				821 Harmony Road Driveway Westbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 02:00 PM to 03:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 02:00 PM																	
02:00 PM	0	45	1	46	0	47	0	47	0	0	0	0	0	0	0	0	93
02:15 PM	0	40	0	40	1	36	0	37	0	0	0	0	0	0	0	0	77
02:30 PM	0	39	0	39	0	34	0	34	0	0	0	0	1	0	0	1	74
02:45 PM	0	38	1	39	0	40	0	40	0	0	0	0	0	0	0	0	79
Total Volume	0	162	2	164	1	157	0	158	0	0	0	0	1	0	0	1	323
% App. Total	0	98.8	1.2		0.6	99.4	0		0	0	0		100	0	0		
PHF	.000	.900	.500	.891	.250	.835	.000	.840	.000	.000	.000	.000	.250	.000	.000	.250	.868

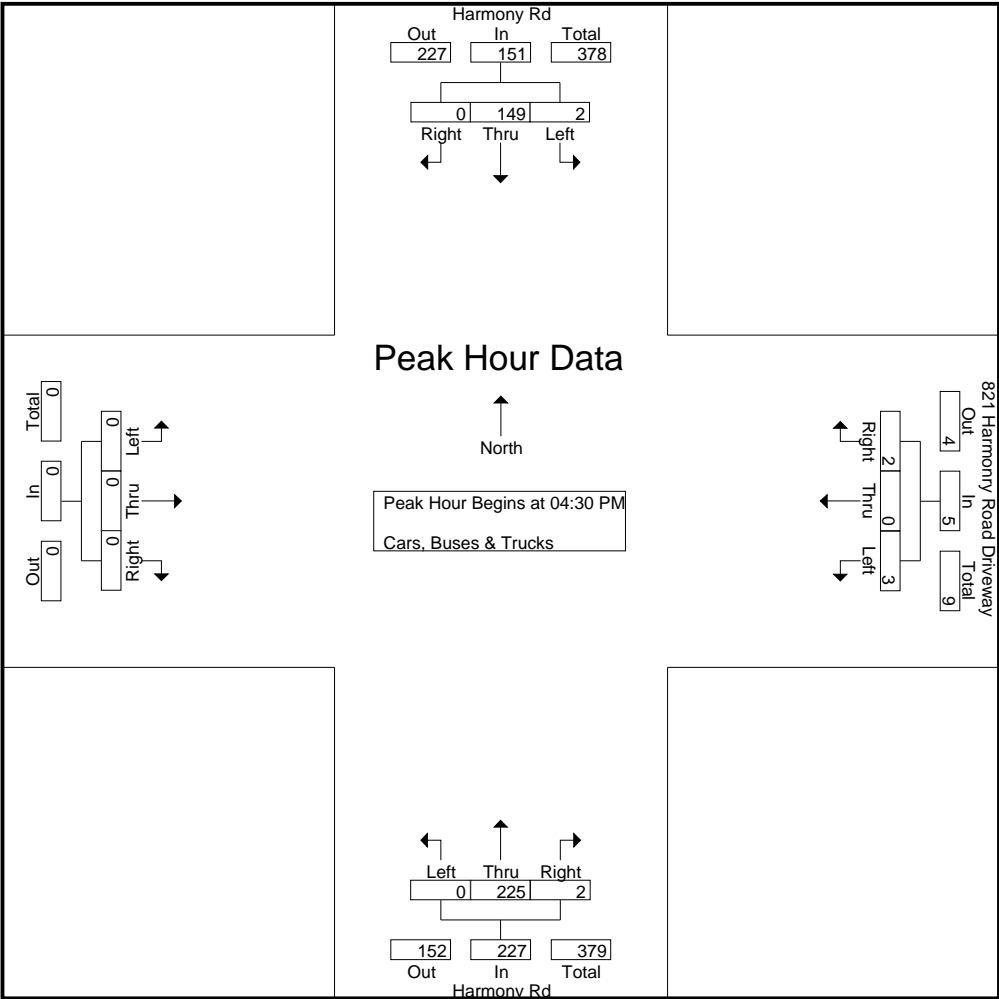


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TMC Data
Harmony Rd @ 821 Harmony Road Driveway
7-9 am | 2-4 pm | 4-6 pm

File Name : 20250024
Site Code : 20250024
Start Date : 01-23-2025
Page No : 4

	Harmony Rd Northbound				Harmony Rd Southbound				Eastbound				821 Harmony Road Driveway Westbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	0	44	1	45	1	41	0	42	0	0	0	0	1	0	0	1	88
04:45 PM	0	42	0	42	0	36	0	36	0	0	0	0	1	0	1	2	80
05:00 PM	0	73	0	73	0	35	0	35	0	0	0	0	1	0	0	1	109
05:15 PM	0	66	1	67	1	37	0	38	0	0	0	0	0	0	1	1	106
Total Volume	0	225	2	227	2	149	0	151	0	0	0	0	3	0	2	5	383
% App. Total	0	99.1	0.9		1.3	98.7	0		0	0	0		60	0	40		
PHF	.000	.771	.500	.777	.500	.909	.000	.899	.000	.000	.000	.000	.750	.000	.500	.625	.878



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TMC Data

Harmony Rd @ Oconee Custom Signs N. Drwy

7-9 am | 2-4 pm | 4-6 pm

File Name : 20250025

Site Code : 20250025

Start Date : 01-23-2025

Page No : 1

Groups Printed- Cars, Buses & Trucks

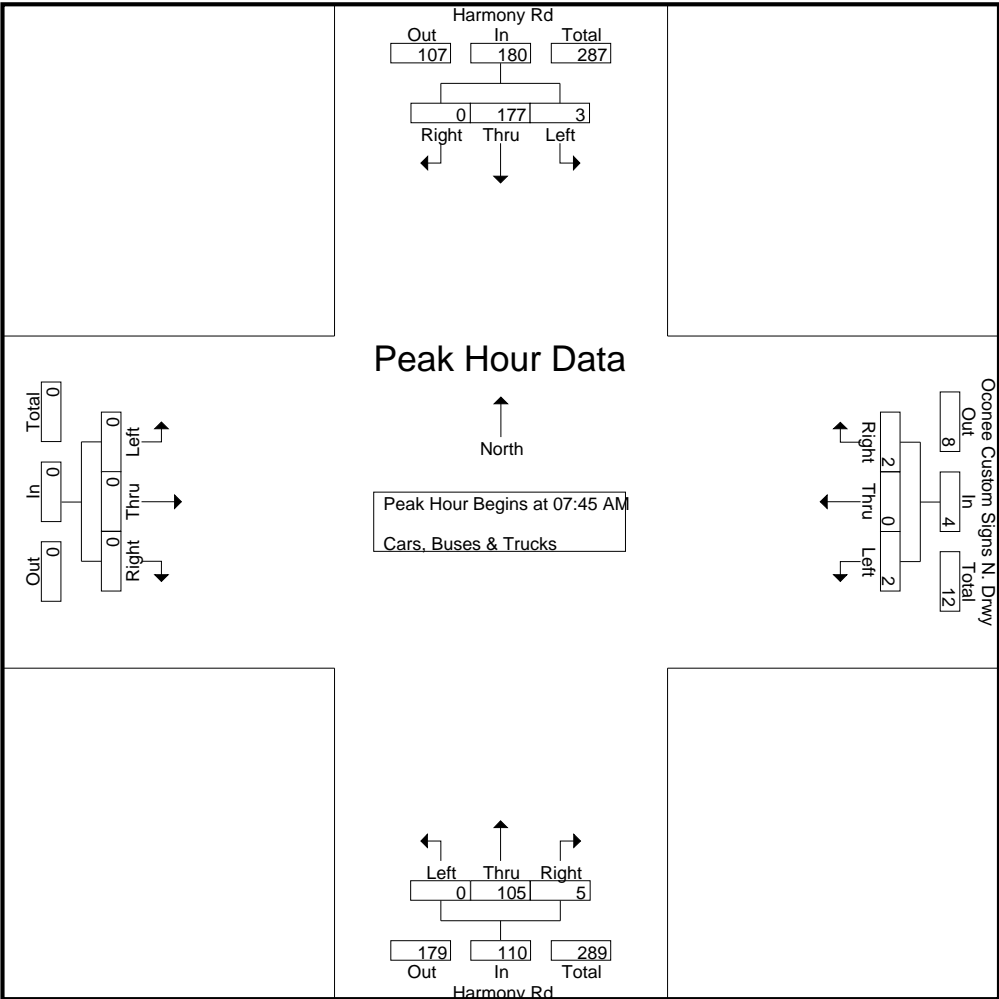
	Harmony Rd Northbound				Harmony Rd Southbound				Eastbound				Oconee Custom Signs N. Drwy Westbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	12	1	13	1	32	0	33	0	0	0	0	1	0	0	1	47
07:15 AM	0	15	1	16	0	30	0	30	0	0	0	0	0	0	1	1	47
07:30 AM	0	14	2	16	1	36	0	37	0	0	0	0	1	0	1	2	55
07:45 AM	0	19	1	20	1	48	0	49	0	0	0	0	0	0	0	0	69
Total	0	60	5	65	3	146	0	149	0	0	0	0	2	0	2	4	218
08:00 AM	0	27	1	28	0	46	0	46	0	0	0	0	1	0	1	2	76
08:15 AM	0	31	1	32	1	42	0	43	0	0	0	0	0	0	0	0	75
08:30 AM	0	28	2	30	1	41	0	42	0	0	0	0	1	0	1	2	74
08:45 AM	0	23	1	24	0	43	0	43	0	0	0	0	1	0	0	1	68
Total	0	109	5	114	2	172	0	174	0	0	0	0	3	0	2	5	293
*** BREAK ***																	
02:00 PM	0	44	1	45	1	46	0	47	0	0	0	0	1	0	1	2	94
02:15 PM	0	39	1	40	0	34	0	34	0	0	0	0	2	0	0	2	76
02:30 PM	0	37	2	39	1	34	0	35	0	0	0	0	0	0	1	1	75
02:45 PM	0	38	0	38	0	39	0	39	0	0	0	0	1	0	2	3	80
Total	0	158	4	162	2	153	0	155	0	0	0	0	4	0	4	8	325
03:00 PM	0	48	1	49	1	26	0	27	0	0	0	0	1	0	1	2	78
03:15 PM	0	40	2	42	0	31	0	31	0	0	0	0	0	0	0	0	73
03:30 PM	0	31	1	32	2	40	0	42	0	0	0	0	1	0	1	2	76
03:45 PM	0	42	2	44	0	36	0	36	0	0	0	0	2	0	1	3	83
Total	0	161	6	167	3	133	0	136	0	0	0	0	4	0	3	7	310
04:00 PM	0	65	1	66	1	46	0	47	0	0	0	0	1	0	1	2	115
04:15 PM	0	51	2	53	0	36	0	36	0	0	0	0	1	0	1	2	91
04:30 PM	0	42	2	44	1	40	0	41	0	0	0	0	1	0	2	3	88
04:45 PM	0	41	1	42	1	34	0	35	0	0	0	0	2	0	1	3	80
Total	0	199	6	205	3	156	0	159	0	0	0	0	5	0	5	10	374
05:00 PM	0	71	2	73	0	34	0	34	0	0	0	0	1	0	1	2	109
05:15 PM	0	65	1	66	1	36	0	37	0	0	0	0	1	0	0	1	104
05:30 PM	0	40	1	41	1	39	0	40	0	0	0	0	1	0	1	2	83
05:45 PM	0	45	0	45	0	31	0	31	0	0	0	0	0	0	0	0	76
Total	0	221	4	225	2	140	0	142	0	0	0	0	3	0	2	5	372
Grand Total	0	908	30	938	15	900	0	915	0	0	0	0	21	0	18	39	1892
Apprch %	0	96.8	3.2		1.6	98.4	0		0	0	0		53.8	0	46.2		
Total %	0	48	1.6	49.6	0.8	47.6	0	48.4	0	0	0	0	1.1	0	1	2.1	

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TMC Data
Harmony Rd @ Oconee Custom Signs N. Drwy
7-9 am | 2-4 pm | 4-6 pm

File Name : 20250025
Site Code : 20250025
Start Date : 01-23-2025
Page No : 2

	Harmony Rd Northbound				Harmony Rd Southbound				Eastbound				Oconee Custom Signs N. Drwy Westbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	0	19	1	20	1	48	0	49	0	0	0	0	0	0	0	0	69
08:00 AM	0	27	1	28	0	46	0	46	0	0	0	0	1	0	1	2	76
08:15 AM	0	31	1	32	1	42	0	43	0	0	0	0	0	0	0	0	75
08:30 AM	0	28	2	30	1	41	0	42	0	0	0	0	1	0	1	2	74
Total Volume	0	105	5	110	3	177	0	180	0	0	0	0	2	0	2	4	294
% App. Total	0	95.5	4.5		1.7	98.3	0		0	0	0		50	0	50		
PHF	.000	.847	.625	.859	.750	.922	.000	.918	.000	.000	.000	.000	.500	.000	.500	.500	.967

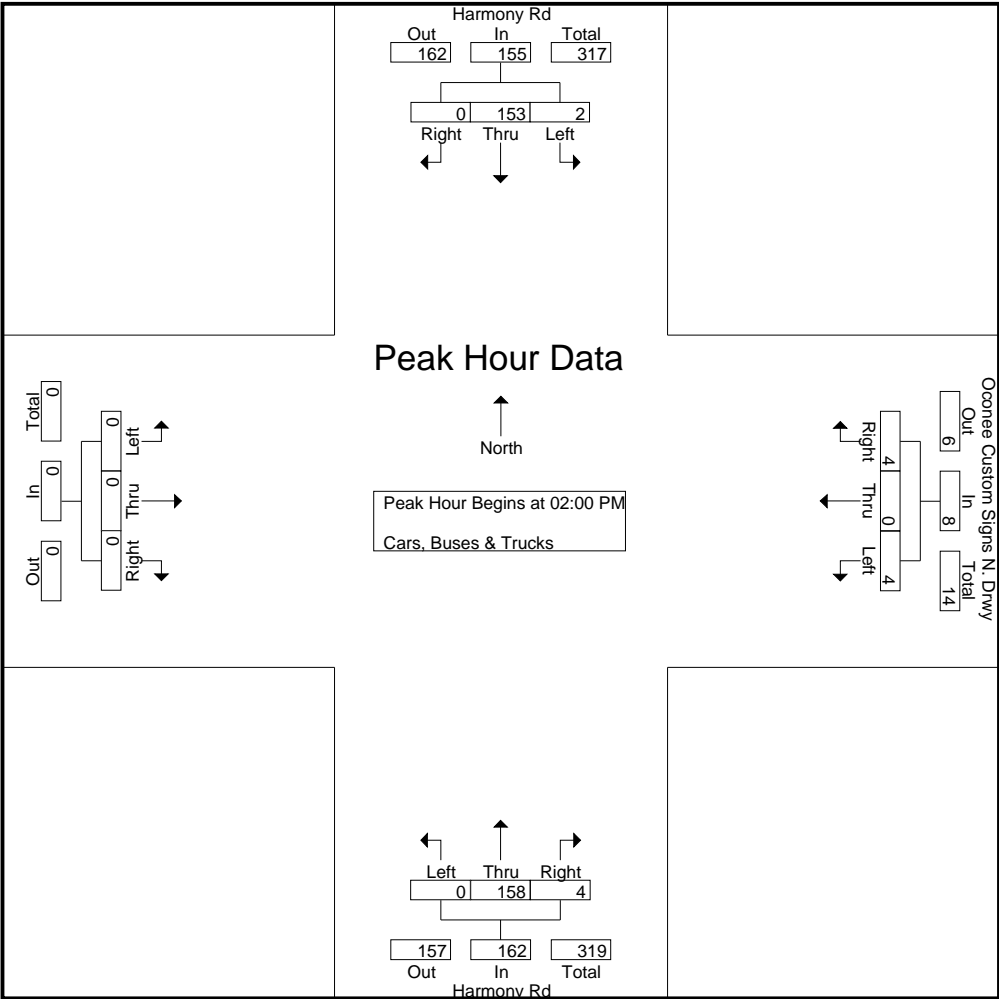


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TMC Data
Harmony Rd @ Oconee Custom Signs N. Drwy
7-9 am | 2-4 pm | 4-6 pm

File Name : 20250025
Site Code : 20250025
Start Date : 01-23-2025
Page No : 3

	Harmony Rd Northbound				Harmony Rd Southbound				Eastbound				Oconee Custom Signs N. Drwy Westbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 02:00 PM to 03:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 02:00 PM																	
02:00 PM	0	44	1	45	1	46	0	47	0	0	0	0	1	0	1	2	94
02:15 PM	0	39	1	40	0	34	0	34	0	0	0	0	2	0	0	2	76
02:30 PM	0	37	2	39	1	34	0	35	0	0	0	0	0	0	1	1	75
02:45 PM	0	38	0	38	0	39	0	39	0	0	0	0	1	0	2	3	80
Total Volume	0	158	4	162	2	153	0	155	0	0	0	0	4	0	4	8	325
% App. Total	0	97.5	2.5		1.3	98.7	0		0	0	0		50	0	50		
PHF	.000	.898	.500	.900	.500	.832	.000	.824	.000	.000	.000	.000	.500	.000	.500	.667	.864

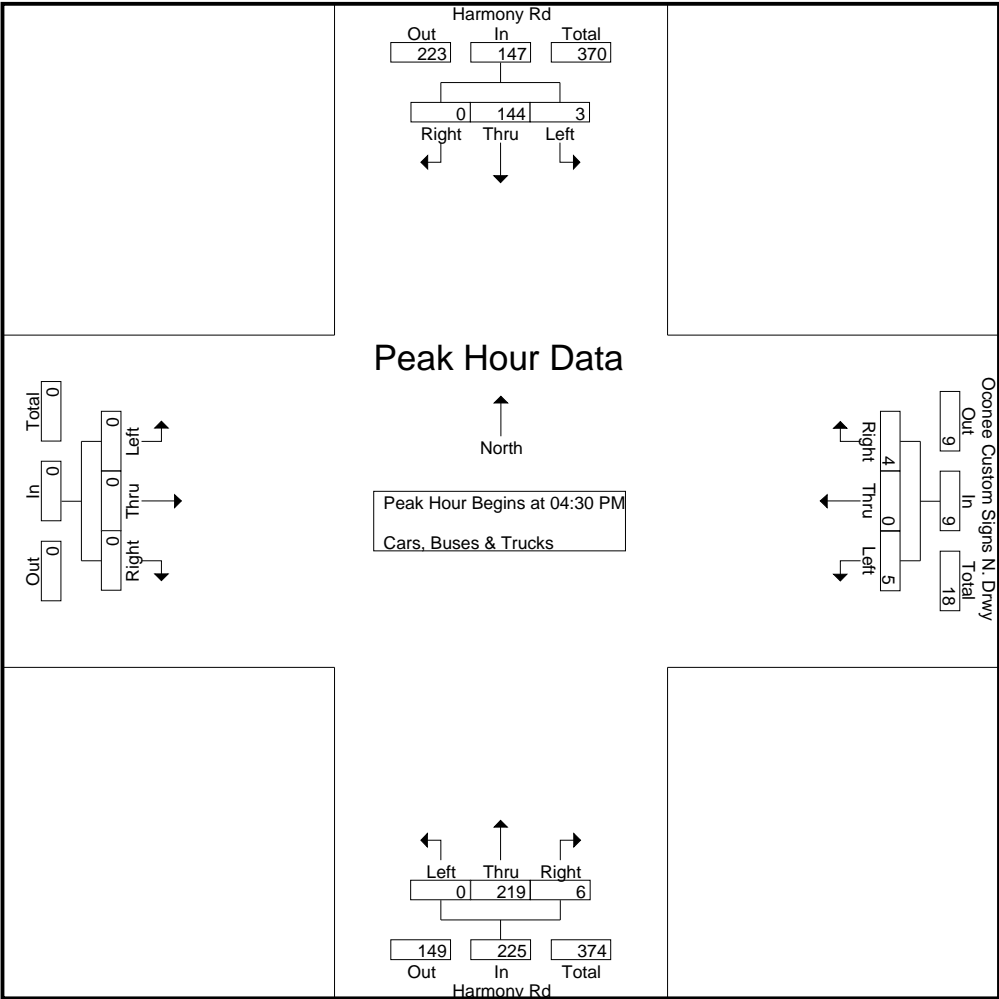


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TMC Data
Harmony Rd @ Oconee Custom Signs N. Drwy
7-9 am | 2-4 pm | 4-6 pm

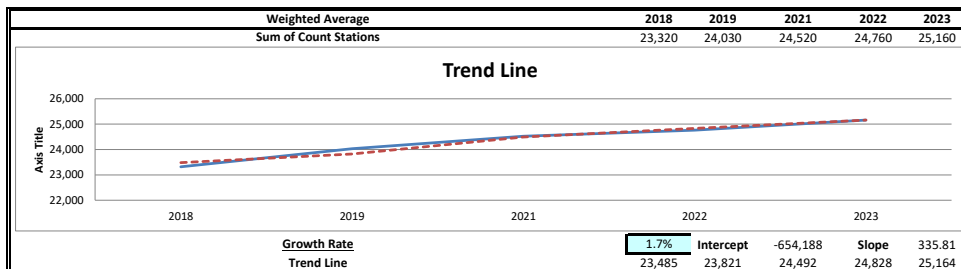
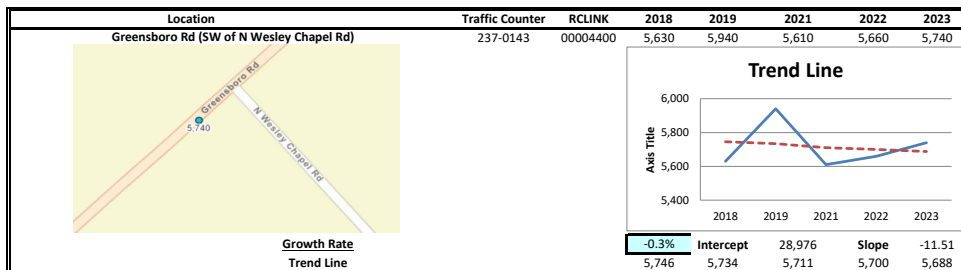
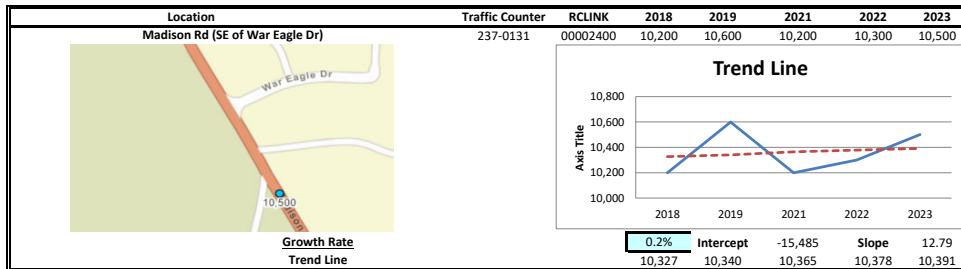
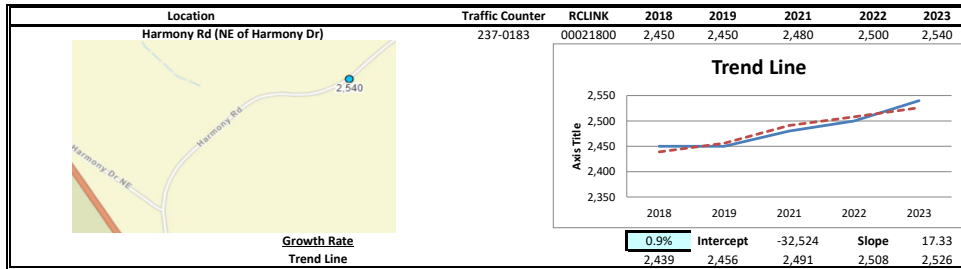
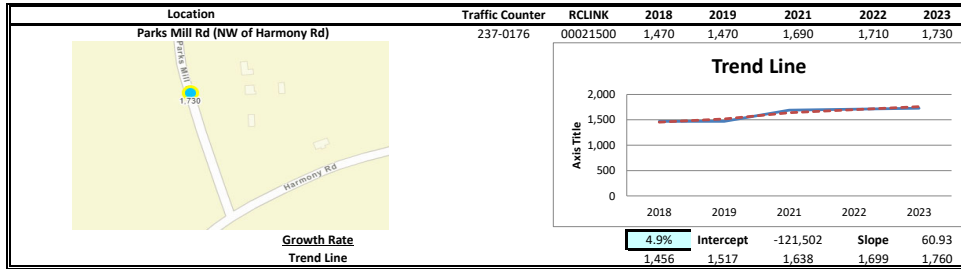
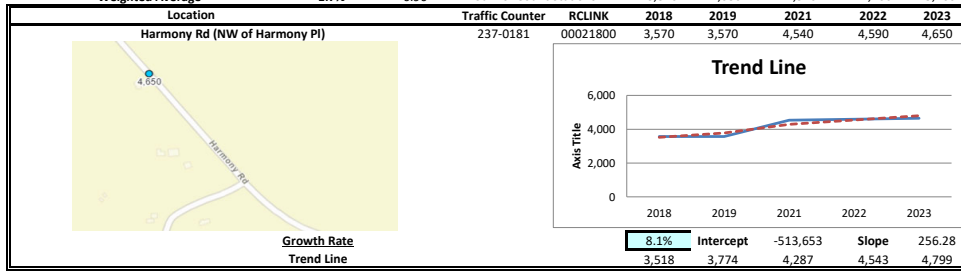
File Name : 20250025
Site Code : 20250025
Start Date : 01-23-2025
Page No : 4

	Harmony Rd Northbound				Harmony Rd Southbound				Eastbound				Oconee Custom Signs N. Drwy Westbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	0	42	2	44	1	40	0	41	0	0	0	0	1	0	2	3	88
04:45 PM	0	41	1	42	1	34	0	35	0	0	0	0	2	0	1	3	80
05:00 PM	0	71	2	73	0	34	0	34	0	0	0	0	1	0	1	2	109
05:15 PM	0	65	1	66	1	36	0	37	0	0	0	0	1	0	0	1	104
Total Volume	0	219	6	225	3	144	0	147	0	0	0	0	5	0	4	9	381
% App. Total	0	97.3	2.7		2	98	0		0	0	0		55.6	0	44.4		
PHF	.000	.771	.750	.771	.750	.900	.000	.896	.000	.000	.000	.000	.625	.000	.500	.750	.874



LINEAR REGRESSION OF DAILY TRAFFIC

Location	Growth Rate	R Squared	Station ID	Route	2018	2019	2021	2022	2023
Harmony Rd (NW of Harmony Pl)	8.1%	0.89	237-0181	00021800	3,570	3,570	4,540	4,590	4,650
Parks Mill Rd (NW of Harmony Rd)	4.9%	0.91	237-0176	00021500	1,470	1,470	1,690	1,710	1,730
Harmony Rd (NE of Harmony Dr)	0.9%	0.91	237-0183	00021800	2,450	2,450	2,480	2,500	2,540
Madison Rd (SE of War Eagle Dr)	0.2%	0.02	237-0131	00002400	10,200	10,600	10,200	10,300	10,500
Greensboro Rd (SW of N Wesley Chapel Rd)	-0.3%	0.03	237-0143	00004400	5,630	5,940	5,610	5,660	5,740
Weighted Average	1.7%	0.96	Sum of Count Stations =		23,320	24,030	24,520	24,760	25,160



EXISTING INTERSECTION ANALYSIS

Intersection												
Int Delay, s/veh	3.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	0	1	28	0	22	1	64	45	85	143	0
Future Vol, veh/h	0	0	1	28	0	22	1	64	45	85	143	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	1	29	0	23	1	67	47	89	149	0

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	431	443	149	421	420	91	149	0	0	114	0	0
Stage 1	327	327	-	93	93	-	-	-	-	-	-	-
Stage 2	104	116	-	328	327	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	535	509	898	543	525	967	1432	-	-	1475	-	-
Stage 1	686	648	-	914	818	-	-	-	-	-	-	-
Stage 2	902	800	-	685	648	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	495	475	898	515	490	967	1432	-	-	1475	-	-
Mov Cap-2 Maneuver	495	475	-	515	490	-	-	-	-	-	-	-
Stage 1	685	605	-	913	817	-	-	-	-	-	-	-
Stage 2	880	799	-	639	605	-	-	-	-	-	-	-




Approach	EB	WB	NB	SB
HCM Control Delay, s	9	11	0.1	2.8
HCM LOS	A	B		




Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1432	-	-	898	648	1475	-
HCM Lane V/C Ratio	0.001	-	-	0.001	0.08	0.06	-
HCM Control Delay (s)	7.5	0	-	9	11	7.6	0
HCM Lane LOS	A	A	-	A	B	A	A
HCM 95th %tile Q(veh)	0	-	-	0	0.3	0.2	-




HCM 6th TWSC
2: Harmony Rd & Rock Eagle Drwy




1a.Existing 2025 AM
02-13-2025

212

Intersection						
Int Delay, s/veh	0.1					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	2	1	110	1	1	179
Future Vol, veh/h	2	1	110	1	1	179
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	98	98	98	98	98	98
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	2	1	112	1	1	183
Major/Minor	Minor1	Major1		Major2		
Conflicting Flow All	298	113	0	0	113	0
Stage 1	113	-	-	-	-	-
Stage 2	185	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	693	940	-	-	1476	-
Stage 1	912	-	-	-	-	-
Stage 2	847	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	692	940	-	-	1476	-
Mov Cap-2 Maneuver	692	-	-	-	-	-
Stage 1	912	-	-	-	-	-
Stage 2	846	-	-	-	-	-
Approach	WB	NB		SB		
HCM Control Delay, s	9.8	0		0		
HCM LOS	A					
Minor Lane/Major Mvmt	NBT	NBRWBLn1		SBL	SBT	
Capacity (veh/h)	-	- 759		1476	-	
HCM Lane V/C Ratio	-	- 0.004		0.001	-	
HCM Control Delay (s)	-	- 9.8		7.4	0	
HCM Lane LOS	-	- A		A	A	
HCM 95th %tile Q(veh)	-	- 0		0	-	

Intersection						
Int Delay, s/veh	0.1					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	1	0	1	125	162	0
Future Vol, veh/h	1	0	1	125	162	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1	0	1	139	180	0
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	321	180	180	0	-	0
Stage 1	180	-	-	-	-	-
Stage 2	141	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	673	863	1396	-	-	-
Stage 1	851	-	-	-	-	-
Stage 2	886	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	672	863	1396	-	-	-
Mov Cap-2 Maneuver	672	-	-	-	-	-
Stage 1	850	-	-	-	-	-
Stage 2	886	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	10.4	0.1		0		
HCM LOS	B					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1396	-	672	-	-	
HCM Lane V/C Ratio	0.001	-	0.002	-	-	
HCM Control Delay (s)	7.6	0	10.4	-	-	
HCM Lane LOS	A	A	B	-	-	
HCM 95th %tile Q(veh)	0	-	0	-	-	

Intersection						
Int Delay, s/veh	0.2					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	2	2	105	5	3	177
Future Vol, veh/h	2	2	105	5	3	177
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	2	2	108	5	3	182
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	299	111	0	0	113	0
Stage 1	111	-	-	-	-	-
Stage 2	188	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	692	942	-	-	1476	-
Stage 1	914	-	-	-	-	-
Stage 2	844	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	691	942	-	-	1476	-
Mov Cap-2 Maneuver	691	-	-	-	-	-
Stage 1	914	-	-	-	-	-
Stage 2	842	-	-	-	-	-
Approach	WB	NB		SB		
HCM Control Delay, s	9.5	0		0.1		
HCM LOS	A					
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT		
Capacity (veh/h)	-	-	797	1476	-	
HCM Lane V/C Ratio	-	-	0.005	0.002	-	
HCM Control Delay (s)	-	-	9.5	7.4	0	
HCM Lane LOS	-	-	A	A	A	
HCM 95th %tile Q(veh)	-	-	0	0	-	




Intersection						
Int Delay, s/veh	0					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	1	0	110	0	1	179
Future Vol, veh/h	1	0	110	0	1	179
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1	0	120	0	1	195
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	317	120	0	0	120	0
Stage 1	120	-	-	-	-	-
Stage 2	197	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	676	931	-	-	1468	-
Stage 1	905	-	-	-	-	-
Stage 2	836	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	675	931	-	-	1468	-
Mov Cap-2 Maneuver	675	-	-	-	-	-
Stage 1	905	-	-	-	-	-
Stage 2	835	-	-	-	-	-
Approach	WB	NB		SB		
HCM Control Delay, s	10.3	0		0		
HCM LOS	B					
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT		
Capacity (veh/h)	-	-	675	1468	-	
HCM Lane V/C Ratio	-	-	0.002	0.001	-	
HCM Control Delay (s)	-	-	10.3	7.5	0	
HCM Lane LOS	-	-	B	A	A	
HCM 95th %tile Q(veh)	-	-	0	0	-	




Intersection												
Int Delay, s/veh	4.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	1	2	48	0	119	3	157	59	56	94	0
Future Vol, veh/h	0	1	2	48	0	119	3	157	59	56	94	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	1	2	53	0	131	3	173	65	62	103	0




Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	504	471	103	441	439	206	103	0	0	238	0	0
Stage 1	227	227	-	212	212	-	-	-	-	-	-	-
Stage 2	277	244	-	229	227	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	478	491	952	527	512	835	1489	-	-	1329	-	-
Stage 1	776	716	-	790	727	-	-	-	-	-	-	-
Stage 2	729	704	-	774	716	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	388	466	952	504	486	835	1489	-	-	1329	-	-
Mov Cap-2 Maneuver	388	466	-	504	486	-	-	-	-	-	-	-
Stage 1	774	681	-	788	726	-	-	-	-	-	-	-
Stage 2	614	703	-	733	681	-	-	-	-	-	-	-




Approach	EB		WB		NB		SB	
HCM Control Delay, s	10.1		11.9		0.1		2.9	
HCM LOS	B		B					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1489	-	-	706	702	1329	-
HCM Lane V/C Ratio	0.002	-	-	0.005	0.261	0.046	-
HCM Control Delay (s)	7.4	0	-	10.1	11.9	7.8	0
HCM Lane LOS	A	A	-	B	B	A	A
HCM 95th %tile Q(veh)	0	-	-	0	1	0.1	-

Intersection						
Int Delay, s/veh	0.2					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	3	2	225	2	2	149
Future Vol, veh/h	3	2	225	2	2	149
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	3	2	256	2	2	169
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	430	257	0	0	258	0
Stage 1	257	-	-	-	-	-
Stage 2	173	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	582	782	-	-	1307	-
Stage 1	786	-	-	-	-	-
Stage 2	857	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	581	782	-	-	1307	-
Mov Cap-2 Maneuver	581	-	-	-	-	-
Stage 1	786	-	-	-	-	-
Stage 2	855	-	-	-	-	-
Approach	WB	NB	SB			
HCM Control Delay, s	10.6	0	0.1			
HCM LOS	B					
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT		
Capacity (veh/h)	-	-	648	1307	-	
HCM Lane V/C Ratio	-	-	0.009	0.002	-	
HCM Control Delay (s)	-	-	10.6	7.8	0	
HCM Lane LOS	-	-	B	A	A	
HCM 95th %tile Q(veh)	-	-	0	0	-	

Intersection						
Int Delay, s/veh	0.2					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	3	1	2	161	175	1
Future Vol, veh/h	3	1	2	161	175	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	79	79	79	79	79	79
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	4	1	3	204	222	1
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	433	223	223	0	-	0
Stage 1	223	-	-	-	-	-
Stage 2	210	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	580	817	1346	-	-	-
Stage 1	814	-	-	-	-	-
Stage 2	825	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	578	817	1346	-	-	-
Mov Cap-2 Maneuver	578	-	-	-	-	-
Stage 1	812	-	-	-	-	-
Stage 2	825	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	10.8	0.1		0		
HCM LOS	B					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1346	-	624	-	-	
HCM Lane V/C Ratio	0.002	-	0.008	-	-	
HCM Control Delay (s)	7.7	0	10.8	-	-	
HCM Lane LOS	A	A	B	-	-	
HCM 95th %tile Q(veh)	0	-	0	-	-	

Intersection						
Int Delay, s/veh	0.3					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	5	4	219	6	3	144
Future Vol, veh/h	5	4	219	6	3	144
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	87	87	87	87	87	87
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	6	5	252	7	3	166
Major/Minor	Minor1	Major1		Major2		
Conflicting Flow All	428	256	0	0	259	0
Stage 1	256	-	-	-	-	-
Stage 2	172	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	584	783	-	-	1306	-
Stage 1	787	-	-	-	-	-
Stage 2	858	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	582	783	-	-	1306	-
Mov Cap-2 Maneuver	582	-	-	-	-	-
Stage 1	787	-	-	-	-	-
Stage 2	855	-	-	-	-	-
Approach	WB	NB		SB		
HCM Control Delay, s	10.6	0		0.2		
HCM LOS	B					
Minor Lane/Major Mvmt	NBT	NBRWBLn1		SBL	SBT	
Capacity (veh/h)	-	-		657	1306	
HCM Lane V/C Ratio	-	-		0.016	0.003	
HCM Control Delay (s)	-	-		10.6	7.8	
HCM Lane LOS	-	-		B	A	
HCM 95th %tile Q(veh)	-	-		0	0	

Intersection						
Int Delay, s/veh	0.1					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	1	0	225	0	1	149
Future Vol, veh/h	1	0	225	0	1	149
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1	0	245	0	1	162
Major/Minor	Minor1	Major1		Major2		
Conflicting Flow All	409	245	0	0	245	0
Stage 1	245	-	-	-	-	-
Stage 2	164	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	599	794	-	-	1321	-
Stage 1	796	-	-	-	-	-
Stage 2	865	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	598	794	-	-	1321	-
Mov Cap-2 Maneuver	598	-	-	-	-	-
Stage 1	796	-	-	-	-	-
Stage 2	864	-	-	-	-	-
Approach	WB	NB		SB		
HCM Control Delay, s	11	0		0.1		
HCM LOS	B					
Minor Lane/Major Mvmt	NBT	NBRWBLn1		SBL	SBT	
Capacity (veh/h)	-	- 598		1321	-	
HCM Lane V/C Ratio	-	- 0.002		0.001	-	
HCM Control Delay (s)	-	- 11		7.7	0	
HCM Lane LOS	-	- B		A	A	
HCM 95th %tile Q(veh)	-	- 0		0	-	




**FUTURE “NO-BUILD” INTERSECTION
ANALYSIS –BASE YEAR 2027**




Intersection												
Int Delay, s/veh	2.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔			↔	
Traffic Vol, veh/h	0	0	1	34	0	23	1	98	54	88	169	0
Future Vol, veh/h	0	0	1	34	0	23	1	98	54	88	169	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	1	37	0	25	1	108	59	97	186	0




Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	532	549	186	521	520	138	186	0	0	167	0	0
Stage 1	380	380	-	140	140	-	-	-	-	-	-	-
Stage 2	152	169	-	381	380	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	458	443	856	466	461	910	1388	-	-	1411	-	-
Stage 1	642	614	-	863	781	-	-	-	-	-	-	-
Stage 2	850	759	-	641	614	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	419	408	856	438	425	910	1388	-	-	1411	-	-
Mov Cap-2 Maneuver	419	408	-	438	425	-	-	-	-	-	-	-
Stage 1	641	567	-	862	780	-	-	-	-	-	-	-
Stage 2	826	758	-	591	567	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	9.2		12.3		0		2.6	
HCM LOS	A		B					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1388	-	-	856	554	1411	-
HCM Lane V/C Ratio	0.001	-	-	0.001	0.113	0.069	-
HCM Control Delay (s)	7.6	0	-	9.2	12.3	7.7	0
HCM Lane LOS	A	A	-	A	B	A	A
HCM 95th %tile Q(veh)	0	-	-	0	0.4	0.2	-

Intersection						
Int Delay, s/veh	0.1					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	2	1	153	1	1	211
Future Vol, veh/h	2	1	153	1	1	211
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	2	1	174	1	1	240
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	417	175	0	0	175	0
Stage 1	175	-	-	-	-	-
Stage 2	242	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	592	868	-	-	1401	-
Stage 1	855	-	-	-	-	-
Stage 2	798	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	591	868	-	-	1401	-
Mov Cap-2 Maneuver	591	-	-	-	-	-
Stage 1	855	-	-	-	-	-
Stage 2	797	-	-	-	-	-
Approach	WB	NB	SB			
HCM Control Delay, s	10.5	0	0			
HCM LOS	B					
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT		
Capacity (veh/h)	-	-	661	1401	-	
HCM Lane V/C Ratio	-	-	0.005	0.001	-	
HCM Control Delay (s)	-	-	10.5	7.6	0	
HCM Lane LOS	-	-	B	A	A	
HCM 95th %tile Q(veh)	-	-	0	0	-	




Intersection						
Int Delay, s/veh	0					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	1	0	1	169	193	0
Future Vol, veh/h	1	0	1	169	193	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	79	79	79	79	79	79
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1	0	1	214	244	0
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	460	244	244	0	-	0
Stage 1	244	-	-	-	-	-
Stage 2	216	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	559	795	1322	-	-	-
Stage 1	797	-	-	-	-	-
Stage 2	820	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	558	795	1322	-	-	-
Mov Cap-2 Maneuver	558	-	-	-	-	-
Stage 1	796	-	-	-	-	-
Stage 2	820	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	11.5	0		0		
HCM LOS	B					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1322	-	558	-	-	
HCM Lane V/C Ratio	0.001	-	0.002	-	-	
HCM Control Delay (s)	7.7	0	11.5	-	-	
HCM Lane LOS	A	A	B	-	-	
HCM 95th %tile Q(veh)	0	-	0	-	-	

Intersection						
Int Delay, s/veh	0.2					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	2	2	148	5	3	209
Future Vol, veh/h	2	2	148	5	3	209
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	87	87	87	87	87	87
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	2	2	170	6	3	240

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	419	173	0
Stage 1	173	-	-
Stage 2	246	-	-
Critical Hdwy	6.42	6.22	-
Critical Hdwy Stg 1	5.42	-	-
Critical Hdwy Stg 2	5.42	-	-
Follow-up Hdwy	3.518	3.318	-
Pot Cap-1 Maneuver	591	871	-
Stage 1	857	-	-
Stage 2	795	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	590	871	-
Mov Cap-2 Maneuver	590	-	-
Stage 1	857	-	-
Stage 2	793	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10.2	0	0.1
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	703	1400
HCM Lane V/C Ratio	-	-	0.007	0.002
HCM Control Delay (s)	-	-	10.2	7.6
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0	0




Intersection						
Int Delay, s/veh	0					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	1	0	153	0	1	211
Future Vol, veh/h	1	0	153	0	1	211
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1	0	166	0	1	229
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	397	166	0	0	166	0
Stage 1	166	-	-	-	-	-
Stage 2	231	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	608	878	-	-	1412	-
Stage 1	863	-	-	-	-	-
Stage 2	807	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	607	878	-	-	1412	-
Mov Cap-2 Maneuver	607	-	-	-	-	-
Stage 1	863	-	-	-	-	-
Stage 2	806	-	-	-	-	-
Approach	WB	NB	SB			
HCM Control Delay, s	10.9	0	0			
HCM LOS	B					
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT		
Capacity (veh/h)	-	-	607	1412	-	
HCM Lane V/C Ratio	-	-	0.002	0.001	-	
HCM Control Delay (s)	-	-	10.9	7.6	0	
HCM Lane LOS	-	-	B	A	A	
HCM 95th %tile Q(veh)	-	-	0	0	-	




Intersection												
Int Delay, s/veh	4.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔			↔	
Traffic Vol, veh/h	0	1	2	62	0	124	3	202	71	58	145	0
Future Vol, veh/h	0	1	2	62	0	124	3	202	71	58	145	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	1	2	67	0	135	3	220	77	63	158	0

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	616	587	158	551	549	259	158	0	0	297	0	0
Stage 1	284	284	-	265	265	-	-	-	-	-	-	-
Stage 2	332	303	-	286	284	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	403	422	887	445	443	780	1422	-	-	1264	-	-
Stage 1	723	676	-	740	689	-	-	-	-	-	-	-
Stage 2	681	664	-	721	676	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	319	398	887	423	417	780	1422	-	-	1264	-	-
Mov Cap-2 Maneuver	319	398	-	423	417	-	-	-	-	-	-	-
Stage 1	721	639	-	738	687	-	-	-	-	-	-	-
Stage 2	562	662	-	679	639	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	10.8		13.8		0.1		2.3	
HCM LOS	B		B					




Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1422	-	-	629 609	1264	-	-
HCM Lane V/C Ratio	0.002	-	-	0.005 0.332	0.05	-	-
HCM Control Delay (s)	7.5	0	-	10.8 13.8	8	0	-
HCM Lane LOS	A	A	-	B B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0 1.4	0.2	-	-

Intersection						
Int Delay, s/veh	0.2					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	3	2	283	2	2	214
Future Vol, veh/h	3	2	283	2	2	214
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	3	2	308	2	2	233
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	546	309	0	0	310	0
Stage 1	309	-	-	-	-	-
Stage 2	237	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	499	731	-	-	1250	-
Stage 1	745	-	-	-	-	-
Stage 2	802	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	498	731	-	-	1250	-
Mov Cap-2 Maneuver	498	-	-	-	-	-
Stage 1	745	-	-	-	-	-
Stage 2	800	-	-	-	-	-
Approach	WB	NB	SB			
HCM Control Delay, s	11.4	0	0.1			
HCM LOS	B					
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT		
Capacity (veh/h)	-	-	571	1250	-	
HCM Lane V/C Ratio	-	-	0.01	0.002	-	
HCM Control Delay (s)	-	-	11.4	7.9	0	
HCM Lane LOS	-	-	B	A	A	
HCM 95th %tile Q(veh)	-	-	0	0	-	

Intersection						
Int Delay, s/veh	0.1					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	3	1	2	216	241	1
Future Vol, veh/h	3	1	2	216	241	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	3	1	2	235	262	1
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	502	263	263	0	-	0
Stage 1	263	-	-	-	-	-
Stage 2	239	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	529	776	1301	-	-	-
Stage 1	781	-	-	-	-	-
Stage 2	801	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	528	776	1301	-	-	-
Mov Cap-2 Maneuver	528	-	-	-	-	-
Stage 1	779	-	-	-	-	-
Stage 2	801	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	11.3	0.1		0		
HCM LOS	B					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1301	-	574	-	-	
HCM Lane V/C Ratio	0.002	-	0.008	-	-	
HCM Control Delay (s)	7.8	0	11.3	-	-	
HCM Lane LOS	A	A	B	-	-	
HCM 95th %tile Q(veh)	0	-	0	-	-	

Intersection

Int Delay, s/veh 0.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	5	4	277	6	3	209
Future Vol, veh/h	5	4	277	6	3	209
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	5	4	301	7	3	227




Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	538	305	0
Stage 1	305	-	-
Stage 2	233	-	-
Critical Hdwy	6.42	6.22	-
Critical Hdwy Stg 1	5.42	-	-
Critical Hdwy Stg 2	5.42	-	-
Follow-up Hdwy	3.518	3.318	-
Pot Cap-1 Maneuver	504	735	-
Stage 1	748	-	-
Stage 2	806	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	502	735	-
Mov Cap-2 Maneuver	502	-	-
Stage 1	748	-	-
Stage 2	804	-	-

Approach	WB	NB	SB
HCM Control Delay, s	11.3	0	0.1
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	584	1253
HCM Lane V/C Ratio	-	-	0.017	0.003
HCM Control Delay (s)	-	-	11.3	7.9
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0.1	0

Intersection

Int Delay, s/veh 0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	1	0	283	0	1	214
Future Vol, veh/h	1	0	283	0	1	214
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1	0	308	0	1	233

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	543	308	0
Stage 1	308	-	-
Stage 2	235	-	-
Critical Hdwy	6.42	6.22	-
Critical Hdwy Stg 1	5.42	-	-
Critical Hdwy Stg 2	5.42	-	-
Follow-up Hdwy	3.518	3.318	-
Pot Cap-1 Maneuver	501	732	-
Stage 1	745	-	-
Stage 2	804	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	500	732	-
Mov Cap-2 Maneuver	500	-	-
Stage 1	745	-	-
Stage 2	803	-	-

Approach	WB	NB	SB
HCM Control Delay, s	12.2	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	500	1253
HCM Lane V/C Ratio	-	-	0.002	0.001
HCM Control Delay (s)	-	-	12.2	7.9
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0	0




**FUTURE “BUILD” INTERSECTION ANALYSIS -
BASE YEAR 2027**




Intersection												
Int Delay, s/veh	3.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔			↔	
Traffic Vol, veh/h	0	0	1	67	0	23	1	142	109	88	195	0
Future Vol, veh/h	0	0	1	67	0	23	1	142	109	88	195	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	1	70	0	24	1	148	114	92	203	0

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	606	651	203	595	594	205	203	0	0	262	0	0
Stage 1	387	387	-	207	207	-	-	-	-	-	-	-
Stage 2	219	264	-	388	387	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	409	388	838	416	418	836	1369	-	-	1302	-	-
Stage 1	637	610	-	795	731	-	-	-	-	-	-	-
Stage 2	783	690	-	636	610	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	373	357	838	390	384	836	1369	-	-	1302	-	-
Mov Cap-2 Maneuver	373	357	-	390	384	-	-	-	-	-	-	-
Stage 1	636	561	-	794	730	-	-	-	-	-	-	-
Stage 2	760	689	-	584	561	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	9.3		15		0		2.5	
HCM LOS	A		C					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1369	-	-	838	452	1302	-
HCM Lane V/C Ratio	0.001	-	-	0.001	0.207	0.07	-
HCM Control Delay (s)	7.6	0	-	9.3	15	8	0
HCM Lane LOS	A	A	-	A	C	A	A
HCM 95th %tile Q(veh)	0	-	-	0	0.8	0.2	-

Intersection						
Int Delay, s/veh	0.1					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	2	1	242	1	1	312
Future Vol, veh/h	2	1	242	1	1	312
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	98	98	98	98	98	98
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	2	1	247	1	1	318
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	568	248	0	0	248	0
Stage 1	248	-	-	-	-	-
Stage 2	320	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	484	791	-	-	1318	-
Stage 1	793	-	-	-	-	-
Stage 2	736	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	484	791	-	-	1318	-
Mov Cap-2 Maneuver	484	-	-	-	-	-
Stage 1	793	-	-	-	-	-
Stage 2	735	-	-	-	-	-
Approach	WB	NB		SB		
HCM Control Delay, s	11.5	0		0		
HCM LOS	B					
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT		
Capacity (veh/h)	-	-	556	1318	-	
HCM Lane V/C Ratio	-	-	0.006	0.001	-	
HCM Control Delay (s)	-	-	11.5	7.7	0	
HCM Lane LOS	-	-	B	A	A	
HCM 95th %tile Q(veh)	-	-	0	0	-	

Intersection						
Int Delay, s/veh	0					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	1	0	1	242	314	0
Future Vol, veh/h	1	0	1	242	314	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1	0	1	269	349	0
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	620	349	349	0	-	0
Stage 1	349	-	-	-	-	-
Stage 2	271	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	452	694	1210	-	-	-
Stage 1	714	-	-	-	-	-
Stage 2	775	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	452	694	1210	-	-	-
Mov Cap-2 Maneuver	452	-	-	-	-	-
Stage 1	713	-	-	-	-	-
Stage 2	775	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	13	0		0		
HCM LOS	B					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1210	-	452	-	-	
HCM Lane V/C Ratio	0.001	-	0.002	-	-	
HCM Control Delay (s)	8	0	13	-	-	
HCM Lane LOS	A	A	B	-	-	
HCM 95th %tile Q(veh)	0	-	0	-	-	

Intersection												
Int Delay, s/veh	2.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕			↕	↕
Traffic Vol, veh/h	54	0	72	2	0	2	22	192	5	3	247	21
Future Vol, veh/h	54	0	72	2	0	2	22	192	5	3	247	21
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	235	-	-	-	-	175
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	97	97	97	97	97	97	97	97	97	97	97	97
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	56	0	74	2	0	2	23	198	5	3	255	22

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	509	510	255	556	530	201	277	0	0	203	0	0
Stage 1	261	261	-	247	247	-	-	-	-	-	-	-
Stage 2	248	249	-	309	283	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	475	467	784	442	455	840	1286	-	-	1369	-	-
Stage 1	744	692	-	757	702	-	-	-	-	-	-	-
Stage 2	756	701	-	701	677	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	466	457	784	394	445	840	1286	-	-	1369	-	-
Mov Cap-2 Maneuver	466	457	-	394	445	-	-	-	-	-	-	-
Stage 1	731	690	-	743	689	-	-	-	-	-	-	-
Stage 2	741	688	-	633	675	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	12.5		11.8		0.8		0.1	
HCM LOS	B		B					






Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1286	-	-	607	536	1369	-
HCM Lane V/C Ratio	0.018	-	-	0.214	0.008	0.002	-
HCM Control Delay (s)	7.8	-	-	12.5	11.8	7.6	0
HCM Lane LOS	A	-	-	B	B	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0.8	0	0	-

Intersection												
Int Delay, s/veh	1.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔		↔	↔			↔	↔
Traffic Vol, veh/h	16	0	20	1	0	0	38	204	0	1	291	30
Future Vol, veh/h	16	0	20	1	0	0	38	204	0	1	291	30
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	120	-	-	-	-	150
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	17	0	22	1	0	0	41	222	0	1	316	33

Major/Minor	Minor2		Minor1		Major1		Major2		Major2		Major2	
Conflicting Flow All	622	622	316	650	655	222	349	0	0	222	0	0
Stage 1	318	318	-	304	304	-	-	-	-	-	-	-
Stage 2	304	304	-	346	351	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	399	403	724	382	386	818	1210	-	-	1347	-	-
Stage 1	693	654	-	705	663	-	-	-	-	-	-	-
Stage 2	705	663	-	670	632	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	388	389	724	361	372	818	1210	-	-	1347	-	-
Mov Cap-2 Maneuver	388	389	-	361	372	-	-	-	-	-	-	-
Stage 1	669	653	-	681	640	-	-	-	-	-	-	-
Stage 2	681	640	-	649	631	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	12.4		15		1.3		0	
HCM LOS	B		C					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1210	-	-	523 361	1347	-	-
HCM Lane V/C Ratio	0.034	-	-	0.075 0.003	0.001	-	-
HCM Control Delay (s)	8.1	-	-	12.4 15	7.7	0	-
HCM Lane LOS	A	-	-	B C	A A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.2 0	0	-	-

Intersection						
Int Delay, s/veh	1.3					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	28	28	12	230	286	8
Future Vol, veh/h	28	28	12	230	286	8
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	235	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	30	30	13	250	311	9
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	587	311	320	0	-	0
Stage 1	311	-	-	-	-	-
Stage 2	276	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	472	729	1240	-	-	-
Stage 1	743	-	-	-	-	-
Stage 2	771	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	467	729	1240	-	-	-
Mov Cap-2 Maneuver	467	-	-	-	-	-
Stage 1	736	-	-	-	-	-
Stage 2	771	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	12.1	0.4		0		
HCM LOS	B					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1240	-	569	-	-	
HCM Lane V/C Ratio	0.011	-	0.107	-	-	
HCM Control Delay (s)	7.9	-	12.1	-	-	
HCM Lane LOS	A	-	B	-	-	
HCM 95th %tile Q(veh)	0	-	0.4	-	-	

Intersection												
Int Delay, s/veh	7.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔			↔	
Traffic Vol, veh/h	0	1	2	125	0	124	3	247	126	58	195	0
Future Vol, veh/h	0	1	2	125	0	124	3	247	126	58	195	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	1	2	137	0	136	3	271	138	64	214	0




Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	756	757	214	690	688	340	214	0	0	409	0	0
Stage 1	342	342	-	346	346	-	-	-	-	-	-	-
Stage 2	414	415	-	344	342	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	325	337	826	359	369	702	1356	-	-	1150	-	-
Stage 1	673	638	-	670	635	-	-	-	-	-	-	-
Stage 2	616	592	-	671	638	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	249	315	826	339	345	702	1356	-	-	1150	-	-
Mov Cap-2 Maneuver	249	315	-	339	345	-	-	-	-	-	-	-
Stage 1	671	598	-	668	633	-	-	-	-	-	-	-
Stage 2	495	590	-	626	598	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	11.8		24		0.1		1.9	
HCM LOS	B		C					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1356	-	-	536 457	1150	-	-
HCM Lane V/C Ratio	0.002	-	-	0.006 0.599	0.055	-	-
HCM Control Delay (s)	7.7	0	-	11.8 24	8.3	0	-
HCM Lane LOS	A	A	-	B C	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0 3.8	0.2	-	-

Intersection




Int Delay, s/veh 0.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	3	2	413	2	2	338
Future Vol, veh/h	3	2	413	2	2	338
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	3	2	469	2	2	384

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	858	470	0
Stage 1	470	-	-
Stage 2	388	-	-
Critical Hdwy	6.42	6.22	-
Critical Hdwy Stg 1	5.42	-	-
Critical Hdwy Stg 2	5.42	-	-
Follow-up Hdwy	3.518	3.318	-
Pot Cap-1 Maneuver	327	594	-
Stage 1	629	-	-
Stage 2	686	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	326	594	-
Mov Cap-2 Maneuver	326	-	-
Stage 1	629	-	-
Stage 2	685	-	-

Approach	WB	NB	SB
HCM Control Delay, s	14.2	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	398	1091
HCM Lane V/C Ratio	-	-	0.014	0.002
HCM Control Delay (s)	-	-	14.2	8.3
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0	0

Intersection						
Int Delay, s/veh	0.1					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	3	1	2	354	362	1
Future Vol, veh/h	3	1	2	354	362	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	79	79	79	79	79	79
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	4	1	3	448	458	1
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	913	459	459	0	-	0
Stage 1	459	-	-	-	-	-
Stage 2	454	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	304	602	1102	-	-	-
Stage 1	636	-	-	-	-	-
Stage 2	640	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	303	602	1102	-	-	-
Mov Cap-2 Maneuver	303	-	-	-	-	-
Stage 1	633	-	-	-	-	-
Stage 2	640	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	15.6	0		0		
HCM LOS	C					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1102	-	346	-	-	
HCM Lane V/C Ratio	0.002	-	0.015	-	-	
HCM Control Delay (s)	8.3	0	15.6	-	-	
HCM Lane LOS	A	A	C	-	-	
HCM 95th %tile Q(veh)	0	-	0	-	-	

Intersection												
Int Delay, s/veh	2.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕			↕	↕
Traffic Vol, veh/h	38	0	49	5	0	4	64	338	6	3	269	53
Future Vol, veh/h	38	0	49	5	0	4	64	338	6	3	269	53
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	235	-	-	-	-	175
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	87	87	87	87	87	87	87	87	87	87	87	87
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	44	0	56	6	0	5	74	389	7	3	309	61

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	858	859	309	915	917	393	370	0	0	396	0	0
Stage 1	315	315	-	541	541	-	-	-	-	-	-	-
Stage 2	543	544	-	374	376	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	277	294	731	253	272	656	1189	-	-	1163	-	-
Stage 1	696	656	-	525	521	-	-	-	-	-	-	-
Stage 2	524	519	-	647	616	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	261	275	731	222	254	656	1189	-	-	1163	-	-
Mov Cap-2 Maneuver	261	275	-	222	254	-	-	-	-	-	-	-
Stage 1	653	654	-	492	489	-	-	-	-	-	-	-
Stage 2	488	487	-	595	614	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	16.6		16.9		1.3		0.1	
HCM LOS	C		C					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1189	-	-	409 314	1163	-	-
HCM Lane V/C Ratio	0.062	-	-	0.244 0.033	0.003	-	-
HCM Control Delay (s)	8.2	-	-	16.6 16.9	8.1	0	-
HCM Lane LOS	A	-	-	C C	A A	-	-
HCM 95th %tile Q(veh)	0.2	-	-	0.9 0.1	0	-	-

Intersection






Int Delay, s/veh 2.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕			↕	↕
Traffic Vol, veh/h	40	0	51	1	0	0	45	368	0	1	287	36
Future Vol, veh/h	40	0	51	1	0	0	45	368	0	1	287	36
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	120	-	-	-	-	150
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	43	0	55	1	0	0	49	400	0	1	312	39

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	812	812	312	859	851	400	351	0	0	400	0	0
Stage 1	314	314	-	498	498	-	-	-	-	-	-	-
Stage 2	498	498	-	361	353	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	298	313	728	277	297	650	1208	-	-	1159	-	-
Stage 1	697	656	-	554	544	-	-	-	-	-	-	-
Stage 2	554	544	-	657	631	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	288	300	728	248	285	650	1208	-	-	1159	-	-
Mov Cap-2 Maneuver	288	300	-	248	285	-	-	-	-	-	-	-
Stage 1	668	655	-	531	522	-	-	-	-	-	-	-
Stage 2	532	522	-	606	630	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	15.7		19.6		0.9		0	
HCM LOS	C		C					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1208	-	-	436 248	1159	-	-
HCM Lane V/C Ratio	0.04	-	-	0.227 0.004	0.001	-	-
HCM Control Delay (s)	8.1	-	-	15.7 19.6	8.1	0	-
HCM Lane LOS	A	-	-	C C	A A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.9 0	0	-	-

Intersection						
Int Delay, s/veh	1					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	21	22	28	329	342	24
Future Vol, veh/h	21	22	28	329	342	24
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	235	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	23	24	30	358	372	26
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	790	372	398	0	-	0
Stage 1	372	-	-	-	-	-
Stage 2	418	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	359	674	1161	-	-	-
Stage 1	697	-	-	-	-	-
Stage 2	664	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	350	674	1161	-	-	-
Mov Cap-2 Maneuver	350	-	-	-	-	-
Stage 1	679	-	-	-	-	-
Stage 2	664	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	13.6	0.6		0		
HCM LOS	B					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1161	-	464	-	-	
HCM Lane V/C Ratio	0.026	-	0.101	-	-	
HCM Control Delay (s)	8.2	-	13.6	-	-	
HCM Lane LOS	A	-	B	-	-	
HCM 95th %tile Q(veh)	0.1	-	0.3	-	-	

TRAFFIC VOLUME WORKSHEETS

25-004 Res Dev at 820 Harmony Road, Eatonton, GA
Traffic Volumes

A&R Engineering
February 2025

1. Harmony Rd @ Scott Rd

A.M. Peak Hour

Condition	Harmony Road Northbound				Harmony Road Southbound				Private Driveway Eastbound				Scott Road Westbound			
	L	T	R	Tot	L	T	R	Tot	L	T	R	Tot	L	T	R	Tot
Existing 2025 Traffic Counts:	0	64	45	109	85	143	0	228	0	0	1	1	28	0	22	50
Growth Factor (%):	2	2	2		2	2	2		2	2	2		2	2	2	
Adjacent Site (Residential):	0	26	6	32	0	11	0	11	0	0	0	0	3	0	0	3
Adjacent Site (Retail & College):	0	5	1	6	0	9	0	9	0	0	0	0	2	0	0	2
No-Build 2027 Volumes:	0	98	54	152	88	169	0	257	0	0	1	1	34	0	23	57
Total New Trips (Mixed Use):	0	9	11	20	0	15	0	15	0	0	0	0	19	0	0	19
Total New Trips (Residential)	0	35	44	79	0	11	0	11	0	0	0	0	14	0	0	14
Future 2027 Traffic Volumes:	0	142	109	251	88	195	0	283	0	0	1	1	67	0	23	90

P.M. Peak Hour

Condition	Harmony Road Northbound				Harmony Road Southbound				Private Driveway Eastbound				Scott Road Westbound			
	L	T	R	Tot	L	T	R	Tot	L	T	R	Tot	L	T	R	Tot
Existing 2025 Traffic Counts:	3	157	59	219	56	94	0	150	0	1	2	3	48	0	119	167
Growth Factor (%):	2	2	2		2	2	2		2	2	2		2	2	2	
Adjacent Site (Residential):	0	19	5	24	0	28	0	28	0	0	0	0	7	0	0	7
Adjacent Site (Retail & College):	0	20	5	25	0	19	0	19	0	0	0	0	5	0	0	5
No-Build 2027 Volumes:	3	202	71	276	58	145	0	203	0	1	2	3	62	0	124	186
Total New Trips (Mixed Use):	0	23	28	51	0	18	0	18	0	0	0	0	23	0	0	23
Total New Trips (Residential)	0	22	27	49	0	32	0	32	0	0	0	0	40	0	0	40
Future 2027 Traffic Volumes:	3	247	126	376	58	195	0	253	0	1	2	3	125	0	124	249

25-004 Res Dev at 820 Harmony Road, Eatonton, GA
Traffic Volumes

A&R Engineering
 February 2025

2.Harmony Rd @ Rock Eagle Drwy

A.M. Peak Hour

Condition	Harmony Road Northbound					Harmony Road Southbound					- Eastbound				821 Harmony Road Driveway Westbound			
	L	T	R	Tot		L	T	R	Tot		L	T	R	Tot	L	T	R	Tot
Existing 2025 Traffic Counts:	0	110	1	111		0	179	0	179		0	0	0	0	2	0	1	3
Growth Factor (%):	2	2	2			2	2	2			2	2	2		2	2	2	
Adjacent Site (Residential):	0	32	0	32		0	13	0	13		0	0	0	0	0	0	0	0
Adjacent Site (Retail & College):	0	7	0	7		0	12	0	12		0	0	0	0	0	0	0	0
No-Build 2027 Volumes:	0	153	1	154		0	211	0	211		0	0	0	0	2	0	1	3
Total New Trips (Mixed Use):	0	40	0	40		0	23	0	23		0	0	0	0	0	0	0	0
Total New Trips (Residential)	0	49	0	49		0	78	0	78		0	0	0	0	0	0	0	0
Future 2027 Traffic Volumes:	0	242	1	243		0	312	0	312		0	0	0	0	2	0	1	3

P.M. Peak Hour

Condition	Harmony Road Northbound					Harmony Road Southbound					- Eastbound				821 Harmony Road Driveway Westbound			
	L	T	R	Tot		L	T	R	Tot		L	T	R	Tot	L	T	R	Tot
Existing 2025 Traffic Counts:	0	225	2	227		2	149	0	151		0	0	0	0	3	0	2	5
Growth Factor (%):	2	2	2			2	2	2			2	2	2		2	2	2	
Adjacent Site (Residential):	0	24	0	24		0	35	0	35		0	0	0	0	0	0	0	0
Adjacent Site (Retail & College):	0	25	0	25		0	24	0	24		0	0	0	0	0	0	0	0
No-Build 2027 Volumes:	0	283	2	285		2	214	0	216		0	0	0	0	3	0	2	5
Total New Trips (Mixed Use):	0	50	0	50		0	57	0	57		0	0	0	0	0	0	0	0
Total New Trips (Residential)	0	80	0	80		0	67	0	67		0	0	0	0	0	0	0	0
Future 2027 Traffic Volumes:	0	413	2	415		2	338	0	340		0	0	0	0	3	0	2	5

25-004 Res Dev at 820 Harmony Road, Eatonton, GA
Traffic Volumes

A&R Engineering
February 2025

3. Harmony Rd @ Farriers Ln

A.M. Peak Hour

Condition	Harmony Road Northbound					Harmony Road Southbound					Farriers Lane Eastbound					- Westbound			
	L	T	R	Tot		L	T	R	Tot		L	T	R	Tot		L	T	R	Tot
Existing 2025 Traffic Counts:	0	125	0	125		0	162	0	162		1	0	0	1		0	0	0	0
Growth Factor (%):	2	2	2			2	2	2			2	2	2			2	2	2	
Adjacent Site (Residential):	0	32	0	32		0	13	0	13		0	0	0	0		0	0	0	0
Adjacent Site (Retail & College):	0	7	0	7		0	12	0	12		0	0	0	0		0	0	0	0
No-Build 2027 Volumes:	0	169	0	169		0	193	0	193		1	0	0	1		0	0	0	0
Total New Trips (Mixed Use):	0	42	0	42		0	25	0	25		0	0	0	0		0	0	0	0
Total New Trips (Residential)	0	31	0	31		0	96	0	96		0	0	0	0		0	0	0	0
Future 2027 Traffic Volumes:	0	242	0	242		0	314	0	314		1	0	0	1		0	0	0	0

P.M. Peak Hour

Condition	Harmony Road Northbound					Harmony Road Southbound					Farriers Lane Eastbound					- Westbound			
	L	T	R	Tot		L	T	R	Tot		L	T	R	Tot		L	T	R	Tot
Existing 2025 Traffic Counts:	2	161	0	163		0	175	1	176		3	0	1	4		0	0	0	0
Growth Factor (%):	2	2	2			2	2	2			2	2	2			2	2	2	
Adjacent Site (Residential):	0	24	0	24		0	35	0	35		0	0	0	0		0	0	0	0
Adjacent Site (Retail & College):	0	25	0	25		0	24	0	0		0	0	0	0		0	0	0	0
No-Build 2027 Volumes:	2	216	0	218		0	241	1	242		3	0	1	4		0	0	0	0
Total New Trips (Mixed Use):	0	50	0	50		0	62	0	62		0	0	0	0		0	0	0	0
Total New Trips (Residential)	0	88	0	88		0	59	0	59		0	0	0	0		0	0	0	0
Future 2027 Traffic Volumes:	2	354	0	356		0	362	1	363		3	0	1	4		0	0	0	0

25-004 Res Dev at 820 Harmony Road, Eatonton, GA
Traffic Volumes

A&R Engineering
February 2025

4.Harmony @OconeeDrwy(N)-Drwy-1

A.M. Peak Hour

	Harmony Road					Harmony Road					Site Driveway 1					Oconee Custom Signs Northern Driveway			
	Northbound					Southbound					Eastbound					Westbound			
Condition	L	T	R	Tot		L	T	R	Tot		L	T	R	Tot		L	T	R	Tot
Existing 2025 Traffic Counts:	0	105	5	110		3	177	0	180		0	0	0	0		2	0	2	4
Growth Factor (%):	2	2	2			2	2	2			2	2	2			2	2	2	
Adjacent Site (Residential):	0	32	0	32		0	13	0	13		0	0	0	0		0	0	0	0
Adjacent Site (Retail & College):	0	7	0	7		0	12	0	12		0	0	0	0		0	0	0	0
No-Build 2027 Volumes:	0	148	5	153		3	209	0	212		0	0	0	0		2	0	2	4
Total New Trips (Mixed Use):	0	18	0	18		0	30	4	34		2	0	2	4		0	0	0	0
Total New Trips (Residential)	22	26	0	48		0	8	17	25		52	0	70	122		0	0	0	0
Future 2027 Traffic Volumes:	22	192	5	219		3	247	21	271		54	0	72	126		2	0	2	4

P.M. Peak Hour

	Harmony Road					Harmony Road					Site Driveway 1					Oconee Custom Signs Northern Driveway			
	Northbound					Southbound					Eastbound					Westbound			
Condition	L	T	R	Tot		L	T	R	Tot		L	T	R	Tot		L	T	R	Tot
Existing 2025 Traffic Counts:	0	219	6	225		3	144	0	147		0	0	0	0		5	0	4	9
Growth Factor (%):	2	2	2			2	2	2			2	2	2			2	2	2	
Adjacent Site (Residential):	0	24	0	24		0	35	0	35		0	0	0	0		0	0	0	0
Adjacent Site (Retail & College):	0	25	0	25		0	24	0	24		0	0	0	0		0	0	0	0
No-Build 2027 Volumes:	0	277	6	283		3	209	0	212		0	0	0	0		5	0	4	9
Total New Trips (Mixed Use):	0	45	0	45		0	36	5	41		6	0	6	12		0	0	0	0
Total New Trips (Residential)	64	16	0	80		0	24	48	72		32	0	43	75		0	0	0	0
Future 2027 Traffic Volumes:	64	338	6	408		3	269	53	325		38	0	49	87		5	0	4	9

25-004 Res Dev at 820 Harmony Road, Eatonton, GA
Traffic Volumes

A&R Engineering
February 2025

5.Harmony @OconeeDrwy(S)-Drwy-2

A.M. Peak Hour

	Harmony Road					Harmony Road					Site Driveway 2					Oconee Custom Signs Southern Driveway			
	Northbound					Southbound					Eastbound					Westbound			
Condition	L	T	R	Tot		L	T	R	Tot		L	T	R	Tot		L	T	R	Tot
Existing 2025 Traffic Counts:	0	110	0	110		0	179	0	179		0	0	0	0		0	0	0	0
Growth Factor (%):	2	2	2			2	2	2			2	2	2			2	2	2	
Adjacent Site (Residential):	0	32	0	32		0	13	0	13		0	0	0	0		0	0	0	0
Adjacent Site (Retail & College):	0	7	0	7		0	12	0	12		0	0	0	0		0	0	0	0
No-Build 2027 Volumes:	0	153	0	153		0	211	0	211		0	0	0	0		0	0	0	0
Total New Trips (Mixed Use):	38	2	0	40		0	2	30	32		16	0	20	36		0	0	0	0
Total New Trips (Residential)	0	49	0	49		0	78	0	78		0	0	0	0		0	0	0	0
Future 2027 Traffic Volumes:	38	204	0	242		0	291	30	321		16	0	20	36		0	0	0	0

P.M. Peak Hour

	Harmony Road					Harmony Road					Site Driveway 2					Oconee Custom Signs Southern Driveway			
	Northbound					Southbound					Eastbound					Westbound			
Condition	L	T	R	Tot		L	T	R	Tot		L	T	R	Tot		L	T	R	Tot
Existing 2025 Traffic Counts:	0	225	0	225		0	149	0	149		0	0	0	0		0	0	0	0
Growth Factor (%):	2	2	2			2	2	2			2	2	2			2	2	2	
Adjacent Site (Residential):	0	24	0	24		0	35	0	35		0	0	0	0		0	0	0	0
Adjacent Site (Retail & College):	0	25	0	25		0	24	0	24		0	0	0	0		0	0	0	0
No-Build 2027 Volumes:	0	283	0	283		0	214	0	214		0	0	0	0		0	0	0	0
Total New Trips (Mixed Use):	45	5	0	50		0	6	36	42		40	0	51	91		0	0	0	0
Total New Trips (Residential)	0	80	0	80		0	67	0	67		0	0	0	0		0	0	0	0
Future 2027 Traffic Volumes:	45	368	0	413		0	287	36	323		40	0	51	91		0	0	0	0

25-004 Res Dev at 820 Harmony Road, Eatonton, GA
Traffic Volumes

A&R Engineering
February 2025

6. Harmony Rd @ Site Drwy 3

A.M. Peak Hour

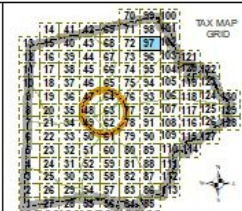
Condition	Harmony Road Northbound					Harmony Road Southbound					Site Driveway 3 Eastbound					- Westbound			
	L	T	R	Tot		L	T	R	Tot		L	T	R	Tot		L	T	R	Tot
Existing 2025 Traffic Counts:	0	126	0	126		0	162	0	162		0	0	0	0		0	0	0	0
Growth Factor (%):	2	2	2			2	2	2			2	2	2			2	2	2	
Adjacent Site (Residential):	0	32	0	32		0	13	0	13		0	0	0	0		0	0	0	0
Adjacent Site (Retail & College):	0	7	0	7		0	12	0	12		0	0	0	0		0	0	0	0
No-Build 2027 Volumes:	0	170	0	170		0	193	0	193		0	0	0	0		0	0	0	0
Total New Trips (Mixed Use):	4	38	0	42		0	23	0	23		2	0	2	4		0	0	0	0
Total New Trips (Residential)	8	22	0	30		0	70	8	78		26	0	26	52		0	0	0	0
Future 2027 Traffic Volumes:	12	230	0	242		0	286	8	294		28	0	28	56		0	0	0	0

P.M. Peak Hour

Condition	Harmony Road Northbound					Harmony Road Southbound					Site Driveway 3 Eastbound					- Westbound			
	L	T	R	Tot		L	T	R	Tot		L	T	R	Tot		L	T	R	Tot
Existing 2025 Traffic Counts:	0	164	0	164		0	176	0	176		0	0	0	0		0	0	0	0
Growth Factor (%):	2	2	2			2	2	2			2	2	2			2	2	2	
Adjacent Site (Residential):	0	24	0	24		0	35	0	35		0	0	0	0		0	0	0	0
Adjacent Site (Retail & College):	0	25	0	25		0	24	0	24		0	0	0	0		0	0	0	0
No-Build 2027 Volumes:	0	220	0	220		0	242	0	242		0	0	0	0		0	0	0	0
Total New Trips (Mixed Use):	4	45	0	49		0	57	0	57		5	0	6	11		0	0	0	0
Total New Trips (Residential)	24	64	0	88		0	43	24	67		16	0	16	32		0	0	0	0
Future 2027 Traffic Volumes:	28	329	0	357		0	342	24	366		21	0	22	43		0	0	0	0



252



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

GEOGRAPHIC FEATURE LEGEND

Zoning

- | | | | | | | |
|------------------|----------|----------|-------------|------------|------|-------|
| Overlay District | A-2 CITY | C-2 CITY | I-2 CITY | R - 1 CITY | R-1 | RM-3 |
| No Code | C-1 | I-M | MHP | R - 2 CITY | R-1R | R-PUD |
| AG | C-1 CITY | I-1 CITY | PUBLIC | R - 3 CITY | R-2 | C-PUD |
| A-1 CITY | C-2 | I-M | PUBLIC CITY | R - 4 CITY | RM-1 | |



Middle Georgia Regional Commission
175 Emory Hwy
Suite C
Macon, Georgia 31217

(478) 751-8160

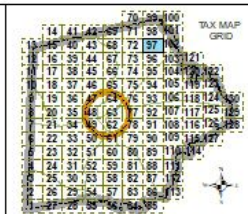
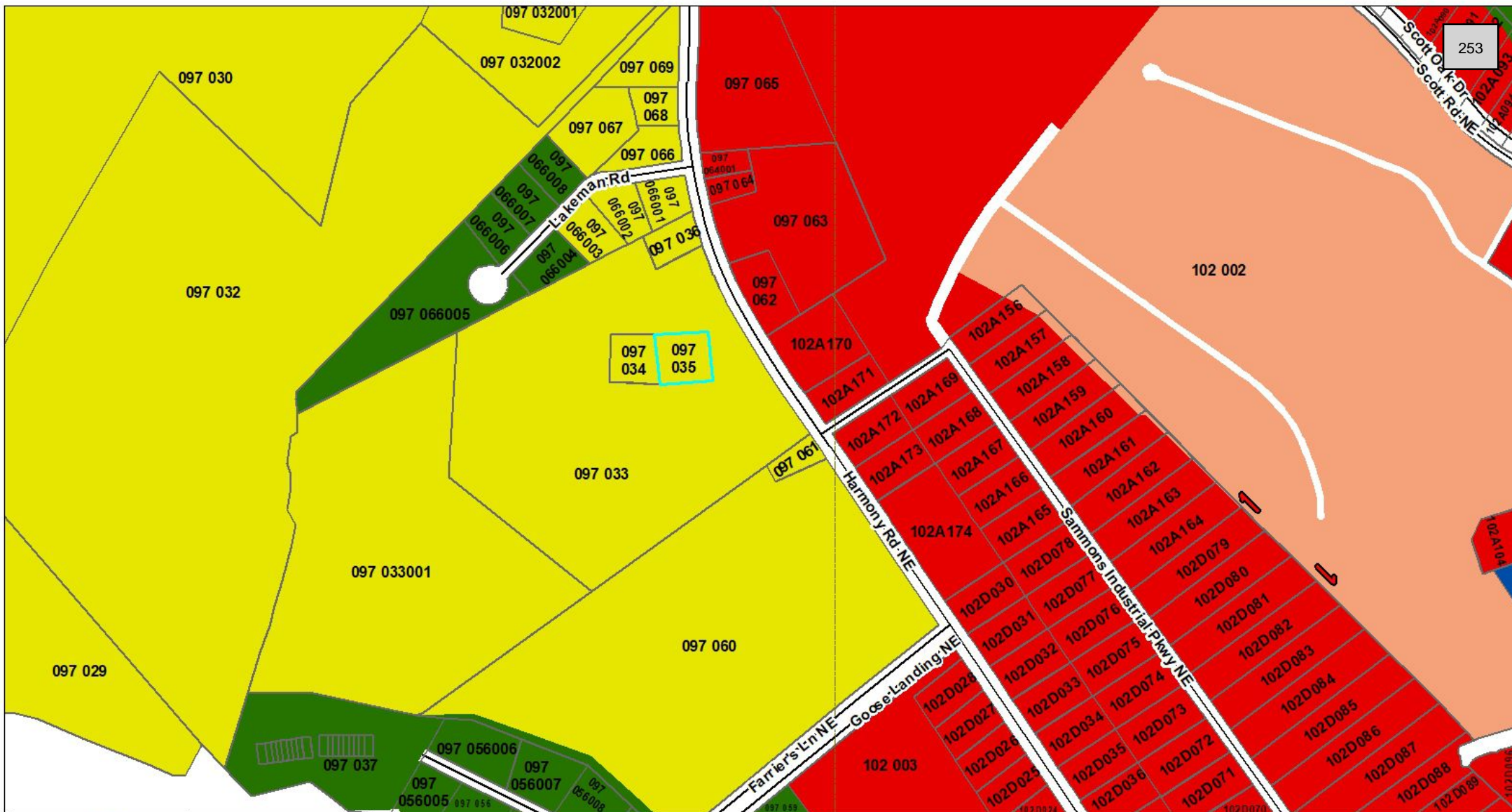
Web:
www.middlegeorgia.org

PUTNAM COUNTY, GEORGIA
ZONING MAPS



MAP 097

MAP SCALE: 1" = 208.33' SCALE RATIO: 1:2,500 DATE: AUGUST 2025



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

GEOGRAPHIC FEATURE LEGEND

- | | | |
|----------------------|------------------------------|--|
| Agriculture/Forestry | Mixed Use | Residential |
| Commercial | Park/Recreation/Conservation | Transportation/Communication/Utilities |
| Industrial | Public/Institutional | Undeveloped/Vacant |



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



MAP 097

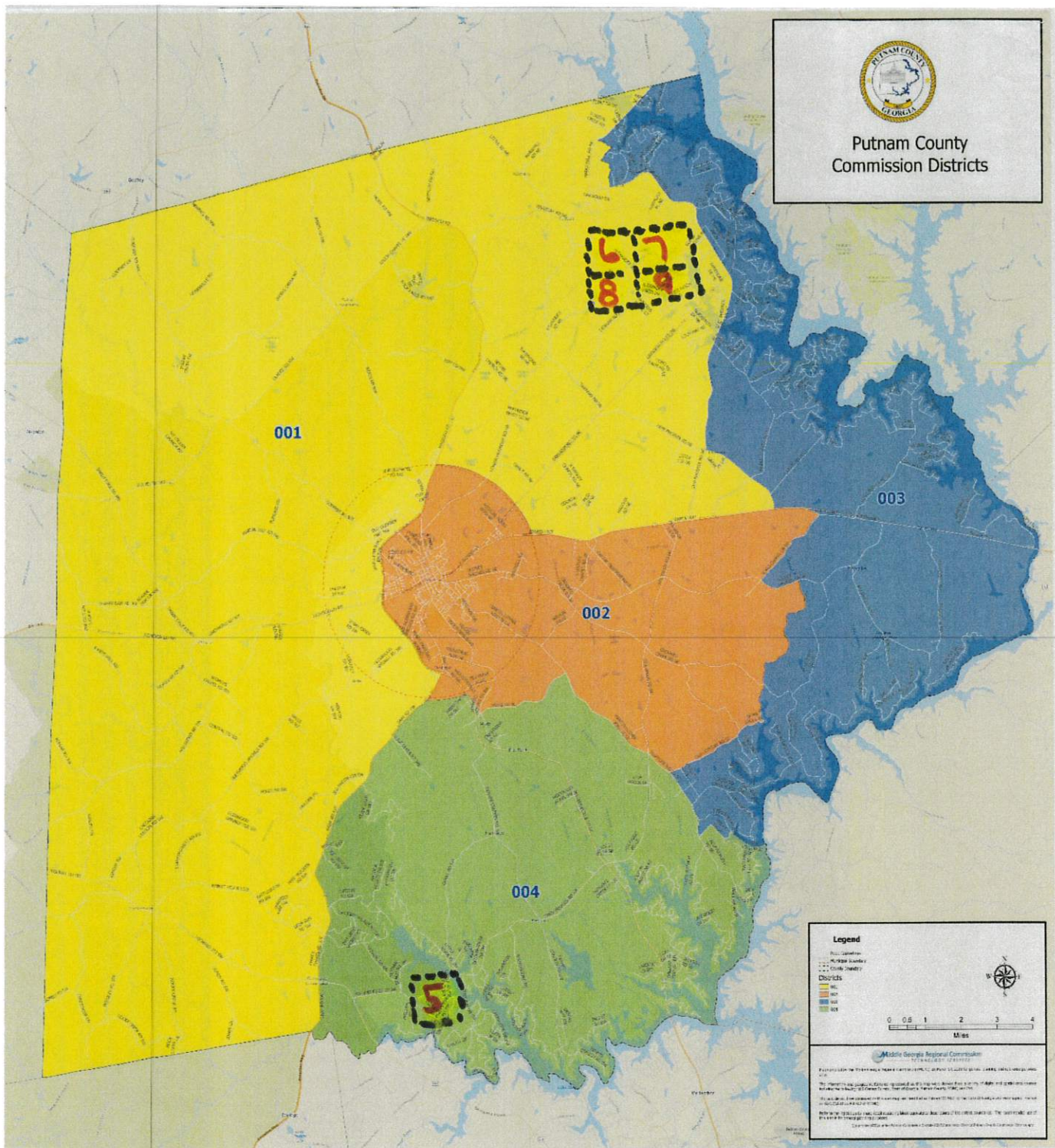
MAP SCALE: 1" = 400'

SCALE RATIO: 1:4,800

DATE: AUGUST 2025

File Attachments for Item:

9. Request by Ross Mundy, agent for Tempy and Davis Sharp to rezone 26.32 acres at 820 Harmony Road from AG to R-PUD. [Map 097, Part of Parcel 033, District 1] (staff-P&D)



5. Request by **Steven & Deborah Deroche** for a conditional use at 297 Anchor Point Drive. Presently zoned R-2. [Map 053, Parcel 033, District 4]. *
6. Request by **Ross Mundy, agent for Bradley Ashurst**, to rezone 30 acres on Harmony Road from AG to R-PUD. [Map 097, Parcel 033 001, District 1]. *
7. Request by **Ross Mundy, agent for Juaquin Cordona and Ewren Marshall**, to rezone 1.01 acres at 826 Harmony Road from AG to R-PUD. [Map 097, Parcel 035, District 1]. *
8. Request by **Ross Mundy, agent for Tempy and Davis Sharp**, to rezone 26.32 acres at 820 Harmony Road from AG to R-PUD. [Map 097, Part of Parcel 033, District 1]. *
9. Request by **Ross Mundy, agent for Tempy and Davis Sharp**, to rezone 5.99 acres at 826 Harmony Road from AG to C-1. [Map 097, Part of Parcel 033, District 1]. *



PUTNAM COUNTY PLANNING & DEVELOPMENT

117 Putnam Drive, Suite B ♦ Eatonton, GA 31024

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

December 4, 2025

BOC Staff Recommendations

TO: Board of Commissioners

FROM: Lisa Jackson

RE: Staff Recommendation for Public Hearing Agenda on 12/4/2025

Request

8. Request by **Ross Mundy, agent for Tempy and Davis Sharp** to rezone 26.32 acres at 820 Harmony Road from AG to R-PUD. [**Map 097, Part of Parcel 033, District 1**].* Mr. Mundy is requesting to rezone 26.32 acres from AG to R-PUD on behalf of Tempy and Davis Sharp. If approved, the subject property will be combined with 2 adjacent parcels identified as **Map 097 Parcel 035** and **Map 097 Parcel 033001**. The combination of parcels would create a 57.33-acre R-PUD tract. They are also proposing a separate 5.99-acre C-1 tract. The intended land use for this property is to develop an assisted living/memory care facility surrounded by semi-assisted single family cottage style homes. The proposed residential planned unit development will consist of 124 single family one-story patio home units, 94 assisted living facility units, pickleball courts, a pool, and a community clubhouse (including a community gym). The proposed plan includes a residential density of 4 units per acre, with a proposed open space of 27.8 acres (42%) of the gross acres in the assemblage. The concept plan proposes four interior roads. Two roads have a cul-de-sac, one road has dead end, and the other road leads to the proposed commercial development. They are also proposing two curb cuts that will be located on Harmony Road, one for the single-family homes entrance and the other for the commercial assisted living facility.

The subject property is located directly adjacent to the Harmony 40, LLC development. This residential development was rezoned from AG to RM-3 in October of 2023 and consists of 43 single family residential lots. The development has established roads and will begin the building application process soon. At the time of the rezoning approval, the traffic study projected traffic for the Harmony 40, LLC development was 412 average trips per day, with 8 entering and 24 exiting during AM peak hour, 26 entering and 16 exiting during the PM hours. Harmony Road is classified as a Major Collector with a speed limit of 45 MPH. It had daily traffic that was well below the 6,000 AADT for a two-lane road. There are additional major developments located within close proximity to the subject property; the proposed site for the Helms Farm development located along Harmony Road, and the site for the Stillwater Development located along Scott Road.

The Helms Farm development was rezoned from AG to C-PUD in August of 2021. The development proposes a mixed-use development to support the non-profit mission and vision of Goodwill industries of Middle Georgia's Helms College expansion. It is proposed to include a Goodwill store; Helms College for 50 students; Edgar's Bakery; retailing including a spa; a high-turn-over sit-down restaurant; a

supermarket; 127 multi-family residential units; 18 student housing units; 41 vacation villas; an event/banquet hall, and a 175-room hotel. Piedmont Water will provide water and sewer. As proposed, the development will be completed in four phases as determined by the market conditions and demand. Phase one will consist of the Goodwill store, Helms College for 25 students, Edgar's Bakery, and 3,400 square feet of retail is to be completed by 2023. The second phase will include an additional 25 students to the college, 11,200 square feet of retail, 42 multi-family units, and 6 student housing units to be finished in 2024. Phases three and four will consist of 12,320 square feet of retail, 10,600 square feet of a sit-down restaurant, a supermarket, 85 multi-family residential units, 12 student housing units, 41 vacation villas, an event/banquet hall, and a 175-room hotel. At the time of the rezoning approval, the traffic study projected the total site-generated trips will be 10,975, and the mixed-use reduction is 1,814. Thus the 24-hour total volume of two-way traffic will be 9,161. However, it concludes that the most significant impact from the proposed development will be during the am and pm peak hours. The development also proposes two full-access entrances on Harmony Road identified as Driveway One (southern) and Driveway Two (northern). The study further recommends that the first driveway has two entering and two exit lanes while the second driveway has one entering and two exit lanes. The following was recommended for each driveway: the eastbound lane approach should have a separate left and right-turn lane for exiting traffic; a northbound left-turn lane to be constructed on Harmony Road for entering traffic; a southbound deceleration lane to be installed on Harmony Road for entering traffic. Since the 2021 rezoning approval, this development has yet to begin construction.

The Stillwater development was originally rezoned from AG to C-PUD in August of 2020, with the hopes of establishing a mixed-use commercial development. They later decided to include a residential component which was not allowed in the C-PUD zoning district. In January of 2024, the property was rezoned from C-PUD to R-PUD. The development proposed to establish a mixed-use residential community along the Scott Road connector. According to the applicant's traffic impact analysis, the proposed development will consist of 387 residential units in total, of which 124 will be residential townhomes and 263 will be single-family homes. The development will be completed in 3 phases. The study proposed three road accesses which include Scott Road, Sammons Industrial Parkway and Hwy 44. As projected in the study, the anticipated completion (build-out) of the development is 2030. Based on the 2023 Traffic Impact Analysis, the projected traffic volume per day on Scott Road was 2,901 with a peak am at 63 and peak PM at 163. The Highway Capacity Manual, 6th Edition suggested the existing intersections were performing at acceptable levels of service during the AM and PM peak hours. Additionally, the study estimated that the 2030 Future Build Conditions for this site would generate a total of 3,425 daily trips. As it was proposed, the main entrance is located on Scott Road, and the secondary access will be on Hwy 44 and Sammons Industrial Road. The following was recommended:

- 1. Scott Road at Proposed Driveway #1: (a) Provide a full-movement driveway; to be stop-control (b) Provide one entry lane and one exit lane (c) Install a westbound right-turn deceleration lane (d) Install an eastbound left-turn deceleration lane.**
- 2. Sammons Industrial Parkway at Proposed Driveway #3: (Note: The driveway creates the 3rd leg northern leg of the T-intersection) (a) Provide a full-movement driveway; one entry lane and one exit lane (b) Install a stop sign (stop-control) for the eastbound approach of Sammons Industrial Parkway**
- 3. Staff also recommends that the comp plan be amended to reflect current and future commercial and residential development in this area.**

This project is currently undergoing the land disturbance and stabilization process and should be able to move forward with road infrastructure soon.

The applicant is proposing to rezone this 26.32-acre tract from AG to R-PUD to establish an assisted living/memory care facility surrounded by semi-assisted single family cottage style homes. The subject property is located along Harmony Road and is directly adjacent to the Harmony 40, LLC subdivision. Harmony Road is a connector road between Hwy 441, Georgia State Route 44, and the Lake Oconee area. According to the submitted traffic analysis, the 24-hour two-way volume for traffic entering and exiting the site is 4,874 vehicles per day. For a two-lane roadway with an AADT of under 6,000 vehicles and a posted speed limit of 45 mph, the daily site-generated left turn movements threshold to warrant a turn lane is 250 left-turning vehicles per day. The projected daily left turn volumes (LTVs) at each driveway are 661 LTVs at Site Driveway 1 and 396 LTVs at Site Driveway 2. Therefore, a left turn lane is warranted at each of the site driveways on Harmony Road. For a two-lane roadway with an AADT of under 6,000 vehicles and a posted speed limit of 45 mph, the daily site-generated right- turn movements threshold to warrant a deceleration lane is 150 right-turning vehicles per day. The projected daily right turn volumes (RTVs) at each driveway are 537 RTVs at Site Driveway 1 and 313 RTVs at Site Driveway 2. Therefore, a right turn lane is warranted at each of the site driveways on Harmony Road. The following access configurations are recommended at the proposed site driveway intersections:

1. Site Driveway 1 (North): Full Access Driveway on Harmony Road

- One entering lane and one exiting lane
- Stop-sign controlled on the driveway approach with Harmony Road remaining free flow
- A left turn lane and a right turn lane for entering traffic
- Provide/confirm adequate sight distance per AASHTO standards

2. Site Driveway 2: Full access driveway on Harmony Road

- One entering lane and one exiting lane
- Stop-sign controlled on the driveway approach with Harmony Road remaining free flow
- A left turn lane and a right turn lane for entering traffic

With the rapid pace of growth in Putnam County, particularly along Harmony Road, development pressures have become increasingly evident. Over the past five years, 16 rezoning applications have been submitted along this corridor, reflecting a steady shift toward a mix of residential and commercial uses. According to the County's Comprehensive Plan, the subject property is designated for future residential use. While the proposed use aligns with that designation, there is a need to reassess the plan to better address major connectors, intersections, and areas experiencing both significant commercial and residential mixed-use development. Without an updated plan, the County risks facing incompatible land uses, increased traffic congestion, and potential impacts to community character. A coordinated land use plan is essential to guide growth in these areas. By updating the plan, Putnam County can ensure that future decisions are consistent with long-term goals, fostering compatible development while preserving the integrity and character of existing properties. Furthermore, staff recommends that the Board of Commissioners:

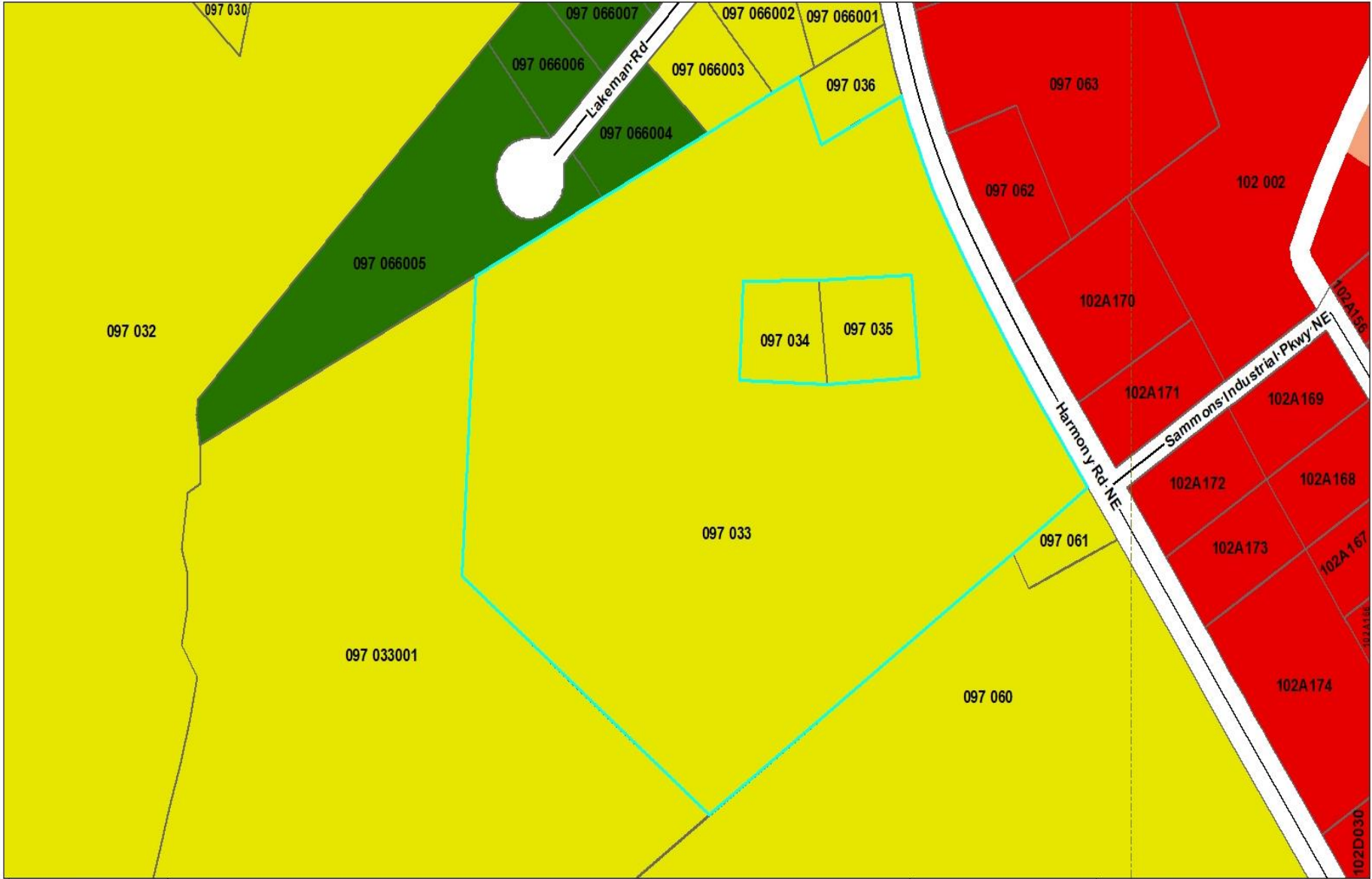
- 1. Conduct a comprehensive assessment of the County's main arterial roads to evaluate existing conditions, growth trends, and development pressures.**
- 2. Develop a list of community-compatible land uses that are appropriate for properties fronting these arterial corridors.**
- 3. Adopt this list and establish overlay districts along key arterial roads, providing clear expectations for future rezonings while balancing the interests of residents, businesses, and other property owners.**

This process will create consistency, improve public trust, and allow the County to accommodate growth while preserving the character of its communities. Subject to the same, staff previously recommended that the item be tabled until there is a completion of the arterial corridor assessment and an adoption of overlay districts. Upon further review, staff's recommendation is for denial.

Staff recommendation is for denial to rezone 26.32 acres at 820 Harmony Road from AG to R-PUD. [Map 097, Part of Parcel 033, District 1].*

*The Planning & Zoning Commission's recommendation is for approval to rezone items 6-8 on Harmony Road from AG to R-PUD [Map 097, Parcel 033 001, District 1], [Map 097, Parcel 035, District 1], [Map 097, Part of Parcel 033, District 1].*with the following conditions:*

- 1. Map 097, Parcel 035 must be combined with the adjacent parcels, identified as Map 097 Parcel 033001, Map 097 Part of Parcel 033 and cannot be used or sold as a standalone parcel.*
- 2. The development shall substantially comply with the submitted conceptual plan,*



GEOGRAPHIC FEATURE LEGEND

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

Middle Georgia Regional Commission
175 Emory Hwy
Suite C
Macon, Georgia 31217
(478) 751-6180
Web:
www.middlegeorgiarc.org

PUTNAM COUNTY, GEORGIA
FUTURE LAND USE MAPS

MAP 097

MAP SCALE: 1" = 208.33' SCALE RATIO: 1:2,500 DATE: AUGUST 2025

Applicants are requesting to rezone 26.32 acres at 820 Harmony Road from AG to R-PUD. [Map 097, Part of Parcel 033, District 1].* If approved, the subject property will be combined with 2 adjacent parcels identified as **Map 097 Parcel 035 and Map 097 Parcel 033001**.

Nearby R-PUD Development

Adjacent Residential Development



PUTNAM COUNTY PLANNING & DEVELOPMENT

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☒ REZONING

APPLICATION NO. 2025-REZONE-24 DATE: 8/6/2025

MAP 097 PARCEL 033 ZONING DISTRICT AG

1. Owner Name: Tempy Irene and Davis Sharp
2. Applicant Name (If different from above): Ross Mundy Manager, Georgia United Equities, LLC
3. Mailing Address: 3435 Ocean Park Blvd., Santa Monica, CA 90405
4. Email Address: [REDACTED]
5. Phone: (home) [REDACTED] (office) [REDACTED] (cell) [REDACTED]
6. The location of the subject property, including street number, if any: 820 Harmony Rd. Eatonton, GA 31024
7. The area of land proposed to be rezoned (stated in square feet if less than one acre):
26.52
8. The proposed zoning district desired: R-PUD
9. The purpose of this rezoning is (Attach Letter of Intent)
Retirement destination development to include an Assisted Living/ Memory Care Facility, and semi-independent detached residents.
10. Present use of property: AG Desired use of property: R-PUD and C-1
11. Existing zoning district classification of the property and adjacent properties:
Existing: AG
North: C-2 South: AG East: C-1/ C-2 West: AG and C-2
12. Copy of warranty deed for proof of ownership and if not owned by applicant, please attach a signed and notarized letter of agency from each property owner for all property sought to be rezoned.
13. Legal description and recorded plat of the property to be rezoned.
14. The Comprehensive Plan Future Land Use Map category in which the property is located. (If more than one category applies, the areas in each category are to be illustrated on the concept plan. See concept plan insert.):
[REDACTED]
15. A detailed description of existing land uses: Mostly Undeveloped Woods, 1 home site.
16. Source of domestic water supply: well [REDACTED], community water [REDACTED], or private provider X.
If source is not an existing system, please provide a letter from provider.

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

18. Complete attachment of Disclosure of Campaign Contributions Form by the applicant and/or the applicant's attorney as required by the Georgia Conflict of Interest in Zoning Act (O.C.G.A. 36-67A).

19. The application designation, date of application and action taken on all prior applications filed for rezoning for all or part of the subject property. (Please attach on separate sheet.)

20. Proof that property taxes for the parcel(s) in question have been paid.

21. Concept plan.

- If the application is for less than 25 single-family residential lots, a concept plan need not be submitted. (See attachment.)
- A concept plan may be required for commercial development at director's discretion

22. Impact analysis.

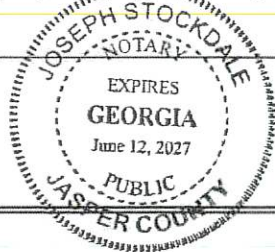
- If the application is for less than 25 single-family residential lots, an impact analysis need not be submitted. (See attachment.)
- An Impact analysis (including a traffic study) is required when rezoning from residential zoned or used property to commercial or industrial districts.

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

Hank Davis *Executor of Shop Estate*

Signature (Property Owner) (Date) 5.29.25

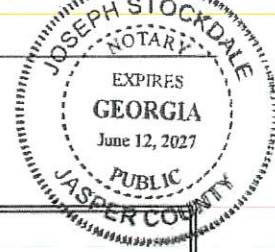
[Signature]
Notary Public



Ross Mundy 5/29/25

Signature (Applicant) (Date)

[Signature]
Notary Public

**Office Use**

Paid: \$ 600.00 (cash) _____ (check) _____ (credit card) ☒

Receipt No. 21936204718 Date Paid: 5/21/25

Date Application Received: 5/16/25

Reviewed for completeness by: Angela Waldroup

Date of BOC hearing: 12/14/25 Date submitted to newspaper: 10/21/25

Date sign posted on property: _____ Picture attached: yes _____ no _____

DISCLOSURE OF APPLICANT'S CAMPAIGN CONTRIBUTION

1-04-24

Letter of Intent – Georgia United Equities, LLC
R-PUD and C-1 Zoning Request

This site is comprised of 4 parcels, all currently zoned AG and mostly undeveloped. Surrounding land uses are commercial (C-1 and C-2, mostly flex, office/warehousing), RM-3 – a similar residential subdivision, and AG land – mostly undeveloped.

The intended land uses for these assembled parcels:

097-035 – 1.01 Acres

097-033 – 32.31 Acres (5.99 Acres for Commercial, and 26.32 Acres

097-03301 – 30 Acres

An Assisted Living/ Memory Care Facility surrounded by semi- assisted single family cottage style homes are planned. The homes will be one-story patio homes that will be similar those found at The Grove in Athens. The quality of construction of the cottage style homes will be comparable to single family homes in the near-by Del Webb community. The conceptual site includes 124 single family one-story patio homes, pickleball courts, a pool, and a community clubhouse (that will include a community gym). Setbacks proposed: 20' Front, 20' Rear, and 7.5' Side. The proposed subdivision will connect to Harmony Road via proposed interior roads. 50' required buffer is included per county ordinance. The proposed plan includes a residential density of 4 units per acre. Proposed open space is 42 % or 27.8 acres of the gross acres in the assemblage.

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

eFiled & eRecorded
 DATE: 8/26/2021
 TIME: 4:02 PM
 DEED BOOK: 01052
 PAGE: 00604 - 00606
 RECORDING FEES: \$25.00
 TRANSFER TAX: \$0.00
 PARTICIPANT ID: 6837478023
 CLERK: Trevor J. Addison
 Putnam County, GA
 PT61: 117-2021-001734

Return to: Huskins Law Firm LLC, 114 1/2 West Marion Street, Eatonton, Georgia 31024

DEED OF ASSENT

STATE OF GEORGIA
 COUNTY OF PUTNAM

(DEED ONLY)

THIS INDENTURE made and entered into this the 23rd day of August, 2021, between **TEMPY IRENE DAVIS SHARP**, as Executrix of the Last Will and Testament of Billy Jackson Sharp, late of said County, party of the First Part and **TEMPY IRENE DAVIS SHARP** of the Second Part;

WITNESSETH:

That the party of the First Part by virtue of the power and authority vested in her by said Wills, which have been duly probated in Solemn Form and admitted to Probate Court of Putnam County, Georgia with Letters Testamentary issued on August 23, 2021 in the Office of the Probate Court, Putnam County, Georgia, and in compliance with Item V of each said Will, has granted, bargained, sold, and conveyed unto **TEMPY IRENE DAVIS SHARP**, heirs and assigns, the following described property, to wit:

SEE EXHIBIT A

PRIOR DEED REFERENCE: This is that same property as conveyed in Warranty Deed to Irene D. Sharp and Billy J. Sharp, dated October 11, 2001, as recorded in Deed Book 349, Page 561, Clerk's Office, Putnam Superior Court.

This deed is executed to evidence the assent of **TEMPY IRENE DAVIS SHARP**, Executrix, to the devise to the party of the Second Part in Item V of said Will.

TO HAVE AND TO HOLD the same, together with all rights, members and appurtenances thereunto belonging or in anywise appertaining to the said party of the Second Part, to his own proper use, benefit and behoof, forever in as full and ample a manner as the same was enjoyed by the said Billy Jackson Sharp, deceased, in his lifetime.

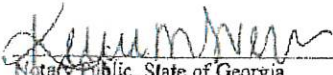
RECEIVED AUG 06 2025

eFiled & eRecorded
DATE: 8/26/2021
TIME: 4:02 PM
DEED BOOK: 01052
PAGE: 00605

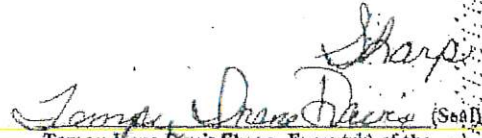
IN WITNESS WHEREOF, the party of First Part has affixed her hand and seal the day
and year first above written.


Signed, sealed, and delivered
in the presence of:


Unofficial Witness


Notary Public, State of Georgia
My Commission Expires: 05-22-2024




Tempy Rene Davis Sharp, Executrix of the
Last Will and Testament of Billy Jackson Sharp

RECEIVED AUG 06 2025 

474

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WARRANTY DEED

STATE OF Georgia

COUNTY OF Putnam

THIS INDENTURE, Made the 16th. day of February, in the year
one thousand nine hundred eighty-three, between
N. Dudley Horton, Jr.

of the County of Putnam, and State of Georgia, as party or parties of the
first part, hereinafter called Grantor, and

Tempy D. Sharp

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

WITNESSETH that: Grantor, for and in consideration of the sum of Ten Dollars and
exchange of property XXXXXXXXXXXXXXXXXXXX
in hand paid at and before the sealing and delivery of these presents, the receipt whereof is hereby
acknowledged, has granted, bargained, sold, aliened, conveyed and confirmed, and by these presents
does grant, bargain, sell, alien, convey and confirm unto the said Grantee,

All of that certain tract or parcel of land lying and being
in the 389th. District, G.M., Putnam County, Georgia, con-
taining 67.995 acres, more or less, as shown by that certain
plat of survey prepared by American Testing Laboratories,
Inc., dated December 27, 1972, and recorded in Plat Book 11,
page 52, in Office of Clerk of Superior Court of Putnam
County, Georgia, which said plat is incorporated herein by
reference.

The land herein conveyed is composed of 67.917 acres designated
as Parcel "A" and .078 acre designated as Parcel "B" on herein-
before described plat.

The property conveyed herein is bound on north by Estate of
N.C. & Lula A. Meador, on the east by a county road, on the
south by property of Billy J. Sharp and on the west by Mrs.
Woodlief S. Parks.

LESS AND EXCEPT: Excluded from this conveyance is any portion
of this property which may have been condemned by or conveyed
to Georgia Power Company.

Putnam County, Georgia
Real Estate Transfer Tax
Paid \$ *20*
Date *Feb 16 1983*
Richard W. Cardwell
Clerk of Superior Court

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

AND THE SAID Grantor will warrant and forever defend the right and title to the above
described property unto the said Grantee against the claims of all persons whomsoever.

IN WITNESS WHEREOF, the Grantor has signed and sealed this deed, the day and year above
written.

Signed, sealed and delivered in presence of:

N. Dudley Horton, Jr. (Seal)
(Unofficial witness) N. Dudley Horton, Jr.

Francis P. Hardy (Seal)
(Notary Public)

My comm. expires *Feb 16*, 1986.

(Notary Seal Affixed)

Filed for record this the 16th day of February, 1983., at 11:45 A. M.
Recorded this the 16th day of February, 1983.

Elizabeth W. Cardwell
Elizabeth W. Cardwell, D.C.S.C. 474

474

RECEIVED AUG 06 2025

IN THE PROBATE COURT OF PUTNAM COUNTY
STATE OF GEORGIA

IN RE: ESTATE OF

TEMPY IRENE DAVIS SHARP,
DECEASED

ESTATE NO. 23ES0011

LETTERS TESTAMENTARY
[Relieved of filing returns]

At a regular term of probate court, the last will and testament dated August 4, 2021, (and codicil(s) dated N/A) of the above-named decedent, who was domiciled in this county at the time of his or her death or was domiciled in another state but owned property in this county at the time of his or her death, was legally proven in solemn form to be the decedent's will and was admitted to record by order, and it was further ordered that Heck H. Davis, named as executor(s) in said will, be allowed to qualify, and that upon so doing, letters testamentary be issued to such executor(s).

THEREFORE, the executor(s), having taken the oath of office and complied with all necessary prerequisites of the law, is/are legally authorized to discharge all the duties and exercise all powers of executor(s) under the will of said decedent, according to the decedent's will and the law.

Given under my hand and official seal, the 4th day of January, 2023.

Brandt J. Cluskey
Judge of the Probate Court

*The following must be signed if the judge
does not sign the original of this document:*

Issued by:

Clerk of the Probate Court

SEP 10 2023

I give, devise, and bequeath all of my interest in

(a) The home and real property to include 8.00 acres of land around said home located at 820 Harmony Road NE, Eatonton, Georgia to STEPHEN BOYD SHARP, in fee simple absolute;

RECEIVED AUG 6 2025

August, 2021

You boys treat Heck or Tim with respect.

Furniture- Some of the furniture in our home has been claimed by family members already (their name is taped on it. Honor that. (Stephen would like to have the bedroom suite in the left hand bedroom. The bed was made by Papa's cousin and is well over 70 years old.) The rest of the furniture is to be divided among the sons or disposed of as they see fit. I only want the furniture given to someone who will care for it.

My cookbooks can be divided among any of our kin as the sons desire. I would like Ewren Marshall to share in the cookbooks.

My crochet yarn is to go to Kaydee Scott. The afghans I have, and have made, shall be divided among the sons and grandchildren and greatgrandchildren. The 'Rose Garden' afghan that was made by my mother is for Susan and Russell Davis.

The two wash pots are to go to Stephen Sharp and Kenneth Sharp. One to each.

Jewelry- I want Kay to have my diamond earrings and Kaydee to have my blue sapphire ones. The other earrings can be divided up among the (daughters-in-law and/or granddaughters). Since Sandy can't wear any of the earrings she can pick first of the necklaces.

If Kaydee wants my sewing machine (and all that goes with it) she may have it. Also, Kaydee can have the coverlet on the bed in the right (small) bedroom.

If the truck is still running Daniel can have it.

Stephen is to have my car.

Our tractor and equipment and tools are to be used by all, and after using returned to the home place..

If nobody in the family wants them, give my Louise L'Amour Books to someone who likes westerns. Maybe someone in the nursing home or hospitals.

Billy's sisters shall be offered remembrances if they desire any.

All of our pictures, books, Bibles, and shelf items may be offered to others after the sons, Stephen Boyd, William (Bill) Andrew, Scott Samuel, and Kenneth Benjamin, have chosen what they desire.

My clothes can be offered to family including Penny and Diane, and to others as the sons see fit.

The items in the storage buildings can be divided among the sons and grandchildren. All other things can be sold and the proceeds divided among the sons.

The balance due on any other loans made by me to the other sons will be deducted from proceeds they would receive from the estate.

LAST WILL AND TESTAMENT
OF
TEMPY IRENE DAVIS SHARP

KNOWN ALL MEN THESE PRESENTS:

I, TEMPY IRENE DAVIS SHARP, of Putnam County, Georgia, being of sound and disposing mind and memory do make, publish, and declare this my LAST WILL AND TESTAMENT, hereby revoking and rescinding any and all Wills or Codicils previously made by me.

ITEM I

I desire that my body be given a reasonable Christian burial at Lone Oak Cemetery, according to the wishes of my family.

ITEM II

I am not married as my husband predeceased me. I have four children, STEPHEN BOYD SHARP, WILLIAM ANDREW SHARP, SCOTT SAMUEL SHARP and KENNETH BENJAMIN SHARP.

ITEM III

I direct that my Executor pay all my just debts as promptly as possible, including charitable pledges, the expenses of my last illness, funeral and burial, debts and claims duly allowed against my estate, expenses of administration of my estate and all estate, inheritance, succession, transfer, legacy and/or death taxes assessed or imposed with respect to my estate, or any part thereof, whether or not passing under this Will.

ITEM IV
JOINTLY HELD PROPERTY

All securities, bank accounts, savings accounts, certificates of deposit and any other similar property I may own at the time of my death in the name of myself and any other person which are by their terms payable on or after my death to that person, or which, under applicable law, are presumed held with a right of survivorship, shall be that person's sole property and my Executrix shall not make any claim that such property is a part of my estate.

ITEM V

I may leave with my Will or among my personal papers at the time of my death a written memorandum setting forth certain items of tangible personal property which I wish to devise to certain persons. Although this list may not be legally binding, I request my descendants to respect my wishes as spelled out in this list and I direct my Executor to deliver the property on this list to the designated individuals.

ITEM VI

I give, devise, and bequeath all of my interest in the following real properties:

- (a) The home and real property to include 8.00 acres of land around said home located at 820 Harmony Road NE, Eatonton, Georgia to STEPHEN BOYD SHARP, in fee simple absolute;

PAGE 1 of 4 PAGES

RECEIVED AUG 06 2025

- (b) The manufactured home and real property to include 8.00 acres of land around said home located at ~~located at~~ 828 Harmony Road NE, Eatonton, Georgia to WILLIAM ANDREW SHARP, in fee simple absolute. Said 8.00 acres shall be surveyed to include the land on which WILLIAM ANDREW SHARP'S manufactured home (owned by him) sits, known as 822 Harmony Road;
- (c) The home and real property to include 5.00 acres of land behind and minimally around said home located at 832 Harmony Road NE, Eatonton, Georgia to SCOTT SAMUEL SHARP, in fee simple absolute;
- (d) The home and real property located at 122 Crestview Road, Eatonton, Georgia to SCOTT SAMUEL SHARP, in fee simple absolute; and
- (e) The home and real property to include 8.00 acres of land around said home located at 820a Harmony Road NE, Eatonton, Georgia to KENNETH BENJAMIN SHARP, in fee simple absolute. Said 8.00 acres shall be surveyed to include the land on which the manufactured home known as 824 Harmony Road NE sits. This manufactured home is also bequeathed to KENNETH BENJAMIN SHARP, in fee simple absolute; and
- (f) It is understood that at the time of the signing of this Last Will and Testament that no survey has been completed with the above acreage divisions. I give, devise and bequeath the remaining real property I may be possessed of at the time of my death to STEPHEN BOYD SHARP, WILLIAM ANDREW SHARP, SCOTT SAMUEL SHARP and KENNETH BENJAMIN SHARP, in equal shares, share and share alike, in fee simple absolute. I leave my executor full discretion to handle the division of acreages in (a) through (e) above to as close as my instructions herein as possible, while complying with Planning and Zoning requirements. My executor has full authority to change the acreages to comply with planning and zoning and to sell or equally divide the remaining acreage.

ITEM VII

I give, devise, and bequeath the residuum of my estate, whatsoever kind or nature and wheresoever located, both real and personal, *other than those items that may be on the written memoranda under Item V herein*, that I am now possessed of or may be possessed of at the time of my death to STEPHEN BOYD SHARP, WILLIAM ANDREW SHARP, SCOTT SAMUEL SHARP and KENNETH BENJAMIN SHARP, in equal shares, share and share alike, in fee simple absolute.

ITEM VIII

In the event that any of my children shall predecease me, then in that event, I give, devise and bequeath that child's share to their then living spouse and children, if any, and if they have no then living spouse or children, I give, devise, and bequeath that child's share to the survivors of STEPHEN BOYD SHARP, WILLIAM ANDREW SHARP, SCOTT SAMUEL SHARP and/or KENNETH BENJAMIN SHARP, in fee simple absolute.

ITEM IX

In the event that any of my heirs have not attained the age of Twenty-One (21), I leave that child's portion in an individual trust until that that child reaches the age of Twenty-One (21).

If any minor becomes entitled to a share of my estate upon my death or to a share of the principal of any trust estate upon the termination thereof, such share shall be held by, and I give, devise and bequeath the same to, the Trustee hereinafter named, IN TRUST NEVERTHELESS, for the following uses and purposes: To manage, invest and reinvest the

same, to collect the income and to apply the net income and principal for such minor's benefit, to such extent and at such time or times as the Trustee, in his/her sole and absolute discretion, deems advisable, until such minor reaches the age of Twenty-One (21) years, and thereupon to transfer, convey and pay over the principal of the trust, as it is then constituted, to such minor. Any net income not so applied shall be accumulated and added to the principal of the trust at least annually and thereafter shall be held and administered and disposed of as a part thereof.

The Trustee is authorized and empowered to hold as a part of such minor's trust any and all articles of tangible personal property at any time forming a part thereof. The Trustee shall have no duty to convert such articles to productive property, and the expense of the safekeeping thereof, including insurance, shall be a proper charge against the trust. The Trustee may give to such minor any article of tangible personal property at any time before the minor reaches the age of Twenty-One (21) if in their discretion they deem said gift advisable.

I relieve any Trustee from giving bond, making an inventory or appraisal of my estate, and from making returns of his/her acts and doings to any Court of beneficiary. I expressly confer upon him/her all the powers allowed under Georgia Law to a fiduciary and specifically include all those powers enumerated in O.C.G.A. Section 53-12-232, as amended.

ITEM X


I hereby name, appoint and constitute, HECK DAVIS, as Executor of my estate. In the event that he is unable or elects to not serve as the Executor of my estate, I hereby constitute and appoint TIMOTHY CHUPP to act as Executor.

I hereby name, constitute and appoint HECK DAVIS as Trustee of each and every trust created herein. In the event that she is unable or elects to not serve as the Trustee, I hereby constitute and appoint TIMOTHY CHUPP to act as Trustee.

I relieve my Executor and any Trustee from giving bond, making an inventory or appraisal of my estate, and from making returns of his/her acts and doings to any court or beneficiary, and from furnishing annual statements of receipts and disbursements to any beneficiary. In the administration of my Estate, my Executor and any Trustee shall have the authority, without order or report to any court, to exercise all of the powers which are set forth in O.C.G.A. §§53-12-261 and 263, as amended, which Code section is hereby incorporated in this instrument by reference. I expressly confer upon him/her the full authority and specifically the power to sell any part of my estate, with or without notice, as he/she may deem best, and without Order of Court, making good and sufficient conveyance to the purchasers and holding the proceeds of the sale, or sales to the same uses hereinbefore declared in this my LAST WILL AND TESTAMENT. I further hereby expressly confer upon him or them the authority to borrow money for the use of my said estate, in any instance where he or they may think it necessary and proper and to secure the same by lien, mortgage, security deed or other form of security to or upon any part of my estate; this he or they may do without any order of Court.

All successor Executors and Trustees shall have all the powers, authorities and duties granted herein as if originally named Executrix and Trustee.

IN WITNESS WHEREOF, I have set my hand and seal this the 4th day of August, 2021.

 (Seal)
Tempy Irene Davis Sharp, Testatrix

eFiled & eRecorded
DATE: 10/10/2023
TIME: 5:06 PM
PLAT BOOK: 00038
PAGE: 00165
RECORDING FEES: \$10.00
PARTICIPANT ID: 2049181905
CLERK: Trevor J. Addison
Putnam County, GA

APPROVAL

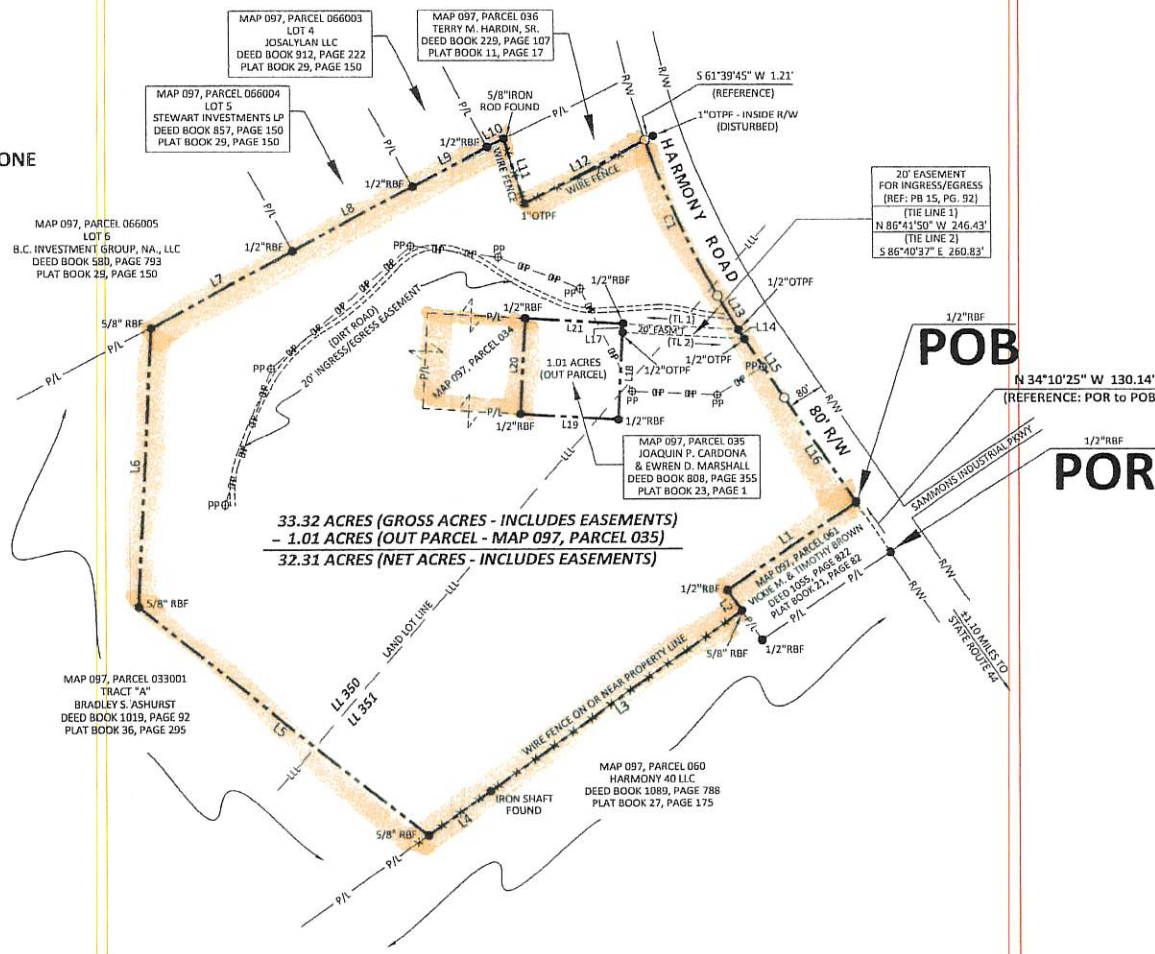
APPROVED FOR RECORDING ONLY

PUTNAM COUNTY
PLANNING & DEVELOPMENT

DATE: 10-5-23

SIGNATURE: *[Signature]*

GRID NORTH - GEORGIA WEST ZONE



33.32 ACRES (GROSS ACRES - INCLUDES EASEMENTS)
- 1.01 ACRES (OUT PARCEL - MAP 097, PARCEL 035)
32.31 ACRES (NET ACRES - INCLUDES EASEMENTS)

PROPERTY COURSE CURVE TABLE

CURVE	RADIUS	ARC LENGTH	CHORD LENGTH	CHORD BEARING
C1	1856.24'	371.98'	371.36'	S 24°17'19" E

PROPERTY COURSE LINE TABLE

LINE	BEARING	DISTANCE	LINE	BEARING	DISTANCE
L1	S 55°45'59" W	334.80'	L12	N 61°39'45" E	294.46'
L2	S 34°10'12" E	53.71'	L13	S 30°58'25" E	84.82'
L3	S 54°23'54" W	664.86'	L14	S 32°21'13" E	24.58'
L4	S 54°20'00" W	165.49'	L15	S 33°14'58" E	153.29'
L5	N 51°18'02" W	792.17'	L16	S 33°48'43" E	272.60'
L6	N 03°00'36" E	603.53'	L17	S 03°29'41" W	19.88'
L7	N 61°43'56" E	345.25'	L18	S 03°19'24" W	189.88'
L8	N 61°41'16" E	294.45'	L19	N 86°38'30" W	209.96'
L9	N 61°43'13" E	183.31'	L20	N 03°22'53" E	209.60'
L10	N 62°09'57" E	40.06'	L21	S 86°41'13" E	209.81'
L11	S 16°53'35" E	149.96'			

PROPERTY COURSE LINE TABLE CONT'D.

GEORGIA SURVEYOR CERTIFICATION

As required by subsection (d) of O.C.G.A. Section 15-6-67, this plat has been prepared by a land surveyor and approved for recording as evidenced by approval certificates, signature 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 intended use of any parcel. Furthermore, the undersigned land surveyor certifies that this plat complies with the minimum technical standards for property surveys in Georgia as set forth in the rules and regulations of the Georgia Board of Registration for Professional Engineers and Land Surveyors and as set forth in O.C.G.A. Section 15-6-67.

Joseph D. Tyson
SEPTEMBER 20, 2023
JOSEPH D. TYSON - PLS NO. 3490 DATE

SURVEYOR

County Line Surveying, LLC

Joseph D. Tyson, PLS NO. 3490
102 Gary Drive NE
Milledgeville, Georgia 31061
Phone: 478-414-8149



MAP 097, PARCELS 033 & 034

COMBINATION SURVEY PREPARED FOR

The Sharp Estate

LYING IN LAND LOTS 350 & 351
3rd LAND DISTRICT
389 GMD
PUTNAM COUNTY, GEORGIA

REFERENCES

DEED BOOK 5 - S, PAGE 474
DEED BOOK 1052, PAGES 604 - 606
PLAT BOOK 11, PAGE 52
PLAT BOOK 21, PAGE 177

GEORGIA SURVEY DATA

A. SURVEY DATE: JULY 17 & 26, 2023
B. PLAT DATE: JULY 29, 2023
C. EQUIPMENT USED: CARLSON BRX7 GNSS RECEIVER & CARLSON BRX7 BASE, DUAL FREQUENCY & RTK

SURVEY CLOSURE INFORMATION

THE FIELD DATA UPON WHICH THIS SURVEY IS BASED HAS A POSITIONAL TOLERANCE OF 0.04 FEET. THIS MAP OR PLAT HAS BEEN CALCULATED FOR CLOSURE AND IS BOUND TO BE ACCURATE WITHIN ONE FOOT IN 485,538 FEET.

GENERAL NOTES

1. LAND LOT LINES ARE APPROXIMATE.

LEGEND

○ COMPUTED POINT
● RFB (UNLESS OTHERWISE NOTED)
● RBS (UNLESS OTHERWISE NOTED)
● CONCRETE R/W MARKER FOUND
● CONCRETE MONUMENT FOUND
□ OPEN TOP PIPE FOUND
RFB REBAR FOUND
RBS REBAR SET
C/L CENTERLINE
P/L PROPERTY LINE
L/L LAND LOT LINE
R/W RIGHT-OF-WAY
LP LIGHT POLE
FH FIRE HYDRANT
BSL BUILDING SET BACK LINE
POR POINT OF REFERENCE
POB POINT OF BEGINNING
FENCE LINE
OVERHEAD POWER LINE
REFERENCE LINE

DISCLOSURE & NOTICE

THERE HAS BEEN NO INVESTIGATION OR INDEPENDENT SEARCH FOR EASEMENTS OF RECORD, ENCUMBRANCES, OR OWNERSHIP TITLE EVIDENCE THAT MAY BE DISCLOSED BY A CURRENT AND ACCURATE TITLE SEARCH. THIS PROPERTY IS SUBJECT TO ANY AND ALL EXISTING DRAINAGE AND/OR UTILITY EASEMENTS THAT MAY NOT BE SHOWN ON THIS PLAT NOR DOES THE SURVEYOR ASSUME ANY RESPONSIBILITY FOR ANY SUCH EASEMENTS THAT MAY AFFECT THIS PROPERTY.



SCALE: 1" = 200'

JOB NUMBER: 23136P

RECEIVED JUN 03 2023



PUTNAM COUNTY PLANNING & DEVELOPMENT

117 Putnam Drive, Suite B ♦ Eatonton, GA 31024

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

LETTER OF AGENCY- Re-Zone

WE, THE UNDERSIGNED OWNERS OF REAL PROPERTY LOCATED IN THE CITY OF EATONTON/PUTNAM COUNTY, GEORGIA, HEREBY APPOINT Ross Mundy TO BE MY AGENT FOR THE PURPOSE OF APPLYING FOR Re-zoning OF PROPERTY DESCRIBED AS MAP 097 PARCEL 033, CONSISTING OF 34.99 ACRES, WHICH HAS THE FOLLOWING ADDRESS: 820 Harmony Rd. EATONTON, GEORGIA 31024. ATTACHED HERETO IS A COPY OF A DEED AND OR PLAT OF SURVEY DESCRIBING THE PROPERTY OWNED BY THE PROPERTY OWNER(S) TO WHICH THIS LETTER OF AGENCY APPLIES.

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

THIS 30th DAY OF May, 2020, 2025

PROPERTY OWNER(S): Heck Davis

Heck Davis Executor of Sharp Estate NAME (PRINTED)

SIGNATURE

ADDRESS: 820 Harmony Rd. Eatonton, GA 31024

PHONE: [REDACTED]

ALL SIGNATURES WERE HEREBY SWORN TO AND SUBSCRIBED BEFORE ME THIS 30th DAY OF May, 2019 2025

NOTARY

MY COMMISSION EXPIRES: June 12, 2027





May 28, 2025

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

Subject: 820 Harmony Road

Dear Ms. Jackson:

Piedmont Water Company currently has adequate water and sewer capacity for the planned 250 residential properties at the address above. Sewer capacity has not been purchased for this project, and not guaranteed until purchased.

Please feel free to contact me with any questions on this project.

Sincerely,

A handwritten signature in black ink, appearing to read "W. J. Matthews", written over a horizontal line.

W. J. Matthews
CTO

INTERNET TAX RECEIPT

278

2025 000986
SHARP BILLY

HARMONY RD A 820
097 033

DESCRIPTION	TAX AMOUNT	EXEMPTION	MILLAGE
FAIR MARKET VALUE	\$55,183		
COUNTY	\$134.67	\$0.00	6.101
SCHOOL	\$236.71	\$0.00	10.724
SPEC SERV	\$8.83	\$0.00	0.4

TO SHARP BILLY
820 HARMONY RD
EATONTON, GA 31024

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



Scan this code
with your mobile
phone to view this
bill

ORIGINAL TAX DUE
\$380.21
INTEREST
COLLECTION COST
FIFA CHARGE
PENALTY
TOTAL PAID
\$380.21
TOTAL DUE
\$0.00

Date Paid: 2/19/2025

INTERNET TAX RECEIPT

SITE INFORMATION:
OVERALL ACREAGE: PARCEL 097 033/34.99 ACRES
PARCEL 097033001/30.00 ACRES
TOTAL: 64.99 ACRES

CURRENT ZONING: AG
PROPOSED ZONING: R-PUD
FRONT SETBACK (ARTERIAL RD) = 50'
FRONT SETBACK (INTERIOR RD) = 20' (SF) 20' (TH)
SIDE SETBACK = 5'
REAR SETBACK = 20'
BUFFERS = 50' WHERE SHOWN ON PLANS

PROPOSED OPEN SPACE: 27.8 ACRES/42.8%

RESIDENTIAL UNITS
TOTAL: 218
SINGLE FAMILY DETACHED: 124
ASSISTED LIVING FACILITY: 94

MAXIMUM DENSITY = 8.0 UNITS/ACRE
PROPOSED DENSITY = 3.35 UNITS/ACRE

LOCAL STREET PAVING WIDTH= 25' BOC TO BOC

CONCEPT PLAN FOR:
HARMONY VILLAGE
PARCELS 097 033 & 097 033001
820 HARMONY RD/EATONTON, GA. 31024



REVISION LOG:		
NO	DATE	REMARKS
PROJECT NAME & ADDRESS		
HARMONY RD EATONTON, GA. 31024		
BULLARD LAND PLANNING 1235 PROSPECT RD LAWRENCEVILLE, GEORGIA 30043 CONTACT: BOBBY BULLARD (678) 344-1293 / (770) 978-8857 FAX blpbobby@bellsouth.net		
PROFESSIONAL SEALS		
SCALE: AS SHOWN		
JOB NUMBER: 24-2167		
DATE: 05-21-25		
SHEET TITLE: CONCEPT PLAN FOR: HARMONY VILLAGE		
SHEET NUMBER: C1		

**IMPACT STUDY
FOR
PROPOSED MIXED-USE DEVELOPMENT
AT 820 HARMONY ROAD

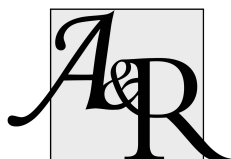
PUTNAM COUNTY, GEORGIA**



Prepared for:

***Georgia United Equities, LLC
3435 Ocean Park Blvd
Santa Monica, CA 90405***

Prepared By:



A&R Engineering Inc.

2160 Kingston Court, Suite O
Marietta, GA 30067
Tel: (770) 690-9255 Fax: (770) 690-9210
www.areng.com

July 20, 2025
A & R Project # 25-004

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1.0 INTRODUCTION

The purpose of this study is to determine the traffic impact from the proposed mixed-use development that will be located at 820 Harmony Road in Putnam County, Georgia. The traffic analysis evaluates the current operations and future conditions with the traffic generated by the development. The proposed development will consist of:

- Single-Family Detached Housing: 124 Units
- Assisted Living and Memory Care Facility approximately 100,000 sq. ft.



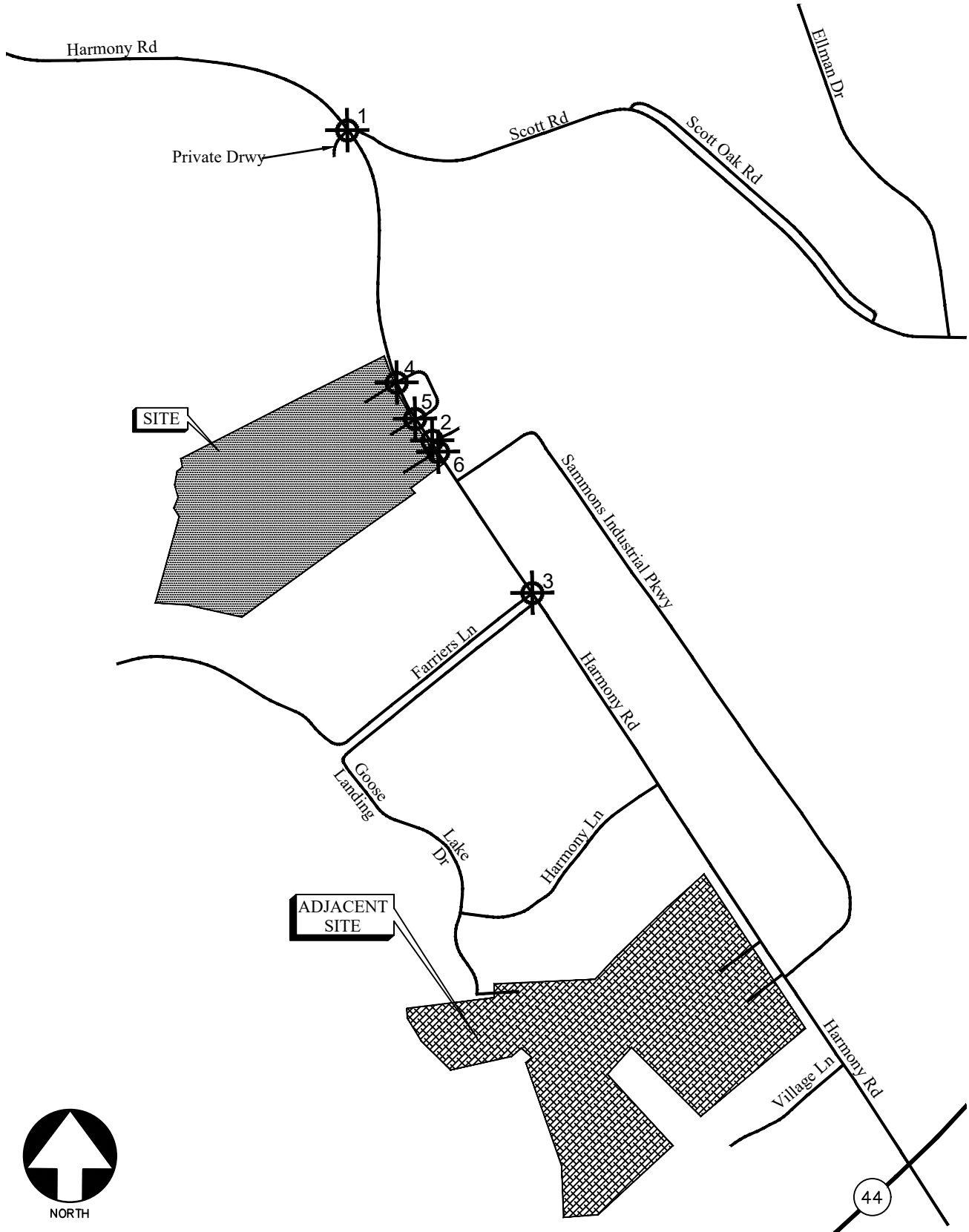
The development proposes two full access driveways on Harmony Road.

The AM and PM peak hours have been analyzed in this study. In addition to the site access points, this study includes the evaluation of traffic operations at the intersections of:

1. Harmony Road at Scott Road
2. Harmony Road at Rock Eagle Store Fixtures Driveway
3. Harmony Road at Farriers Lane
4. Harmony Road at Oconee Custom Signs Northern Driveway
5. Harmony Road at Oconee Custom Signs Southern Driveway

Recommendations to improve traffic operations have been identified as appropriate and are discussed in detail in the following sections of the report. The location of the development and the surrounding roadway network are shown in Figure 1.

Study Intersection



LOCATION MAP

FIGURE 1
A&R Engineering Inc.

2.0 EXISTING FACILITIES / CONDITIONS

2.1 Roadway Facilities

The following is a brief description of each of the roadway facilities located in proximity to the site:

2.1.1 *Harmony Road*

Harmony Road is a two-lane, undivided roadway with a posted speed limit of 45 mph in the vicinity of the site. GDOT traffic counts (Station ID: 237-0181) indicate that the estimated daily traffic volume on Harmony Road in 2023 was 4,650 vehicles per day north of Scott Road. GDOT classifies Harmony Road as a major collector roadway.

2.1.2 *Scott Road*

Scott Road is an east-west, two-lane, undivided roadway with a posted speed limit of 35 mph in the vicinity of the site.

2.1.3 *Farriers Lane*

Farriers Lane is an east-west, two-lane, undivided roadway in the vicinity of the site.

3.0 STUDY METHODOLOGY

In this study, the methodology used for evaluating traffic operations at each of the subject intersections is based on the criteria set forth in the Transportation Research Board Highway Capacity Manual, 6th edition (HCM 6). Synchro software, which utilizes the HCM methodology, was used for the analysis. The following is a description of the methodology employed for the analysis of unsignalized and signalized intersections.

3.1 Unsignalized Intersections

For unsignalized intersections controlled by a stop sign on minor streets, the level of service (LOS) for motor vehicles with controlled movements is determined by the computed control delay according to the thresholds stated in Table 1 below. LOS is determined for each minor street movement (or shared movement), as well as major street left turns. LOS is not defined for the intersection as a whole or for major street approaches. The LOS of any controlled movement which experiences a volume-to-capacity ratio greater than 1 is designated as “F” regardless of the control delay.

Control delay for unsignalized intersections includes initial deceleration delay, queue move-up time, stopped delay, and final acceleration delay. Several factors affect the control delay for unsignalized intersections, such as the availability and distribution of gaps in the conflicting traffic stream, critical gaps, and follow-up time for a vehicle in the queue.

Level of service is assigned a letter designation from “A” through “F”. Level of service “A” indicates excellent operations with little delay to motorists, while level of service “F” exists when there are insufficient gaps of acceptable size to allow vehicles on the side street to cross the main road without experiencing long delays.

TABLE 1 — LEVEL OF SERVICE CRITERIA FOR UNSIGNALIZED INTERSECTIONS		
Control Delay (sec/vehicle)	LOS by Volume-to-Capacity Ratio*	
	v/c ≤ 1.0	v/c > 1.0
≤ 10	A	F
> 10 and ≤ 15	B	F
> 15 and ≤ 25	C	F
> 25 and ≤ 35	D	F
> 35 and ≤ 50	E	F
> 50	F	F

*The LOS criteria apply to each lane on a given approach and to each approach on the minor street. LOS is not calculated for major-street approaches or for the intersection.

Source: Highway Capacity Manual, 6th edition, Exhibit 20-2 *LOS Criteria: Motorized Vehicle Mode*

3.2 Signalized Intersections

According to HCM procedures, LOS can be calculated for the entire intersection, each intersection approach, and each lane group. HCM uses control delay alone to characterize LOS for the entire intersection or an approach. Control delay per vehicle is composed of initial deceleration delay, queue move-up time, stopped delay, and final acceleration delay. Both control delay and volume-to-capacity ratio are used to characterize LOS for a lane group. A volume-to-capacity ratio of greater than 1.0 or more for a lane group indicates failure from capacity perspective. Therefore, such a lane group is assigned LOS F regardless of the amount of control delay.

Table 2 below summarizes the LOS criteria from HCM for motorized vehicles at signalized intersection.

TABLE 2 — LEVEL OF SERVICE CRITERIA FOR SIGNALIZED INTERSECTIONS		
Control Delay (sec/vehicle) *	LOS for Lane Group by Volume-to-Capacity Ratio*	
	v/c ≤ 1.0	v/c > 1.0
≤ 10	A	F
> 10 and ≤ 20	B	F
> 20 and ≤ 35	C	F
> 35 and ≤ 55	D	F
> 55 and ≤ 80	E	F
> 80	F	F

*For approach-based and intersection wide assessments, LOS is defined solely by control delay

Source: Highway Capacity Manual, 6th edition, Exhibit 19-8 *LOS Criteria: Motorized Vehicle Mode*

LOS A is typically assigned when the volume-to-capacity (v/c) ratio is low and either progression is exceptionally favorable, or the cycle length is very short. LOS B is typically assigned when the v/c ratio is low and either progression is highly favourable, or the cycle length is short. However, more vehicles are stopped than with LOS A. LOS C is typically assigned when progression is favourable, or the cycle length is moderate. Individual *cycle failures* (one or more queued vehicles are not able to depart because of insufficient capacity during the cycle) may begin to appear at this level. Many vehicles still pass through the intersection without stopping, but the number of vehicles stopping is significant. LOS D is typically assigned when the v/c ratio is high and either progression is ineffective, or the cycle length is long. There are many vehicle-stops and individual cycle failures are noticeable. LOS E is typically assigned when the v/c ratio is high, progression is very poor, the cycle length is long, and individual cycle failures are frequent. LOS F is typically assigned when the v/c ratio is very high, progression is very poor, the cycle length is long, and most cycles fail to clear the queue.

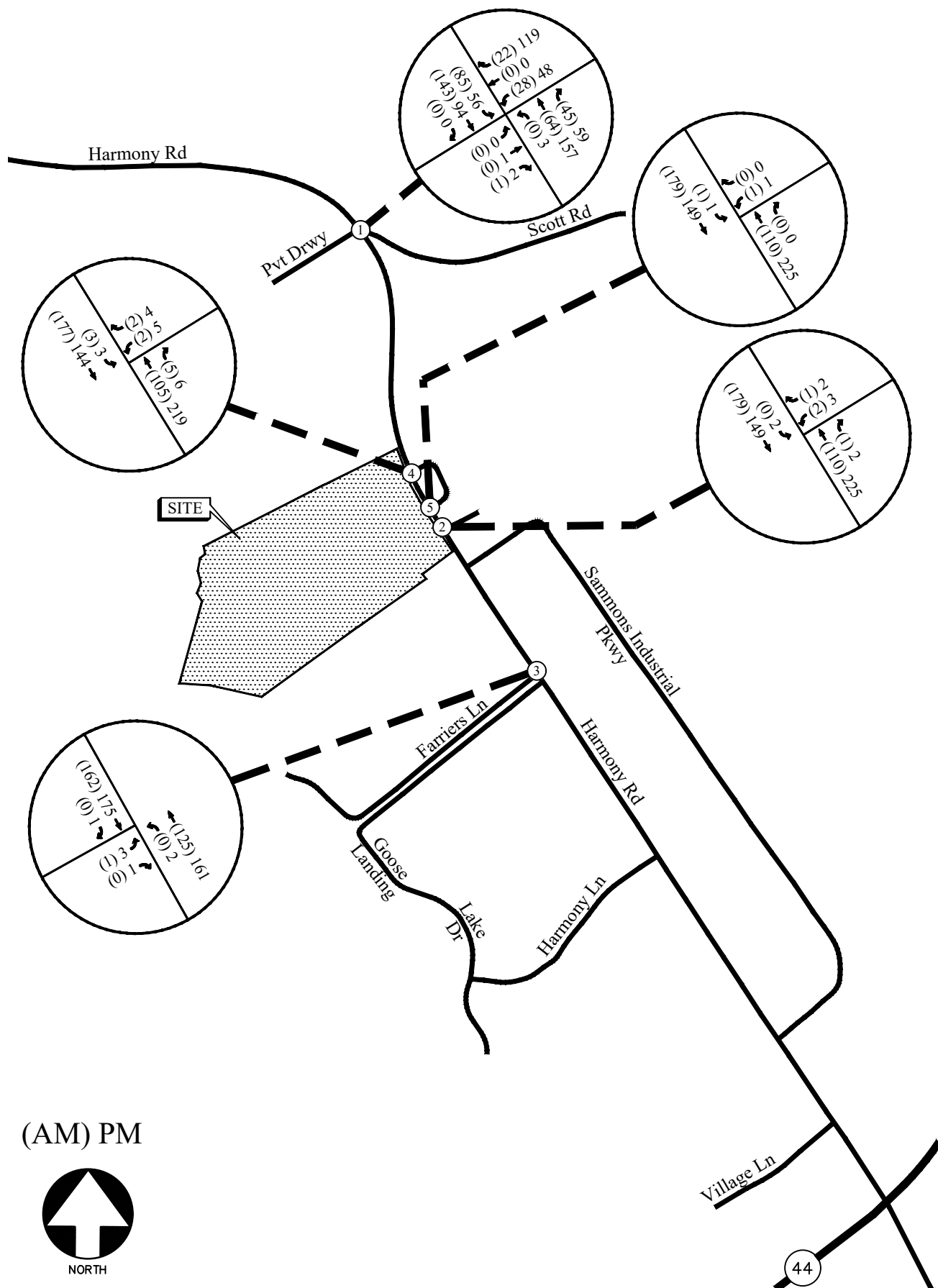
4.0 EXISTING 2025 TRAFFIC ANALYSIS

4.1 Existing Traffic Volumes

Existing traffic counts were obtained at the following study intersections:

1. Harmony Road at Scott Road
2. Harmony Road at Rock Eagle Store Fixtures Driveway
3. Harmony Road at Farriers Lane
4. Harmony Road at Oconee Custom Signs Northern Driveway
5. Harmony Road at Oconee Custom Signs Southern Driveway




Turning movement counts were collected on Thursday, January 23, 2025. All turning movement counts were recorded during the AM and PM peak hours between 7:00 AM to 9:00 AM and 4:00 PM to 6:00 PM, respectively. The four consecutive 15-minute interval volumes that summed to produce the highest volume at the intersections were then determined. These volumes make up the peak hour traffic volumes for the intersections counted and are shown in Figure 2. The existing traffic control and lane geometry for the intersections are shown in Figure 3.



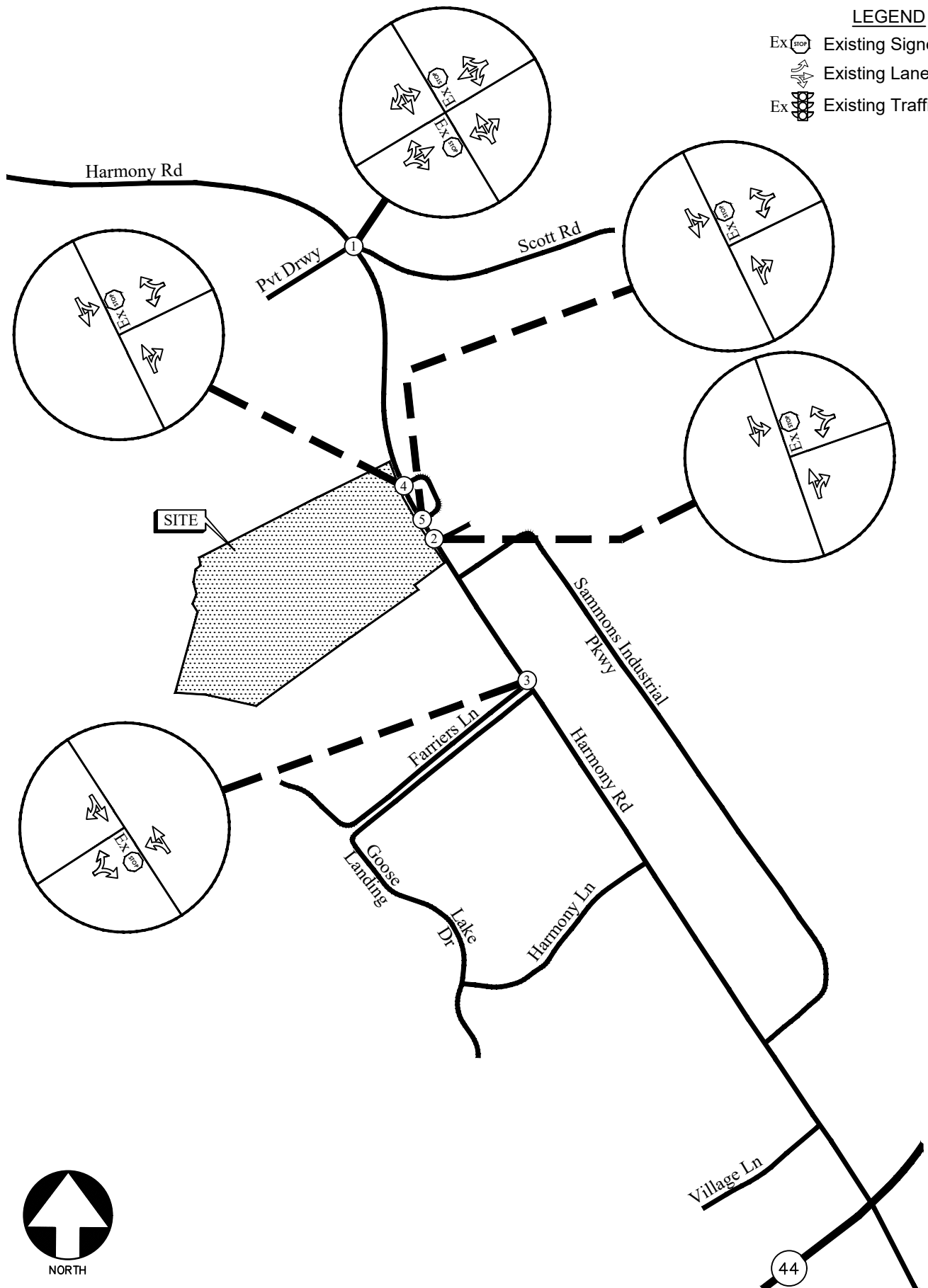
EXISTING WEEKDAY PEAK-HOUR VOLUMES

FIGURE 2
A&R Engineering Inc.

LEGEND

- Ex  Existing Signed Intersection
- Ex  Existing Lane Configuration
- Ex  Existing Traffic Signal

291



EXISTING TRAFFIC CONTROL AND LANE GEOMETRY

FIGURE 3

A&R Engineering Inc.

4.2 Existing Traffic Operations

Existing 2025 traffic operations were analyzed at the study intersections in accordance with the HCM methodology. The results of the analysis are shown in Table 3.

TABLE 3 — EXISTING INTERSECTION OPERATIONS				
Intersection		Traffic Control	LOS (Delay)	
			AM Peak Hour	PM Peak Hour
1	<u>Harmony Road @ Scott Road / Private Driveway</u> -Eastbound Approach -Westbound Approach -Northbound Left -Southbound Left	Stop Controlled on EB and WB Approaches	A (9.0) B (11.0) A (7.5) A (7.6)	B (10.1) B (11.9) A (7.4) A (7.8)
2	<u>Harmony Road @ Rock Eagle Store Fixtures Driveway</u> -Westbound Approach -Southbound Left	Stop Controlled on WB Approach	A (9.8) A (7.4)	B (10.6) A (7.8)
3	<u>Holly Springs Parkway @ Farriers Lane</u> -Eastbound Approach -Northbound Left	Stop Controlled on EB Approach	B (10.4) A (7.6)	B (10.8) A (7.7)
4	<u>Harmony Road @ Oconee Custom Signs Northern Driveway</u> -Westbound Approach -Southbound Left	Stop Controlled on WB Approach	A (9.5) A (7.4)	B (10.6) A (7.8)
5	<u>Harmony Road @ Oconee Custom Signs Southern Driveway</u> -Westbound Approach -Southbound Left	Stop Controlled on WB Approach	B (10.3) A (7.5)	B (11.0) A (7.7)

The results of the existing traffic operations analysis indicate that the stop-controlled approaches at the study intersections are operating at a level of service “B” or better in both the AM and PM peak hours.

5.0 PROPOSED DEVELOPMENT

The proposed development will consist of:

- Single-Family Detached Housing: 124 Units
- Assisted Living and Memory care facility up to 100,000 sq. ft.



The development proposes two full access driveways on Harmony Road. A site plan is shown in Figure 4.

PARCELS 097 033 & 097 033001
820 HARMONY RD/EATONTON, GA. 31024

[illegible]

5.1 Trip Generation

Trip generation estimates for the project were based on the rates and equations published in the 11th edition of the Institute of Transportation Engineers (ITE) Trip Generation Manual. This reference contains traffic volume count data collected at similar facilities nationwide. The trip generation was based on the following ITE land use categories: 210–Single-Family Detached Housing, 215 – Single-Family Attached Housing, 221 – Multi-Family Housing (Low-Rise), 710 – General Office Building, and 822 – Strip Retail Plaza. The calculated total trip generation for the proposed development is shown in Table 4.

TABLE 4 – TRIP GENERATION (PROPOSED SITE)								
Land Use	Size	AM Peak Hour			PM Peak Hour			24 Hour
		Enter	Exit	Total	Enter	Exit	Total	Two-Way
ITE 210 – Single-Family Detached Housing	124 Units	23	80	103	88	52	132	717
Mixed-Use Reduction		-1	-1	-2	-2	-1	-3	-25
ITE 215 – Single-Family Attached Housing	0 Units							3
Mixed-Use Reduction		-1	-2	-3	-7	-4	-11	-94
ITE 221 – Multi-Family Housing (Mid-Rise)	0 Units							
Mixed-Use Reduction		0	0	0	-1	-1	-2	-8
ITE 710 – General Office Building	24,000 SF	43	6	49	9	42	51	335
Mixed-Use Reduction		-1	-1	-2	-2	-2	-4	-47
ITE 822 – Strip Retail Plaza (<40k)	24,000 SF	31	20	51	72	73	145	1,242
Mixed-Use Reduction		-4	-3	-7	-7	-11	-18	-168
Total Trips (without Reductions)		139	226	365	269	240	509	5,216
New External Trips (with Reductions)		132	219	351	250	221	471	4,874

5.2 Trip Distribution

The trip distribution describes how traffic arrives and departs from the site. An overall trip distribution was developed for the site based on a review of the existing travel patterns in the area and the locations of major roadways and highways that will serve the development. The site-generated peak hour traffic volumes, shown in Table 4, were assigned to the study area intersections based on this distribution. The outer-leg distribution and AM and PM peak hour new traffic generated by the site for residential and for mixed use development are shown in Figures 5A & 5B.

5.2.1 Nearby Planned Mixed-Use Development at 842 Harmony Road

There is a planned mixed-use development that will be located to the south of the proposed development which will have two full access driveways on Harmony Road and a site connection on Lake Drive. The development will consist of 90 detached homes, 138 townhomes, 28 apartment units, 31 recreational homes, a 7,800-SF recreational community center, a 50-student agricultural school, 3,125 SF of office space, and 38,725 SF of retail space. Because this project is estimated to be completed by 2027, its impact on the study area was considered in both “No Build” and “Build” conditions.

The calculated site-generated traffic volumes for this development are shown in Table 5, and the AM and PM peak hour volumes passing through the study area for residential and for mixed use are shown in Figures 6A & 6B, respectively.

TABLE 5 — TRIP GENERATION (ADJACENT SITE)

Land Use	Size	AM Peak Hour			PM Peak Hour			24-Hr
		Enter	Exit	Total	Enter	Exit	Total	Two-Way
ITE 210 – Single-Family Detached Housing	124 Units	17	51	68	57	33	90	916
Mixed-use reduction		-1	-1	-2	-4	-3	-7	-76
ITE 215 – Single-Family Attached Housing	0 Units	17	49	66	47	32	79	1,001
Mixed-use reduction		-1	-2	-3	-5	-4	-9	-83
ITE 220 – Multifamily Housing (Low-Rise)	0 Units	8	24	32	21	12	33	255
Mixed-use reduction		-1	-1	-2	-1	-1	-2	-21
ITE 260 – Recreational Homes	0 Units	4	3	7	5	6	11	130
Mixed-use reduction		0	0	0	-1	0	-1	-11
ITE 495 – Recreational Community Center	7,800 SF	10	5	15	20	23	43	229
Mixed-use reduction		0	0	0	-1	-1	-2	-18
ITE 550 – University / College	0 Students	6	2	8	2	6	8	2,178
Mixed-use reduction		-1	-1	-2	-1	-2	-3	-85
ITE 712 – Small Office Building	3,125 SF	4	1	5	2	5	7	45
		0	0	0	0	0	0	-2
ITE 822 – Strip Retail Plaza (<40k)	38,725 SF	42	28	70	102	102	204	1,864
Mixed-use reduction		-5	-4	-9	-11	-13	-24	-252
Total Trips without Reductions		108	163	271	256	219	475	6,618
Total Trips with Reductions		99	154	253	232	195	427	6,070

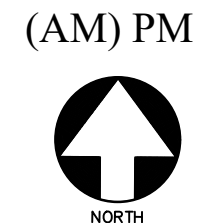
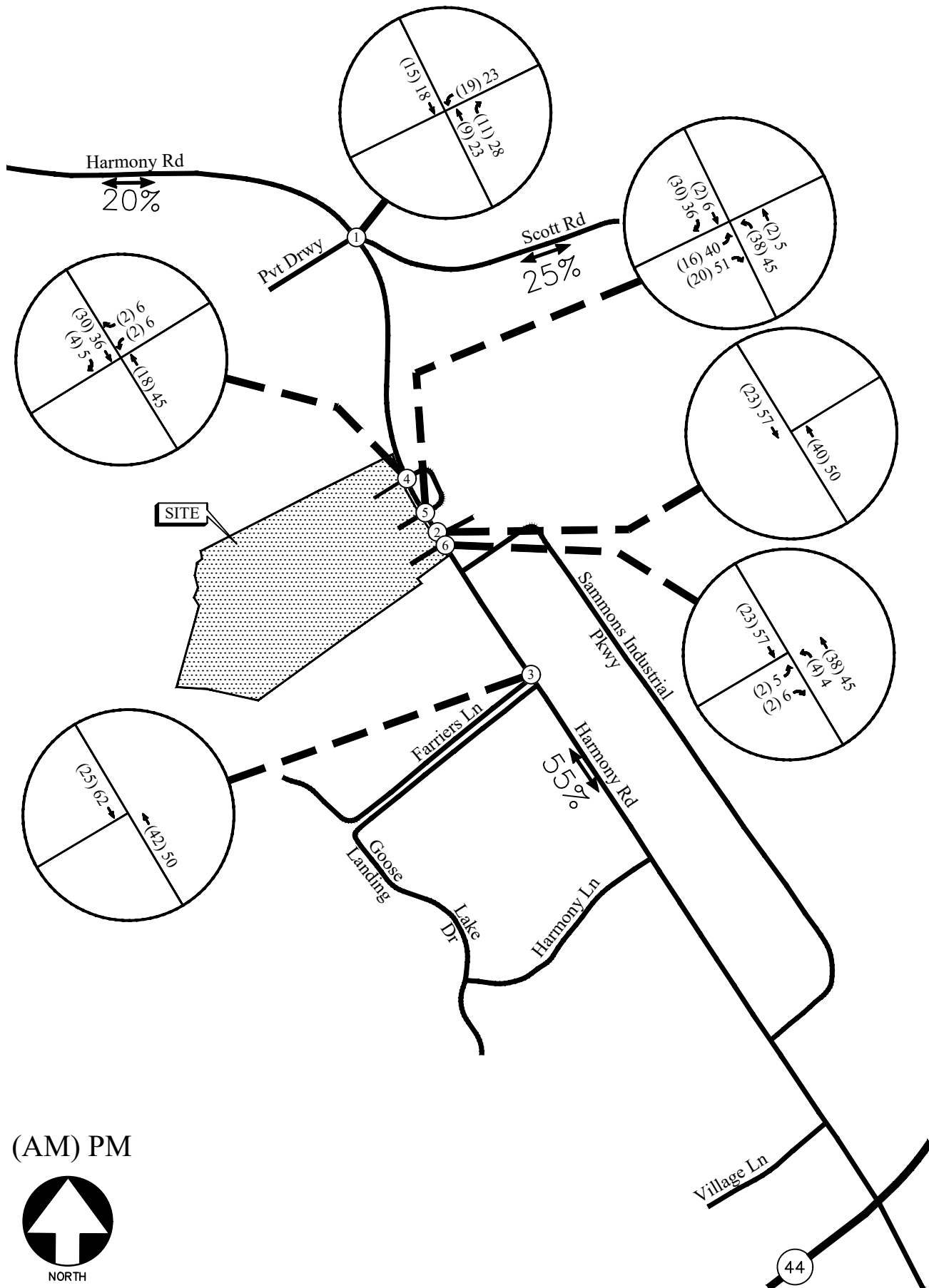


FIGURE 5A

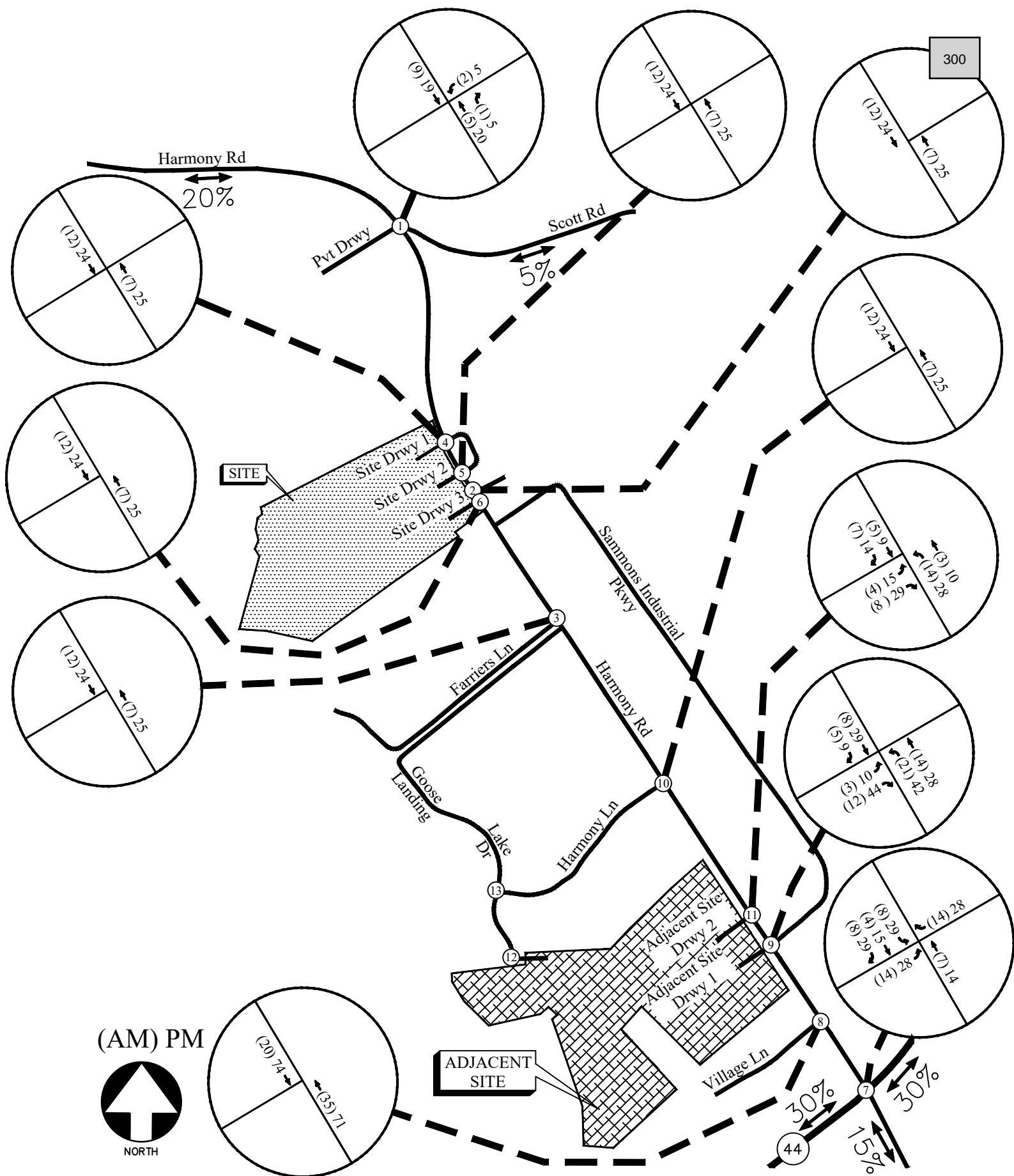


TRIP DISTRIBUTION AND NEW SITE-GENERATED
WEEKDAY PEAK HOUR VOLUMES (MIXED USE)

FIGURE 5B
A&R Engineering Inc.



FIGURE 6A
A&R Engineering Inc.



TRIP DISTRIBUTION AND SITE-GENERATED WEEKDAY PEAK HOUR VOLUMES (ADJACENT SITE - RETAIL & COLLEGE) FIGURE 6B
A&R Engineering Inc.

6.0 FUTURE TRAFFIC ANALYSIS

The future 2027 traffic operations are analyzed for the “Build” and “No-Build” conditions.

6.1 Future “No-Build” Conditions

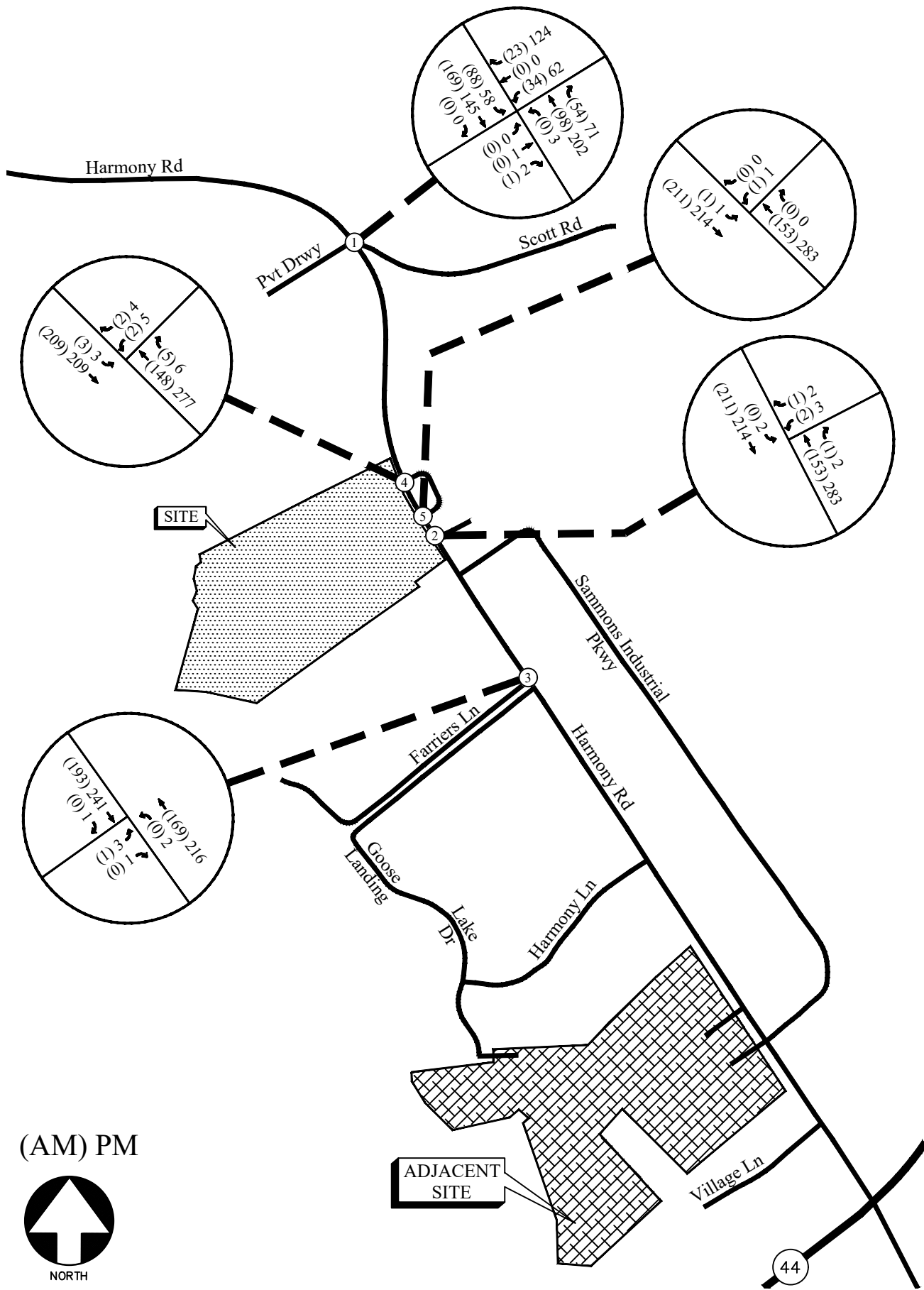
The “No-Build” (or background) conditions provide an assessment of how traffic will operate in the study horizon year without the study site being developed as proposed, with projected increases in through traffic volumes due to normal annual growth. The Future “No-Build” volumes consist of the existing traffic volumes (Figure 2) plus increases for the annual growth of through traffic and adjacent site traffic (Figures 6A & 6B).

6.1.1 Annual Traffic Growth

To evaluate future traffic operations in this area, a projection of normal traffic growth was applied to the existing volumes. The Georgia Department of Transportation recorded average daily traffic volumes at several locations in the vicinity of the site. Reviewing the growth over the last five years (2018-2019 & 2021-2023) revealed a traffic volume increase of approximately 2% in the area. This growth factor was applied to the existing traffic volumes between collector and arterial roadways to estimate the future year traffic volumes prior to the addition of site-generated traffic. The resulting future “No-Build” volumes on the roadway are shown in Figure 7.

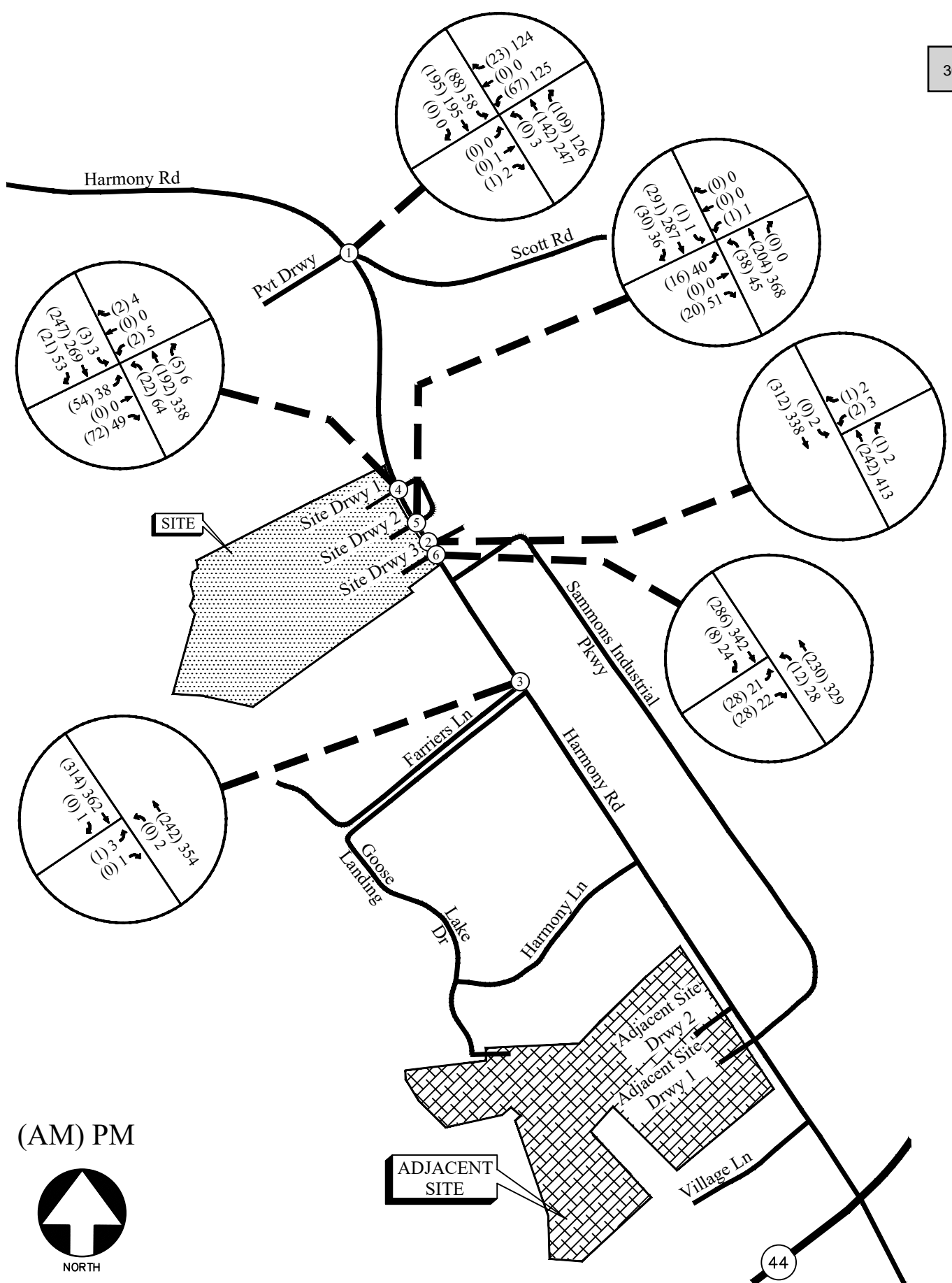
6.2 Future “Build” Conditions

The “Build” or development conditions include the estimated background traffic from the “No-Build” conditions plus the added traffic from the proposed development. To evaluate future traffic operations in this area, the additional traffic volumes from the site (Figures 5A & 5B) were added to the base traffic volumes (Figure 7) to calculate the future traffic volumes after the construction of the development. These total future “Build” traffic volumes are shown in Figure 8.



FUTURE (NO-BUILD) WEEKDAY PEAK HOUR VOLUMES

FIGURE 7
A&R Engineering Inc.



FUTURE (BUILD) WEEKDAY PEAK HOUR VOLUMES

FIGURE 8

A&R Engineering Inc.

6.3 Auxiliary Lane Analysis

Included below are analyses for turn lanes for all site driveways as per GDOT standards. The analyses below are based off the trip distribution included in Section 5.2. According to the trip distribution, the 24-hour two-way volume for traffic entering and exiting the site is 4,874 vehicles per day.

6.3.1 Left Turn Lane Analysis

For a two-lane roadway with an AADT of under 6,000 vehicles and a posted speed limit of 45 mph, the daily site-generated left turn movements threshold to warrant a turn lane is 250 left-turning vehicles per day. The projected daily left turn volumes at each driveway are included in Table 6 below.

TABLE 6 - GDOT REQUIREMENTS FOR LEFT TURN LANES					
Intersection	Left Turn Traffic (% total entering)	Left Turn Volume (vehicle/day)	Roadway Speed / # Lanes / AADT	GDOT Threshold (vehicle/day)	Warrant Met?
Harmony Road @ Site Driveway 1	40% Residential Trips	661	45 mph / 2-Lane / < 6,000	250	Yes
Harmony Road @ Site Driveway 2	50% Mixed Use (Multifamily + Office + Retail)	396	45 mph / 2-Lane / < 6,000	250	Yes
			45 mph / 2-Lane / < 6,000	250	Yes

A left turn lane is warranted at each of the site driveways on Harmony Road.

6.3.2 Deceleration Turn Lane Analysis

For a two-lane roadway with an AADT of under 6,000 vehicles and a posted speed limit of 45 mph, the daily site-generated right turn movements threshold to warrant a deceleration lane is 150 right-turning vehicles per day. The projected daily right turn volumes at each driveway are included in Table 7 below.

TABLE 7 - GDOT REQUIREMENTS FOR DECELERATION LANES					
Intersection	Right Turn Traffic (% total entering)	Right Turn Volume (vehicle/day)	Roadway Speed / # Lanes / AADT	GDOT Threshold (vehicle/day)	Warrant Met?
Harmony Road @ Site Driveway 1	30% Residential Trips + 5% Mixed-Use (Multifamily + Office + Retail)	537	45 mph / 2-Lane / < 6,000	150	Yes
Harmony Road @ Site Driveway 2	40% Mixed-Use (Multifamily + Office + Retail)	313	45 mph / 2-Lane / < 6,000	150	Yes
			45 mph / 2-Lane / < 6,000	150	Yes

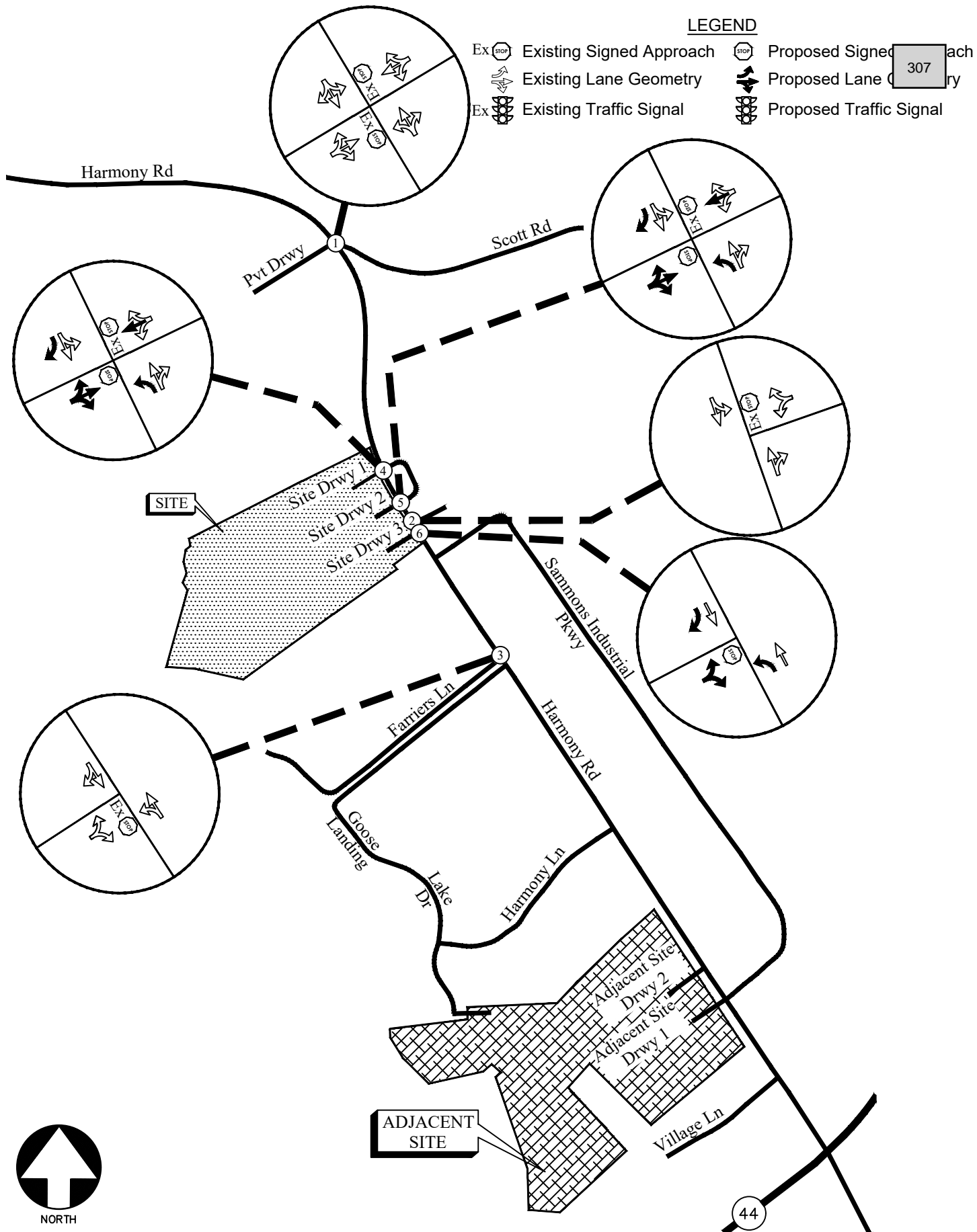
A right turn lane is warranted at each of the site driveways on Harmony Road.

6.4 Future Traffic Operations

The future “No-Build” and “Build” traffic operations were analysed using the volumes in Figures 7 and 8, respectively. The results of the future traffic operations analysis are shown below in Table 8. Recommendations for future traffic control and lane geometry are shown in Figure 9.

TABLE 8 — FUTURE INTERSECTION OPERATIONS					
Intersection		Future Condition: LOS (Delay)			
		NO-BUILD (2027)		BUILD-OUT (2027)	
		AM Peak	PM Peak	AM Peak	PM Peak
1	<u>Harmony Road @ Scott Road / Private Driveway</u>				
	-Eastbound Approach	A (9.2)	B (10.8)	A (9.3)	B (11.8)
	-Westbound Approach	B (12.3)	B (13.8)	C (15.0)	C (24.0)
	-Northbound Left	A (7.6)	A (7.5)	A (7.6)	A (7.7)
	-Southbound Left	A (7.7)	A (8.0)	A (8.0)	A (8.3)
2	<u>Harmony Road @ Rock Eagle Store Fixtures Driveway</u>				
	-Westbound Approach	B (10.5)	B (11.4)	B (11.5)	B (14.2)
	-Southbound Left	A (7.6)	A (7.9)	A (7.7)	A (8.3)
3	<u>Holly Springs Parkway @ Farriers Lane</u>				
	-Eastbound Approach	B (11.5)	B (11.3)	B (13.0)	C (15.6)
	-Northbound Left	A (7.7)	A (7.8)	A (8.0)	A (8.3)
4	<u>Harmony Road @ Oconee Custom Signs Northern Driveway / Site Driveway 1</u>				
	-Eastbound Approach	-	-	B (12.5)	C (16.6)
	-Westbound Approach	B (10.2)	B (11.3)	B (11.8)	C (16.9)
	-Northbound Left	-	-	A (7.8)	A (8.2)
	-Southbound Left	A (7.6)	A (7.9)	A (7.6)	A (8.1)
5	<u>Harmony Road @ Oconee Custom Signs Southern Driveway / Site Driveway 2</u>				
	-Eastbound Approach	-	-	B (12.4)	C (15.7)
	-Westbound Approach	B (10.9)	B (12.2)	C (15.0)	C (19.6)
	-Northbound Left	-	-	A (8.1)	A (8.1)
	-Southbound Left	A (7.6)	A (7.9)	A (7.7)	A (8.1)
6	<u>Harmony Road @ Site Driveway 3</u>				
	-Eastbound Approach	-	-	B (12.1)	B (13.6)
	-Northbound Left	-	-	A (7.9)	A (8.2)

The results of the future “No-Build” and “Build” traffic operations analyses indicate that the stop-controlled approaches at the study intersections will be operating at a level of service “C” or better in both the AM and PM peak hours.



FUTURE TRAFFIC CONTROL AND LANE GEOMETRY

FIGURE 9

A&R Engineering Inc.

7.0 CONCLUSIONS AND RECOMMENDATIONS

Traffic impacts were evaluated for the proposed mixed-use development that will be located at 820 Harmony Road in Putnam County, Georgia. The proposed development will consist of:

- Single-Family Detached Housing: 124 Units
- Assisted Living and Memory Care Facility
approximately 100,000 sq. ft.

The development proposes three full access driveways on Harmony Road.

Existing and future operations after the completion of the project were analyzed at the intersections of:

1. Harmony Road at Scott Road
2. Harmony Road at Rock Eagle Store Fixtures Driveway
3. Harmony Road at Farriers Lane
4. Harmony Road at Oconee Custom Signs Northern Driveway / Site Driveway
1
5. Harmony Road at Oconee Custom Signs Southern Driveway / Site Driveway

The analysis included the evaluation of future operations for “No-Build” and “Build” conditions, with the differences between “No-Build” and “Build” accounting for the increase in traffic due to the proposed development. The results of the future “No-Build” and “Build” traffic operations analyses indicate that the stop-controlled approaches at all the study intersections will be operating at a level of service “C” or better in both the AM and PM peak hours. Based on the analysis results, the proposed development will have minimal impact on traffic operations in the study network.

7.1 Recommendations for Site Access Configuration

The following access configurations are recommended at the proposed site driveway intersections:

- Site Driveway 1 (North): Full Access Driveway on Harmony Road
 - One entering lane and one exiting lane
 - Stop-sign controlled on the driveway approach with Harmony Road remaining free flow
 - A left turn lane and a right turn lane for entering traffic
 - Provide/confirm adequate sight distance per AASHTO standards
- Site Driveway 2: Full access driveway on Harmony Road
 - One entering lane and one exiting lane
 - Stop-sign controlled on the driveway approach with Harmony Road remaining free flow
 - A left turn lane and a right turn lane for entering traffic

Appendix

Existing Intersection Traffic Counts
Linear Regression of Daily Traffic.....
Existing Intersection Analysis.....
Future “No-Build” Intersection Analysis – 2027
Future “Build” Intersection Analysis - 2027.....
Traffic Volume Worksheets

EXISTING INTERSECTION TRAFFIC COUNTS

A & R Engineering, Inc.

2160 Kingston Court Suite 'O'
Marietta, GA 30067

TMC Data

Harmony Road @ Farriers Lane

7-9 am | 2-4 pm | 4-6 pm

File Name : 20250009

Site Code : 20250009

Start Date : 01-23-2025

Page No : 1

Groups Printed- Cars, Buses & Trucks

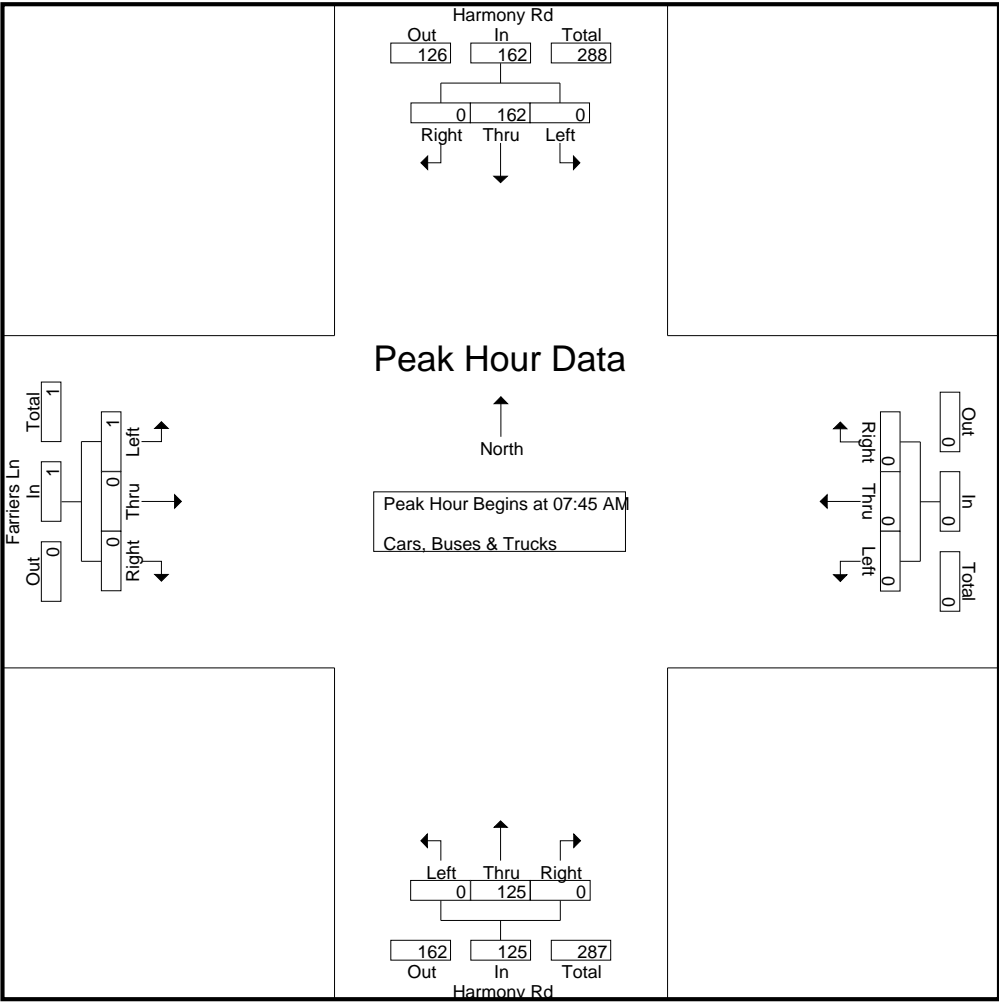
Start Time	Harmony Rd Northbound				Harmony Rd Southbound				Farriers Ln Eastbound				Westbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	9	0	9	0	23	0	23	0	0	1	1	0	0	0	0	33
07:15 AM	0	21	0	21	0	33	0	33	0	0	0	0	0	0	0	0	54
07:30 AM	0	27	0	27	0	37	0	37	0	0	0	0	0	0	0	0	64
07:45 AM	0	38	0	38	0	41	0	41	1	0	0	1	0	0	0	0	80
Total	0	95	0	95	0	134	0	134	1	0	1	2	0	0	0	0	231
08:00 AM	0	31	0	31	0	46	0	46	0	0	0	0	0	0	0	0	77
08:15 AM	0	30	0	30	0	35	0	35	0	0	0	0	0	0	0	0	65
08:30 AM	0	26	0	26	0	40	0	40	0	0	0	0	0	0	0	0	66
08:45 AM	1	29	0	30	0	42	0	42	1	0	0	1	0	0	0	0	73
Total	1	116	0	117	0	163	0	163	1	0	0	1	0	0	0	0	281
*** BREAK ***																	
02:00 PM	2	33	0	35	0	40	0	40	0	0	1	1	0	0	0	0	76
02:15 PM	0	31	0	31	0	35	0	35	0	0	1	1	0	0	0	0	67
02:30 PM	2	35	0	37	0	30	1	31	0	0	0	0	0	0	0	0	68
02:45 PM	0	36	0	36	0	39	0	39	0	0	1	1	0	0	0	0	76
Total	4	135	0	139	0	144	1	145	0	0	3	3	0	0	0	0	287
03:00 PM	0	44	0	44	0	28	0	28	0	0	0	0	0	0	0	0	72
03:15 PM	1	39	0	40	0	32	1	33	0	0	0	0	0	0	0	0	73
03:30 PM	0	37	0	37	0	34	1	35	0	0	1	1	0	0	0	0	73
03:45 PM	0	48	0	48	0	43	0	43	0	0	1	1	0	0	0	0	92
Total	1	168	0	169	0	137	2	139	0	0	2	2	0	0	0	0	310
04:00 PM	0	55	0	55	0	52	0	52	2	0	0	2	0	0	0	0	109
04:15 PM	1	41	0	42	0	37	0	37	0	0	1	1	0	0	0	0	80
04:30 PM	0	27	0	27	0	46	1	47	0	0	0	0	0	0	0	0	74
04:45 PM	1	38	0	39	0	40	0	40	1	0	0	1	0	0	0	0	80
Total	2	161	0	163	0	175	1	176	3	0	1	4	0	0	0	0	343
05:00 PM	0	63	0	63	0	40	0	40	0	0	0	0	0	0	0	0	103
05:15 PM	0	45	0	45	0	34	3	37	0	0	0	0	0	0	0	0	82
05:30 PM	0	36	0	36	0	36	0	36	0	0	1	1	0	0	0	0	73
05:45 PM	0	41	0	41	0	23	1	24	0	0	1	1	0	0	0	0	66
Total	0	185	0	185	0	133	4	137	0	0	2	2	0	0	0	0	324
Grand Total	8	860	0	868	0	886	8	894	5	0	9	14	0	0	0	0	1776
Apprch %	0.9	99.1	0		0	99.1	0.9		35.7	0	64.3		0	0	0		
Total %	0.5	48.4	0	48.9	0	49.9	0.5	50.3	0.3	0	0.5	0.8	0	0	0	0	

A & R Engineering, Inc.
2160 Kingston Court Suite 'O'
Marietta, GA 30067

TMC Data
Harmony Road @ Farriers Lane
7-9 am | 2-4 pm | 4-6 pm

File Name : 20250009
Site Code : 20250009
Start Date : 01-23-2025
Page No : 2

	Harmony Rd Northbound				Harmony Rd Southbound				Farriers Ln Eastbound				Westbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	0	38	0	38	0	41	0	41	1	0	0	1	0	0	0	0	80
08:00 AM	0	31	0	31	0	46	0	46	0	0	0	0	0	0	0	0	77
08:15 AM	0	30	0	30	0	35	0	35	0	0	0	0	0	0	0	0	65
08:30 AM	0	26	0	26	0	40	0	40	0	0	0	0	0	0	0	0	66
Total Volume	0	125	0	125	0	162	0	162	1	0	0	1	0	0	0	0	288
% App. Total	0	100	0		0	100	0		100	0	0		0	0	0		
PHF	.000	.822	.000	.822	.000	.880	.000	.880	.250	.000	.000	.250	.000	.000	.000	.000	.900



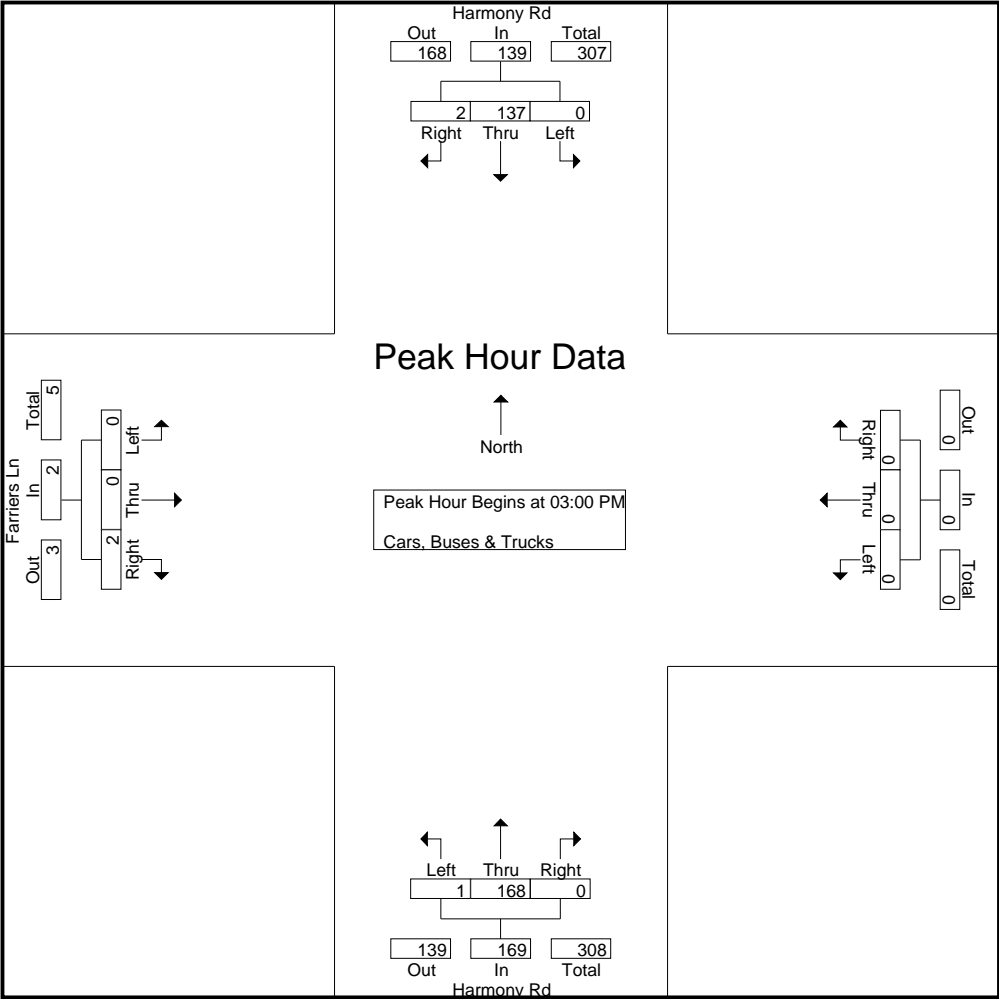
A & R Engineering, Inc.

2160 Kingston Court Suite 'O'
Marietta, GA 30067

TMC Data
Harmony Road @ Farriers Lane
7-9 am | 2-4 pm | 4-6 pm

File Name : 20250009
Site Code : 20250009
Start Date : 01-23-2025
Page No : 3

	Harmony Rd Northbound				Harmony Rd Southbound				Farriers Ln Eastbound				Westbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 02:00 PM to 03:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:00 PM																	
03:00 PM	0	44	0	44	0	28	0	28	0	0	0	0	0	0	0	0	72
03:15 PM	1	39	0	40	0	32	1	33	0	0	0	0	0	0	0	0	73
03:30 PM	0	37	0	37	0	34	1	35	0	0	1	1	0	0	0	0	73
03:45 PM	0	48	0	48	0	43	0	43	0	0	1	1	0	0	0	0	92
Total Volume	1	168	0	169	0	137	2	139	0	0	2	2	0	0	0	0	310
% App. Total	0.6	99.4	0		0	98.6	1.4		0	0	100		0	0	0		
PHF	.250	.875	.000	.880	.000	.797	.500	.808	.000	.000	.500	.500	.000	.000	.000	.000	.842

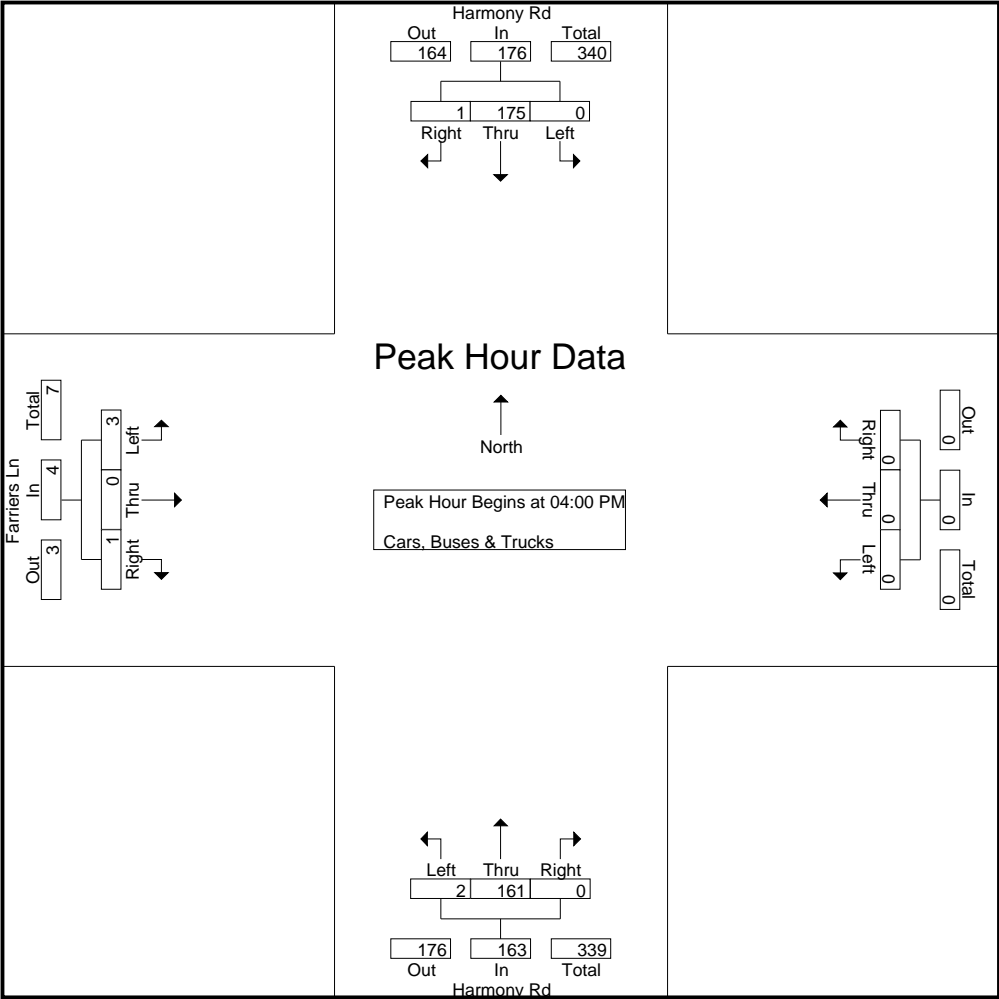


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Harmony Road @ Farriers Lane
7-9 am | 2-4 pm | 4-6 pm

File Name : 20250009
Site Code : 20250009
Start Date : 01-23-2025
Page No : 4

	Harmony Rd Northbound				Harmony Rd Southbound				Farriers Ln Eastbound				Westbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	55	0	55	0	52	0	52	2	0	0	2	0	0	0	0	109
04:15 PM	1	41	0	42	0	37	0	37	0	0	1	1	0	0	0	0	80
04:30 PM	0	27	0	27	0	46	1	47	0	0	0	0	0	0	0	0	74
04:45 PM	1	38	0	39	0	40	0	40	1	0	0	1	0	0	0	0	80
Total Volume	2	161	0	163	0	175	1	176	3	0	1	4	0	0	0	0	343
% App. Total	1.2	98.8	0		0	99.4	0.6		75	0	25		0	0	0		
PHF	.500	.732	.000	.741	.000	.841	.250	.846	.375	.000	.250	.500	.000	.000	.000	.000	.787



A & R Engineering, Inc.

2160 Kingston Court Suite 'O'

Marietta, GA 30067

TMC Data

Harmony Rd @ Scott Rd - Private Drwy

7-9am | 2-4pm | 4-6pm

File Name : 20250012

Site Code : 20250012

Start Date : 01-23-2025

Page No : 1

Groups Printed- Cars, Buses & Trucks

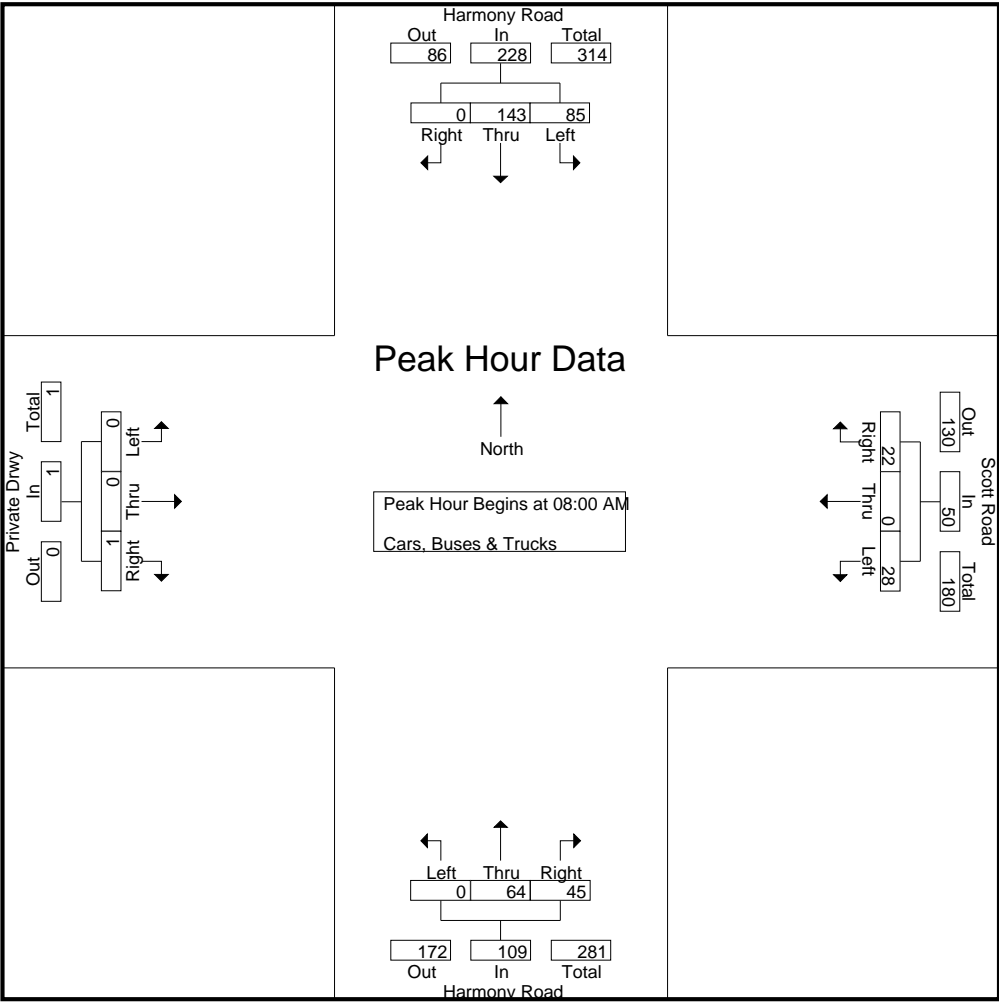
	Harmony Road Northbound				Harmony Road Southbound				Private Drwy Eastbound				Scott Road Westbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	1	9	2	12	4	24	0	28	0	0	0	0	8	0	6	14	54
07:15 AM	0	7	8	15	7	23	0	30	0	0	1	1	6	0	6	12	58
07:30 AM	0	10	4	14	14	28	0	42	0	0	0	0	8	0	4	12	68
07:45 AM	0	15	4	19	14	42	0	56	0	0	0	0	6	0	6	12	87
Total	1	41	18	60	39	117	0	156	0	0	1	1	28	0	22	50	267
08:00 AM	0	17	10	27	20	40	0	60	0	0	0	0	6	0	6	12	99
08:15 AM	0	19	12	31	18	34	0	52	0	0	0	0	8	0	4	12	95
08:30 AM	0	18	10	28	27	34	0	61	0	0	1	1	6	0	5	11	101
08:45 AM	0	10	13	23	20	35	0	55	0	0	0	0	8	0	7	15	93
Total	0	64	45	109	85	143	0	228	0	0	1	1	28	0	22	50	388
*** BREAK ***																	
02:00 PM	0	33	11	44	11	34	0	45	0	0	2	2	10	0	12	22	113
02:15 PM	0	26	13	39	9	19	0	28	0	0	0	0	15	0	17	32	99
02:30 PM	0	28	9	37	9	25	0	34	0	0	0	0	9	0	12	21	92
02:45 PM	0	31	7	38	15	31	0	46	0	0	0	0	8	0	18	26	110
Total	0	118	40	158	44	109	0	153	0	0	2	2	42	0	59	101	414
03:00 PM	0	33	15	48	13	14	0	27	0	0	0	0	12	0	21	33	108
03:15 PM	0	33	7	40	18	17	0	35	0	0	0	0	14	0	17	31	106
03:30 PM	1	25	5	31	21	33	0	54	0	0	0	0	7	0	12	19	104
03:45 PM	0	30	12	42	11	26	0	37	0	0	0	0	10	0	12	22	101
Total	1	121	39	161	63	90	0	153	0	0	0	0	43	0	62	105	419
04:00 PM	0	43	22	65	9	34	0	43	0	0	0	0	12	0	20	32	140
04:15 PM	0	42	9	51	20	26	0	46	0	0	0	0	10	0	23	33	130
04:30 PM	1	29	12	42	20	25	0	45	0	0	1	1	14	0	26	40	128
04:45 PM	0	30	11	41	13	25	0	38	0	0	1	1	8	0	31	39	119
Total	1	144	54	199	62	110	0	172	0	0	2	2	44	0	100	144	517
05:00 PM	0	49	22	71	11	17	0	28	0	0	0	0	17	0	28	45	144
05:15 PM	2	49	14	65	12	27	0	39	0	1	0	1	9	0	34	43	148
05:30 PM	0	33	7	40	16	29	0	45	0	0	0	0	10	0	29	39	124
05:45 PM	1	35	9	45	18	22	0	40	1	0	0	1	9	0	23	32	118
Total	3	166	52	221	57	95	0	152	1	1	0	2	45	0	114	159	534
Grand Total	6	654	248	908	350	664	0	1014	1	1	6	8	230	0	379	609	2539
Apprch %	0.7	72	27.3		34.5	65.5	0		12.5	12.5	75		37.8	0	62.2		
Total %	0.2	25.8	9.8	35.8	13.8	26.2	0	39.9	0	0	0.2	0.3	9.1	0	14.9	24	

A & R Engineering, Inc.
2160 Kingston Court Suite 'O'
Marietta, GA 30067

TMC Data
Harmony Rd @ Scott Rd - Private Drwy
7-9am | 2-4pm | 4-6pm

File Name : 20250012
Site Code : 20250012
Start Date : 01-23-2025
Page No : 2

	Harmony Road Northbound				Harmony Road Southbound				Private Drwy Eastbound				Scott Road Westbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	0	17	10	27	20	40	0	60	0	0	0	0	6	0	6	12	99
08:15 AM	0	19	12	31	18	34	0	52	0	0	0	0	8	0	4	12	95
08:30 AM	0	18	10	28	27	34	0	61	0	0	1	1	6	0	5	11	101
08:45 AM	0	10	13	23	20	35	0	55	0	0	0	0	8	0	7	15	93
Total Volume	0	64	45	109	85	143	0	228	0	0	1	1	28	0	22	50	388
% App. Total	0	58.7	41.3		37.3	62.7	0		0	0	100		56	0	44		
PHF	.000	.842	.865	.879	.787	.894	.000	.934	.000	.000	.250	.250	.875	.000	.786	.833	.960

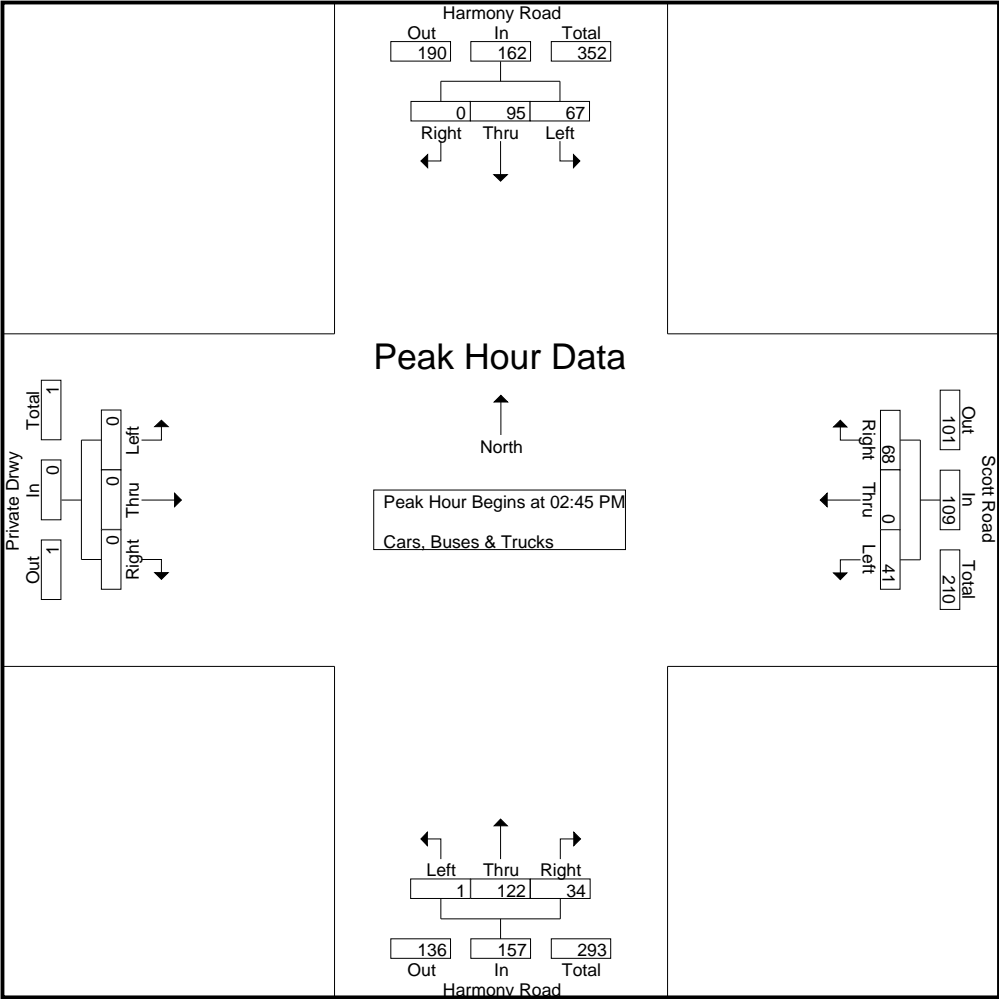


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Marietta, GA 30067

TMC Data
Harmony Rd @ Scott Rd - Private Drwy
7-9am | 2-4pm | 4-6pm

File Name : 20250012
Site Code : 20250012
Start Date : 01-23-2025
Page No : 3

	Harmony Road Northbound				Harmony Road Southbound				Private Drwy Eastbound				Scott Road Westbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 02:00 PM to 03:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 02:45 PM																	
02:45 PM	0	31	7	38	15	31	0	46	0	0	0	0	8	0	18	26	110
03:00 PM	0	33	15	48	13	14	0	27	0	0	0	0	12	0	21	33	108
03:15 PM	0	33	7	40	18	17	0	35	0	0	0	0	14	0	17	31	106
03:30 PM	1	25	5	31	21	33	0	54	0	0	0	0	7	0	12	19	104
Total Volume	1	122	34	157	67	95	0	162	0	0	0	0	41	0	68	109	428
% App. Total	0.6	77.7	21.7		41.4	58.6	0		0	0	0		37.6	0	62.4		
PHF	.250	.924	.567	.818	.798	.720	.000	.750	.000	.000	.000	.000	.732	.000	.810	.826	.973



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TMC Data

Harmony Rd @ Scott Rd - Private Drwy

7-9am | 2-4pm | 4-6pm

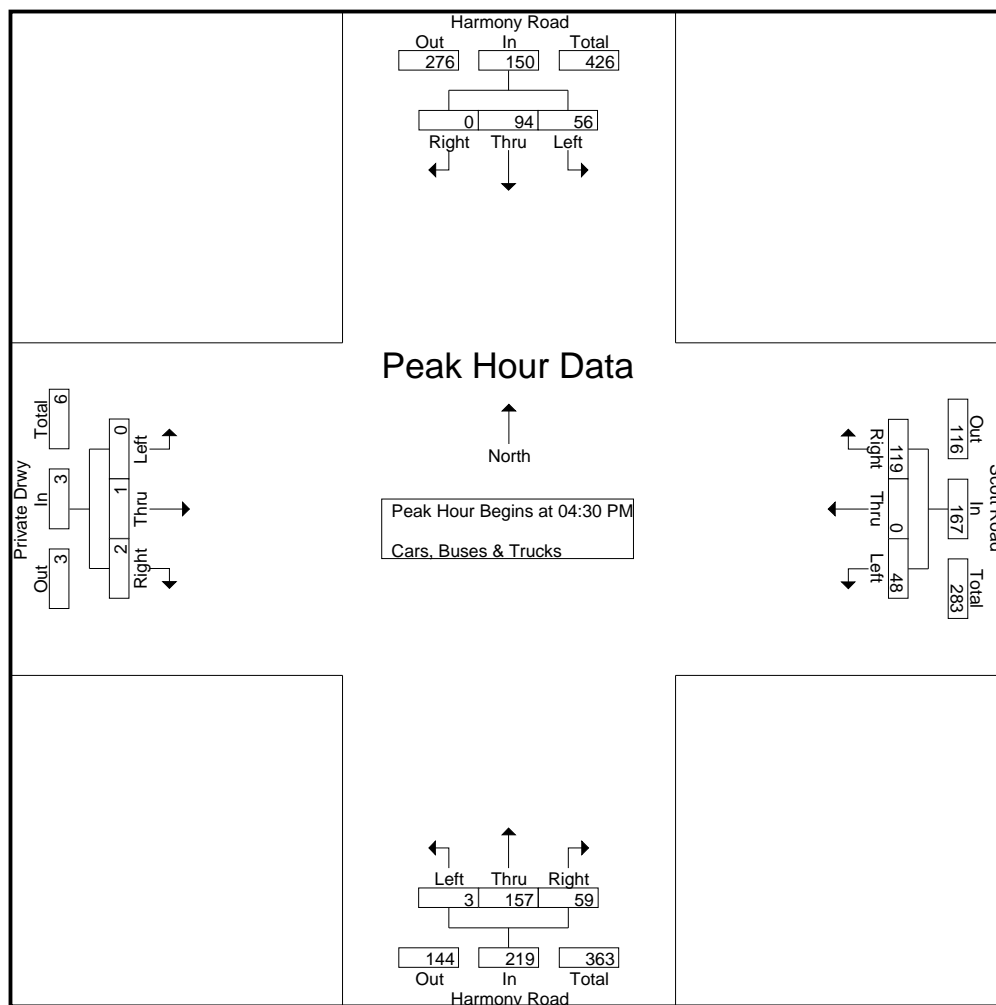
File Name : 20250012

Site Code : 20250012

Start Date : 01-23-2025

Page No : 4

	Harmony Road Northbound				Harmony Road Southbound				Private Drwy Eastbound				Scott Road Westbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	1	29	12	42	20	25	0	45	0	0	1	1	14	0	26	40	128
04:45 PM	0	30	11	41	13	25	0	38	0	0	1	1	8	0	31	39	119
05:00 PM	0	49	22	71	11	17	0	28	0	0	0	0	17	0	28	45	144
05:15 PM	2	49	14	65	12	27	0	39	0	1	0	1	9	0	34	43	148
Total Volume	3	157	59	219	56	94	0	150	0	1	2	3	48	0	119	167	539
% App. Total	1.4	71.7	26.9		37.3	62.7	0		0	33.3	66.7		28.7	0	71.3		
PHF	.375	.801	.670	.771	.700	.870	.000	.833	.000	.250	.500	.750	.706	.000	.875	.928	.910



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Marietta, GA 30067

TMC Data

Harmony Rd @ 821 Harmony Road Driveway

7-9 am | 2-4 pm | 4-6 pm

File Name : 20250024

Site Code : 20250024

Start Date : 01-23-2025

Page No : 1

Groups Printed- Cars, Buses & Trucks

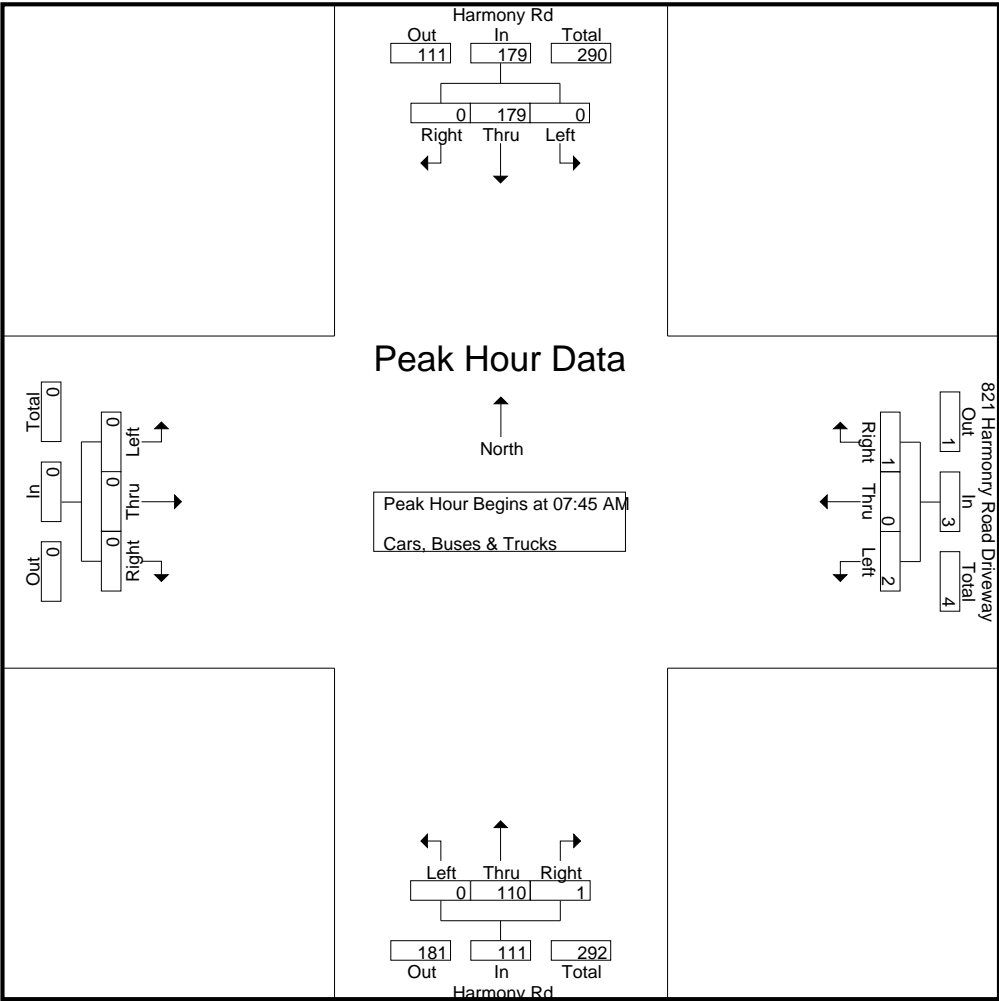
	Harmony Rd Northbound				Harmony Rd Southbound				Eastbound				821 Harmony Road Driveway Westbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	13	0	13	0	33	0	33	0	0	0	0	0	0	1	1	47
07:15 AM	0	16	0	16	1	30	0	31	0	0	0	0	1	0	0	1	48
07:30 AM	0	16	1	17	0	37	0	37	0	0	0	0	0	0	0	0	54
07:45 AM	0	20	0	20	0	48	0	48	0	0	0	0	1	0	0	1	69
Total	0	65	1	66	1	148	0	149	0	0	0	0	2	0	1	3	218
08:00 AM	0	28	0	28	0	47	0	47	0	0	0	0	0	0	0	0	75
08:15 AM	0	32	0	32	0	42	0	42	0	0	0	0	1	0	0	1	75
08:30 AM	0	30	1	31	0	42	0	42	0	0	0	0	0	0	1	1	74
08:45 AM	0	24	0	24	1	44	0	45	0	0	0	0	0	0	0	0	69
Total	0	114	1	115	1	175	0	176	0	0	0	0	1	0	1	2	293
*** BREAK ***																	
02:00 PM	0	45	1	46	0	47	0	47	0	0	0	0	0	0	0	0	93
02:15 PM	0	40	0	40	1	36	0	37	0	0	0	0	0	0	0	0	77
02:30 PM	0	39	0	39	0	34	0	34	0	0	0	0	1	0	0	1	74
02:45 PM	0	38	1	39	0	40	0	40	0	0	0	0	0	0	0	0	79
Total	0	162	2	164	1	157	0	158	0	0	0	0	1	0	0	1	323
03:00 PM	0	49	0	49	0	27	0	27	0	0	0	0	0	0	1	1	77
03:15 PM	0	42	0	42	0	31	0	31	0	0	0	0	1	0	0	1	74
03:30 PM	0	32	1	33	0	41	0	41	0	0	0	0	0	0	1	1	75
03:45 PM	0	44	0	44	1	38	0	39	0	0	0	0	0	0	0	0	83
Total	0	167	1	168	1	137	0	138	0	0	0	0	1	0	2	3	309
04:00 PM	0	66	1	67	0	47	0	47	0	0	0	0	1	0	0	1	115
04:15 PM	0	53	0	53	0	37	0	37	0	0	0	0	0	0	1	1	91
04:30 PM	0	44	1	45	1	41	0	42	0	0	0	0	1	0	0	1	88
04:45 PM	0	42	0	42	0	36	0	36	0	0	0	0	1	0	1	2	80
Total	0	205	2	207	1	161	0	162	0	0	0	0	3	0	2	5	374
05:00 PM	0	73	0	73	0	35	0	35	0	0	0	0	1	0	0	1	109
05:15 PM	0	66	1	67	1	37	0	38	0	0	0	0	0	0	1	1	106
05:30 PM	0	41	0	41	1	40	0	41	0	0	0	0	1	0	0	1	83
05:45 PM	0	45	0	45	0	31	0	31	0	0	0	0	0	0	1	1	77
Total	0	225	1	226	2	143	0	145	0	0	0	0	2	0	2	4	375
Grand Total	0	938	8	946	7	921	0	928	0	0	0	0	10	0	8	18	1892
Apprch %	0	99.2	0.8		0.8	99.2	0		0	0	0		55.6	0	44.4		
Total %	0	49.6	0.4	50	0.4	48.7	0	49	0	0	0	0	0.5	0	0.4	1	

A & R Engineering, Inc.
2160 Kingston Court Suite 'O'
Marietta, GA 30067

TMC Data
Harmony Rd @ 821 Harmony Road Driveway
7-9 am | 2-4 pm | 4-6 pm

File Name : 20250024
Site Code : 20250024
Start Date : 01-23-2025
Page No : 2

	Harmony Rd Northbound				Harmony Rd Southbound				Eastbound				821 Harmony Road Driveway Westbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	0	20	0	20	0	48	0	48	0	0	0	0	1	0	0	1	69
08:00 AM	0	28	0	28	0	47	0	47	0	0	0	0	0	0	0	0	75
08:15 AM	0	32	0	32	0	42	0	42	0	0	0	0	1	0	0	1	75
08:30 AM	0	30	1	31	0	42	0	42	0	0	0	0	0	0	1	1	74
Total Volume	0	110	1	111	0	179	0	179	0	0	0	0	2	0	1	3	293
% App. Total	0	99.1	0.9		0	100	0		0	0	0		66.7	0	33.3		
PHF	.000	.859	.250	.867	.000	.932	.000	.932	.000	.000	.000	.000	.500	.000	.250	.750	.977



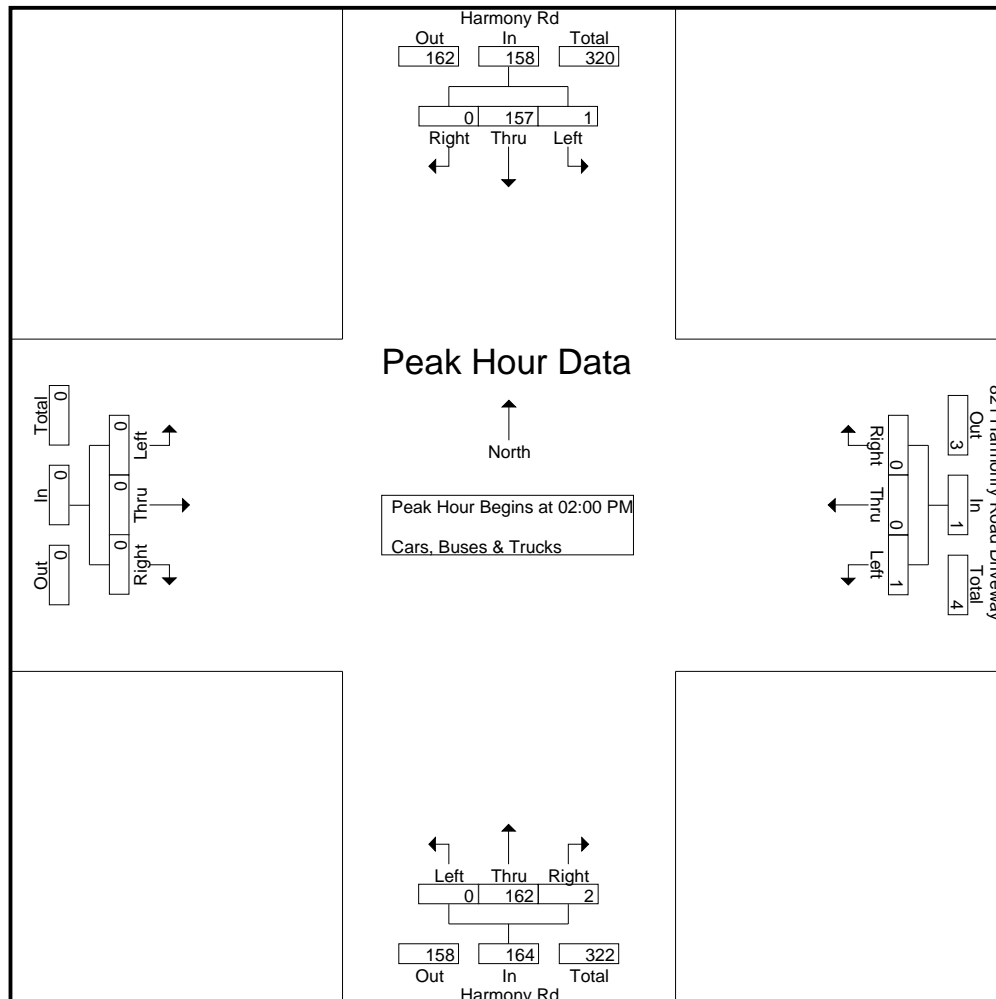
A & R Engineering, Inc.

2160 Kingston Court Suite 'O'
Marietta, GA 30067

TMC Data
Harmony Rd @ 821 Harmony Road Driveway
7-9 am | 2-4 pm | 4-6 pm

File Name : 20250024
Site Code : 20250024
Start Date : 01-23-2025
Page No : 3

	Harmony Rd Northbound				Harmony Rd Southbound				Eastbound				821 Harmony Road Driveway Westbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 02:00 PM to 03:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 02:00 PM																	
02:00 PM	0	45	1	46	0	47	0	47	0	0	0	0	0	0	0	0	93
02:15 PM	0	40	0	40	1	36	0	37	0	0	0	0	0	0	0	0	77
02:30 PM	0	39	0	39	0	34	0	34	0	0	0	0	1	0	0	1	74
02:45 PM	0	38	1	39	0	40	0	40	0	0	0	0	0	0	0	0	79
Total Volume	0	162	2	164	1	157	0	158	0	0	0	0	1	0	0	1	323
% App. Total	0	98.8	1.2		0.6	99.4	0		0	0	0		100	0	0		
PHF	.000	.900	.500	.891	.250	.835	.000	.840	.000	.000	.000	.000	.250	.000	.000	.250	.868



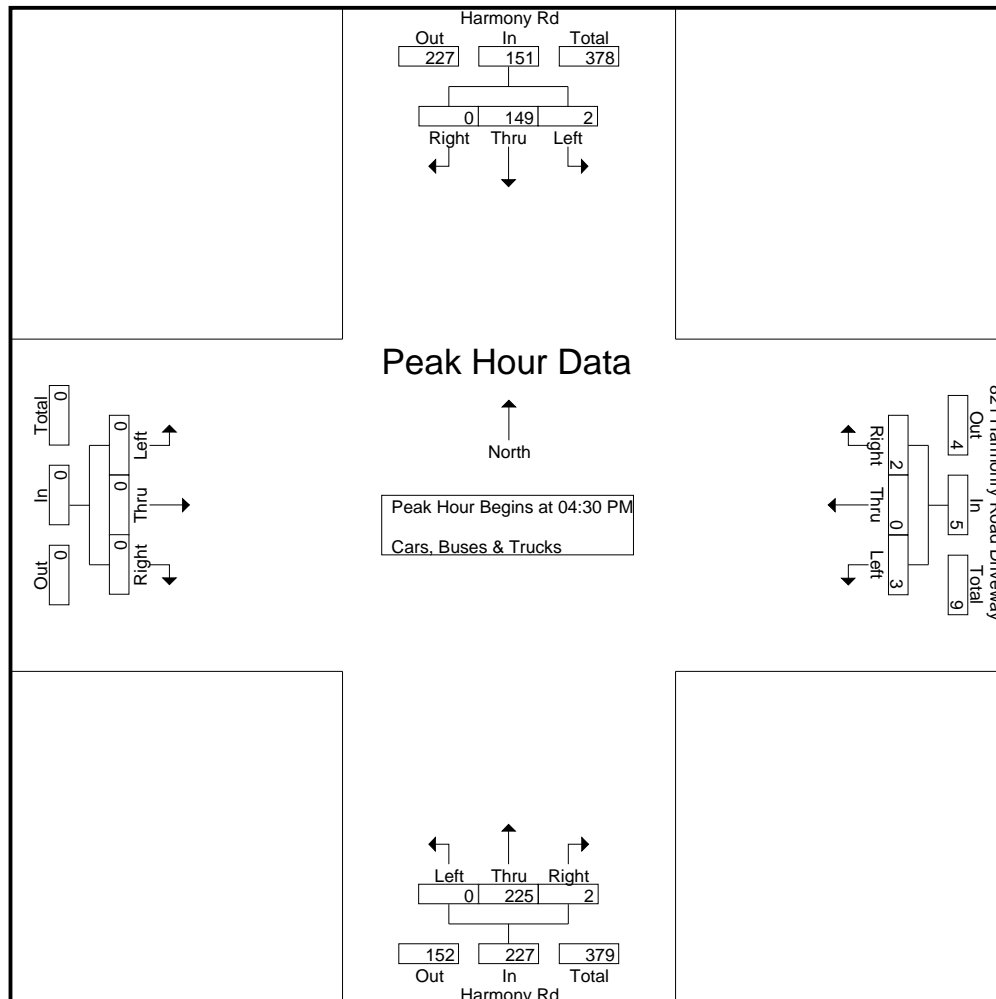
A & R Engineering, Inc.

2160 Kingston Court Suite 'O'
Marietta, GA 30067

TMC Data
Harmony Rd @ 821 Harmony Road Driveway
7-9 am | 2-4 pm | 4-6 pm

File Name : 20250024
Site Code : 20250024
Start Date : 01-23-2025
Page No : 4

	Harmony Rd Northbound				Harmony Rd Southbound				Eastbound				821 Harmony Road Driveway Westbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	0	44	1	45	1	41	0	42	0	0	0	0	1	0	0	1	88
04:45 PM	0	42	0	42	0	36	0	36	0	0	0	0	1	0	1	2	80
05:00 PM	0	73	0	73	0	35	0	35	0	0	0	0	1	0	0	1	109
05:15 PM	0	66	1	67	1	37	0	38	0	0	0	0	0	0	1	1	106
Total Volume	0	225	2	227	2	149	0	151	0	0	0	0	3	0	2	5	383
% App. Total	0	99.1	0.9		1.3	98.7	0		0	0	0		60	0	40		
PHF	.000	.771	.500	.777	.500	.909	.000	.899	.000	.000	.000	.000	.750	.000	.500	.625	.878



A & R Engineering, Inc.

2160 Kingston Court Suite 'O'

Marietta, GA 30067

TMC Data

Harmony Rd @ Oconee Custom Signs N. Drwy

7-9 am | 2-4 pm | 4-6 pm

File Name : 20250025

Site Code : 20250025

Start Date : 01-23-2025

Page No : 1

Groups Printed- Cars, Buses & Trucks

	Harmony Rd Northbound				Harmony Rd Southbound				Eastbound				Oconee Custom Signs N. Drwy Westbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	12	1	13	1	32	0	33	0	0	0	0	1	0	0	1	47
07:15 AM	0	15	1	16	0	30	0	30	0	0	0	0	0	0	1	1	47
07:30 AM	0	14	2	16	1	36	0	37	0	0	0	0	1	0	1	2	55
07:45 AM	0	19	1	20	1	48	0	49	0	0	0	0	0	0	0	0	69
Total	0	60	5	65	3	146	0	149	0	0	0	0	2	0	2	4	218
08:00 AM	0	27	1	28	0	46	0	46	0	0	0	0	1	0	1	2	76
08:15 AM	0	31	1	32	1	42	0	43	0	0	0	0	0	0	0	0	75
08:30 AM	0	28	2	30	1	41	0	42	0	0	0	0	1	0	1	2	74
08:45 AM	0	23	1	24	0	43	0	43	0	0	0	0	1	0	0	1	68
Total	0	109	5	114	2	172	0	174	0	0	0	0	3	0	2	5	293
*** BREAK ***																	
02:00 PM	0	44	1	45	1	46	0	47	0	0	0	0	1	0	1	2	94
02:15 PM	0	39	1	40	0	34	0	34	0	0	0	0	2	0	0	2	76
02:30 PM	0	37	2	39	1	34	0	35	0	0	0	0	0	0	1	1	75
02:45 PM	0	38	0	38	0	39	0	39	0	0	0	0	1	0	2	3	80
Total	0	158	4	162	2	153	0	155	0	0	0	0	4	0	4	8	325
03:00 PM	0	48	1	49	1	26	0	27	0	0	0	0	1	0	1	2	78
03:15 PM	0	40	2	42	0	31	0	31	0	0	0	0	0	0	0	0	73
03:30 PM	0	31	1	32	2	40	0	42	0	0	0	0	1	0	1	2	76
03:45 PM	0	42	2	44	0	36	0	36	0	0	0	0	2	0	1	3	83
Total	0	161	6	167	3	133	0	136	0	0	0	0	4	0	3	7	310
04:00 PM	0	65	1	66	1	46	0	47	0	0	0	0	1	0	1	2	115
04:15 PM	0	51	2	53	0	36	0	36	0	0	0	0	1	0	1	2	91
04:30 PM	0	42	2	44	1	40	0	41	0	0	0	0	1	0	2	3	88
04:45 PM	0	41	1	42	1	34	0	35	0	0	0	0	2	0	1	3	80
Total	0	199	6	205	3	156	0	159	0	0	0	0	5	0	5	10	374
05:00 PM	0	71	2	73	0	34	0	34	0	0	0	0	1	0	1	2	109
05:15 PM	0	65	1	66	1	36	0	37	0	0	0	0	1	0	0	1	104
05:30 PM	0	40	1	41	1	39	0	40	0	0	0	0	1	0	1	2	83
05:45 PM	0	45	0	45	0	31	0	31	0	0	0	0	0	0	0	0	76
Total	0	221	4	225	2	140	0	142	0	0	0	0	3	0	2	5	372
Grand Total	0	908	30	938	15	900	0	915	0	0	0	0	21	0	18	39	1892
Apprch %	0	96.8	3.2		1.6	98.4	0		0	0	0		53.8	0	46.2		
Total %	0	48	1.6	49.6	0.8	47.6	0	48.4	0	0	0	0	1.1	0	1	2.1	

A & R Engineering, Inc.

2160 Kingston Court Suite 'O'
Marietta, GA 30067

TMC Data

Harmony Rd @ Oconee Custom Signs N. Drwy

7-9 am | 2-4 pm | 4-6 pm

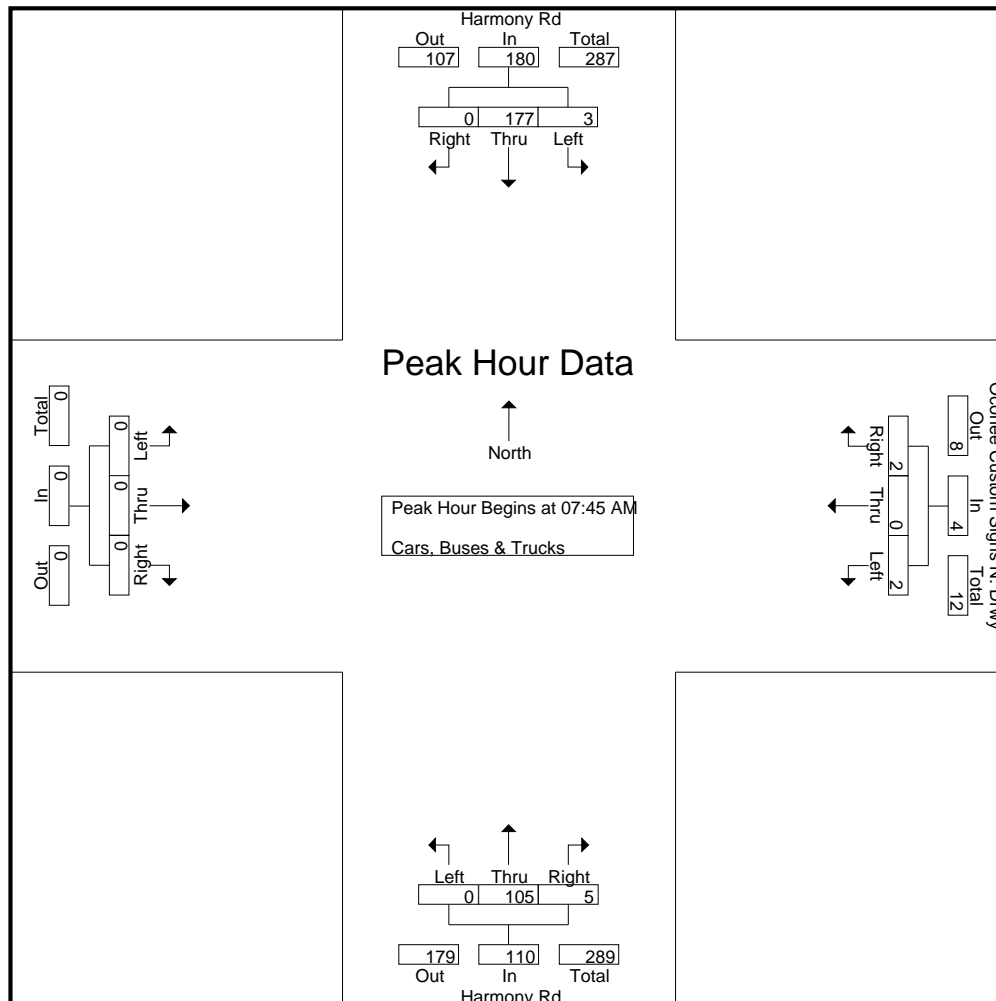
File Name : 20250025

Site Code : 20250025

Start Date : 01-23-2025

Page No : 2

	Harmony Rd Northbound				Harmony Rd Southbound				Eastbound				Oconee Custom Signs N. Drwy Westbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	0	19	1	20	1	48	0	49	0	0	0	0	0	0	0	0	69
08:00 AM	0	27	1	28	0	46	0	46	0	0	0	0	1	0	1	2	76
08:15 AM	0	31	1	32	1	42	0	43	0	0	0	0	0	0	0	0	75
08:30 AM	0	28	2	30	1	41	0	42	0	0	0	0	1	0	1	2	74
Total Volume	0	105	5	110	3	177	0	180	0	0	0	0	2	0	2	4	294
% App. Total	0	95.5	4.5		1.7	98.3	0		0	0	0		50	0	50		
PHF	.000	.847	.625	.859	.750	.922	.000	.918	.000	.000	.000	.000	.500	.000	.500	.500	.967

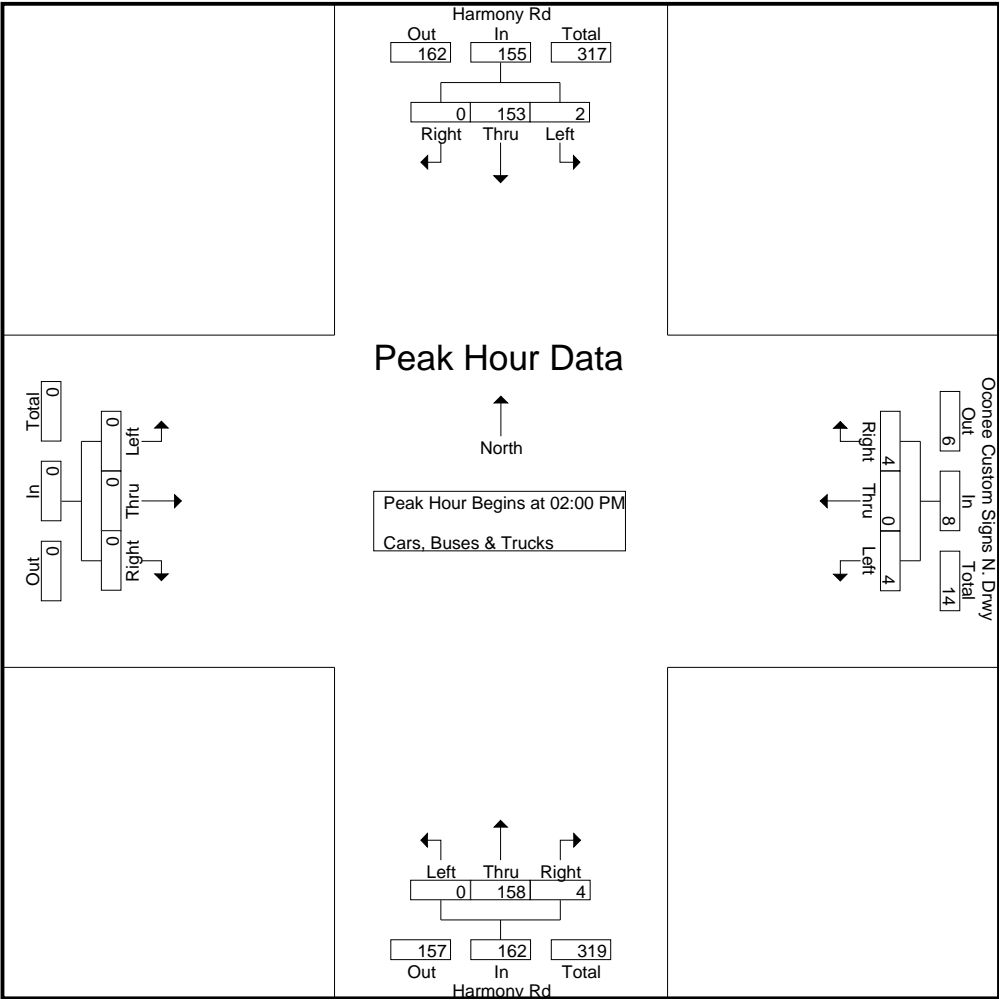


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Marietta, GA 30067

TMC Data
Harmony Rd @ Oconee Custom Signs N. Drwy
7-9 am | 2-4 pm | 4-6 pm

File Name : 20250025
Site Code : 20250025
Start Date : 01-23-2025
Page No : 3

	Harmony Rd Northbound				Harmony Rd Southbound				Eastbound				Oconee Custom Signs N. Drwy Westbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 02:00 PM to 03:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 02:00 PM																	
02:00 PM	0	44	1	45	1	46	0	47	0	0	0	0	1	0	1	2	94
02:15 PM	0	39	1	40	0	34	0	34	0	0	0	0	2	0	0	2	76
02:30 PM	0	37	2	39	1	34	0	35	0	0	0	0	0	0	1	1	75
02:45 PM	0	38	0	38	0	39	0	39	0	0	0	0	1	0	2	3	80
Total Volume	0	158	4	162	2	153	0	155	0	0	0	0	4	0	4	8	325
% App. Total	0	97.5	2.5		1.3	98.7	0		0	0	0		50	0	50		
PHF	.000	.898	.500	.900	.500	.832	.000	.824	.000	.000	.000	.000	.500	.000	.500	.667	.864

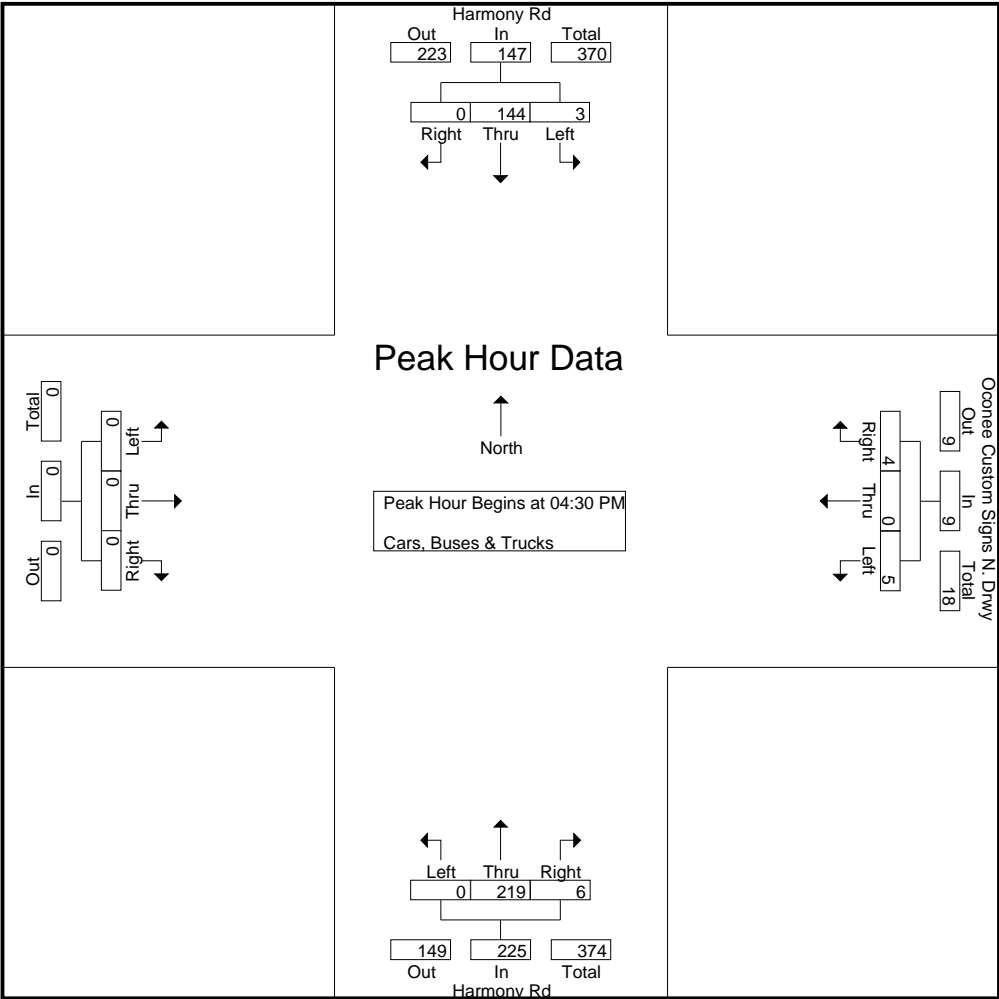


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TMC Data
Harmony Rd @ Oconee Custom Signs N. Drwy
7-9 am | 2-4 pm | 4-6 pm

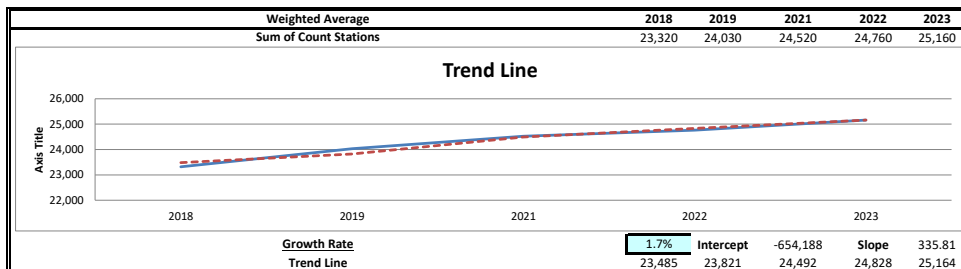
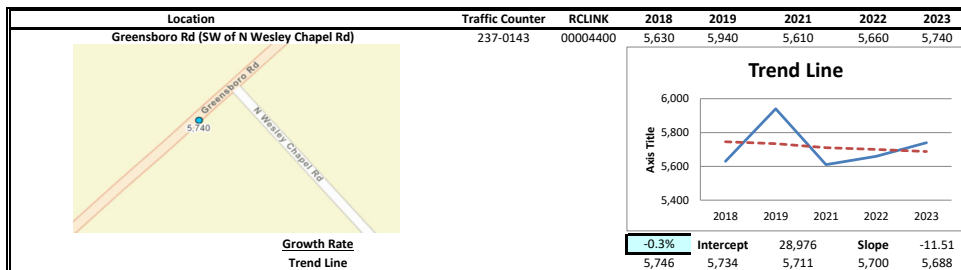
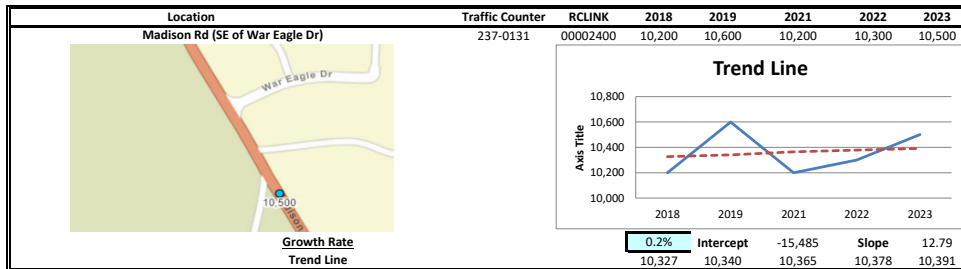
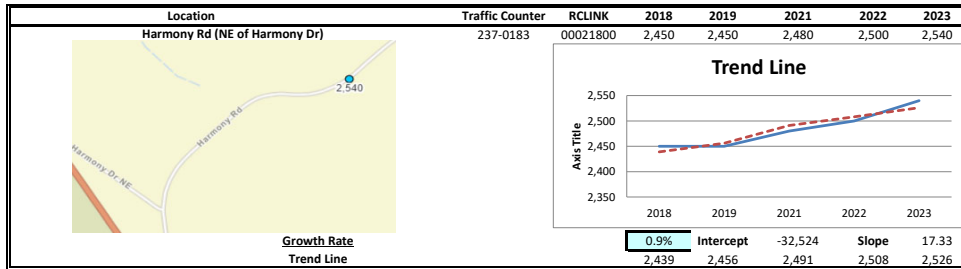
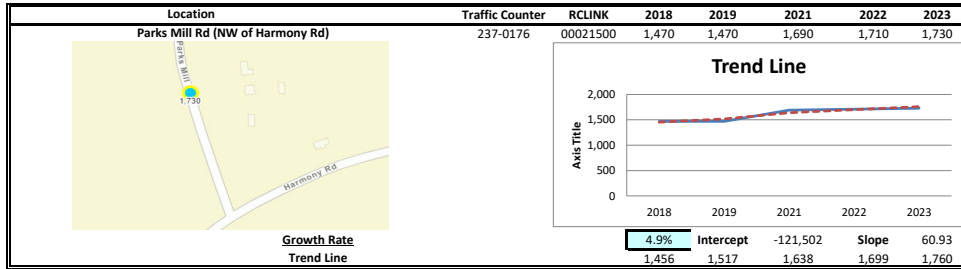
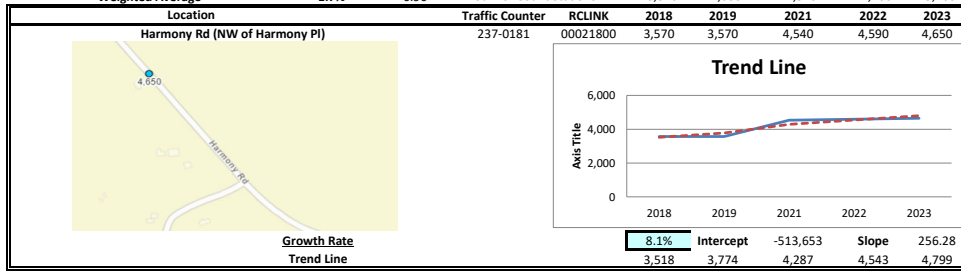
File Name : 20250025
Site Code : 20250025
Start Date : 01-23-2025
Page No : 4

	Harmony Rd Northbound				Harmony Rd Southbound				Eastbound				Oconee Custom Signs N. Drwy Westbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	0	42	2	44	1	40	0	41	0	0	0	0	1	0	2	3	88
04:45 PM	0	41	1	42	1	34	0	35	0	0	0	0	2	0	1	3	80
05:00 PM	0	71	2	73	0	34	0	34	0	0	0	0	1	0	1	2	109
05:15 PM	0	65	1	66	1	36	0	37	0	0	0	0	1	0	0	1	104
Total Volume	0	219	6	225	3	144	0	147	0	0	0	0	5	0	4	9	381
% App. Total	0	97.3	2.7		2	98	0		0	0	0		55.6	0	44.4		
PHF	.000	.771	.750	.771	.750	.900	.000	.896	.000	.000	.000	.000	.625	.000	.500	.750	.874



LINEAR REGRESSION OF DAILY TRAFFIC

Location	Growth Rate	R Squared	Station ID	Route	2018	2019	2021	2022	2023
Harmony Rd (NW of Harmony Pl)	8.1%	0.89	237-0181	00021800	3,570	3,570	4,540	4,590	4,650
Parks Mill Rd (NW of Harmony Rd)	4.9%	0.91	237-0176	00021500	1,470	1,470	1,690	1,710	1,730
Harmony Rd (NE of Harmony Dr)	0.9%	0.91	237-0183	00021800	2,450	2,450	2,480	2,500	2,540
Madison Rd (SE of War Eagle Dr)	0.2%	0.02	237-0131	00002400	10,200	10,600	10,200	10,300	10,500
Greensboro Rd (SW of N Wesley Chapel Rd)	-0.3%	0.03	237-0143	00004400	5,630	5,940	5,610	5,660	5,740
Weighted Average	1.7%	0.96	Sum of Count Stations =		23,320	24,030	24,520	24,760	25,160






EXISTING INTERSECTION ANALYSIS




Intersection												
Int Delay, s/veh	3.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	0	1	28	0	22	1	64	45	85	143	0
Future Vol, veh/h	0	0	1	28	0	22	1	64	45	85	143	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	1	29	0	23	1	67	47	89	149	0




Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	431	443	149	421	420	91	149	0	0	114	0	0
Stage 1	327	327	-	93	93	-	-	-	-	-	-	-
Stage 2	104	116	-	328	327	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	535	509	898	543	525	967	1432	-	-	1475	-	-
Stage 1	686	648	-	914	818	-	-	-	-	-	-	-
Stage 2	902	800	-	685	648	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	495	475	898	515	490	967	1432	-	-	1475	-	-
Mov Cap-2 Maneuver	495	475	-	515	490	-	-	-	-	-	-	-
Stage 1	685	605	-	913	817	-	-	-	-	-	-	-
Stage 2	880	799	-	639	605	-	-	-	-	-	-	-




Approach	EB	WB	NB	SB
HCM Control Delay, s	9	11	0.1	2.8
HCM LOS	A	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1432	-	-	898	648	1475	-
HCM Lane V/C Ratio	0.001	-	-	0.001	0.08	0.06	-
HCM Control Delay (s)	7.5	0	-	9	11	7.6	0
HCM Lane LOS	A	A	-	A	B	A	A
HCM 95th %tile Q(veh)	0	-	-	0	0.3	0.2	-

Intersection						
Int Delay, s/veh	0.1					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	2	1	110	1	1	179
Future Vol, veh/h	2	1	110	1	1	179
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	98	98	98	98	98	98
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	2	1	112	1	1	183
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	298	113	0	0	113	0
Stage 1	113	-	-	-	-	-
Stage 2	185	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	693	940	-	-	1476	-
Stage 1	912	-	-	-	-	-
Stage 2	847	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	692	940	-	-	1476	-
Mov Cap-2 Maneuver	692	-	-	-	-	-
Stage 1	912	-	-	-	-	-
Stage 2	846	-	-	-	-	-
Approach	WB	NB	SB			
HCM Control Delay, s	9.8	0	0			
HCM LOS	A					
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT		
Capacity (veh/h)	-	-	759	1476	-	
HCM Lane V/C Ratio	-	-	0.004	0.001	-	
HCM Control Delay (s)	-	-	9.8	7.4	0	
HCM Lane LOS	-	-	A	A	A	
HCM 95th %tile Q(veh)	-	-	0	0	-	

Intersection						
Int Delay, s/veh	0.1					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	1	0	1	125	162	0
Future Vol, veh/h	1	0	1	125	162	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1	0	1	139	180	0
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	321	180	180	0	-	0
Stage 1	180	-	-	-	-	-
Stage 2	141	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	673	863	1396	-	-	-
Stage 1	851	-	-	-	-	-
Stage 2	886	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	672	863	1396	-	-	-
Mov Cap-2 Maneuver	672	-	-	-	-	-
Stage 1	850	-	-	-	-	-
Stage 2	886	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	10.4	0.1		0		
HCM LOS	B					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1396	-	672	-	-	
HCM Lane V/C Ratio	0.001	-	0.002	-	-	
HCM Control Delay (s)	7.6	0	10.4	-	-	
HCM Lane LOS	A	A	B	-	-	
HCM 95th %tile Q(veh)	0	-	0	-	-	

Intersection						
Int Delay, s/veh	0.2					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	2	2	105	5	3	177
Future Vol, veh/h	2	2	105	5	3	177
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	2	2	108	5	3	182
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	299	111	0	0	113	0
Stage 1	111	-	-	-	-	-
Stage 2	188	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	692	942	-	-	1476	-
Stage 1	914	-	-	-	-	-
Stage 2	844	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	691	942	-	-	1476	-
Mov Cap-2 Maneuver	691	-	-	-	-	-
Stage 1	914	-	-	-	-	-
Stage 2	842	-	-	-	-	-
Approach	WB	NB	SB			
HCM Control Delay, s	9.5	0	0.1			
HCM LOS	A					
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT		
Capacity (veh/h)	-	-	797	1476	-	
HCM Lane V/C Ratio	-	-	0.005	0.002	-	
HCM Control Delay (s)	-	-	9.5	7.4	0	
HCM Lane LOS	-	-	A	A	A	
HCM 95th %tile Q(veh)	-	-	0	0	-	




Intersection						
Int Delay, s/veh	0					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	1	0	110	0	1	179
Future Vol, veh/h	1	0	110	0	1	179
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1	0	120	0	1	195
Major/Minor	Minor1		Major1		Major2	
Conflicting Flow All	317	120	0	0	120	0
Stage 1	120	-	-	-	-	-
Stage 2	197	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	676	931	-	-	1468	-
Stage 1	905	-	-	-	-	-
Stage 2	836	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	675	931	-	-	1468	-
Mov Cap-2 Maneuver	675	-	-	-	-	-
Stage 1	905	-	-	-	-	-
Stage 2	835	-	-	-	-	-
Approach	WB		NB		SB	
HCM Control Delay, s	10.3		0		0	
HCM LOS	B					
Minor Lane/Major Mvmt		NBT	NBRWBLn1		SBL	SBT
Capacity (veh/h)		-	-	675	1468	-
HCM Lane V/C Ratio		-	-	0.002	0.001	-
HCM Control Delay (s)		-	-	10.3	7.5	0
HCM Lane LOS		-	-	B	A	A
HCM 95th %tile Q(veh)		-	-	0	0	-




Intersection												
Int Delay, s/veh	4.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	1	2	48	0	119	3	157	59	56	94	0
Future Vol, veh/h	0	1	2	48	0	119	3	157	59	56	94	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	1	2	53	0	131	3	173	65	62	103	0




Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	504	471	103	441	439	206	103	0	0	238	0	0
Stage 1	227	227	-	212	212	-	-	-	-	-	-	-
Stage 2	277	244	-	229	227	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	478	491	952	527	512	835	1489	-	-	1329	-	-
Stage 1	776	716	-	790	727	-	-	-	-	-	-	-
Stage 2	729	704	-	774	716	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	388	466	952	504	486	835	1489	-	-	1329	-	-
Mov Cap-2 Maneuver	388	466	-	504	486	-	-	-	-	-	-	-
Stage 1	774	681	-	788	726	-	-	-	-	-	-	-
Stage 2	614	703	-	733	681	-	-	-	-	-	-	-




Approach	EB		WB		NB		SB	
HCM Control Delay, s	10.1		11.9		0.1		2.9	
HCM LOS	B		B					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1489	-	-	706	702	1329	-
HCM Lane V/C Ratio	0.002	-	-	0.005	0.261	0.046	-
HCM Control Delay (s)	7.4	0	-	10.1	11.9	7.8	0
HCM Lane LOS	A	A	-	B	B	A	A
HCM 95th %tile Q(veh)	0	-	-	0	1	0.1	-

Intersection						
Int Delay, s/veh	0.2					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	3	2	225	2	2	149
Future Vol, veh/h	3	2	225	2	2	149
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	3	2	256	2	2	169
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	430	257	0	0	258	0
Stage 1	257	-	-	-	-	-
Stage 2	173	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	582	782	-	-	1307	-
Stage 1	786	-	-	-	-	-
Stage 2	857	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	581	782	-	-	1307	-
Mov Cap-2 Maneuver	581	-	-	-	-	-
Stage 1	786	-	-	-	-	-
Stage 2	855	-	-	-	-	-
Approach	WB	NB	SB			
HCM Control Delay, s	10.6	0	0.1			
HCM LOS	B					
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT		
Capacity (veh/h)	-	-	648	1307	-	
HCM Lane V/C Ratio	-	-	0.009	0.002	-	
HCM Control Delay (s)	-	-	10.6	7.8	0	
HCM Lane LOS	-	-	B	A	A	
HCM 95th %tile Q(veh)	-	-	0	0	-	

Intersection						
Int Delay, s/veh	0.2					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	3	1	2	161	175	1
Future Vol, veh/h	3	1	2	161	175	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	79	79	79	79	79	79
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	4	1	3	204	222	1
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	433	223	223	0	-	0
Stage 1	223	-	-	-	-	-
Stage 2	210	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	580	817	1346	-	-	-
Stage 1	814	-	-	-	-	-
Stage 2	825	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	578	817	1346	-	-	-
Mov Cap-2 Maneuver	578	-	-	-	-	-
Stage 1	812	-	-	-	-	-
Stage 2	825	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	10.8	0.1		0		
HCM LOS	B					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1346	-	624	-	-	
HCM Lane V/C Ratio	0.002	-	0.008	-	-	
HCM Control Delay (s)	7.7	0	10.8	-	-	
HCM Lane LOS	A	A	B	-	-	
HCM 95th %tile Q(veh)	0	-	0	-	-	

Intersection						
Int Delay, s/veh	0.3					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	5	4	219	6	3	144
Future Vol, veh/h	5	4	219	6	3	144
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	87	87	87	87	87	87
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	6	5	252	7	3	166
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	428	256	0	0	259	0
Stage 1	256	-	-	-	-	-
Stage 2	172	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	584	783	-	-	1306	-
Stage 1	787	-	-	-	-	-
Stage 2	858	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	582	783	-	-	1306	-
Mov Cap-2 Maneuver	582	-	-	-	-	-
Stage 1	787	-	-	-	-	-
Stage 2	855	-	-	-	-	-
Approach	WB	NB	SB			
HCM Control Delay, s	10.6	0	0.2			
HCM LOS	B					
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT		
Capacity (veh/h)	-	-	657	1306	-	
HCM Lane V/C Ratio	-	-	0.016	0.003	-	
HCM Control Delay (s)	-	-	10.6	7.8	0	
HCM Lane LOS	-	-	B	A	A	
HCM 95th %tile Q(veh)	-	-	0	0	-	

Intersection						
Int Delay, s/veh	0.1					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	1	0	225	0	1	149
Future Vol, veh/h	1	0	225	0	1	149
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1	0	245	0	1	162
Major/Minor	Minor1	Major1		Major2		
Conflicting Flow All	409	245	0	0	245	0
Stage 1	245	-	-	-	-	-
Stage 2	164	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	599	794	-	-	1321	-
Stage 1	796	-	-	-	-	-
Stage 2	865	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	598	794	-	-	1321	-
Mov Cap-2 Maneuver	598	-	-	-	-	-
Stage 1	796	-	-	-	-	-
Stage 2	864	-	-	-	-	-
Approach	WB	NB		SB		
HCM Control Delay, s	11	0		0.1		
HCM LOS	B					
Minor Lane/Major Mvmt	NBT	NBRWBLn1		SBL	SBT	
Capacity (veh/h)	-	- 598		1321	-	
HCM Lane V/C Ratio	-	- 0.002		0.001	-	
HCM Control Delay (s)	-	- 11		7.7	0	
HCM Lane LOS	-	- B		A	A	
HCM 95th %tile Q(veh)	-	- 0		0	-	




**FUTURE “NO-BUILD” INTERSECTION
ANALYSIS –BASE YEAR 2027**




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Int Delay, s/veh	2.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	0	1	34	0	23	1	98	54	88	169	0
Future Vol, veh/h	0	0	1	34	0	23	1	98	54	88	169	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	1	37	0	25	1	108	59	97	186	0




Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	532	549	186	521	520	138	186	0	0	167	0	0
Stage 1	380	380	-	140	140	-	-	-	-	-	-	-
Stage 2	152	169	-	381	380	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	458	443	856	466	461	910	1388	-	-	1411	-	-
Stage 1	642	614	-	863	781	-	-	-	-	-	-	-
Stage 2	850	759	-	641	614	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	419	408	856	438	425	910	1388	-	-	1411	-	-
Mov Cap-2 Maneuver	419	408	-	438	425	-	-	-	-	-	-	-
Stage 1	641	567	-	862	780	-	-	-	-	-	-	-
Stage 2	826	758	-	591	567	-	-	-	-	-	-	-




Approach	EB	WB	NB	SB
HCM Control Delay, s	9.2	12.3	0	2.6
HCM LOS	A	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1388	-	-	856	554	1411	-
HCM Lane V/C Ratio	0.001	-	-	0.001	0.113	0.069	-
HCM Control Delay (s)	7.6	0	-	9.2	12.3	7.7	0
HCM Lane LOS	A	A	-	A	B	A	A
HCM 95th %tile Q(veh)	0	-	-	0	0.4	0.2	-

Intersection						
Int Delay, s/veh	0.1					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	2	1	153	1	1	211
Future Vol, veh/h	2	1	153	1	1	211
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	2	1	174	1	1	240
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	417	175	0	0	175	0
Stage 1	175	-	-	-	-	-
Stage 2	242	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	592	868	-	-	1401	-
Stage 1	855	-	-	-	-	-
Stage 2	798	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	591	868	-	-	1401	-
Mov Cap-2 Maneuver	591	-	-	-	-	-
Stage 1	855	-	-	-	-	-
Stage 2	797	-	-	-	-	-
Approach	WB	NB	SB			
HCM Control Delay, s	10.5	0	0			
HCM LOS	B					
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT		
Capacity (veh/h)	-	-	661	1401	-	
HCM Lane V/C Ratio	-	-	0.005	0.001	-	
HCM Control Delay (s)	-	-	10.5	7.6	0	
HCM Lane LOS	-	-	B	A	A	
HCM 95th %tile Q(veh)	-	-	0	0	-	

Intersection						
Int Delay, s/veh	0					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	1	0	1	169	193	0
Future Vol, veh/h	1	0	1	169	193	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	79	79	79	79	79	79
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1	0	1	214	244	0
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	460	244	244	0	-	0
Stage 1	244	-	-	-	-	-
Stage 2	216	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	559	795	1322	-	-	-
Stage 1	797	-	-	-	-	-
Stage 2	820	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	558	795	1322	-	-	-
Mov Cap-2 Maneuver	558	-	-	-	-	-
Stage 1	796	-	-	-	-	-
Stage 2	820	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	11.5	0		0		
HCM LOS	B					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1322	-	558	-	-	
HCM Lane V/C Ratio	0.001	-	0.002	-	-	
HCM Control Delay (s)	7.7	0	11.5	-	-	
HCM Lane LOS	A	A	B	-	-	
HCM 95th %tile Q(veh)	0	-	0	-	-	

Intersection						
Int Delay, s/veh	0.2					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	2	2	148	5	3	209
Future Vol, veh/h	2	2	148	5	3	209
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	87	87	87	87	87	87
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	2	2	170	6	3	240
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	419	173	0	0	176	0
Stage 1	173	-	-	-	-	-
Stage 2	246	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	591	871	-	-	1400	-
Stage 1	857	-	-	-	-	-
Stage 2	795	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	590	871	-	-	1400	-
Mov Cap-2 Maneuver	590	-	-	-	-	-
Stage 1	857	-	-	-	-	-
Stage 2	793	-	-	-	-	-
Approach	WB	NB	SB			
HCM Control Delay, s	10.2	0	0.1			
HCM LOS	B					
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT		
Capacity (veh/h)	-	-	703	1400	-	
HCM Lane V/C Ratio	-	-	0.007	0.002	-	
HCM Control Delay (s)	-	-	10.2	7.6	0	
HCM Lane LOS	-	-	B	A	A	
HCM 95th %tile Q(veh)	-	-	0	0	-	




Intersection						
Int Delay, s/veh	0					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	1	0	153	0	1	211
Future Vol, veh/h	1	0	153	0	1	211
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1	0	166	0	1	229
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	397	166	0	0	166	0
Stage 1	166	-	-	-	-	-
Stage 2	231	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	608	878	-	-	1412	-
Stage 1	863	-	-	-	-	-
Stage 2	807	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	607	878	-	-	1412	-
Mov Cap-2 Maneuver	607	-	-	-	-	-
Stage 1	863	-	-	-	-	-
Stage 2	806	-	-	-	-	-
Approach	WB	NB	SB			
HCM Control Delay, s	10.9	0	0			
HCM LOS	B					
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT		
Capacity (veh/h)	-	-	607	1412	-	
HCM Lane V/C Ratio	-	-	0.002	0.001	-	
HCM Control Delay (s)	-	-	10.9	7.6	0	
HCM Lane LOS	-	-	B	A	A	
HCM 95th %tile Q(veh)	-	-	0	0	-	




Intersection												
Int Delay, s/veh	4.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	1	2	62	0	124	3	202	71	58	145	0
Future Vol, veh/h	0	1	2	62	0	124	3	202	71	58	145	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	1	2	67	0	135	3	220	77	63	158	0




Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	616	587	158	551	549	259	158	0	0	297	0	0
Stage 1	284	284	-	265	265	-	-	-	-	-	-	-
Stage 2	332	303	-	286	284	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	403	422	887	445	443	780	1422	-	-	1264	-	-
Stage 1	723	676	-	740	689	-	-	-	-	-	-	-
Stage 2	681	664	-	721	676	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	319	398	887	423	417	780	1422	-	-	1264	-	-
Mov Cap-2 Maneuver	319	398	-	423	417	-	-	-	-	-	-	-
Stage 1	721	639	-	738	687	-	-	-	-	-	-	-
Stage 2	562	662	-	679	639	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	10.8		13.8		0.1		2.3	
HCM LOS	B		B					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1422	-	-	629 609	1264	-	-
HCM Lane V/C Ratio	0.002	-	-	0.005 0.332	0.05	-	-
HCM Control Delay (s)	7.5	0	-	10.8 13.8	8	0	-
HCM Lane LOS	A	A	-	B B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0 1.4	0.2	-	-




Intersection						
Int Delay, s/veh	0.2					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	3	2	283	2	2	214
Future Vol, veh/h	3	2	283	2	2	214
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	3	2	308	2	2	233
Major/Minor	Minor1	Major1		Major2		
Conflicting Flow All	546	309	0	0	310	0
Stage 1	309	-	-	-	-	-
Stage 2	237	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	499	731	-	-	1250	-
Stage 1	745	-	-	-	-	-
Stage 2	802	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	498	731	-	-	1250	-
Mov Cap-2 Maneuver	498	-	-	-	-	-
Stage 1	745	-	-	-	-	-
Stage 2	800	-	-	-	-	-
Approach	WB	NB		SB		
HCM Control Delay, s	11.4	0		0.1		
HCM LOS	B					
Minor Lane/Major Mvmt	NBT	NBRWBLn1		SBL	SBT	
Capacity (veh/h)	-	- 571		1250	-	
HCM Lane V/C Ratio	-	- 0.01		0.002	-	
HCM Control Delay (s)	-	- 11.4		7.9	0	
HCM Lane LOS	-	- B		A	A	
HCM 95th %tile Q(veh)	-	- 0		0	-	

Intersection						
Int Delay, s/veh	0.1					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	3	1	2	216	241	1
Future Vol, veh/h	3	1	2	216	241	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	3	1	2	235	262	1
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	502	263	263	0	-	0
Stage 1	263	-	-	-	-	-
Stage 2	239	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	529	776	1301	-	-	-
Stage 1	781	-	-	-	-	-
Stage 2	801	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	528	776	1301	-	-	-
Mov Cap-2 Maneuver	528	-	-	-	-	-
Stage 1	779	-	-	-	-	-
Stage 2	801	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	11.3	0.1		0		
HCM LOS	B					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1301	-	574	-	-	
HCM Lane V/C Ratio	0.002	-	0.008	-	-	
HCM Control Delay (s)	7.8	0	11.3	-	-	
HCM Lane LOS	A	A	B	-	-	
HCM 95th %tile Q(veh)	0	-	0	-	-	

Intersection						
Int Delay, s/veh	0.2					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	5	4	277	6	3	209
Future Vol, veh/h	5	4	277	6	3	209
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	5	4	301	7	3	227
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	538	305	0	0	308	0
Stage 1	305	-	-	-	-	-
Stage 2	233	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	504	735	-	-	1253	-
Stage 1	748	-	-	-	-	-
Stage 2	806	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	502	735	-	-	1253	-
Mov Cap-2 Maneuver	502	-	-	-	-	-
Stage 1	748	-	-	-	-	-
Stage 2	804	-	-	-	-	-
Approach	WB	NB	SB			
HCM Control Delay, s	11.3	0	0.1			
HCM LOS	B					
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT		
Capacity (veh/h)	-	-	584	1253	-	
HCM Lane V/C Ratio	-	-	0.017	0.003	-	
HCM Control Delay (s)	-	-	11.3	7.9	0	
HCM Lane LOS	-	-	B	A	A	
HCM 95th %tile Q(veh)	-	-	0.1	0	-	

Intersection

Int Delay, s/veh 0

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	1	0	283	0	1	214
Future Vol, veh/h	1	0	283	0	1	214
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1	0	308	0	1	233

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	543	308	0
Stage 1	308	-	-
Stage 2	235	-	-
Critical Hdwy	6.42	6.22	-
Critical Hdwy Stg 1	5.42	-	-
Critical Hdwy Stg 2	5.42	-	-
Follow-up Hdwy	3.518	3.318	-
Pot Cap-1 Maneuver	501	732	-
Stage 1	745	-	-
Stage 2	804	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	500	732	-
Mov Cap-2 Maneuver	500	-	-
Stage 1	745	-	-
Stage 2	803	-	-

Approach	WB	NB	SB
HCM Control Delay, s	12.2	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	500	1253
HCM Lane V/C Ratio	-	-	0.002	0.001
HCM Control Delay (s)	-	-	12.2	7.9
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0	0




**FUTURE “BUILD” INTERSECTION ANALYSIS -
BASE YEAR 2027**




Intersection												
Int Delay, s/veh	3.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔			↔	
Traffic Vol, veh/h	0	0	1	67	0	23	1	142	109	88	195	0
Future Vol, veh/h	0	0	1	67	0	23	1	142	109	88	195	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	1	70	0	24	1	148	114	92	203	0

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	606	651	203	595	594	205	203	0	0	262	0	0
Stage 1	387	387	-	207	207	-	-	-	-	-	-	-
Stage 2	219	264	-	388	387	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	409	388	838	416	418	836	1369	-	-	1302	-	-
Stage 1	637	610	-	795	731	-	-	-	-	-	-	-
Stage 2	783	690	-	636	610	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	373	357	838	390	384	836	1369	-	-	1302	-	-
Mov Cap-2 Maneuver	373	357	-	390	384	-	-	-	-	-	-	-
Stage 1	636	561	-	794	730	-	-	-	-	-	-	-
Stage 2	760	689	-	584	561	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	9.3		15		0		2.5	
HCM LOS	A		C					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1369	-	-	838	452	1302	-
HCM Lane V/C Ratio	0.001	-	-	0.001	0.207	0.07	-
HCM Control Delay (s)	7.6	0	-	9.3	15	8	0
HCM Lane LOS	A	A	-	A	C	A	A
HCM 95th %tile Q(veh)	0	-	-	0	0.8	0.2	-

Intersection						
Int Delay, s/veh	0.1					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	2	1	242	1	1	312
Future Vol, veh/h	2	1	242	1	1	312
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	98	98	98	98	98	98
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	2	1	247	1	1	318
Major/Minor	Minor1	Major1		Major2		
Conflicting Flow All	568	248	0	0	248	0
Stage 1	248	-	-	-	-	-
Stage 2	320	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	484	791	-	-	1318	-
Stage 1	793	-	-	-	-	-
Stage 2	736	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	484	791	-	-	1318	-
Mov Cap-2 Maneuver	484	-	-	-	-	-
Stage 1	793	-	-	-	-	-
Stage 2	735	-	-	-	-	-
Approach	WB	NB		SB		
HCM Control Delay, s	11.5	0		0		
HCM LOS	B					
Minor Lane/Major Mvmt	NBT	NBRWBLn1		SBL	SBT	
Capacity (veh/h)	-	- 556		1318	-	
HCM Lane V/C Ratio	-	- 0.006		0.001	-	
HCM Control Delay (s)	-	- 11.5		7.7	0	
HCM Lane LOS	-	- B		A	A	
HCM 95th %tile Q(veh)	-	- 0		0	-	

Intersection						
Int Delay, s/veh	0					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	1	0	1	242	314	0
Future Vol, veh/h	1	0	1	242	314	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1	0	1	269	349	0
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	620	349	349	0	-	0
Stage 1	349	-	-	-	-	-
Stage 2	271	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	452	694	1210	-	-	-
Stage 1	714	-	-	-	-	-
Stage 2	775	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	452	694	1210	-	-	-
Mov Cap-2 Maneuver	452	-	-	-	-	-
Stage 1	713	-	-	-	-	-
Stage 2	775	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	13	0		0		
HCM LOS	B					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1210	-	452	-	-	
HCM Lane V/C Ratio	0.001	-	0.002	-	-	
HCM Control Delay (s)	8	0	13	-	-	
HCM Lane LOS	A	A	B	-	-	
HCM 95th %tile Q(veh)	0	-	0	-	-	

Intersection												
Int Delay, s/veh	2.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕			↕	↕
Traffic Vol, veh/h	54	0	72	2	0	2	22	192	5	3	247	21
Future Vol, veh/h	54	0	72	2	0	2	22	192	5	3	247	21
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	235	-	-	-	-	175
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	97	97	97	97	97	97	97	97	97	97	97	97
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	56	0	74	2	0	2	23	198	5	3	255	22

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	509	510	255	556	530	201	277	0	0	203	0	0
Stage 1	261	261	-	247	247	-	-	-	-	-	-	-
Stage 2	248	249	-	309	283	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	475	467	784	442	455	840	1286	-	-	1369	-	-
Stage 1	744	692	-	757	702	-	-	-	-	-	-	-
Stage 2	756	701	-	701	677	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	466	457	784	394	445	840	1286	-	-	1369	-	-
Mov Cap-2 Maneuver	466	457	-	394	445	-	-	-	-	-	-	-
Stage 1	731	690	-	743	689	-	-	-	-	-	-	-
Stage 2	741	688	-	633	675	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	12.5		11.8		0.8		0.1	
HCM LOS	B		B					






Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1286	-	-	607	536	1369	-
HCM Lane V/C Ratio	0.018	-	-	0.214	0.008	0.002	-
HCM Control Delay (s)	7.8	-	-	12.5	11.8	7.6	0
HCM Lane LOS	A	-	-	B	B	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0.8	0	0	-

Intersection												
Int Delay, s/veh	1.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔		↔	↔			↔	↔
Traffic Vol, veh/h	16	0	20	1	0	0	38	204	0	1	291	30
Future Vol, veh/h	16	0	20	1	0	0	38	204	0	1	291	30
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	120	-	-	-	-	150
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	17	0	22	1	0	0	41	222	0	1	316	33

Major/Minor	Minor2		Minor1		Major1		Major2		Major2		Major2	
Conflicting Flow All	622	622	316	650	655	222	349	0	0	222	0	0
Stage 1	318	318	-	304	304	-	-	-	-	-	-	-
Stage 2	304	304	-	346	351	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	399	403	724	382	386	818	1210	-	-	1347	-	-
Stage 1	693	654	-	705	663	-	-	-	-	-	-	-
Stage 2	705	663	-	670	632	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	388	389	724	361	372	818	1210	-	-	1347	-	-
Mov Cap-2 Maneuver	388	389	-	361	372	-	-	-	-	-	-	-
Stage 1	669	653	-	681	640	-	-	-	-	-	-	-
Stage 2	681	640	-	649	631	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	12.4		15		1.3		0	
HCM LOS	B		C					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1210	-	-	523 361	1347	-	-
HCM Lane V/C Ratio	0.034	-	-	0.075 0.003	0.001	-	-
HCM Control Delay (s)	8.1	-	-	12.4 15	7.7	0	-
HCM Lane LOS	A	-	-	B C	A A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.2 0	0	-	-




Intersection						
Int Delay, s/veh	1.3					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	28	28	12	230	286	8
Future Vol, veh/h	28	28	12	230	286	8
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	235	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	30	30	13	250	311	9
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	587	311	320	0	-	0
Stage 1	311	-	-	-	-	-
Stage 2	276	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	472	729	1240	-	-	-
Stage 1	743	-	-	-	-	-
Stage 2	771	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	467	729	1240	-	-	-
Mov Cap-2 Maneuver	467	-	-	-	-	-
Stage 1	736	-	-	-	-	-
Stage 2	771	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	12.1	0.4		0		
HCM LOS	B					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1240	-	569	-	-	
HCM Lane V/C Ratio	0.011	-	0.107	-	-	
HCM Control Delay (s)	7.9	-	12.1	-	-	
HCM Lane LOS	A	-	B	-	-	
HCM 95th %tile Q(veh)	0	-	0.4	-	-	




Intersection												
Int Delay, s/veh	7.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔			↔	
Traffic Vol, veh/h	0	1	2	125	0	124	3	247	126	58	195	0
Future Vol, veh/h	0	1	2	125	0	124	3	247	126	58	195	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	1	2	137	0	136	3	271	138	64	214	0

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	756	757	214	690	688	340	214	0	0	409	0	0
Stage 1	342	342	-	346	346	-	-	-	-	-	-	-
Stage 2	414	415	-	344	342	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	325	337	826	359	369	702	1356	-	-	1150	-	-
Stage 1	673	638	-	670	635	-	-	-	-	-	-	-
Stage 2	616	592	-	671	638	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	249	315	826	339	345	702	1356	-	-	1150	-	-
Mov Cap-2 Maneuver	249	315	-	339	345	-	-	-	-	-	-	-
Stage 1	671	598	-	668	633	-	-	-	-	-	-	-
Stage 2	495	590	-	626	598	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	11.8		24		0.1		1.9	
HCM LOS	B		C					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1356	-	-	536 457	1150	-	-
HCM Lane V/C Ratio	0.002	-	-	0.006 0.599	0.055	-	-
HCM Control Delay (s)	7.7	0	-	11.8 24	8.3	0	-
HCM Lane LOS	A	A	-	B C	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0 3.8	0.2	-	-

Intersection						
Int Delay, s/veh	0.1					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	3	2	413	2	2	338
Future Vol, veh/h	3	2	413	2	2	338
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	3	2	469	2	2	384
Major/Minor	Minor1	Major1		Major2		
Conflicting Flow All	858	470	0	0	471	0
Stage 1	470	-	-	-	-	-
Stage 2	388	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	327	594	-	-	1091	-
Stage 1	629	-	-	-	-	-
Stage 2	686	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	326	594	-	-	1091	-
Mov Cap-2 Maneuver	326	-	-	-	-	-
Stage 1	629	-	-	-	-	-
Stage 2	685	-	-	-	-	-
Approach	WB	NB		SB		
HCM Control Delay, s	14.2	0		0		
HCM LOS	B					
Minor Lane/Major Mvmt	NBT	NBRWBLn1		SBL	SBT	
Capacity (veh/h)	-	- 398		1091	-	
HCM Lane V/C Ratio	-	- 0.014		0.002	-	
HCM Control Delay (s)	-	- 14.2		8.3	0	
HCM Lane LOS	-	- B		A	A	
HCM 95th %tile Q(veh)	-	- 0		0	-	

Intersection						
Int Delay, s/veh	0.1					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	3	1	2	354	362	1
Future Vol, veh/h	3	1	2	354	362	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	79	79	79	79	79	79
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	4	1	3	448	458	1
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	913	459	459	0	-	0
Stage 1	459	-	-	-	-	-
Stage 2	454	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	304	602	1102	-	-	-
Stage 1	636	-	-	-	-	-
Stage 2	640	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	303	602	1102	-	-	-
Mov Cap-2 Maneuver	303	-	-	-	-	-
Stage 1	633	-	-	-	-	-
Stage 2	640	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	15.6	0		0		
HCM LOS	C					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1102	-	346	-	-	
HCM Lane V/C Ratio	0.002	-	0.015	-	-	
HCM Control Delay (s)	8.3	0	15.6	-	-	
HCM Lane LOS	A	A	C	-	-	
HCM 95th %tile Q(veh)	0	-	0	-	-	

Intersection												
Int Delay, s/veh	2.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔		↔	↔			↔	↔
Traffic Vol, veh/h	38	0	49	5	0	4	64	338	6	3	269	53
Future Vol, veh/h	38	0	49	5	0	4	64	338	6	3	269	53
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	235	-	-	-	-	175
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	87	87	87	87	87	87	87	87	87	87	87	87
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	44	0	56	6	0	5	74	389	7	3	309	61

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	858	859	309	915	917	393	370	0	0	396	0	0
Stage 1	315	315	-	541	541	-	-	-	-	-	-	-
Stage 2	543	544	-	374	376	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	277	294	731	253	272	656	1189	-	-	1163	-	-
Stage 1	696	656	-	525	521	-	-	-	-	-	-	-
Stage 2	524	519	-	647	616	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	261	275	731	222	254	656	1189	-	-	1163	-	-
Mov Cap-2 Maneuver	261	275	-	222	254	-	-	-	-	-	-	-
Stage 1	653	654	-	492	489	-	-	-	-	-	-	-
Stage 2	488	487	-	595	614	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	16.6		16.9		1.3		0.1	
HCM LOS	C		C					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1189	-	-	409 314	1163	-	-
HCM Lane V/C Ratio	0.062	-	-	0.244 0.033	0.003	-	-
HCM Control Delay (s)	8.2	-	-	16.6 16.9	8.1	0	-
HCM Lane LOS	A	-	-	C C	A A	-	-
HCM 95th %tile Q(veh)	0.2	-	-	0.9 0.1	0	-	-

Intersection												
Int Delay, s/veh	2.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔		↔	↔			↔	↔
Traffic Vol, veh/h	40	0	51	1	0	0	45	368	0	1	287	36
Future Vol, veh/h	40	0	51	1	0	0	45	368	0	1	287	36
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	120	-	-	-	-	150
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	43	0	55	1	0	0	49	400	0	1	312	39






Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	812	812	312	859	851	400	351	0	0	400	0	0
Stage 1	314	314	-	498	498	-	-	-	-	-	-	-
Stage 2	498	498	-	361	353	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	298	313	728	277	297	650	1208	-	-	1159	-	-
Stage 1	697	656	-	554	544	-	-	-	-	-	-	-
Stage 2	554	544	-	657	631	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	288	300	728	248	285	650	1208	-	-	1159	-	-
Mov Cap-2 Maneuver	288	300	-	248	285	-	-	-	-	-	-	-
Stage 1	668	655	-	531	522	-	-	-	-	-	-	-
Stage 2	532	522	-	606	630	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	15.7		19.6		0.9		0	
HCM LOS	C		C					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1208	-	-	436 248	1159	-	-
HCM Lane V/C Ratio	0.04	-	-	0.227 0.004	0.001	-	-
HCM Control Delay (s)	8.1	-	-	15.7 19.6	8.1	0	-
HCM Lane LOS	A	-	-	C C	A A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.9 0	0	-	-

Intersection

Int Delay, s/veh 1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	21	22	28	329	342	24
Future Vol, veh/h	21	22	28	329	342	24
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	235	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	23	24	30	358	372	26

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	790	372	398
Stage 1	372	-	-
Stage 2	418	-	-
Critical Hdwy	6.42	6.22	4.12
Critical Hdwy Stg 1	5.42	-	-
Critical Hdwy Stg 2	5.42	-	-
Follow-up Hdwy	3.518	3.318	2.218
Pot Cap-1 Maneuver	359	674	1161
Stage 1	697	-	-
Stage 2	664	-	-
Platoon blocked, %			
Mov Cap-1 Maneuver	350	674	1161
Mov Cap-2 Maneuver	350	-	-
Stage 1	679	-	-
Stage 2	664	-	-

Approach	EB	NB	SB
HCM Control Delay, s	13.6	0.6	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1161	-	464	-	-
HCM Lane V/C Ratio	0.026	-	0.101	-	-
HCM Control Delay (s)	8.2	-	13.6	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th %tile Q(veh)	0.1	-	0.3	-	-

TRAFFIC VOLUME WORKSHEETS

25-004 Res Dev at 820 Harmony Road, Eatonton, GA
Traffic Volumes

A&R Engineering
February 2025

1. Harmony Rd @ Scott Rd

A.M. Peak Hour

Condition	Harmony Road Northbound				Harmony Road Southbound				Private Driveway Eastbound				Scott Road Westbound			
	L	T	R	Tot	L	T	R	Tot	L	T	R	Tot	L	T	R	Tot
Existing 2025 Traffic Counts:	0	64	45	109	85	143	0	228	0	0	1	1	28	0	22	50
Growth Factor (%):	2	2	2		2	2	2		2	2	2		2	2	2	
Adjacent Site (Residential):	0	26	6	32	0	11	0	11	0	0	0	0	3	0	0	3
Adjacent Site (Retail & College):	0	5	1	6	0	9	0	9	0	0	0	0	2	0	0	2
No-Build 2027 Volumes:	0	98	54	152	88	169	0	257	0	0	1	1	34	0	23	57
Total New Trips (Mixed Use):	0	9	11	20	0	15	0	15	0	0	0	0	19	0	0	19
Total New Trips (Residential)	0	35	44	79	0	11	0	11	0	0	0	0	14	0	0	14
Future 2027 Traffic Volumes:	0	142	109	251	88	195	0	283	0	0	1	1	67	0	23	90

P.M. Peak Hour

Condition	Harmony Road Northbound				Harmony Road Southbound				Private Driveway Eastbound				Scott Road Westbound			
	L	T	R	Tot	L	T	R	Tot	L	T	R	Tot	L	T	R	Tot
Existing 2025 Traffic Counts:	3	157	59	219	56	94	0	150	0	1	2	3	48	0	119	167
Growth Factor (%):	2	2	2		2	2	2		2	2	2		2	2	2	
Adjacent Site (Residential):	0	19	5	24	0	28	0	28	0	0	0	0	7	0	0	7
Adjacent Site (Retail & College):	0	20	5	25	0	19	0	19	0	0	0	0	5	0	0	5
No-Build 2027 Volumes:	3	202	71	276	58	145	0	203	0	1	2	3	62	0	124	186
Total New Trips (Mixed Use):	0	23	28	51	0	18	0	18	0	0	0	0	23	0	0	23
Total New Trips (Residential)	0	22	27	49	0	32	0	32	0	0	0	0	40	0	0	40
Future 2027 Traffic Volumes:	3	247	126	376	58	195	0	253	0	1	2	3	125	0	124	249

25-004 Res Dev at 820 Harmony Road, Eatonton, GA
Traffic Volumes

A&R Engineering
 February 2025

2.Harmony Rd @ Rock Eagle Drwy

A.M. Peak Hour

Condition	Harmony Road Northbound					Harmony Road Southbound					- Eastbound				821 Harmony Road Driveway Westbound			
	L	T	R	Tot		L	T	R	Tot		L	T	R	Tot	L	T	R	Tot
Existing 2025 Traffic Counts:	0	110	1	111		0	179	0	179		0	0	0	0	2	0	1	3
Growth Factor (%):	2	2	2			2	2	2			2	2	2		2	2	2	
Adjacent Site (Residential):	0	32	0	32		0	13	0	13		0	0	0	0	0	0	0	0
Adjacent Site (Retail & College):	0	7	0	7		0	12	0	12		0	0	0	0	0	0	0	0
No-Build 2027 Volumes:	0	153	1	154		0	211	0	211		0	0	0	0	2	0	1	3
Total New Trips (Mixed Use):	0	40	0	40		0	23	0	23		0	0	0	0	0	0	0	0
Total New Trips (Residential)	0	49	0	49		0	78	0	78		0	0	0	0	0	0	0	0
Future 2027 Traffic Volumes:	0	242	1	243		0	312	0	312		0	0	0	0	2	0	1	3

P.M. Peak Hour

Condition	Harmony Road Northbound					Harmony Road Southbound					- Eastbound				821 Harmony Road Driveway Westbound			
	L	T	R	Tot		L	T	R	Tot		L	T	R	Tot	L	T	R	Tot
Existing 2025 Traffic Counts:	0	225	2	227		2	149	0	151		0	0	0	0	3	0	2	5
Growth Factor (%):	2	2	2			2	2	2			2	2	2		2	2	2	
Adjacent Site (Residential):	0	24	0	24		0	35	0	35		0	0	0	0	0	0	0	0
Adjacent Site (Retail & College):	0	25	0	25		0	24	0	24		0	0	0	0	0	0	0	0
No-Build 2027 Volumes:	0	283	2	285		2	214	0	216		0	0	0	0	3	0	2	5
Total New Trips (Mixed Use):	0	50	0	50		0	57	0	57		0	0	0	0	0	0	0	0
Total New Trips (Residential)	0	80	0	80		0	67	0	67		0	0	0	0	0	0	0	0
Future 2027 Traffic Volumes:	0	413	2	415		2	338	0	340		0	0	0	0	3	0	2	5

25-004 Res Dev at 820 Harmony Road, Eatonton, GA
Traffic Volumes

A&R Engineering
February 2025

3. Harmony Rd @ Farriers Ln

A.M. Peak Hour

Condition	Harmony Road Northbound				Harmony Road Southbound				Farriers Lane Eastbound				- Westbound			
	L	T	R	Tot	L	T	R	Tot	L	T	R	Tot	L	T	R	Tot
Existing 2025 Traffic Counts:	0	125	0	125	0	162	0	162	1	0	0	1	0	0	0	0
Growth Factor (%):	2	2	2		2	2	2		2	2	2		2	2	2	
Adjacent Site (Residential):	0	32	0	32	0	13	0	13	0	0	0	0	0	0	0	0
Adjacent Site (Retail & College):	0	7	0	7	0	12	0	12	0	0	0	0	0	0	0	0
No-Build 2027 Volumes:	0	169	0	169	0	193	0	193	1	0	0	1	0	0	0	0
Total New Trips (Mixed Use):	0	42	0	42	0	25	0	25	0	0	0	0	0	0	0	0
Total New Trips (Residential)	0	31	0	31	0	96	0	96	0	0	0	0	0	0	0	0
Future 2027 Traffic Volumes:	0	242	0	242	0	314	0	314	1	0	0	1	0	0	0	0

P.M. Peak Hour

Condition	Harmony Road Northbound				Harmony Road Southbound				Farriers Lane Eastbound				- Westbound			
	L	T	R	Tot	L	T	R	Tot	L	T	R	Tot	L	T	R	Tot
Existing 2025 Traffic Counts:	2	161	0	163	0	175	1	176	3	0	1	4	0	0	0	0
Growth Factor (%):	2	2	2		2	2	2		2	2	2		2	2	2	
Adjacent Site (Residential):	0	24	0	24	0	35	0	35	0	0	0	0	0	0	0	0
Adjacent Site (Retail & College):	0	25	0	25	0	24	0	0	0	0	0	0	0	0	0	0
No-Build 2027 Volumes:	2	216	0	218	0	241	1	242	3	0	1	4	0	0	0	0
Total New Trips (Mixed Use):	0	50	0	50	0	62	0	62	0	0	0	0	0	0	0	0
Total New Trips (Residential)	0	88	0	88	0	59	0	59	0	0	0	0	0	0	0	0
Future 2027 Traffic Volumes:	2	354	0	356	0	362	1	363	3	0	1	4	0	0	0	0

25-004 Res Dev at 820 Harmony Road, Eatonton, GA
Traffic Volumes

A&R Engineering
February 2025

4.Harmony @OconeeDrwy(N)-Drwy-1

A.M. Peak Hour

	Harmony Road					Harmony Road					Site Driveway 1					Oconee Custom Signs Northern Driveway			
	Northbound					Southbound					Eastbound					Westbound			
Condition	L	T	R	Tot		L	T	R	Tot		L	T	R	Tot		L	T	R	Tot
Existing 2025 Traffic Counts:	0	105	5	110		3	177	0	180		0	0	0	0		2	0	2	4
Growth Factor (%):	2	2	2			2	2	2			2	2	2			2	2	2	
Adjacent Site (Residential):	0	32	0	32		0	13	0	13		0	0	0	0		0	0	0	0
Adjacent Site (Retail & College):	0	7	0	7		0	12	0	12		0	0	0	0		0	0	0	0
No-Build 2027 Volumes:	0	148	5	153		3	209	0	212		0	0	0	0		2	0	2	4
Total New Trips (Mixed Use):	0	18	0	18		0	30	4	34		2	0	2	4		0	0	0	0
Total New Trips (Residential)	22	26	0	48		0	8	17	25		52	0	70	122		0	0	0	0
Future 2027 Traffic Volumes:	22	192	5	219		3	247	21	271		54	0	72	126		2	0	2	4

P.M. Peak Hour

	Harmony Road					Harmony Road					Site Driveway 1					Oconee Custom Signs Northern Driveway			
	Northbound					Southbound					Eastbound					Westbound			
Condition	L	T	R	Tot		L	T	R	Tot		L	T	R	Tot		L	T	R	Tot
Existing 2025 Traffic Counts:	0	219	6	225		3	144	0	147		0	0	0	0		5	0	4	9
Growth Factor (%):	2	2	2			2	2	2			2	2	2			2	2	2	
Adjacent Site (Residential):	0	24	0	24		0	35	0	35		0	0	0	0		0	0	0	0
Adjacent Site (Retail & College):	0	25	0	25		0	24	0	24		0	0	0	0		0	0	0	0
No-Build 2027 Volumes:	0	277	6	283		3	209	0	212		0	0	0	0		5	0	4	9
Total New Trips (Mixed Use):	0	45	0	45		0	36	5	41		6	0	6	12		0	0	0	0
Total New Trips (Residential)	64	16	0	80		0	24	48	72		32	0	43	75		0	0	0	0
Future 2027 Traffic Volumes:	64	338	6	408		3	269	53	325		38	0	49	87		5	0	4	9

25-004 Res Dev at 820 Harmony Road, Eatonton, GA
Traffic Volumes

A&R Engineering
February 2025

5.Harmony @OconeeDrwy(S)-Drwy-2

A.M. Peak Hour

Condition	Harmony Road Northbound					Harmony Road Southbound					Site Driveway 2 Eastbound					Oconee Custom Signs Southern Driveway Westbound			
	L	T	R	Tot		L	T	R	Tot		L	T	R	Tot		L	T	R	Tot
Existing 2025 Traffic Counts:	0	110	0	110		0	179	0	179		0	0	0	0		0	0	0	0
Growth Factor (%):	2	2	2			2	2	2			2	2	2			2	2	2	
Adjacent Site (Residential):	0	32	0	32		0	13	0	13		0	0	0	0		0	0	0	0
Adjacent Site (Retail & College):	0	7	0	7		0	12	0	12		0	0	0	0		0	0	0	0
No-Build 2027 Volumes:	0	153	0	153		0	211	0	211		0	0	0	0		0	0	0	0
Total New Trips (Mixed Use):	38	2	0	40		0	2	30	32		16	0	20	36		0	0	0	0
Total New Trips (Residential)	0	49	0	49		0	78	0	78		0	0	0	0		0	0	0	0
Future 2027 Traffic Volumes:	38	204	0	242		0	291	30	321		16	0	20	36		0	0	0	0

P.M. Peak Hour

Condition	Harmony Road					Harmony Road					Site Driveway 2					Oconee Custom Signs Southern Driveway			
	Northbound					Southbound					Eastbound					Westbound			
	L	T	R	Tot		L	T	R	Tot		L	T	R	Tot		L	T	R	Tot
Existing 2025 Traffic Counts:	0	225	0	225		0	149	0	149		0	0	0	0		0	0	0	0
Growth Factor (%):	2	2	2			2	2	2			2	2	2			2	2	2	
Adjacent Site (Residential):	0	24	0	24		0	35	0	35		0	0	0	0		0	0	0	0
Adjacent Site (Retail & College):	0	25	0	25		0	24	0	24		0	0	0	0		0	0	0	0
No-Build 2027 Volumes:	0	283	0	283		0	214	0	214		0	0	0	0		0	0	0	0
Total New Trips (Mixed Use):	45	5	0	50		0	6	36	42		40	0	51	91		0	0	0	0
Total New Trips (Residential)	0	80	0	80		0	67	0	67		0	0	0	0		0	0	0	0
Future 2027 Traffic Volumes:	45	368	0	413		0	287	36	323		40	0	51	91		0	0	0	0

25-004 Res Dev at 820 Harmony Road, Eatonton, GA
Traffic Volumes

A&R Engineering
February 2025

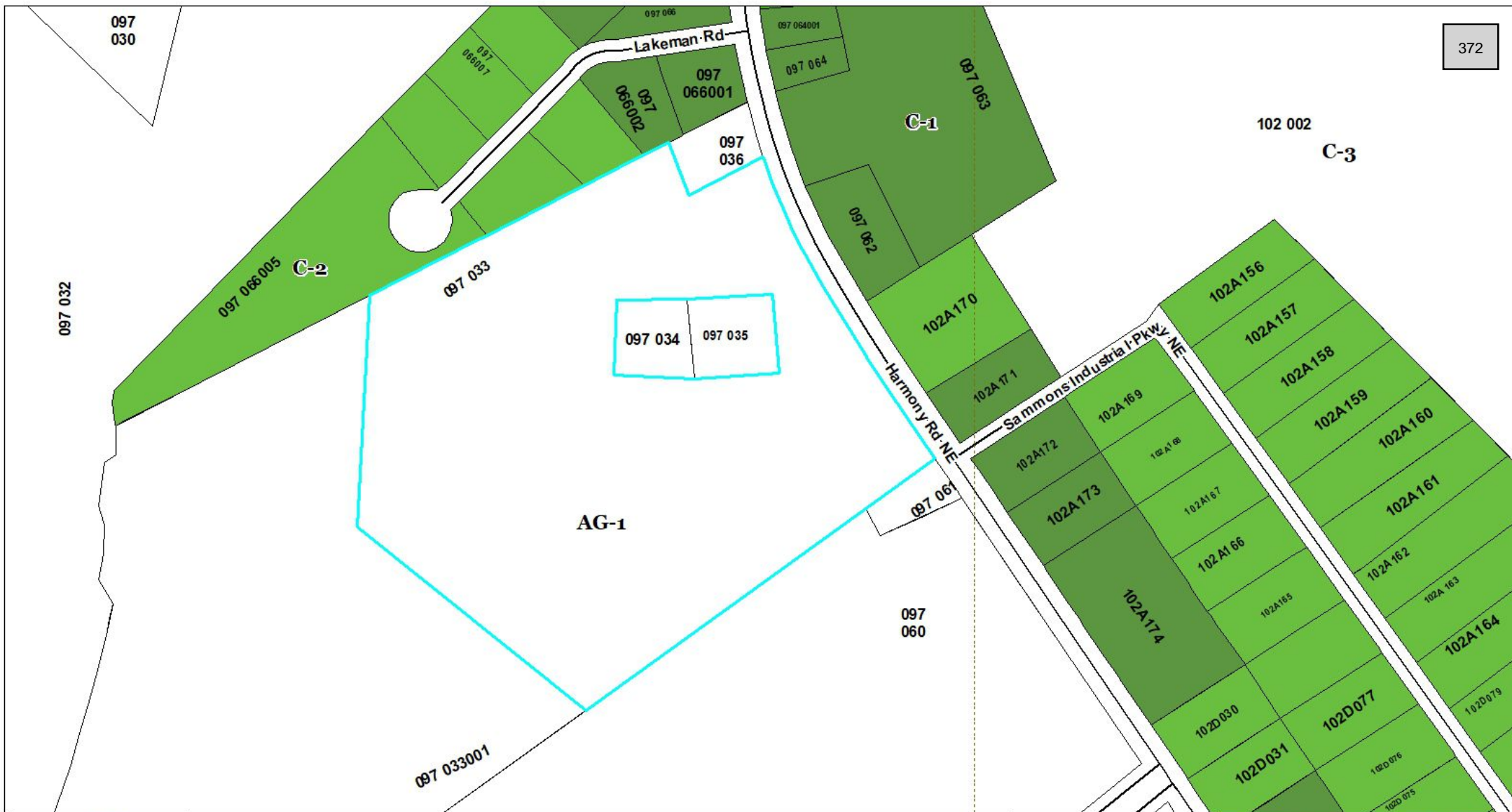
6. Harmony Rd @ Site Drwy 3

A.M. Peak Hour

Condition	Harmony Road Northbound					Harmony Road Southbound					Site Driveway 3 Eastbound					- Westbound			
	L	T	R	Tot		L	T	R	Tot		L	T	R	Tot		L	T	R	Tot
Existing 2025 Traffic Counts:	0	126	0	126		0	162	0	162		0	0	0	0		0	0	0	0
Growth Factor (%):	2	2	2			2	2	2			2	2	2			2	2	2	
Adjacent Site (Residential):	0	32	0	32		0	13	0	13		0	0	0	0		0	0	0	0
Adjacent Site (Retail & College):	0	7	0	7		0	12	0	12		0	0	0	0		0	0	0	0
No-Build 2027 Volumes:	0	170	0	170		0	193	0	193		0	0	0	0		0	0	0	0
Total New Trips (Mixed Use):	4	38	0	42		0	23	0	23		2	0	2	4		0	0	0	0
Total New Trips (Residential)	8	22	0	30		0	70	8	78		26	0	26	52		0	0	0	0
Future 2027 Traffic Volumes:	12	230	0	242		0	286	8	294		28	0	28	56		0	0	0	0

P.M. Peak Hour

Condition	Harmony Road Northbound					Harmony Road Southbound					Site Driveway 3 Eastbound					- Westbound			
	L	T	R	Tot		L	T	R	Tot		L	T	R	Tot		L	T	R	Tot
Existing 2025 Traffic Counts:	0	164	0	164		0	176	0	176		0	0	0	0		0	0	0	0
Growth Factor (%):	2	2	2			2	2	2			2	2	2			2	2	2	
Adjacent Site (Residential):	0	24	0	24		0	35	0	35		0	0	0	0		0	0	0	0
Adjacent Site (Retail & College):	0	25	0	25		0	24	0	24		0	0	0	0		0	0	0	0
No-Build 2027 Volumes:	0	220	0	220		0	242	0	242		0	0	0	0		0	0	0	0
Total New Trips (Mixed Use):	4	45	0	49		0	57	0	57		5	0	6	11		0	0	0	0
Total New Trips (Residential)	24	64	0	88		0	43	24	67		16	0	16	32		0	0	0	0
Future 2027 Traffic Volumes:	28	329	0	357		0	342	24	366		21	0	22	43		0	0	0	0



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

GEOGRAPHIC FEATURE LEGEND

Zoning	
Overlay District	A-2 CITY
No Code	C-1
AG	C-1 CITY
A-1 CITY	C-2
I-2 CITY	I-M
MHP	I-1 CITY
PUBLIC	I-M
PUBLIC CITY	I-M
R - 1 CITY	R-1
R - 2 CITY	R-1R
R - 3 CITY	R-2
R - 4 CITY	RM-1
RM-3	RM-3
R-PUD	R-PUD
C-PUD	C-PUD

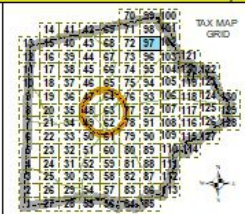
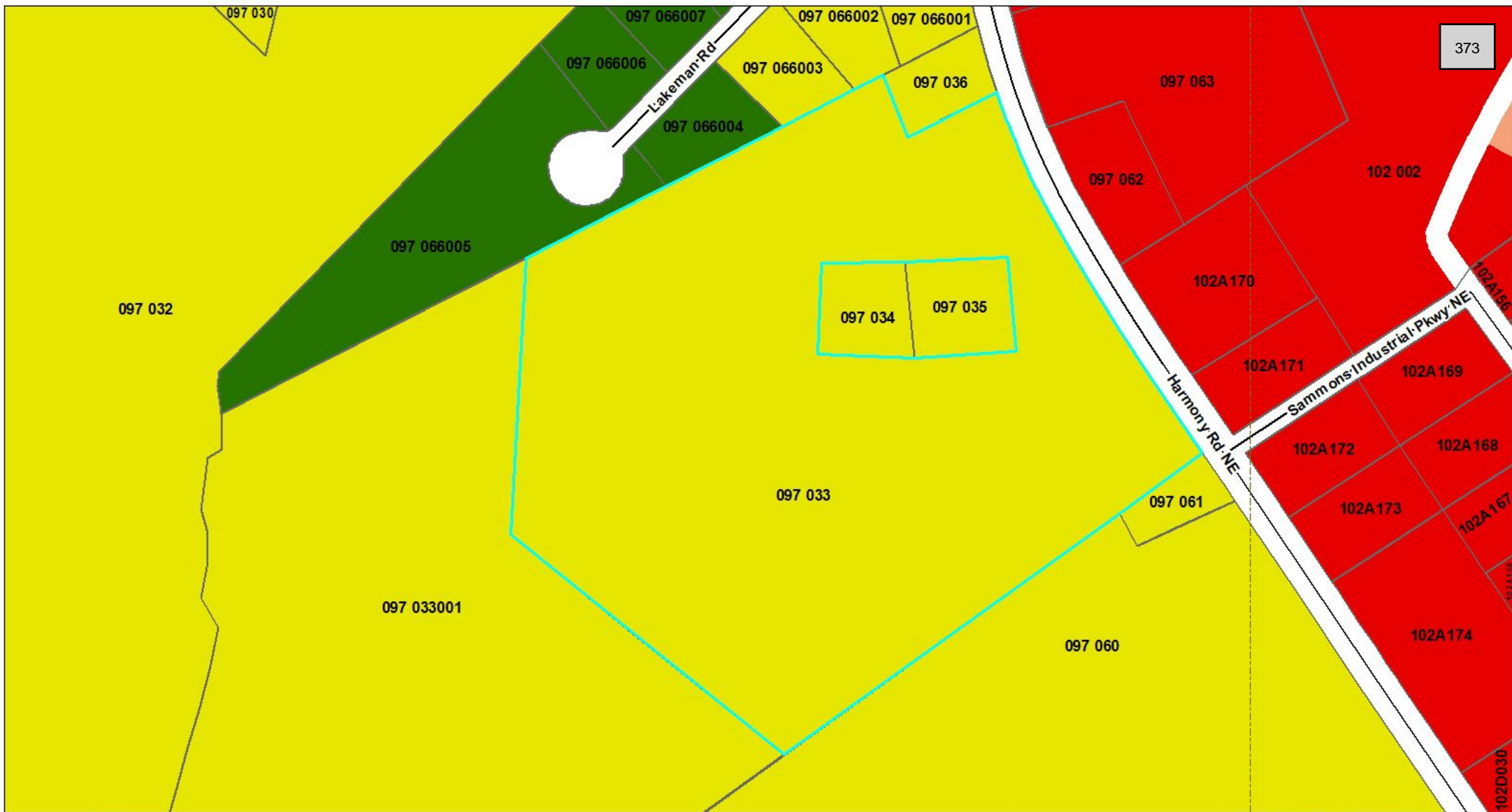


Middle Georgia Regional Commission
175 Emory Hwy
Suite C
Macon, Georgia 31217
(478) 751-8180
Web:
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PUTNAM COUNTY, GEORGIA ZONING MAPS



MAP 097



GEOGRAPHIC FEATURE LEGEND

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



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PUTNAM COUNTY, GEORGIA
FUTURE LAND USE MAPS

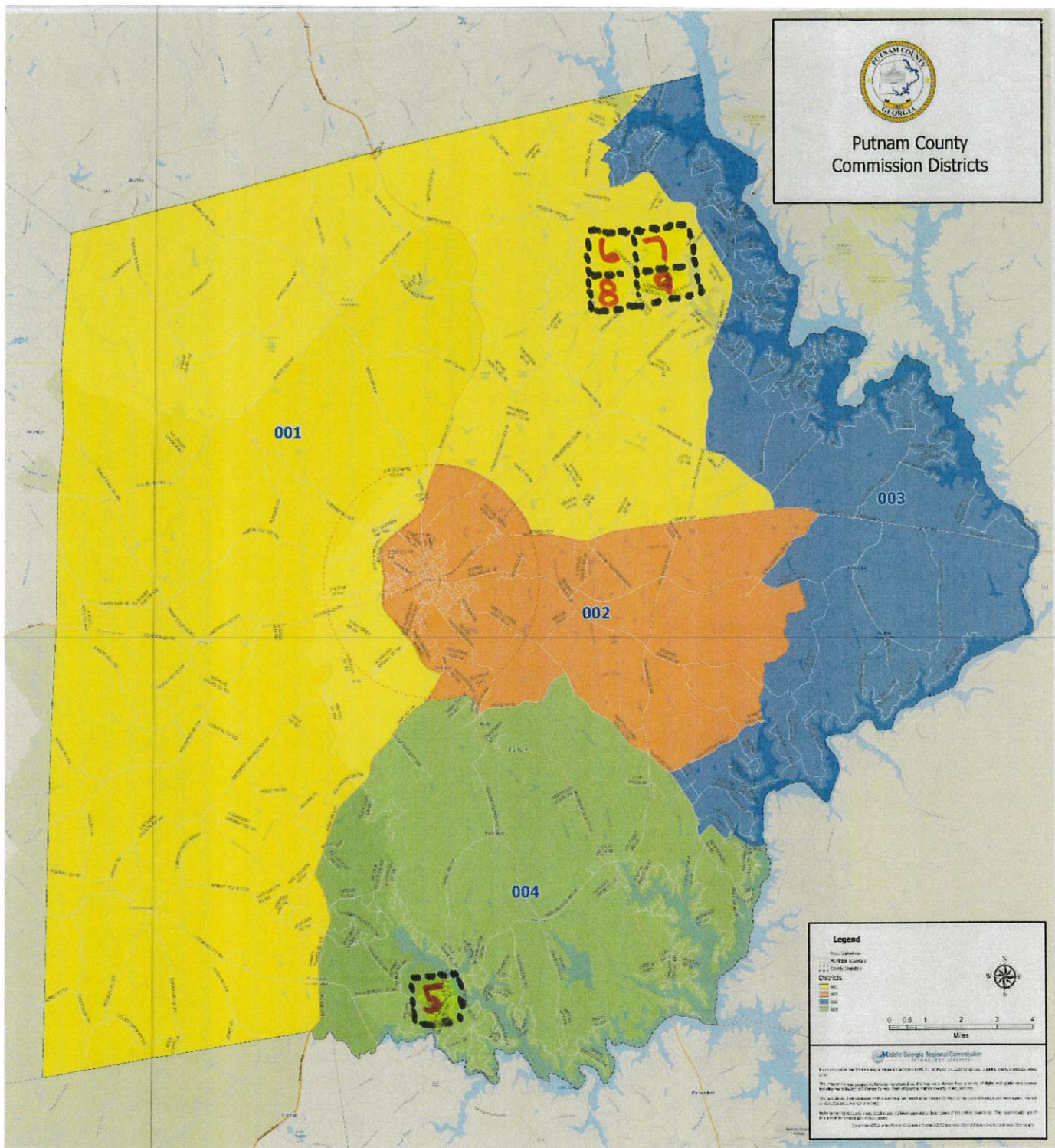


MAP 097

MAP SCALE: 1" = 208.33' SCALE RATIO: 1:2,500 DATE: AUGUST 2025

File Attachments for Item:

10. Request by Ross Mundy, agent for Tempy and Davis Sharp to rezone 5.99 acres at 826 Harmony Road from AG to C-1. [Map 097, Part of Parcel 033, District 1] (staff-P&D)



5. Request by **Steven & Deborah Deroche** for a conditional use at 297 Anchor Point Drive. Presently zoned R-2. [Map 053, Parcel 033, District 4]. *
6. Request by **Ross Mundy, agent for Bradley Ashurst**, to rezone 30 acres on Harmony Road from AG to R-PUD. [Map 097, Parcel 033 001, District 1]. *
7. Request by **Ross Mundy, agent for Juaquin Cordona and Ewren Marshall**, to rezone 1.01 acres at 826 Harmony Road from AG to R-PUD. [Map 097, Parcel 035, District 1]. *
8. Request by **Ross Mundy, agent for Tempy and Davis Sharp**, to rezone 26.32 acres at 820 Harmony Road from AG to R-PUD. [Map 097, Part of Parcel 033, District 1]. *
9. Request by **Ross Mundy, agent for Tempy and Davis Sharp**, to rezone 5.99 acres at 826 Harmony Road from AG to C-1. [Map 097, Part of Parcel 033, District 1]. *



PUTNAM COUNTY PLANNING & DEVELOPMENT

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376

December 4, 2025
BOC Staff Recommendations

TO: Board of Commissioners

FROM: Lisa Jackson

RE: Staff Recommendation for Public Hearing Agenda on 12/4/2025

Request

9. Request by **Ross Mundy, agent for Tempy and Davis Sharp** to rezone 5.99 acres at 826 Harmony Road from AG to C-1. [**Map 097, Part of Parcel 033, District 1**].* Mr. Mundy is requesting to rezone 5.99 acres from AG to C-1 on behalf of Tempy and Davis Sharp. If approved, the subject property will be the commercial component of the complete proposed development. In addition to the C-1 request, the applicants are proposing an R-PUD development with parcels identified as **Map 097 Parcel 035, Map 097 Parcel 033, and Map 097 Parcel 033001**. The three parcels would be combined to create a 57.33-acre R-PUD tract. The intended land use for this property is to develop an assisted living/memory care facility surrounded by semi-assisted single family cottage style homes. The proposed residential planned unit development will consist of 124 single family one-story patio home units, 94 assisted living facility units, pickleball courts, a pool, and a community clubhouse (including a community gym). The proposed plan includes a residential density of 4 units per acre, with a proposed open space of 27.8 acres (42%) of the gross acres in the assemblage. The concept plan proposes four interior roads. Two roads have a cul-de-sac, one road has dead end, and the other road leads to the proposed commercial development. They are also proposing two curb cuts that will be located on Harmony Road, one for the single-family homes entrance and the other for the commercial assisted living facility.

The subject property is located directly adjacent to the Harmony 40, LLC development. This residential development was rezoned from AG to RM-3 in October of 2023 and consists of 43 single family residential lots. The development has established roads and will begin the building application process soon. At the time of the rezoning approval, the traffic study projected traffic for the Harmony 40, LLC development was 412 average trips per day, with 8 entering and 24 exiting during AM peak hour, 26 entering and 16 exiting during the PM hours. Harmony Road is classified as a Major Collector with a speed limit of 45 MPH. It had daily traffic that was well below the 6,000 AADT for a two-lane road. There are additional major developments located within close proximity to the subject property; the proposed site for the Helms Farm development located along Harmony Road, and the site for the Stillwater Development located along Scott Road.

The Helms Farm development was rezoned from AG to C-PUD in August of 2021. The development proposes a mixed-use development to support the non-profit mission and vision of Goodwill industries of Middle Georgia's Helms College expansion. It is proposed to include a Goodwill store; Helms College for 50 students; Edgar's Bakery; retailing including a spa; a high-turn-over sit-down restaurant; a

supermarket; 127 multi-family residential units; 18 student housing units; 41 vacation villas; an event/banquet hall, and a 175-room hotel. Piedmont Water will provide water and sewer. As proposed, the development will be completed in four phases as determined by the market conditions and demand. Phase one will consist of the Goodwill store, Helms College for 25 students, Edgar's Bakery, and 3,400 square feet of retail is to be completed by 2023. The second phase will include an additional 25 students to the college, 11,200 square feet of retail, 42 multi-family units, and 6 student housing units to be finished in 2024. Phases three and four will consist of 12,320 square feet of retail, 10,600 square feet of a sit-down restaurant, a supermarket, 85 multi-family residential units, 12 student housing units, 41 vacation villas, an event/banquet hall, and a 175-room hotel. At the time of the rezoning approval, the traffic study projected the total site-generated trips will be 10,975, and the mixed-use reduction is 1,814. Thus the 24-hour total volume of two-way traffic will be 9,161. However, it concludes that the most significant impact from the proposed development will be during the am and pm peak hours. The development also proposes two full-access entrances on Harmony Road identified as Driveway One (southern) and Driveway Two (northern). The study further recommends that the first driveway has two entering and two exit lanes while the second driveway has one entering and two exit lanes. The following was recommended for each driveway: the eastbound lane approach should have a separate left and right-turn lane for exiting traffic; a northbound left-turn lane to be constructed on Harmony Road for entering traffic; a southbound deceleration lane to be installed on Harmony Road for entering traffic. Since the 2021 rezoning approval, this development has yet to begin construction.

The Stillwater development was originally rezoned from AG to C-PUD in August of 2020, with the hopes of establishing a mixed-use commercial development. They later decided to include a residential component which was not allowed in the C-PUD zoning district. In January of 2024, the property was rezoned from C-PUD to R-PUD. The development proposed to establish a mixed-use residential community along the Scott Road connector. According to the applicant's traffic impact analysis, the proposed development will consist of 387 residential units in total, of which 124 will be residential townhomes and 263 will be single-family homes. The development will be completed in 3 phases. The study proposed three road accesses which include Scott Road, Sammons Industrial Parkway and Hwy 44. As projected in the study, the anticipated completion (build-out) of the development is 2030. Based on the 2023 Traffic Impact Analysis, the projected traffic volume per day on Scott Road was 2,901 with a peak am at 63 and peak PM at 163. The Highway Capacity Manual, 6th Edition suggested the existing intersections were performing at acceptable levels of service during the AM and PM peak hours. Additionally, the study estimated that the 2030 Future Build Conditions for this site would generate a total of 3,425 daily trips. As it was proposed, the main entrance is located on Scott Road, and the secondary access will be on Hwy 44 and Sammons Industrial Road. The following was recommended:

- 1. Scott Road at Proposed Driveway #1: (a) Provide a full-movement driveway; to be stop-control (b) Provide one entry lane and one exit lane (c) Install a westbound right-turn deceleration lane (d) Install an eastbound left-turn deceleration lane.**
- 2. Sammons Industrial Parkway at Proposed Driveway #3: (Note: The driveway creates the 3rd leg northern leg of the T-intersection) (a) Provide a full-movement driveway; one entry lane and one exit lane (b) Install a stop sign (stop-control) for the eastbound approach of Sammons Industrial Parkway**
- 3. Staff also recommends that the comp plan be amended to reflect current and future commercial and residential development in this area.**

This project is currently undergoing the land disturbance and stabilization process and should be able to move forward with road infrastructure soon.

The applicant is proposing to rezone this 26.32-acre tract from AG to R-PUD to establish an assisted living/memory care facility surrounded by semi-assisted single family cottage style homes. The subject property is located along Harmony Road and is directly adjacent to the Harmony 40, LLC subdivision. Harmony Road is a connector road between Hwy 441, Georgia State Route 44, and the Lake Oconee area. According to the submitted traffic analysis, the 24-hour two-way volume for traffic entering and exiting the site is 4,874 vehicles per day. For a two-lane roadway with an AADT of under 6,000 vehicles and a posted speed limit of 45 mph, the daily site-generated left turn movements threshold to warrant a turn lane is 250 left-turning vehicles per day. The projected daily left turn volumes (LTVs) at each driveway are 661 LTVs at Site Driveway 1 and 396 LTVs at Site Driveway 2. Therefore, a left turn lane is warranted at each of the site driveways on Harmony Road. For a two-lane roadway with an AADT of under 6,000 vehicles and a posted speed limit of 45 mph, the daily site-generated right- turn movements threshold to warrant a deceleration lane is 150 right-turning vehicles per day. The projected daily right turn volumes (RTVs) at each driveway are 537 RTVs at Site Driveway 1 and 313 RTVs at Site Driveway 2. Therefore, a right turn lane is warranted at each of the site driveways on Harmony Road. The following access configurations are recommended at the proposed site driveway intersections:

1. Site Driveway 1 (North): Full Access Driveway on Harmony Road

- One entering lane and one exiting lane
- Stop-sign controlled on the driveway approach with Harmony Road remaining free flow
- A left turn lane and a right turn lane for entering traffic
- Provide/confirm adequate sight distance per AASHTO standards

2. Site Driveway 2: Full access driveway on Harmony Road

- One entering lane and one exiting lane
- Stop-sign controlled on the driveway approach with Harmony Road remaining free flow
- A left turn lane and a right turn lane for entering traffic

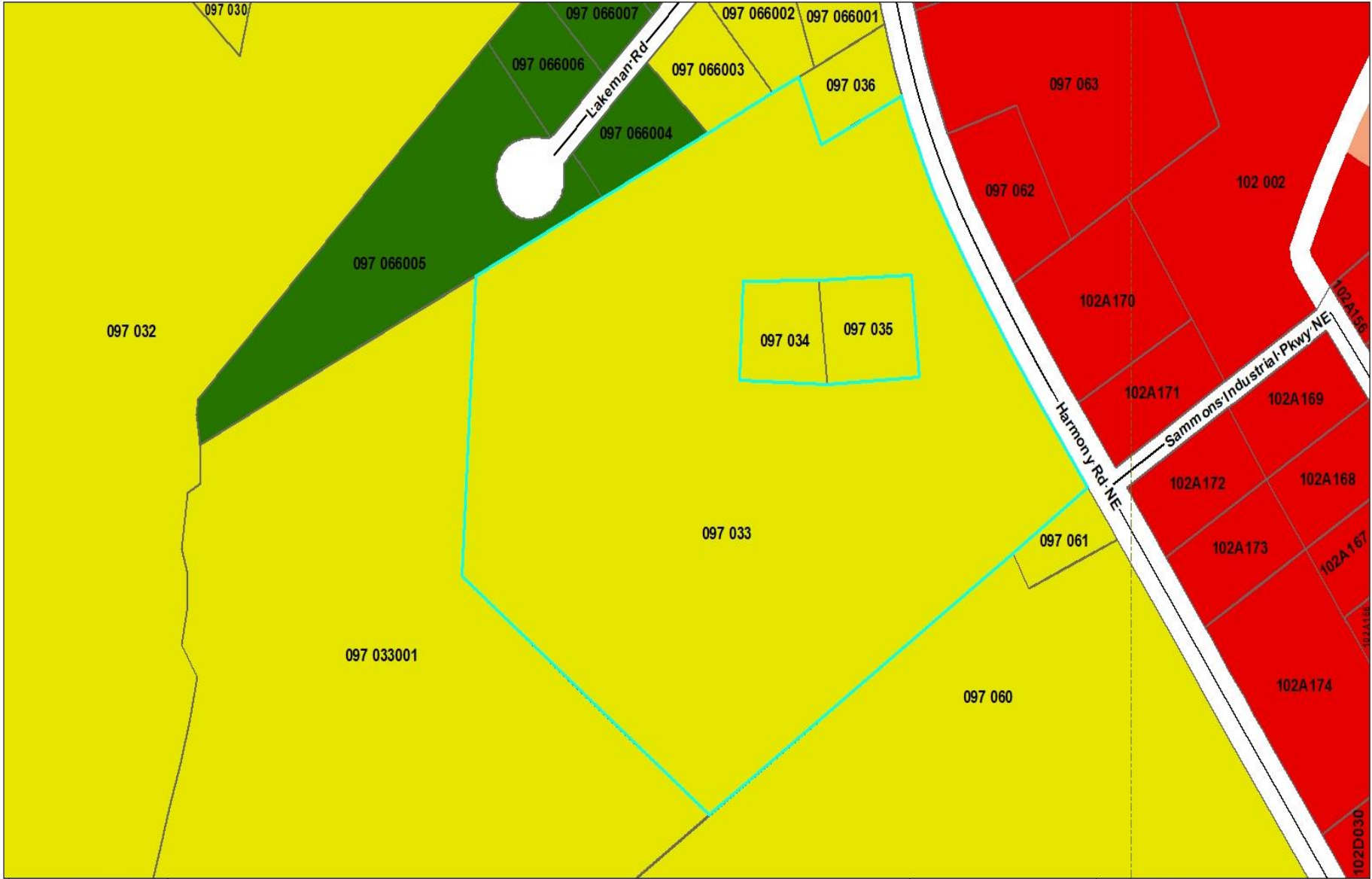
With the rapid pace of growth in Putnam County, particularly along Harmony Road, development pressures have become increasingly evident. Over the past five years, 16 rezoning applications have been submitted along this corridor, reflecting a steady shift toward a mix of residential and commercial uses. According to the County's Comprehensive Plan, the subject property is designated for future residential use. While the proposed use aligns with that designation, there is a need to reassess the plan to better address major connectors, intersections, and areas experiencing both significant commercial and residential mixed-use development. Without an updated plan, the County risks facing incompatible land uses, increased traffic congestion, and potential impacts to community character. A coordinated land use plan is essential to guide growth in these areas. By updating the plan, Putnam County can ensure that future decisions are consistent with long-term goals, fostering compatible development while preserving the integrity and character of existing properties. Furthermore, staff recommends that the Board of Commissioners:

- 1. Conduct a comprehensive assessment of the County's main arterial roads to evaluate existing conditions, growth trends, and development pressures.**
- 2. Develop a list of community-compatible land uses that are appropriate for properties fronting these arterial corridors.**
- 3. Adopt this list and establish overlay districts along key arterial roads, providing clear expectations for future rezonings while balancing the interests of residents, businesses, and other property owners.**

This process will create consistency, improve public trust, and allow the County to accommodate growth while preserving the character of its communities. Subject to the same, staff previously recommended that the item be tabled until there is a completion of the arterial corridor assessment and an adoption of overlay districts. Upon further review, staff's recommendation is for denial.

Staff recommendation is for denial to rezone 5.99 acres at 826 Harmony Road from AG to C-1. [Map 097, Part of Parcel 033, District 1].*

*The Planning & Zoning Commission's recommendation is for approval to rezone 5.99 acres at 826 Harmony Road from AG to C-1 [Map 097, Part of Parcel 033, District 1]. **



GEOGRAPHIC FEATURE LEGEND

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

Middle Georgia Regional Commission
175 Emory Hwy
Suite C
Macon, Georgia 31217
(478) 751-6180
Web:
www.middlegeorgiarc.org

PUTNAM COUNTY, GEORGIA
FUTURE LAND USE MAPS

MAP 097

MAP SCALE: 1" = 208.33' SCALE RATIO: 1:2,500 DATE: AUGUST 2025

Applicants are requesting to rezone 5.99 acres at 826 Harmony Road from AG to C-1. [Map 097, Part of Parcel 033, District 1].* If approved, the subject property will be the commercial component of the complete proposed development

In addition to the C-1 request, the applicants are proposing an R-PUD development with parcels identified as **Map 097 Parcel 035, Map 097 Parcel 033, and Map 097 Parcel 033001.**

Nearby R-PUD Development

Adjacent Residential Development



PUTNAM COUNTY PLANNING & DEVELOPMENT

382

117 Putnam Drive, Suite B ♦ Eatonton, GA 31024
Tel: 706-485-2776 ♦ 706-485-0552 fax ♦ www.putnamcountyga.us

☒ REZONING

APPLICATION NO. 2025 REZONE-25

DATE: 8/6/2025

MAP 097 PARCEL 033 ZONING DISTRICT AG

1. Owner Name: Tempy Irene and Davis Sharp
2. Applicant Name (If different from above): Ross Mundy Manager, Georgia United Equities, LLC
3. Mailing Address: 3435 Ocean Park Blvd., Santa Monica, CA 90405
4. Email Address: [REDACTED]
5. Phone: (home) _____ (office) _____ (cell) [REDACTED]
6. The location of the subject property, including street number, if any: 820 Harmony Rd. Eatonton, GA 31024
7. The area of land proposed to be rezoned (stated in square feet if less than one acre):
5.99
8. The proposed zoning district desired: C-1 5.99 to be C-1
9. The purpose of this rezoning is (Attach Letter of Intent)
Retirement destination development to include an Assisted Living/ Memory Care Facility, and semi-independent detached residents.
10. Present use of property: AG Desired use of property: R-PUD and C-1
11. Existing zoning district classification of the property and adjacent properties:
Existing: AG
North: C-2 South: AG East: C-1/ C-2 West: AG and C-2
12. Copy of warranty deed for proof of ownership and if not owned by applicant, please attach a signed and notarized letter of agency from each property owner for all property sought to be rezoned.
13. Legal description and recorded plat of the property to be rezoned.
14. The Comprehensive Plan Future Land Use Map category in which the property is located. (If more than one category applies, the areas in each category are to be illustrated on the concept plan. See concept plan insert.): _____
15. A detailed description of existing land uses: Mostly Undeveloped Woods, 1 home site.
16. Source of domestic water supply: well _____, community water _____, or private provider X.
If source is not an existing system, please provide a letter from provider.

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

18. Complete attachment of Disclosure of Campaign Contributions Form by the applicant and/or the applicant's attorney as required by the Georgia Conflict of Interest in Zoning Act (O.C.G.A. 36-67A).

19. The application designation, date of application and action taken on all prior applications filed for rezoning for all or part of the subject property. (Please attach on separate sheet.)

20. Proof that property taxes for the parcel(s) in question have been paid.

21. Concept plan.

- If the application is for less than 25 single-family residential lots, a concept plan need not be submitted. (See attachment.)
- A concept plan may be required for commercial development at director's discretion

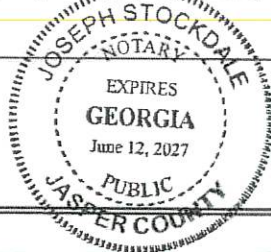
22. Impact analysis.

- If the application is for less than 25 single-family residential lots, an impact analysis need not be submitted. (See attachment.)
- An Impact analysis (including a traffic study) is required when rezoning from residential zoned or used property to commercial or industrial districts.

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

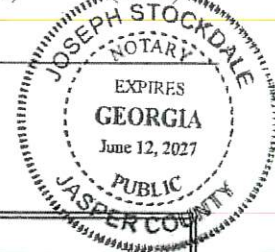
Hank Davis *Executive of Shop Estate*
Signature (Property Owner) (Date) *5-29-25*

[Signature]
Notary Public



Ross Mundy *5/29/25*
Signature (Applicant) (Date)

[Signature]
Notary Public

**Office Use**

Paid: \$ 330.00 (cash) _____ (check) _____ (credit card) ☒
 Receipt No. 219899039610 Date Paid: 5/27/25
 Date Application Received: 5/16/25
 Reviewed for completeness by: Angela Waldrop
 Date of BOC hearing: 12/16/25 Date submitted to newspaper: _____
 Date sign posted on property: _____ Picture attached: yes _____ no _____

DISCLOSURE OF APPLICANT'S CAMPAIGN CONTRIBUTION

1-04-24

Letter of Intent – Georgia United Equities, LLC
R-PUD and C-1 Zoning Request

This site is comprised of 4 parcels, all currently zoned AG and mostly undeveloped. Surrounding land uses are commercial (C-1 and C-2, mostly flex, office/warehousing), RM-3 – a similar residential subdivision, and AG land – mostly undeveloped.

The intended land uses for these assembled parcels:

097-035 – 1.01 Acres

097-033 – 32.31 Acres (5.99 Acres for Commercial, and 26.32 Acres

097-03301 – 30 Acres

An Assisted Living/ Memory Care Facility surrounded by semi- assisted single family cottage style homes are planned. The homes will be one-story patio homes that will be similar those found at The Grove in Athens. The quality of construction of the cottage style homes will be comparable to single family homes in the near-by Del Webb community. The conceptual site includes 124 single family one-story patio homes, pickleball courts, a pool, and a community clubhouse (that will include a community gym). Setbacks proposed: 20' Front, 20' Rear, and 7.5' Side. The proposed subdivision will connect to Harmony Road via proposed interior roads. 50' required buffer is included per county ordinance. The proposed plan includes a residential density of 4 units per acre. Proposed open space is 42 % or 27.8 acres of the gross acres in the assemblage.

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

eFiled & eRecorded
 DATE: 8/26/2021
 TIME: 4:02 PM
 DEED BOOK: 01052
 PAGE: 00604 - 00606
 RECORDING FEES: \$25.00
 TRANSFER TAX: \$0.00
 PARTICIPANT ID: 6837478023
 CLERK: Trevor J. Addison
 Putnam County, GA
 PT61: 117-2021-001734

Return to: Huskins Law Firm LLC, 114 1/2 West Marion Street, Eatonton, Georgia 31024

DEED OF ASSENT

STATE OF GEORGIA
 COUNTY OF PUTNAM

(DEED ONLY)

THIS INDENTURE made and entered into this the 23rd day of August, 2021, between **TEMPY IRENE DAVIS SHARP**, as Executrix of the Last Will and Testament of Billy Jackson Sharp, late of said County, party of the First Part and **TEMPY IRENE DAVIS SHARP** of the Second Part;

WITNESSETH:

That the party of the First Part by virtue of the power and authority vested in her by said Wills, which have been duly probated in Solemn Form and admitted to Probate Court of Putnam County, Georgia with Letters Testamentary issued on August 23, 2021 in the Office of the Probate Court, Putnam County, Georgia, and in compliance with Item V of each said Will, has granted, bargained, sold, and conveyed unto **TEMPY IRENE DAVIS SHARP**, heirs and assigns, the following described property, to wit:

SEE EXHIBIT A

PRIOR DEED REFERENCE: This is that same property as conveyed in Warranty Deed to Irene D. Sharp and Billy J. Sharp, dated October 11, 2001, as recorded in Deed Book 349, Page 561, Clerk's Office, Putnam Superior Court.

This deed is executed to evidence the assent of **TEMPY IRENE DAVIS SHARP**, Executrix, to the devise to the party of the Second Part in Item V of said Will.

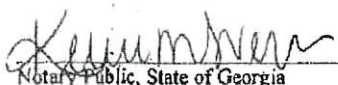
TO HAVE AND TO HOLD the same, together with all rights, members and appurtenances thereunto belonging or in anywise appertaining to the said party of the Second Part, to his own proper use, benefit and behoof, forever in as full and ample a manner as the same was enjoyed by the said Billy Jackson Sharp, deceased, in his lifetime.

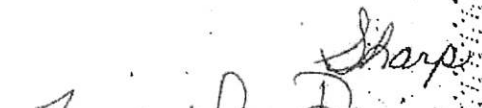
eFiled & eRecorded
DATE: 8/26/2021
TIME: 4:02 PM
DEED BOOK: 01052
PAGE: 00605

IN WITNESS WHEREOF, the party of First Part has affixed her hand and seal the day
and year first above written.

Signed, sealed, and delivered
in the presence of:


Unofficial Witness


Notary Public, State of Georgia
My Commission Expires: 05-22-2024


Tempy Wene Davis Sharp, Executrix of the
Last Will and Testament of Billy Jackson Sharp



474

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WARRANTY DEED

STATE OF Georgia

COUNTY OF Putnam

THIS INDENTURE, Made the 16th. day of February, in the year
one thousand nine hundred eighty-three, between

N. Dudley Horton, Jr.

of the County of Putnam, and State of Georgia, as party or parties of the
first part, hereinafter called Grantor, and

Tempy D. Sharp

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

WITNESSETH that: Grantor, for and in consideration of the sum of Ten Dollars and
exchange of property ~~XXXXXXXXXXXX DOLLARS~~
in hand paid at and before the sealing and delivery of these presents, the receipt whereof is hereby
acknowledged, has granted, bargained, sold, aliened, conveyed and confirmed, and by these presents
does grant, bargain, sell, alien, convey and confirm unto the said Grantee,

All of that certain tract or parcel of land lying and being
in the 38th. District, G.M., Putnam County, Georgia, con-
taining 67.995 acres, more or less, as shown by that certain
plat of survey prepared by American Testing Laboratories,
Inc., dated December 27, 1972, and recorded in Plat Book 11,
page 52, in Office of Clerk of Superior Court of Putnam
County, Georgia, which said plat is incorporated herein by
reference.

The land herein conveyed is composed of 67.917 acres designated
as Parcel "A" and .078 acre designated as Parcel "B" on herein-
before described plat.

The property conveyed herein is bound on north by Estate of
N.C. & Lula A. Meador, on the east by a county road, on the
south by property of Billy J. Sharp and on the west by Mrs.
Woodlief S. Parks.

LESS AND EXCEPT: Excluded from this conveyance is any portion
of this property which may have been condemned by or conveyed
to Georgia Power Company.

Putnam County, Georgia
Real Estate Transfer Tax
Paid \$ *2.00*
Date *Feb 16, 1983*
R. W. Cardwell, Jr.
Clerk of Superior Court

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

AND THE SAID Grantor will warrant and forever defend the right and title to the above
described property unto the said Grantee against the claims of all persons whomsoever.

IN WITNESS WHEREOF, the Grantor has signed and sealed this deed, the day and year above
written.

Signed, sealed and delivered in presence of:

[Signature] *N. Dudley Horton, Jr.* (Seal)
(Unofficial witness) N. Dudley Horton, Jr.

[Signature] (Seal)
(Notary Public)

My comm. expires *1-31*, 1986.

(Notary Seal Affixed)

Filed for record this the 16th day of February, 1983., at 11:45 A. M.
Recorded this the 16th day of February, 1983.

Elizabeth W. Cardwell
Elizabeth W. Cardwell, O.C.S.C. 474

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**IN THE PROBATE COURT OF PUTNAM COUNTY
STATE OF GEORGIA**

IN RE: ESTATE OF

**TEMPY IRENE DAVIS SHARP,
DECEASED**

)
)
)
)

ESTATE NO. 23ES0011

LETTERS TESTAMENTARY

[Relieved of filing returns]

At a regular term of probate court, the last will and testament dated August 4, 2021, (and codicil(s) dated N/A) of the above-named decedent, who was domiciled in this county at the time of his or her death or was domiciled in another state but owned property in this county at the time of his or her death, was legally proven in solemn form to be the decedent's will and was admitted to record by order, and it was further ordered that Heck H. Davis, named as executor(s) in said will, be allowed to qualify, and that upon so doing, letters testamentary be issued to such executor(s).

THEREFORE, the executor(s), having taken the oath of office and complied with all necessary prerequisites of the law, is/are legally authorized to discharge all the duties and exercise all powers of executor(s) under the will of said decedent, according to the decedent's will and the law.

Given under my hand and official seal, the 4th day of January, 2023.

Brandi T. Cluskey
Judge of the Probate Court

*The following must be signed if the judge
does not sign the original of this document:*

Issued by:

Clerk of the Probate Court

555 1-11-2023

I give, devise, and bequeath all of my interest in

- (a) The home and real property to include 8.00 acres of land around said home located at 820 Harmony Road NE, Eatonton, Georgia to STEPHEN BOYD SHARP, in fee simple absolute;

August, 2021

You boys treat Heck or Tim with respect.

Furniture- Some of the furniture in our home has been claimed by family members already (their name is taped on it. Honor that. (Stephen would like to have the bedroom suite in the left hand bedroom. The bed was made by Papa's cousin and is well over 70 years old.) The rest of the furniture is to be divided among the sons or disposed of as they see fit. I only want the furniture given to someone who will care for it.

My cookbooks can be divided among any of our kin as the sons desire. I would like Ewren Marshall to share in the cookbooks.

My crochet yarn is to go to Kaydee Scott. The afghans I have, and have made, shall be divided among the sons and grandchildren and greatgrandchildren. The 'Rose Garden' afghan that was made by my mother is for Susan and Russell Davis.

The two wash pots are to go to Stephen Sharp and Kenneth Sharp. One to each.

Jewelry- I want Kay to have my diamond earrings and Kaydee to have my blue sapphire ones. The other earrings can be divided up among the (daughters-in-law and/or granddaughters). Since Sandy can't wear any of the earrings she can pick first of the necklaces.

If Kaydee wants my sewing machine (and all that goes with it) she may have it. Also, Kaydee can have the coverlet on the bed in the right (small) bedroom.

If the truck is still running Daniel can have it.

Stephen is to have my car.

Our tractor and equipment and tools are to be used by all, and after using returned to the home place..

If nobody in the family wants them, give my Louise L'Amour Books to someone who likes westerns. Maybe someone in the nursing home or hospitals.

Billy's sisters shall be offered remembrances if they desire any.

All of our pictures, books, Bibles, and shelf items may be offered to others after the sons, Stephen Boyd, William (Bill) Andrew, Scott Samuel, and Kenneth Benjamin, have chosen what they desire.

My clothes can be offered to family including Penrye and Diane, and to others as the sons see fit.

The items in the storage buildings can be divided among the sons and grandchildren. All other things can be sold and the proceeds divided among the sons.

The balance due on any other loans made by me to the other sons will be deducted from proceeds they would receive from the estate.

LAST WILL AND TESTAMENT
OF
TEMPY IRENE DAVIS SHARP

KNOWN ALL MEN THESE PRESENTS:

I, TEMPY IRENE DAVIS SHARP, of Putnam County, Georgia, being of sound and disposing mind and memory do make, publish, and declare this my LAST WILL AND TESTAMENT, hereby revoking and rescinding any and all Wills or Codicils previously made by me.

ITEM I

I desire that my body be given a reasonable Christian burial at Lone Oak Cemetery, according to the wishes of my family.

ITEM II

I am not married as my husband predeceased me. I have four children, STEPHEN BOYD SHARP, WILLIAM ANDREW SHARP, SCOTT SAMUEL SHARP and KENNETH BENJAMIN SHARP.

ITEM III

I direct that my Executor pay all my just debts as promptly as possible, including charitable pledges, the expenses of my last illness, funeral and burial, debts and claims duly allowed against my estate, expenses of administration of my estate and all estate, inheritance, succession, transfer, legacy and/or death taxes assessed or imposed with respect to my estate, or any part thereof, whether or not passing under this Will.

ITEM IV
JOINTLY HELD PROPERTY

All securities, bank accounts, savings accounts, certificates of deposit and any other similar property I may own at the time of my death in the name of myself and any other person which are by their terms payable on or after my death to that person, or which, under applicable law, are presumed held with a right of survivorship, shall be that person's sole property and my Executrix shall not make any claim that such property is a part of my estate.

ITEM V

I may leave with my Will or among my personal papers at the time of my death a written memorandum setting forth certain items of tangible personal property which I wish to devise to certain persons. Although this list may not be legally binding, I request my descendants to respect my wishes as spelled out in this list and I direct my Executor to deliver the property on this list to the designated individuals.

ITEM VI

I give, devise, and bequeath all of my interest in the following real properties:

- (a) The home and real property to include 8.00 acres of land around said home located at 820 Harmony Road NE, Eatonton, Georgia to STEPHEN BOYD SHARP, in fee simple absolute;

- (b) The manufactured home and real property to include 8.00 acres of land around said home located at ~~located at~~ 828 Harmony Road NE, Eatonton, Georgia to WILLIAM ANDREW SHARP, in fee simple absolute. Said 8.00 acres shall be surveyed to include the land on which WILLIAM ANDREW SHARP'S manufactured home (owned by him) sits, known as 822 Harmony Road;
- (c) The home and real property to include 5.00 acres of land behind and minimally around said home located at 832 Harmony Road NE, Eatonton, Georgia to SCOTT SAMUEL SHARP, in fee simple absolute;
- (d) The home and real property located at 122 Crestview Road, Eatonton, Georgia to SCOTT SAMUEL SHARP, in fee simple absolute; and
- (e) The home and real property to include 8.00 acres of land around said home located at 820a Harmony Road NE, Eatonton, Georgia to KENNETH BENJAMIN SHARP, in fee simple absolute. Said 8.00 acres shall be surveyed to include the land on which the manufactured home known as 824 Harmony Road NE sits. This manufactured home is also bequeathed to KENNETH BENJAMIN SHARP, in fee simple absolute; and
- (f) It is understood that at the time of the signing of this Last Will and Testament that no survey has been completed with the above acreage divisions. I give, devise and bequeath the remaining real property I may be possessed of at the time of my death to STEPHEN BOYD SHARP, WILLIAM ANDREW SHARP, SCOTT SAMUEL SHARP and KENNETH BENJAMIN SHARP, in equal shares, share and share alike, in fee simple absolute. I leave my executor full discretion to handle the division of acreages in (a) through (e) above to as close as my instructions herein as possible, while complying with Planning and Zoning requirements. My executor has full authority to change the acreages to comply with planning and zoning and to sell or equally divide the remaining acreage.

ITEM VII

I give, devise, and bequeath the residuum of my estate, whatsoever kind or nature and wheresoever located, both real and personal, *other than those items that may be on the written memoranda under Item V herein*, that I am now possessed of or may be possessed of at the time of my death to STEPHEN BOYD SHARP, WILLIAM ANDREW SHARP, SCOTT SAMUEL SHARP and KENNETH BENJAMIN SHARP, in equal shares, share and share alike, in fee simple absolute.

ITEM VIII

In the event that any of my children shall predecease me, then in that event, I give, devise and bequeath that child's share to their then living spouse and children, if any, and if they have no then living spouse or children, I give, devise, and bequeath that child's share to the survivors of STEPHEN BOYD SHARP, WILLIAM ANDREW SHARP, SCOTT SAMUEL SHARP and/or KENNETH BENJAMIN SHARP, in fee simple absolute.

ITEM IX

In the event that any of my heirs have not attained the age of Twenty-One (21), I leave that child's portion in an individual trust until that that child reaches the age of Twenty-One (21).

If any minor becomes entitled to a share of my estate upon my death or to a share of the principal of any trust estate upon the termination thereof, such share shall be held by, and I give, devise and bequeath the same to, the Trustee hereinafter named, IN TRUST NEVERTHELESS, for the following uses and purposes: To manage, invest and reinvest the

same, to collect the income and to apply the net income and principal for such minor's benefit, to such extent and at such time or times as the Trustee, in his/her sole and absolute discretion, deems advisable, until such minor reaches the age of Twenty-One (21) years, and thereupon to transfer, convey and pay over the principal of the trust, as it is then constituted, to such minor. Any net income not so applied shall be accumulated and added to the principal of the trust at least annually and thereafter shall be held and administered and disposed of as a part thereof.

The Trustee is authorized and empowered to hold as a part of such minor's trust any and all articles of tangible personal property at any time forming a part thereof. The Trustee shall have no duty to convert such articles to productive property, and the expense of the safekeeping thereof, including insurance, shall be a proper charge against the trust. The Trustee may give to such minor any article of tangible personal property at any time before the minor reaches the age of Twenty-One (21) if in their discretion they deem said gift advisable.

I relieve any Trustee from giving bond, making an inventory or appraisal of my estate, and from making returns of his/her acts and doings to any Court of beneficiary. I expressly confer upon him/her all the powers allowed under Georgia Law to a fiduciary and specifically include all those powers enumerated in O.C.G.A. Section 53-12-232, as amended.

ITEM X

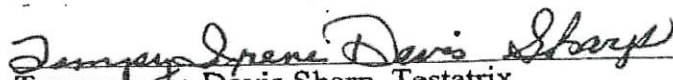
I hereby name, appoint and constitute, HECK DAVIS, as Executor of my estate. In the event that he is unable or elects to not serve as the Executor of my estate, I hereby constitute and appoint TIMOTHY CHUPP to act as Executor.

I hereby name, constitute and appoint HECK DAVIS as Trustee of each and every trust created herein. In the event that she is unable or elects to not serve as the Trustee, I hereby constitute and appoint TIMOTHY CHUPP to act as Trustee.

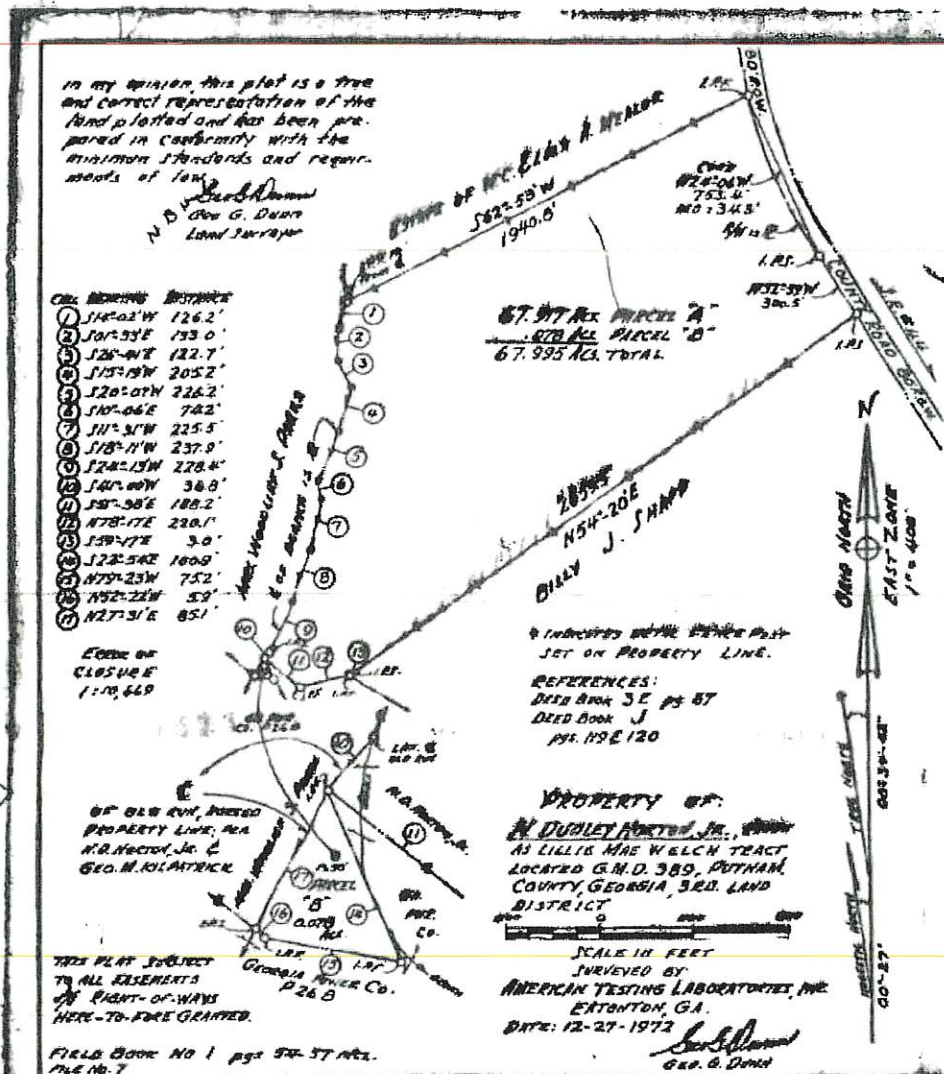
I relieve my Executor and any Trustee from giving bond, making an inventory or appraisal of my estate, and from making returns of his/her acts and doings to any court or beneficiary, and from furnishing annual statements of receipts and disbursements to any beneficiary. In the administration of my Estate, my Executor and any Trustee shall have the authority, without order or report to any court, to exercise all of the powers which are set forth in O.C.G.A. §§53-12-261 and 263, as amended, which Code section is hereby incorporated in this instrument by reference. I expressly confer upon him/her the full authority and specifically the power to sell any part of my estate, with or without notice, as he/she may deem best, and without Order of Court, making good and sufficient conveyance to the purchasers and holding the proceeds of the sale, or sales to the same uses hereinbefore declared in this my LAST WILL AND TESTAMENT. I further hereby expressly confer upon him or them the authority to borrow money for the use of my said estate, in any instance where he or they may think it necessary and proper and to secure the same by lien, mortgage, security deed or other form of security to or upon any part of my estate; this he or they may do without any order of Court.

All successor Executors and Trustees shall have all the powers, authorities and duties granted herein as if originally named Executrix and Trustee.

IN WITNESS WHEREOF, I have set my hand and seal this the 4th day of August, 2021.

 (Seal)
Tempy Irene Davis Sharp, Testatrix

52



eFiled & eRecorded
 DATE: 10/10/2023
 TIME: 5:06 PM
 PLAT BOOK: 00038
 PAGE: 00165
 RECORDING FEES: \$10.00
 PARTICIPANT ID: 2049181905
 CLERK: Trevor J. Addison
 Putnam County, GA

APPROVAL

APPROVED FOR RECORDING ONLY

PUTNAM COUNTY
 PLANNING & DEVELOPMENT

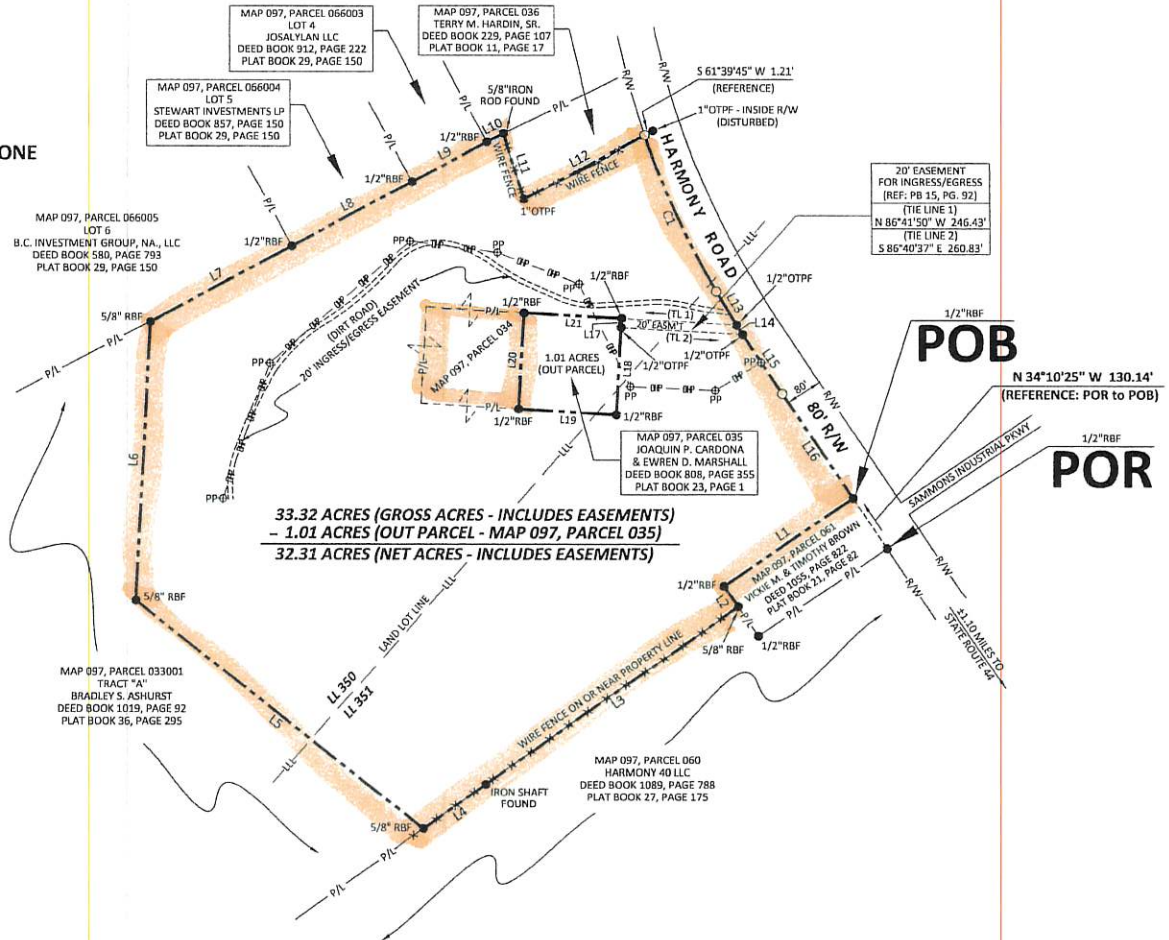
DATE: 10-5-23

SIGNATURE:

GRID NORTH - GEORGIA WEST ZONE

PROPERTY COURSE CURVE TABLE			
CURVE	RADIUS	ARC LENGTH	CHORD BEARING
C1	1856.24'	371.98'	371.36'
			S 24°17'19" E

PROPERTY COURSE LINE TABLE			PROPERTY COURSE LINE TABLE CONT'D.		
LINE	BEARING	DISTANCE	LINE	BEARING	DISTANCE
L1	S 55°45'59" W	334.80'	L12	N 61°39'45" E	294.46'
L2	S 34°10'12" E	53.71'	L13	S 30°58'25" E	84.82'
L3	S 54°23'54" W	664.86'	L14	S 32°21'13" E	24.58'
L4	S 54°20'00" W	165.49'	L15	S 33°14'58" E	153.29'
L5	N 51°18'02" W	792.17'	L16	S 33°48'43" E	272.60'
L6	N 03°00'36" E	603.53'	L17	S 03°29'41" W	19.88'
L7	N 61°43'56" E	345.25'	L18	S 03°19'24" W	189.88'
L8	N 61°41'16" E	294.45'	L19	N 86°38'30" W	209.96'
L9	N 61°43'13" E	183.31'	L20	N 03°22'53" E	209.60'
L10	N 62°09'57" E	40.06'	L21	S 86°41'13" E	209.81'
L11	S 16°53'35" E	149.96'			



GEORGIA SURVEYOR CERTIFICATION

As required by subsection (f) of O.C.G.A. Section 15-6-67, this plat has been prepared by a land surveyor and approved for recording as evidenced by approval certificates, signature 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 intended use of any parcel. Furthermore, the undersigned land surveyor certifies that this plat complies with the minimum technical standards for property surveys in Georgia as set forth in the rules and regulations of the Georgia Board of Registration for Professional Engineers and Land Surveyors and as set forth in O.C.G.A. Section 15-6-67.

Joseph D. Tyson SEPTEMBER 20, 2023
 JOSEPH D. TYSON - PLS NO. 3490 DATE

SURVEYOR

County Line Surveying, LLC
 Joseph D. Tyson, PLS NO. 3490
 102 Gary Drive NE
 Milledgeville, Georgia 31061
 Phone: 478-414-8149



MAP 097, PARCELS 033 & 034

COMBINATION SURVEY PREPARED FOR

The Sharp Estate

LYING IN LAND LOTS 350 & 351
 3rd LAND DISTRICT
 389 GMD
 PUTNAM COUNTY, GEORGIA

REFERENCES

DEED BOOK 5 - S, PAGE 474
 DEED BOOK 1052, PAGES 604 - 606
 PLAT BOOK 11, PAGE 52
 PLAT BOOK 21, PAGE 177

GEORGIA SURVEY DATA

A. SURVEY DATE: JULY 17 & 26, 2023
 B. PLAT DATE: JULY 29, 2023
 C. EQUIPMENT USED: CARLSON BRX7 GNSS RECEIVER & CARLSON BRX7 BASE, DUAL FREQUENCY & RTK

SURVEY CLOSURE INFORMATION

THE FIELD DATA UPON WHICH THIS SURVEY IS BASED HAS A POSITIONAL TOLERANCE OF 0.04 FEET. THIS MAP OR PLAT HAS BEEN CALCULATED FOR CLOSURE AND IS BOUND TO BE ACCURATE WITHIN ONE FOOT IN 485,538 FEET.

GENERAL NOTES

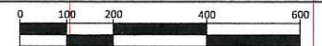
1. LAND LOT LINES ARE APPROXIMATE.

LEGEND

○ COMPLETED POINT
 ● R/BF (UNLESS OTHERWISE NOTED)
 ● R/S (UNLESS OTHERWISE NOTED)
 ● CONCRETE R/W MARKER FOUND
 ● CONCRETE MONUMENT FOUND
 ○ OTPF
 RBF REBAR FOUND
 RBS REBAR SET
 C/L CENTERLINE
 P/L PROPERTY LINE
 L/L LAND LOT LINE
 R/W RIGHT-OF-WAY
 LP LIGHT POLE
 FH FIRE HYDRANT
 BSL BUILDING SET BACK LINE
 POR POINT OF REFERENCE
 POB POINT OF BEGINNING
 FENCE LINE
 OVERHEAD POWER LINE
 REFERENCE LINE

DISCLOSURE & NOTICE

THERE HAS BEEN NO INVESTIGATION OR INDEPENDENT SEARCH FOR EASEMENTS OF RECORD, ENCUMBRANCES, OR OWNERSHIP TITLE EVIDENCE THAT MAY BE DISCLOSED BY A CURRENT AND ACCURATE TITLE SEARCH. THIS PROPERTY IS SUBJECT TO ANY AND ALL EXISTING DRAINAGE AND/OR UTILITY EASEMENTS THAT MAY NOT BE SHOWN ON THIS PLAT NOR DOES THE SURVEYOR ASSUME ANY RESPONSIBILITY FOR ANY SUCH EASEMENTS THAT MAY AFFECT THIS PROPERTY.



SCALE: 1" = 200'

JOB NUMBER: 23136P

RECEIVED JUN 03 2025



PUTNAM COUNTY PLANNING & DEVELOPMENT

117 Putnam Drive, Suite B ♦ Eatonton, GA 31024

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

LETTER OF AGENCY - Re-Zone

WE, THE UNDERSIGNED OWNERS OF REAL PROPERTY LOCATED IN THE CITY OF
EATONTON/PUTNAM COUNTY, GEORGIA, HEREBY APPOINT Ross Mundy TO BE MY
AGENT FOR THE PURPOSE OF APPLYING FOR Re-zoning OF PROPERTY DESCRIBED AS
MAP 097 PARCEL 033, CONSISTING OF 34.99 ACRES, WHICH HAS THE FOLLOWING ADDRESS:
820 Harmony Rd. EATONTON, GEORGIA 31024. ATTACHED HERETO IS A COPY OF A DEED
AND OR PLAT OF SURVEY DESCRIBING THE PROPERTY OWNED BY THE PROPERTY OWNER(S) TO WHICH
THIS LETTER OF AGENCY APPLIES.

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

THIS 30th DAY OF May, 2020.2025

PROPERTY OWNER(S): Heck Davis

Heck Davis Executor of Sharp Estate NAME (PRINTED)

SIGNATURE

ADDRESS: 820 Harmony Rd. Eatonton, GA 31024

PHONE: [REDACTED]

ALL SIGNATURES WERE HEREBY SWORN TO AND SUBSCRIBED BEFORE ME THIS

30th DAY OF May, 20192025

NOTARY

MY COMMISSION EXPIRES:

June 12, 2027





May 28, 2025

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

Subject: 820 Harmony Road

Dear Ms. Jackson:

Piedmont Water Company currently has adequate water and sewer capacity for the planned 250 residential properties at the address above. Sewer capacity has not been purchased for this project, and not guaranteed until purchased.

Please feel free to contact me with any questions on this project.

Sincerely,

A handwritten signature in black ink, appearing to read "W. J. Matthews", written over a horizontal line.

W. J. Matthews
CTO

INTERNET TAX RECEIPT

398

2025 000986
SHARP BILLY

HARMONY RD A 820
097 033

DESCRIPTION	TAX AMOUNT	EXEMPTION	MILLAGE
FAIR MARKET VALUE	\$55,183		
COUNTY	\$134.67	\$0.00	6.101
SCHOOL	\$236.71	\$0.00	10.724
SPEC SERV	\$8.83	\$0.00	0.4

ORIGINAL TAX DUE
\$380.21
INTEREST
COLLECTION COST
FIFA CHARGE
PENALTY
TOTAL PAID
\$380.21
TOTAL DUE
\$0.00

TO SHARP BILLY
820 HARMONY RD
EATONTON, GA 31024

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



Date Paid: 2/19/2025



Scan this code
with your mobile
phone to view this
bill

INTERNET TAX RECEIPT

SITE INFORMATION:
OVERALL ACREAGE: PARCEL 097 033/34.99 ACRES
PARCEL 097033001/30.00 ACRES
TOTAL: 64.99 ACRES

CURRENT ZONING: AG
PROPOSED ZONING: R-PUD
FRONT SETBACK (ARTERIAL RD) = 50'
FRONT SETBACK (INTERIOR RD) = 20' (SF) 20' (TH)
SIDE SETBACK = 5'
REAR SETBACK = 20'
BUFFERS = 50' WHERE SHOWN ON PLANS

PROPOSED OPEN SPACE: 27.8 ACRES/42.8%

RESIDENTIAL UNITS
TOTAL: 218
SINGLE FAMILY DETACHED: 124
ASSISTED LIVING FACILITY: 94

MAXIMUM DENSITY = 8.0 UNITS/ACRE
PROPOSED DENSITY = 3.35 UNITS/ACRE

LOCAL STREET PAVING WIDTH= 25' BOC TO BOC

CONCEPT PLAN FOR:
HARMONY VILLAGE
PARCELS 097 033 & 097 033001
820 HARMONY RD/EATONTON, GA. 31024



REVISION LOG:		
NO	DATE	REMARKS
PROJECT NAME & ADDRESS		
HARMONY RD EATONTON, GA. 31024		
BULLARD LAND PLANNING 1235 PROSPECT RD LAWRENCEVILLE, GEORGIA 30043 CONTACT: BOBBY BULLARD (678) 344-1293 / (770) 978-8857 FAX blpbobby@bellsouth.net		
PROFESSIONAL SEALS		
SCALE: AS SHOWN		
JOB NUMBER: 24-2167		
DATE: 05-21-25		
SHEET TITLE: CONCEPT PLAN FOR: HARMONY VILLAGE		
SHEET NUMBER: C1		

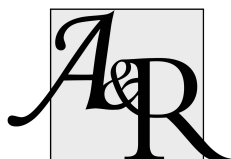
**IMPACT STUDY
FOR
PROPOSED MIXED-USE DEVELOPMENT
AT 820 HARMONY ROAD
PUTNAM COUNTY, GEORGIA**



Prepared for:

***Georgia United Equities, LLC
3435 Ocean Park Blvd
Santa Monica, CA 90405***

Prepared By:



A&R Engineering Inc.

2160 Kingston Court, Suite O
Marietta, GA 30067
Tel: (770) 690-9255 Fax: (770) 690-9210
www.areng.com

July 20, 2025
A & R Project # 25-004

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1.0 INTRODUCTION

The purpose of this study is to determine the traffic impact from the proposed mixed-use development that will be located at 820 Harmony Road in Putnam County, Georgia. The traffic analysis evaluates the current operations and future conditions with the traffic generated by the development. The proposed development will consist of:

- Single-Family Detached Housing: 124 Units
- Assisted Living and Memory Care Facility approximately 100,000 sq. ft.



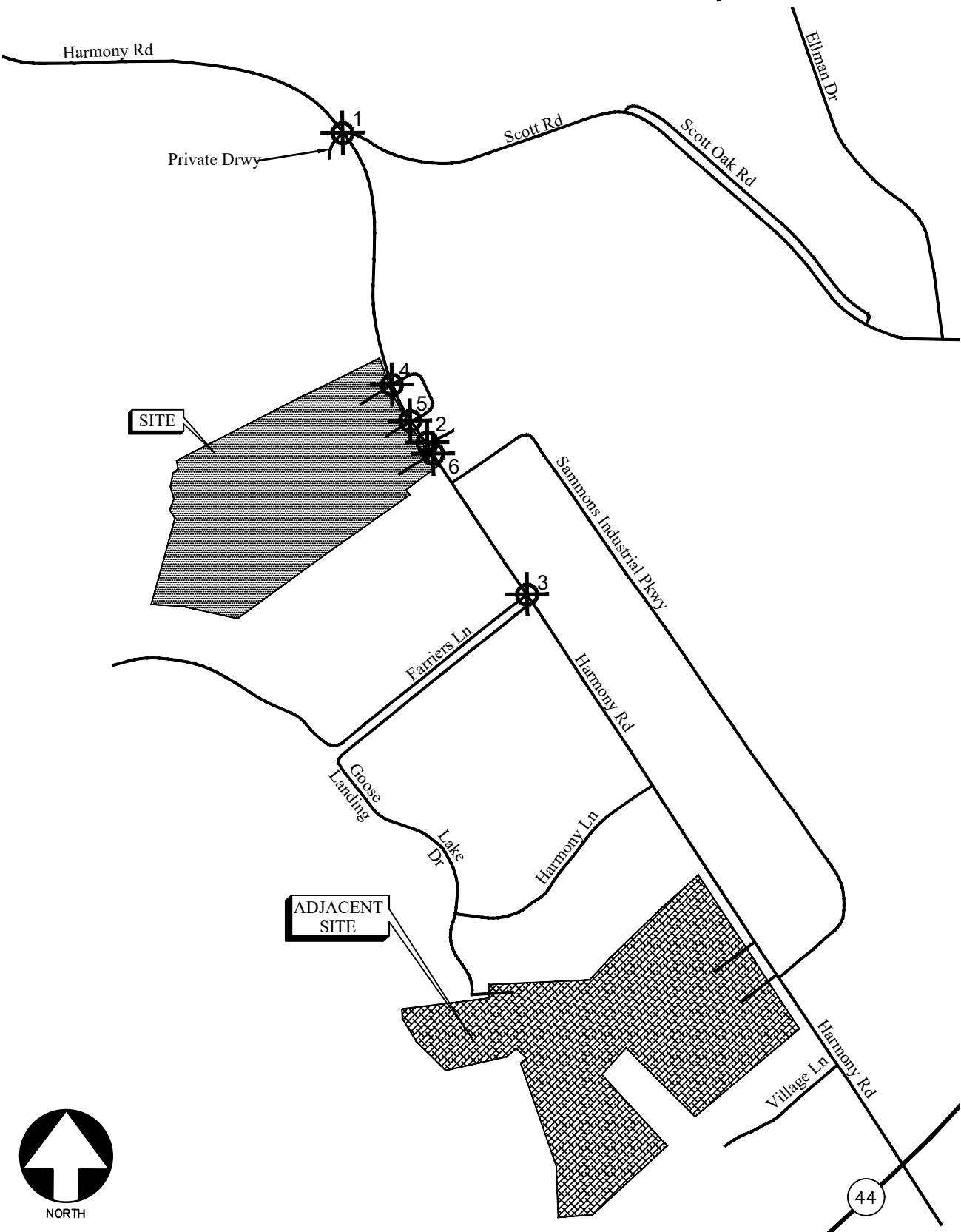
The development proposes two full access driveways on Harmony Road.

The AM and PM peak hours have been analyzed in this study. In addition to the site access points, this study includes the evaluation of traffic operations at the intersections of:

1. Harmony Road at Scott Road
2. Harmony Road at Rock Eagle Store Fixtures Driveway
3. Harmony Road at Farriers Lane
4. Harmony Road at Oconee Custom Signs Northern Driveway
5. Harmony Road at Oconee Custom Signs Southern Driveway

Recommendations to improve traffic operations have been identified as appropriate and are discussed in detail in the following sections of the report. The location of the development and the surrounding roadway network are shown in Figure 1.

Study Intersection



LOCATION MAP

FIGURE 1
A&R Engineering Inc.

2.0 EXISTING FACILITIES / CONDITIONS

2.1 Roadway Facilities

The following is a brief description of each of the roadway facilities located in proximity to the site:

2.1.1 *Harmony Road*

Harmony Road is a two-lane, undivided roadway with a posted speed limit of 45 mph in the vicinity of the site. GDOT traffic counts (Station ID: 237-0181) indicate that the estimated daily traffic volume on Harmony Road in 2023 was 4,650 vehicles per day north of Scott Road. GDOT classifies Harmony Road as a major collector roadway.

2.1.2 *Scott Road*

Scott Road is an east-west, two-lane, undivided roadway with a posted speed limit of 35 mph in the vicinity of the site.

2.1.3 *Farriers Lane*

Farriers Lane is an east-west, two-lane, undivided roadway in the vicinity of the site.

3.0 STUDY METHODOLOGY

In this study, the methodology used for evaluating traffic operations at each of the subject intersections is based on the criteria set forth in the Transportation Research Board Highway Capacity Manual, 6th edition (HCM 6). Synchro software, which utilizes the HCM methodology, was used for the analysis. The following is a description of the methodology employed for the analysis of unsignalized and signalized intersections.

3.1 Unsignalized Intersections

For unsignalized intersections controlled by a stop sign on minor streets, the level of service (LOS) for motor vehicles with controlled movements is determined by the computed control delay according to the thresholds stated in Table 1 below. LOS is determined for each minor street movement (or shared movement), as well as major street left turns. LOS is not defined for the intersection as a whole or for major street approaches. The LOS of any controlled movement which experiences a volume-to-capacity ratio greater than 1 is designated as “F” regardless of the control delay.

Control delay for unsignalized intersections includes initial deceleration delay, queue move-up time, stopped delay, and final acceleration delay. Several factors affect the control delay for unsignalized intersections, such as the availability and distribution of gaps in the conflicting traffic stream, critical gaps, and follow-up time for a vehicle in the queue.

Level of service is assigned a letter designation from “A” through “F”. Level of service “A” indicates excellent operations with little delay to motorists, while level of service “F” exists when there are insufficient gaps of acceptable size to allow vehicles on the side street to cross the main road without experiencing long delays.

TABLE 1 — LEVEL OF SERVICE CRITERIA FOR UNSIGNALIZED INTERSECTIONS		
Control Delay (sec/vehicle)	LOS by Volume-to-Capacity Ratio*	
	v/c ≤ 1.0	v/c > 1.0
≤ 10	A	F
> 10 and ≤ 15	B	F
> 15 and ≤ 25	C	F
> 25 and ≤ 35	D	F
> 35 and ≤ 50	E	F
> 50	F	F

*The LOS criteria apply to each lane on a given approach and to each approach on the minor street. LOS is not calculated for major-street approaches or for the intersection.

Source: Highway Capacity Manual, 6th edition, Exhibit 20-2 *LOS Criteria: Motorized Vehicle Mode*

3.2 Signalized Intersections

According to HCM procedures, LOS can be calculated for the entire intersection, each intersection approach, and each lane group. HCM uses control delay alone to characterize LOS for the entire intersection or an approach. Control delay per vehicle is composed of initial deceleration delay, queue move-up time, stopped delay, and final acceleration delay. Both control delay and volume-to-capacity ratio are used to characterize LOS for a lane group. A volume-to-capacity ratio of greater than 1.0 or more for a lane group indicates failure from capacity perspective. Therefore, such a lane group is assigned LOS F regardless of the amount of control delay.

Table 2 below summarizes the LOS criteria from HCM for motorized vehicles at signalized intersection.

TABLE 2 — LEVEL OF SERVICE CRITERIA FOR SIGNALIZED INTERSECTIONS		
Control Delay (sec/vehicle) *	LOS for Lane Group by Volume-to-Capacity Ratio*	
	v/c ≤ 1.0	v/c > 1.0
≤ 10	A	F
> 10 and ≤ 20	B	F
> 20 and ≤ 35	C	F
> 35 and ≤ 55	D	F
> 55 and ≤ 80	E	F
> 80	F	F

*For approach-based and intersection wide assessments, LOS is defined solely by control delay

Source: Highway Capacity Manual, 6th edition, Exhibit 19-8 *LOS Criteria: Motorized Vehicle Mode*

LOS A is typically assigned when the volume-to-capacity (v/c) ratio is low and either progression is exceptionally favorable, or the cycle length is very short. LOS B is typically assigned when the v/c ratio is low and either progression is highly favourable, or the cycle length is short. However, more vehicles are stopped than with LOS A. LOS C is typically assigned when progression is favourable, or the cycle length is moderate. Individual *cycle failures* (one or more queued vehicles are not able to depart because of insufficient capacity during the cycle) may begin to appear at this level. Many vehicles still pass through the intersection without stopping, but the number of vehicles stopping is significant. LOS D is typically assigned when the v/c ratio is high and either progression is ineffective, or the cycle length is long. There are many vehicle-stops and individual cycle failures are noticeable. LOS E is typically assigned when the v/c ratio is high, progression is very poor, the cycle length is long, and individual cycle failures are frequent. LOS F is typically assigned when the v/c ratio is very high, progression is very poor, the cycle length is long, and most cycles fail to clear the queue.

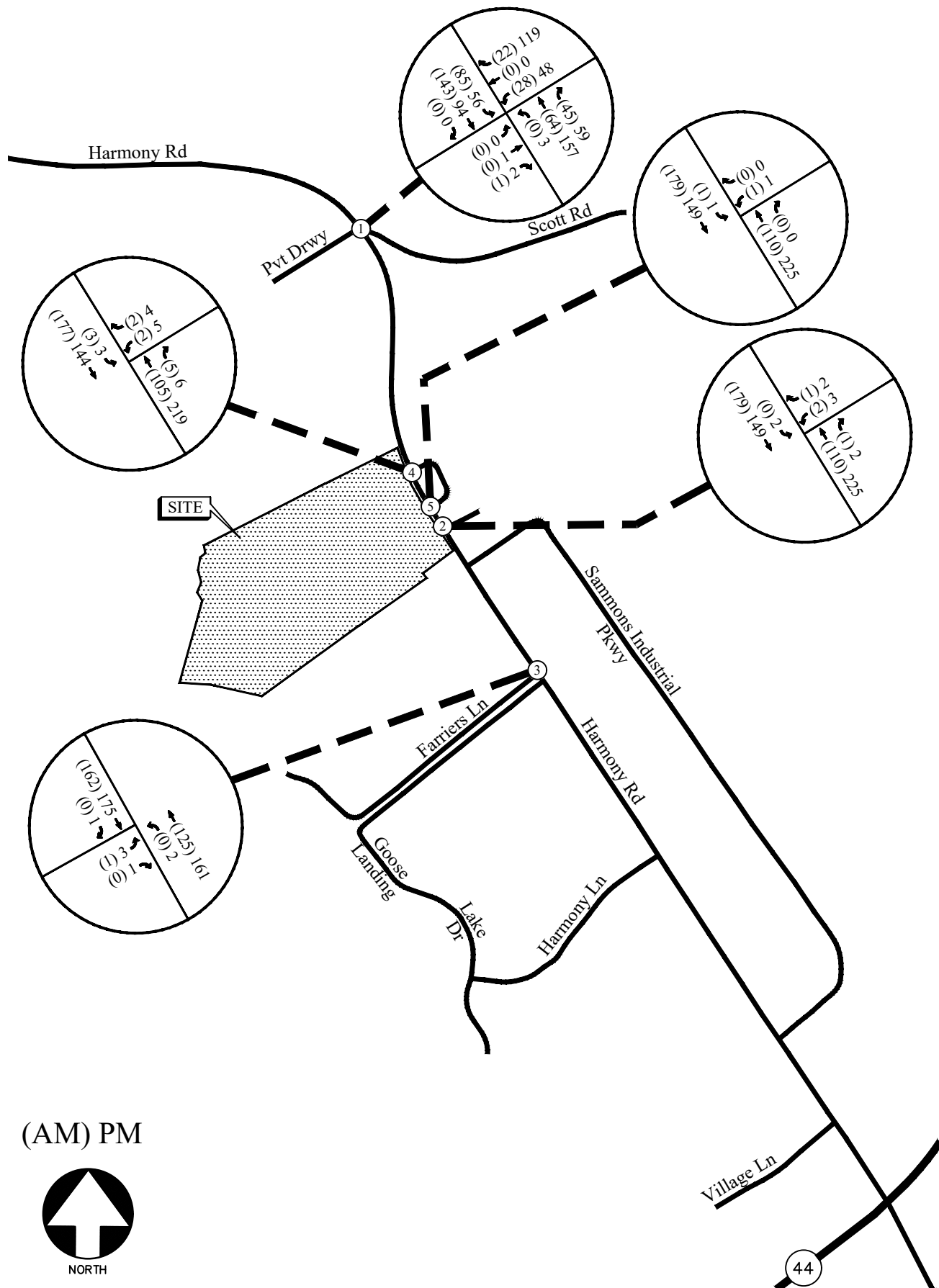
4.0 EXISTING 2025 TRAFFIC ANALYSIS

4.1 Existing Traffic Volumes

Existing traffic counts were obtained at the following study intersections:

1. Harmony Road at Scott Road
2. Harmony Road at Rock Eagle Store Fixtures Driveway
3. Harmony Road at Farriers Lane
4. Harmony Road at Oconee Custom Signs Northern Driveway
5. Harmony Road at Oconee Custom Signs Southern Driveway




Turning movement counts were collected on Thursday, January 23, 2025. All turning movement counts were recorded during the AM and PM peak hours between 7:00 AM to 9:00 AM and 4:00 PM to 6:00 PM, respectively. The four consecutive 15-minute interval volumes that summed to produce the highest volume at the intersections were then determined. These volumes make up the peak hour traffic volumes for the intersections counted and are shown in Figure 2. The existing traffic control and lane geometry for the intersections are shown in Figure 3.



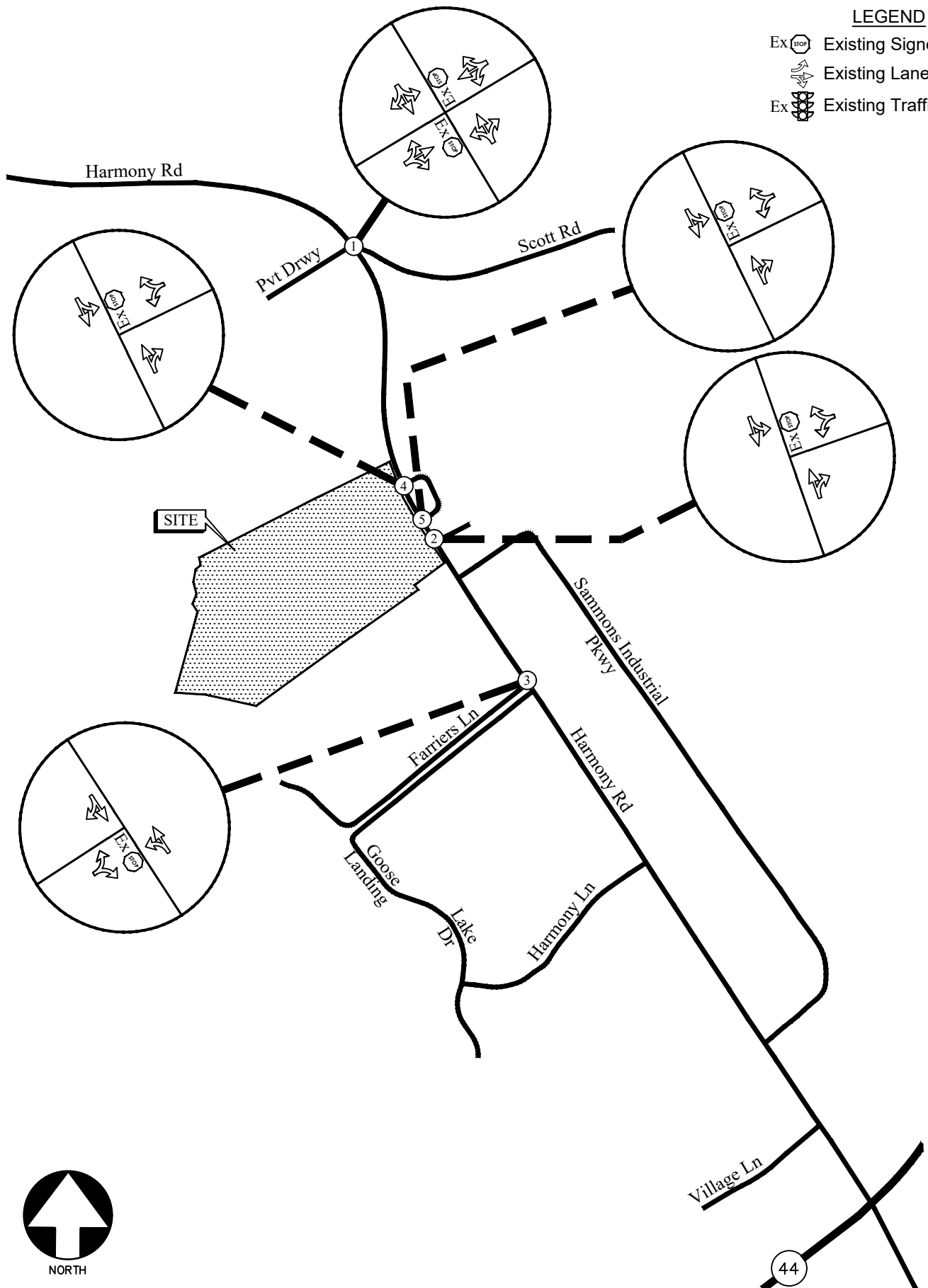
EXISTING WEEKDAY PEAK-HOUR VOLUMES

FIGURE 2
A&R Engineering Inc.

LEGEND

- Ex  Existing Signed Intersection
- Ex  Existing Lane Configuration
- Ex  Existing Traffic Signal

411



EXISTING TRAFFIC CONTROL AND LANE GEOMETRY

FIGURE 3

A&R Engineering Inc.

4.2 Existing Traffic Operations

Existing 2025 traffic operations were analyzed at the study intersections in accordance with the HCM methodology. The results of the analysis are shown in Table 3.

TABLE 3 — EXISTING INTERSECTION OPERATIONS				
Intersection		Traffic Control	LOS (Delay)	
			AM Peak Hour	PM Peak Hour
1	<u>Harmony Road @ Scott Road / Private Driveway</u> -Eastbound Approach -Westbound Approach -Northbound Left -Southbound Left	Stop Controlled on EB and WB Approaches	A (9.0) B (11.0) A (7.5) A (7.6)	B (10.1) B (11.9) A (7.4) A (7.8)
2	<u>Harmony Road @ Rock Eagle Store Fixtures Driveway</u> -Westbound Approach -Southbound Left	Stop Controlled on WB Approach	A (9.8) A (7.4)	B (10.6) A (7.8)
3	<u>Holly Springs Parkway @ Farriers Lane</u> -Eastbound Approach -Northbound Left	Stop Controlled on EB Approach	B (10.4) A (7.6)	B (10.8) A (7.7)
4	<u>Harmony Road @ Oconee Custom Signs Northern Driveway</u> -Westbound Approach -Southbound Left	Stop Controlled on WB Approach	A (9.5) A (7.4)	B (10.6) A (7.8)
5	<u>Harmony Road @ Oconee Custom Signs Southern Driveway</u> -Westbound Approach -Southbound Left	Stop Controlled on WB Approach	B (10.3) A (7.5)	B (11.0) A (7.7)

The results of the existing traffic operations analysis indicate that the stop-controlled approaches at the study intersections are operating at a level of service “B” or better in both the AM and PM peak hours.

5.0 PROPOSED DEVELOPMENT

The proposed development will consist of:

- Single-Family Detached Housing: 124 Units
- Assisted Living and Memory care facility up to 100,000 sq. ft.



The development proposes two full access driveways on Harmony Road. A site plan is shown in Figure 4.

PARCELS 097 033 & 097 033001
8820 HARMONY RD/EATONTON, GA. 31024.

[illegible]

5.1 Trip Generation

Trip generation estimates for the project were based on the rates and equations published in the 11th edition of the Institute of Transportation Engineers (ITE) Trip Generation Manual. This reference contains traffic volume count data collected at similar facilities nationwide. The trip generation was based on the following ITE land use categories: 210–Single-Family Detached Housing, 215 – Single-Family Attached Housing, 221 – Multi-Family Housing (Low-Rise), 710 – General Office Building, and 822 – Strip Retail Plaza. The calculated total trip generation for the proposed development is shown in Table 4.

TABLE 4 – TRIP GENERATION (PROPOSED SITE)								
Land Use	Size	AM Peak Hour			PM Peak Hour			24 Hour
		Enter	Exit	Total	Enter	Exit	Total	Two-Way
ITE 210 – Single-Family Detached Housing	124 Units	23	80	103	88	52	132	717
Mixed-Use Reduction		-1	-1	-2	-2	-1	-3	-25
ITE 215 – Single-Family Attached Housing	0 Units							3
Mixed-Use Reduction		-1	-2	-3	-7	-4	-11	-94
ITE 221 – Multi-Family Housing (Mid-Rise)	0 Units							
Mixed-Use Reduction		0	0	0	-1	-1	-2	-8
ITE 710 – General Office Building	24,000 SF	43	6	49	9	42	51	335
Mixed-Use Reduction		-1	-1	-2	-2	-2	-4	-47
ITE 822 – Strip Retail Plaza (<40k)	24,000 SF	31	20	51	72	73	145	1,242
Mixed-Use Reduction		-4	-3	-7	-7	-11	-18	-168
Total Trips (without Reductions)		139	226	365	269	240	509	5,216
New External Trips (with Reductions)		132	219	351	250	221	471	4,874

5.2 Trip Distribution

The trip distribution describes how traffic arrives and departs from the site. An overall trip distribution was developed for the site based on a review of the existing travel patterns in the area and the locations of major roadways and highways that will serve the development. The site-generated peak hour traffic volumes, shown in Table 4, were assigned to the study area intersections based on this distribution. The outer-leg distribution and AM and PM peak hour new traffic generated by the site for residential and for mixed use development are shown in Figures 5A & 5B.

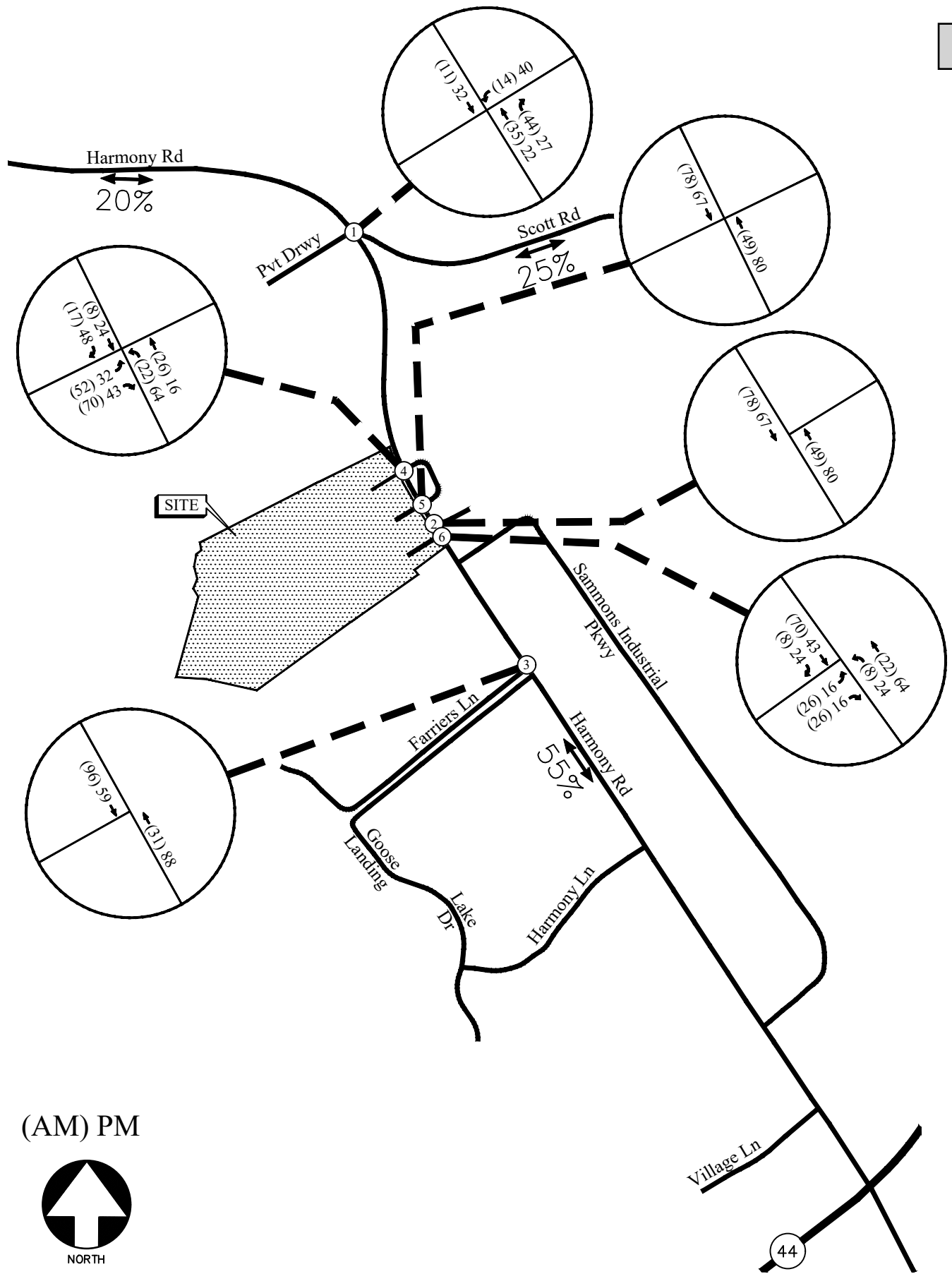
5.2.1 Nearby Planned Mixed-Use Development at 842 Harmony Road

There is a planned mixed-use development that will be located to the south of the proposed development which will have two full access driveways on Harmony Road and a site connection on Lake Drive. The development will consist of 90 detached homes, 138 townhomes, 28 apartment units, 31 recreational homes, a 7,800-SF recreational community center, a 50-student agricultural school, 3,125 SF of office space, and 38,725 SF of retail space. Because this project is estimated to be completed by 2027, its impact on the study area was considered in both “No Build” and “Build” conditions.

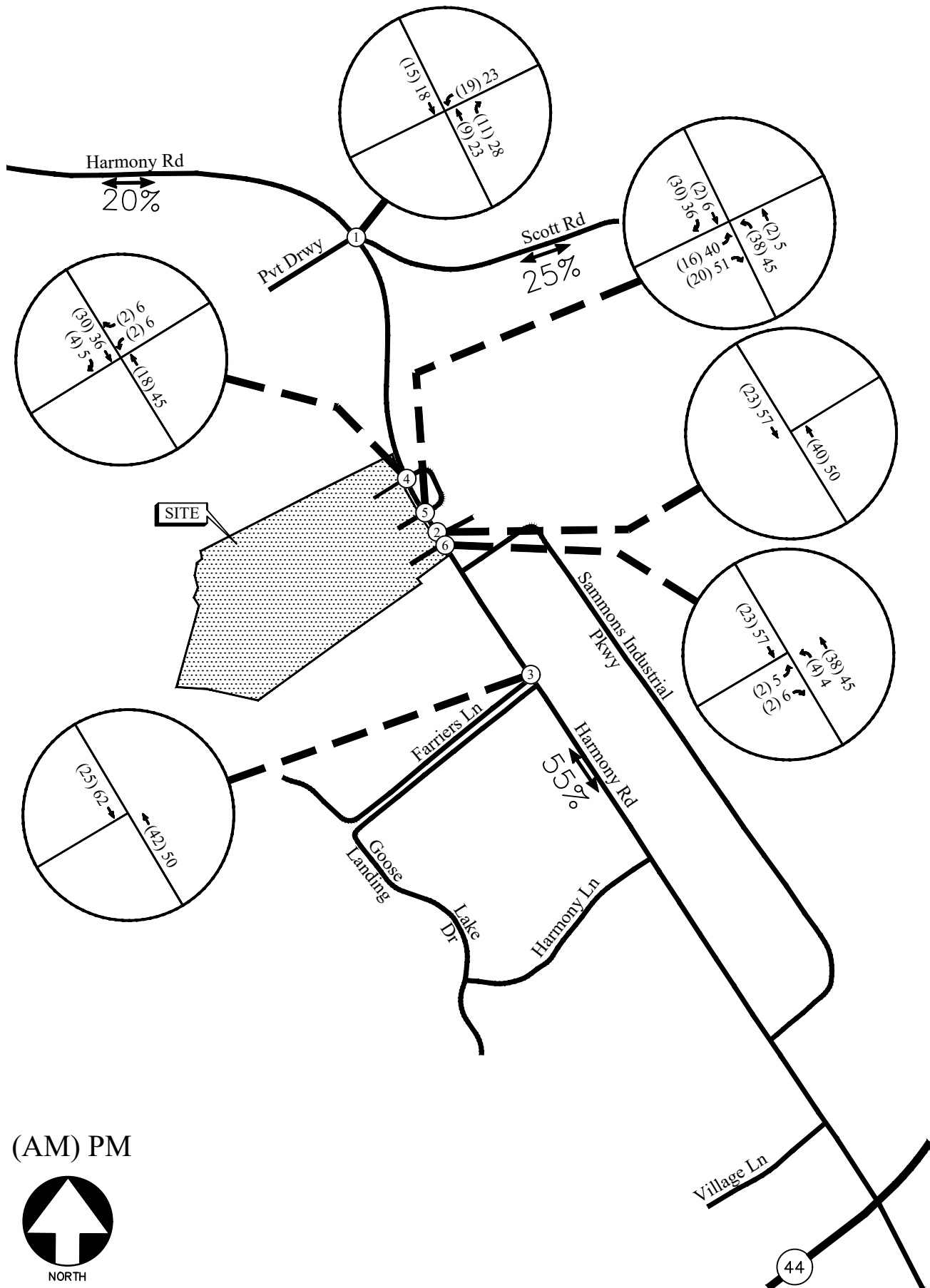
The calculated site-generated traffic volumes for this development are shown in Table 5, and the AM and PM peak hour volumes passing through the study area for residential and for mixed use are shown in Figures 6A & 6B, respectively.

TABLE 5 — TRIP GENERATION (ADJACENT SITE)

Land Use	Size	AM Peak Hour			PM Peak Hour			24-Hr
		Enter	Exit	Total	Enter	Exit	Total	Two-Way
ITE 210 – Single-Family Detached Housing	124 Units	17	51	68	57	33	90	916
Mixed-use reduction		-1	-1	-2	-4	-3	-7	-76
ITE 215 – Single-Family Attached Housing	0 Units	17	49	66	47	32	79	1,001
Mixed-use reduction		-1	-2	-3	-5	-4	-9	-83
ITE 220 – Multifamily Housing (Low-Rise)	0 Units	8	24	32	21	12	33	255
Mixed-use reduction		-1	-1	-2	-1	-1	-2	-21
ITE 260 – Recreational Homes	0 Units	4	3	7	5	6	11	130
Mixed-use reduction		0	0	0	-1	0	-1	-11
ITE 495 – Recreational Community Center	7,800 SF	10	5	15	20	23	43	229
Mixed-use reduction		0	0	0	-1	-1	-2	-18
ITE 550 – University / College	0 Students	6	2	8	2	6	8	2,178
Mixed-use reduction		-1	-1	-2	-1	-2	-3	-85
ITE 712 – Small Office Building	3,125 SF	4	1	5	2	5	7	45
		0	0	0	0	0	0	-2
ITE 822 – Strip Retail Plaza (<40k)	38,725 SF	42	28	70	102	102	204	1,864
Mixed-use reduction		-5	-4	-9	-11	-13	-24	-252
Total Trips without Reductions		108	163	271	256	219	475	6,618
Total Trips with Reductions		99	154	253	232	195	427	6,070

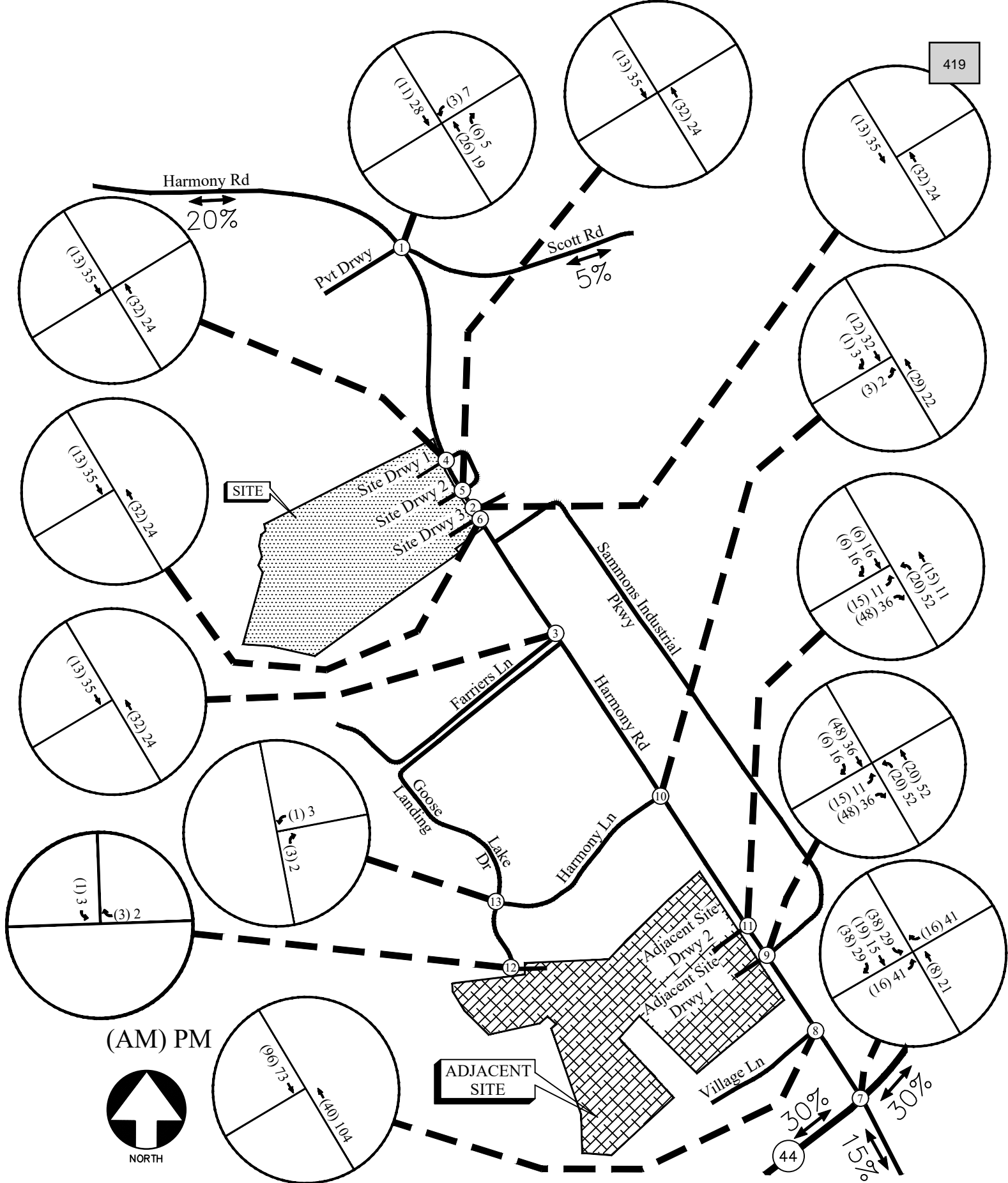


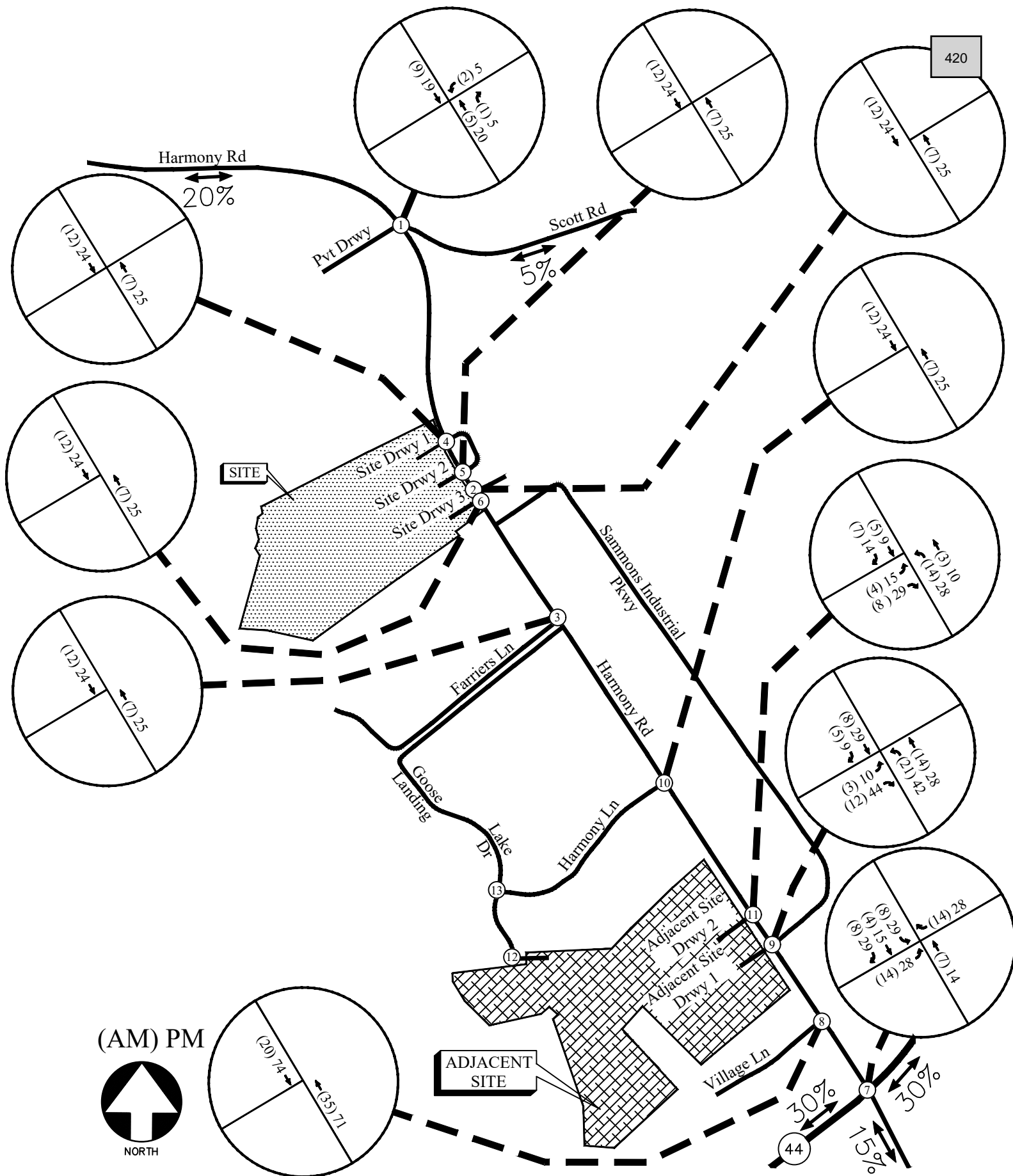
TRIP DISTRIBUTION AND NEW SITE-GENERATED WEEKDAY PEAK HOUR VOLUMES (TOWNHOMES & DETACHED HOMES) **FIGURE 5A** A&R Engineering Inc.



TRIP DISTRIBUTION AND NEW SITE-GENERATED
WEEKDAY PEAK HOUR VOLUMES (MIXED USE)

FIGURE 5B
A&R Engineering Inc.





TRIP DISTRIBUTION AND SITE-GENERATED WEEKDAY PEAK HOUR VOLUMES (ADJACENT SITE - RETAIL & COLLEGE) **FIGURE 6B**
A&R Engineering Inc.

6.0 FUTURE TRAFFIC ANALYSIS

The future 2027 traffic operations are analyzed for the “Build” and “No-Build” conditions.

6.1 Future “No-Build” Conditions

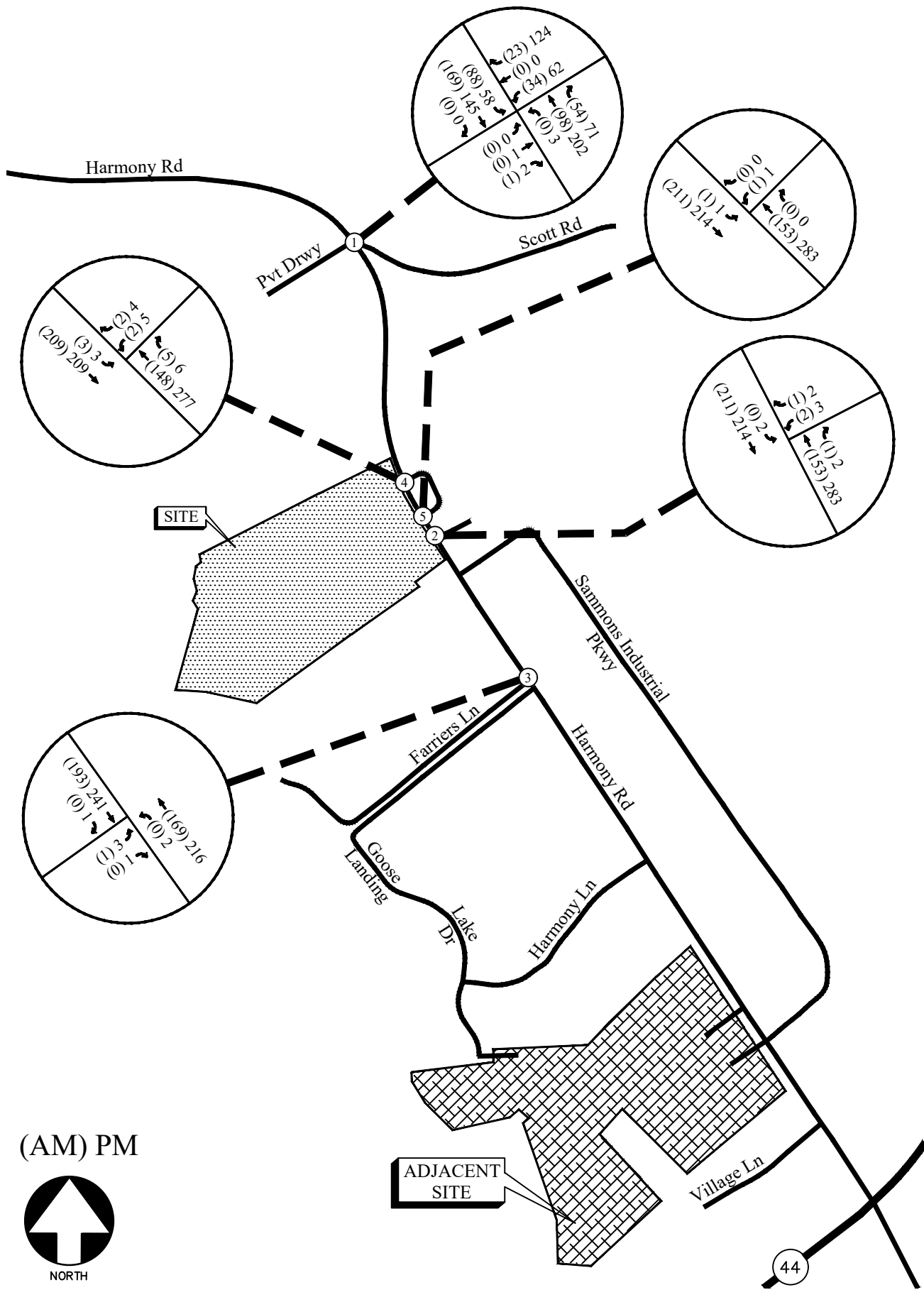
The “No-Build” (or background) conditions provide an assessment of how traffic will operate in the study horizon year without the study site being developed as proposed, with projected increases in through traffic volumes due to normal annual growth. The Future “No-Build” volumes consist of the existing traffic volumes (Figure 2) plus increases for the annual growth of through traffic and adjacent site traffic (Figures 6A & 6B).

6.1.1 Annual Traffic Growth

To evaluate future traffic operations in this area, a projection of normal traffic growth was applied to the existing volumes. The Georgia Department of Transportation recorded average daily traffic volumes at several locations in the vicinity of the site. Reviewing the growth over the last five years (2018-2019 & 2021-2023) revealed a traffic volume increase of approximately 2% in the area. This growth factor was applied to the existing traffic volumes between collector and arterial roadways to estimate the future year traffic volumes prior to the addition of site-generated traffic. The resulting future “No-Build” volumes on the roadway are shown in Figure 7.

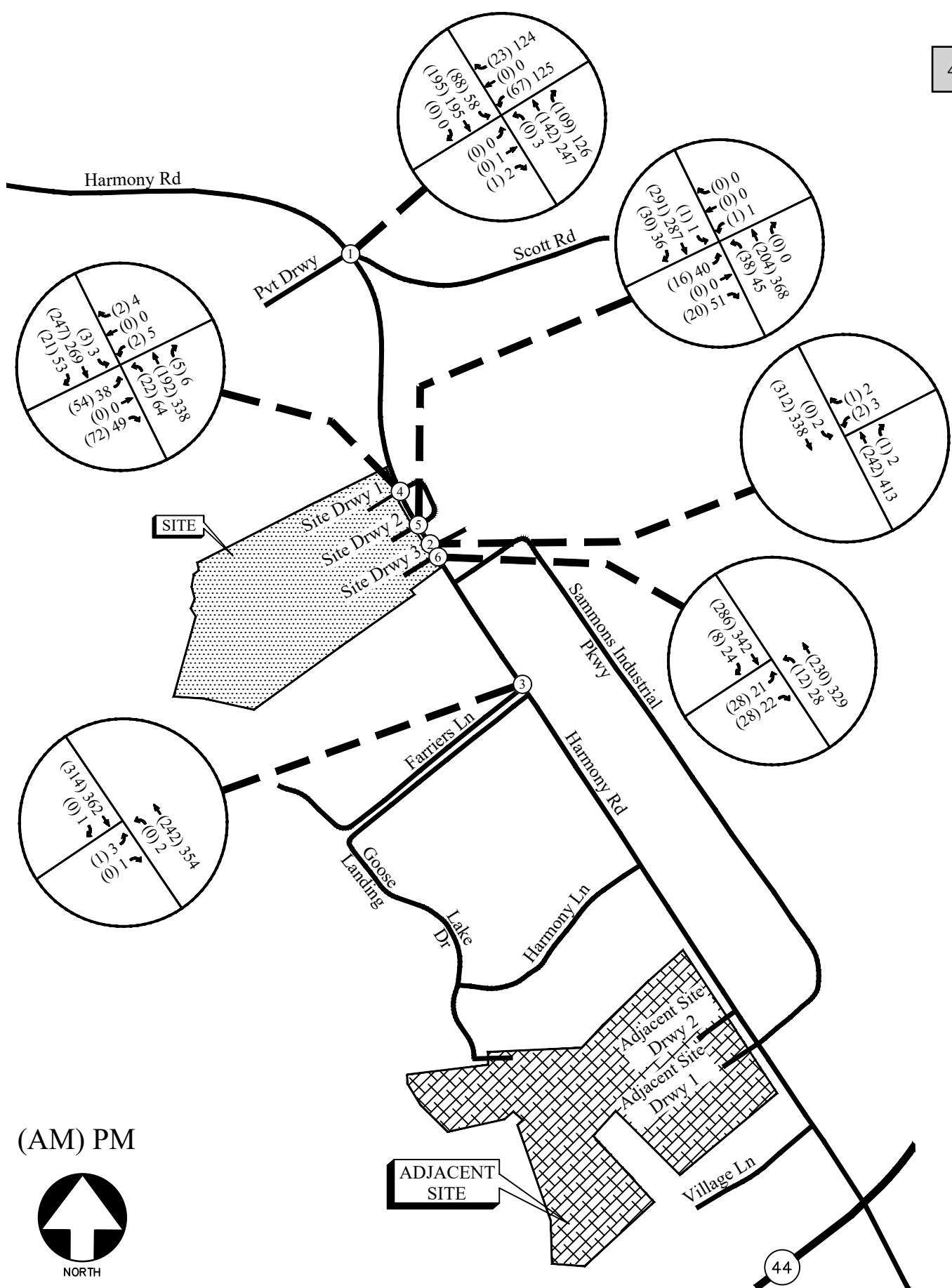
6.2 Future “Build” Conditions

The “Build” or development conditions include the estimated background traffic from the “No-Build” conditions plus the added traffic from the proposed development. To evaluate future traffic operations in this area, the additional traffic volumes from the site (Figures 5A & 5B) were added to the base traffic volumes (Figure 7) to calculate the future traffic volumes after the construction of the development. These total future “Build” traffic volumes are shown in Figure 8.



FUTURE (NO-BUILD) WEEKDAY PEAK HOUR VOLUMES

FIGURE 7
A&R Engineering Inc.



FUTURE (BUILD) WEEKDAY PEAK HOUR VOLUMES

FIGURE 8
A&R Engineering Inc.

6.3 Auxiliary Lane Analysis

Included below are analyses for turn lanes for all site driveways as per GDOT standards. The analyses below are based off the trip distribution included in Section 5.2. According to the trip distribution, the 24-hour two-way volume for traffic entering and exiting the site is 4,874 vehicles per day.

6.3.1 Left Turn Lane Analysis

For a two-lane roadway with an AADT of under 6,000 vehicles and a posted speed limit of 45 mph, the daily site-generated left turn movements threshold to warrant a turn lane is 250 left-turning vehicles per day. The projected daily left turn volumes at each driveway are included in Table 6 below.

TABLE 6 - GDOT REQUIREMENTS FOR LEFT TURN LANES					
Intersection	Left Turn Traffic (% total entering)	Left Turn Volume (vehicle/day)	Roadway Speed / # Lanes / AADT	GDOT Threshold (vehicle/day)	Warrant Met?
Harmony Road @ Site Driveway 1	40% Residential Trips	661	45 mph / 2-Lane / < 6,000	250	Yes
Harmony Road @ Site Driveway 2	50% Mixed Use (Multifamily + Office + Retail)	396	45 mph / 2-Lane / < 6,000	250	Yes
			45 mph / 2-Lane / < 6,000	250	Yes

A left turn lane is warranted at each of the site driveways on Harmony Road.

6.3.2 Deceleration Turn Lane Analysis

For a two-lane roadway with an AADT of under 6,000 vehicles and a posted speed limit of 45 mph, the daily site-generated right turn movements threshold to warrant a deceleration lane is 150 right-turning vehicles per day. The projected daily right turn volumes at each driveway are included in Table 7 below.

TABLE 7 - GDOT REQUIREMENTS FOR DECELERATION LANES					
Intersection	Right Turn Traffic (% total entering)	Right Turn Volume (vehicle/day)	Roadway Speed / # Lanes / AADT	GDOT Threshold (vehicle/day)	Warrant Met?
Harmony Road @ Site Driveway 1	30% Residential Trips + 5% Mixed-Use (Multifamily + Office + Retail)	537	45 mph / 2-Lane / < 6,000	150	Yes
Harmony Road @ Site Driveway 2	40% Mixed-Use (Multifamily + Office + Retail)	313	45 mph / 2-Lane / < 6,000	150	Yes
			45 mph / 2-Lane / < 6,000	150	Yes

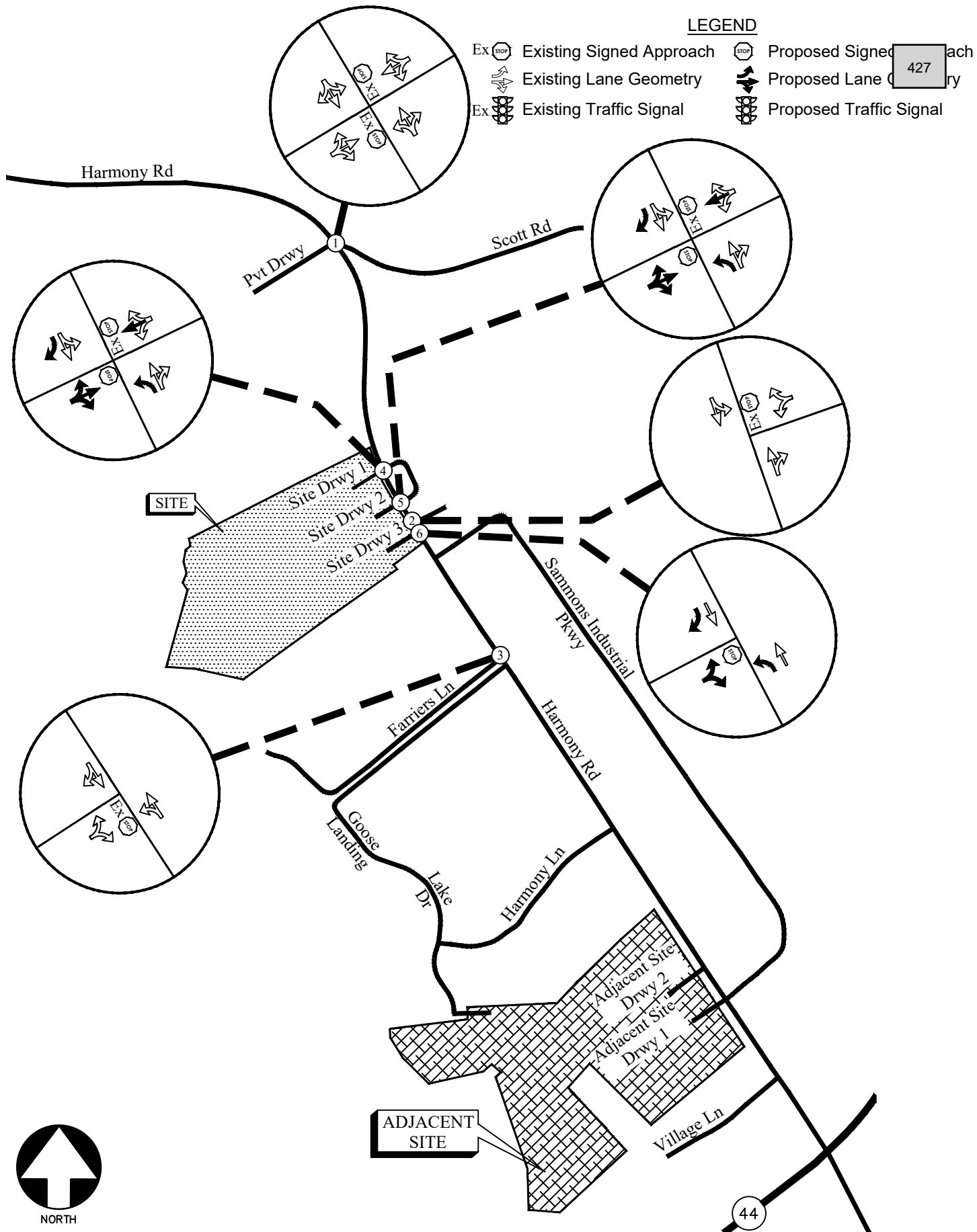
A right turn lane is warranted at each of the site driveways on Harmony Road.

6.4 Future Traffic Operations

The future “No-Build” and “Build” traffic operations were analysed using the volumes in Figures 7 and 8, respectively. The results of the future traffic operations analysis are shown below in Table 8. Recommendations for future traffic control and lane geometry are shown in Figure 9.

TABLE 8 — FUTURE INTERSECTION OPERATIONS					
Intersection		Future Condition: LOS (Delay)			
		NO-BUILD (2027)		BUILD-OUT (2027)	
		AM Peak	PM Peak	AM Peak	PM Peak
1	<u>Harmony Road @ Scott Road / Private Driveway</u>				
	-Eastbound Approach	A (9.2)	B (10.8)	A (9.3)	B (11.8)
	-Westbound Approach	B (12.3)	B (13.8)	C (15.0)	C (24.0)
	-Northbound Left	A (7.6)	A (7.5)	A (7.6)	A (7.7)
	-Southbound Left	A (7.7)	A (8.0)	A (8.0)	A (8.3)
2	<u>Harmony Road @ Rock Eagle Store Fixtures Driveway</u>				
	-Westbound Approach	B (10.5)	B (11.4)	B (11.5)	B (14.2)
	-Southbound Left	A (7.6)	A (7.9)	A (7.7)	A (8.3)
3	<u>Holly Springs Parkway @ Farriers Lane</u>				
	-Eastbound Approach	B (11.5)	B (11.3)	B (13.0)	C (15.6)
	-Northbound Left	A (7.7)	A (7.8)	A (8.0)	A (8.3)
4	<u>Harmony Road @ Oconee Custom Signs Northern Driveway / Site Driveway 1</u>				
	-Eastbound Approach	-	-	B (12.5)	C (16.6)
	-Westbound Approach	B (10.2)	B (11.3)	B (11.8)	C (16.9)
	-Northbound Left	-	-	A (7.8)	A (8.2)
	-Southbound Left	A (7.6)	A (7.9)	A (7.6)	A (8.1)
5	<u>Harmony Road @ Oconee Custom Signs Southern Driveway / Site Driveway 2</u>				
	-Eastbound Approach	-	-	B (12.4)	C (15.7)
	-Westbound Approach	B (10.9)	B (12.2)	C (15.0)	C (19.6)
	-Northbound Left	-	-	A (8.1)	A (8.1)
	-Southbound Left	A (7.6)	A (7.9)	A (7.7)	A (8.1)
6	<u>Harmony Road @ Site Driveway 3</u>				
	-Eastbound Approach	-	-	B (12.1)	B (13.6)
	-Northbound Left	-	-	A (7.9)	A (8.2)

The results of the future “No-Build” and “Build” traffic operations analyses indicate that the stop-controlled approaches at the study intersections will be operating at a level of service “C” or better in both the AM and PM peak hours.



FUTURE TRAFFIC CONTROL AND LANE GEOMETRY

FIGURE 9

A&R Engineering Inc.

7.0 CONCLUSIONS AND RECOMMENDATIONS

Traffic impacts were evaluated for the proposed mixed-use development that will be located at 820 Harmony Road in Putnam County, Georgia. The proposed development will consist of:

- Single-Family Detached Housing: 124 Units
- Assisted Living and Memory Care Facility
approximately 100,000 sq. ft.

The development proposes three full access driveways on Harmony Road.

Existing and future operations after the completion of the project were analyzed at the intersections of:

1. Harmony Road at Scott Road
2. Harmony Road at Rock Eagle Store Fixtures Driveway
3. Harmony Road at Farriers Lane
4. Harmony Road at Oconee Custom Signs Northern Driveway / Site Driveway
1
5. Harmony Road at Oconee Custom Signs Southern Driveway / Site Driveway

The analysis included the evaluation of future operations for “No-Build” and “Build” conditions, with the differences between “No-Build” and “Build” accounting for the increase in traffic due to the proposed development. The results of the future “No-Build” and “Build” traffic operations analyses indicate that the stop-controlled approaches at all the study intersections will be operating at a level of service “C” or better in both the AM and PM peak hours. Based on the analysis results, the proposed development will have minimal impact on traffic operations in the study network.

7.1 Recommendations for Site Access Configuration

The following access configurations are recommended at the proposed site driveway intersections:

- Site Driveway 1 (North): Full Access Driveway on Harmony Road
 - One entering lane and one exiting lane
 - Stop-sign controlled on the driveway approach with Harmony Road remaining free flow
 - A left turn lane and a right turn lane for entering traffic
 - Provide/confirm adequate sight distance per AASHTO standards
- Site Driveway 2: Full access driveway on Harmony Road
 - One entering lane and one exiting lane
 - Stop-sign controlled on the driveway approach with Harmony Road remaining free flow
 - A left turn lane and a right turn lane for entering traffic

Appendix

Existing Intersection Traffic Counts
Linear Regression of Daily Traffic.....
Existing Intersection Analysis.....
Future “No-Build” Intersection Analysis – 2027
Future “Build” Intersection Analysis - 2027.....
Traffic Volume Worksheets

EXISTING INTERSECTION TRAFFIC COUNTS

A & R Engineering, Inc.

2160 Kingston Court Suite 'O'

Marietta, GA 30067

TMC Data

Harmony Road @ Farriers Lane

7-9 am | 2-4 pm | 4-6 pm

File Name : 20250009

Site Code : 20250009

Start Date : 01-23-2025

Page No : 1

Groups Printed- Cars, Buses & Trucks

Start Time	Harmony Rd Northbound				Harmony Rd Southbound				Farriers Ln Eastbound				Westbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	9	0	9	0	23	0	23	0	0	1	1	0	0	0	0	33
07:15 AM	0	21	0	21	0	33	0	33	0	0	0	0	0	0	0	0	54
07:30 AM	0	27	0	27	0	37	0	37	0	0	0	0	0	0	0	0	64
07:45 AM	0	38	0	38	0	41	0	41	1	0	0	1	0	0	0	0	80
Total	0	95	0	95	0	134	0	134	1	0	1	2	0	0	0	0	231
08:00 AM	0	31	0	31	0	46	0	46	0	0	0	0	0	0	0	0	77
08:15 AM	0	30	0	30	0	35	0	35	0	0	0	0	0	0	0	0	65
08:30 AM	0	26	0	26	0	40	0	40	0	0	0	0	0	0	0	0	66
08:45 AM	1	29	0	30	0	42	0	42	1	0	0	1	0	0	0	0	73
Total	1	116	0	117	0	163	0	163	1	0	0	1	0	0	0	0	281
*** BREAK ***																	
02:00 PM	2	33	0	35	0	40	0	40	0	0	1	1	0	0	0	0	76
02:15 PM	0	31	0	31	0	35	0	35	0	0	1	1	0	0	0	0	67
02:30 PM	2	35	0	37	0	30	1	31	0	0	0	0	0	0	0	0	68
02:45 PM	0	36	0	36	0	39	0	39	0	0	1	1	0	0	0	0	76
Total	4	135	0	139	0	144	1	145	0	0	3	3	0	0	0	0	287
03:00 PM	0	44	0	44	0	28	0	28	0	0	0	0	0	0	0	0	72
03:15 PM	1	39	0	40	0	32	1	33	0	0	0	0	0	0	0	0	73
03:30 PM	0	37	0	37	0	34	1	35	0	0	1	1	0	0	0	0	73
03:45 PM	0	48	0	48	0	43	0	43	0	0	1	1	0	0	0	0	92
Total	1	168	0	169	0	137	2	139	0	0	2	2	0	0	0	0	310
04:00 PM	0	55	0	55	0	52	0	52	2	0	0	2	0	0	0	0	109
04:15 PM	1	41	0	42	0	37	0	37	0	0	1	1	0	0	0	0	80
04:30 PM	0	27	0	27	0	46	1	47	0	0	0	0	0	0	0	0	74
04:45 PM	1	38	0	39	0	40	0	40	1	0	0	1	0	0	0	0	80
Total	2	161	0	163	0	175	1	176	3	0	1	4	0	0	0	0	343
05:00 PM	0	63	0	63	0	40	0	40	0	0	0	0	0	0	0	0	103
05:15 PM	0	45	0	45	0	34	3	37	0	0	0	0	0	0	0	0	82
05:30 PM	0	36	0	36	0	36	0	36	0	0	1	1	0	0	0	0	73
05:45 PM	0	41	0	41	0	23	1	24	0	0	1	1	0	0	0	0	66
Total	0	185	0	185	0	133	4	137	0	0	2	2	0	0	0	0	324
Grand Total	8	860	0	868	0	886	8	894	5	0	9	14	0	0	0	0	1776
Apprch %	0.9	99.1	0		0	99.1	0.9		35.7	0	64.3		0	0	0		
Total %	0.5	48.4	0	48.9	0	49.9	0.5	50.3	0.3	0	0.5	0.8	0	0	0	0	

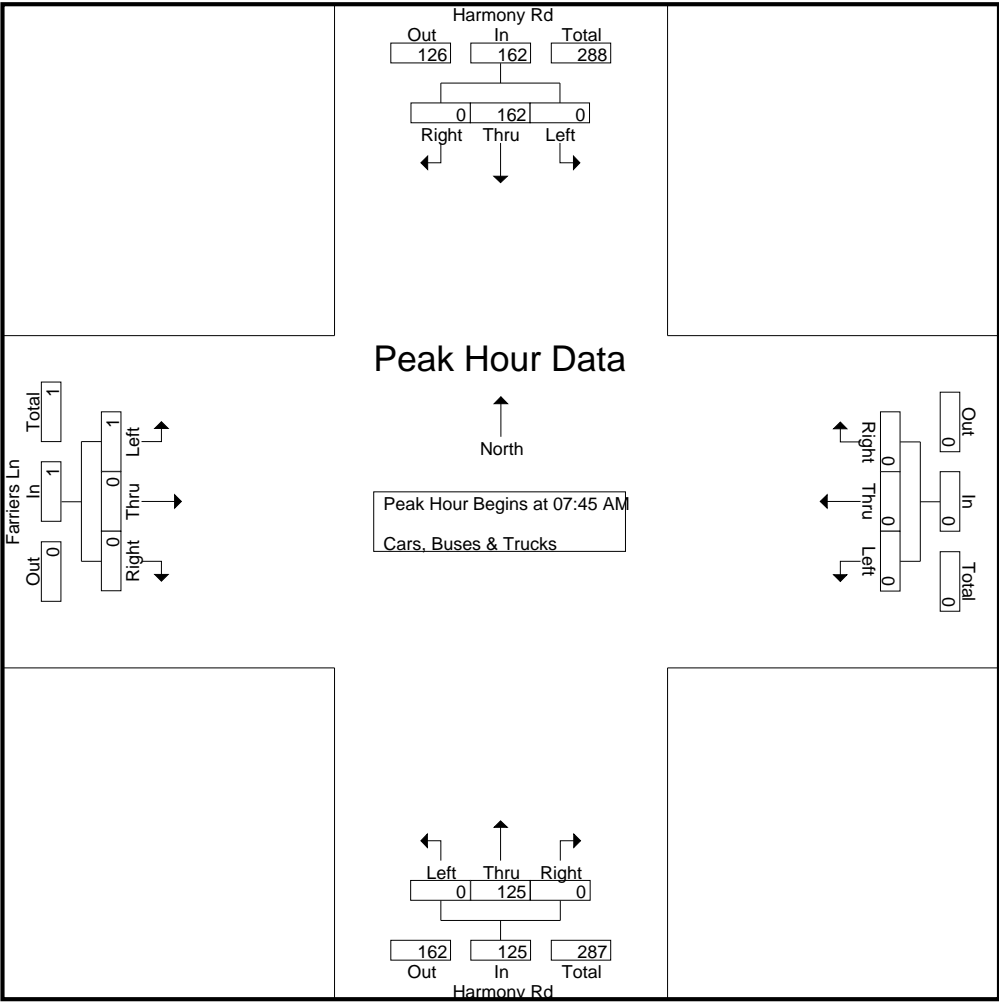
A & R Engineering, Inc.

2160 Kingston Court Suite 'O'
Marietta, GA 30067

TMC Data
Harmony Road @ Farriers Lane
7-9 am | 2-4 pm | 4-6 pm

File Name : 20250009
Site Code : 20250009
Start Date : 01-23-2025
Page No : 2

	Harmony Rd Northbound				Harmony Rd Southbound				Farriers Ln Eastbound				Westbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	0	38	0	38	0	41	0	41	1	0	0	1	0	0	0	0	80
08:00 AM	0	31	0	31	0	46	0	46	0	0	0	0	0	0	0	0	77
08:15 AM	0	30	0	30	0	35	0	35	0	0	0	0	0	0	0	0	65
08:30 AM	0	26	0	26	0	40	0	40	0	0	0	0	0	0	0	0	66
Total Volume	0	125	0	125	0	162	0	162	1	0	0	1	0	0	0	0	288
% App. Total	0	100	0		0	100	0		100	0	0		0	0	0		
PHF	.000	.822	.000	.822	.000	.880	.000	.880	.250	.000	.000	.250	.000	.000	.000	.000	.900

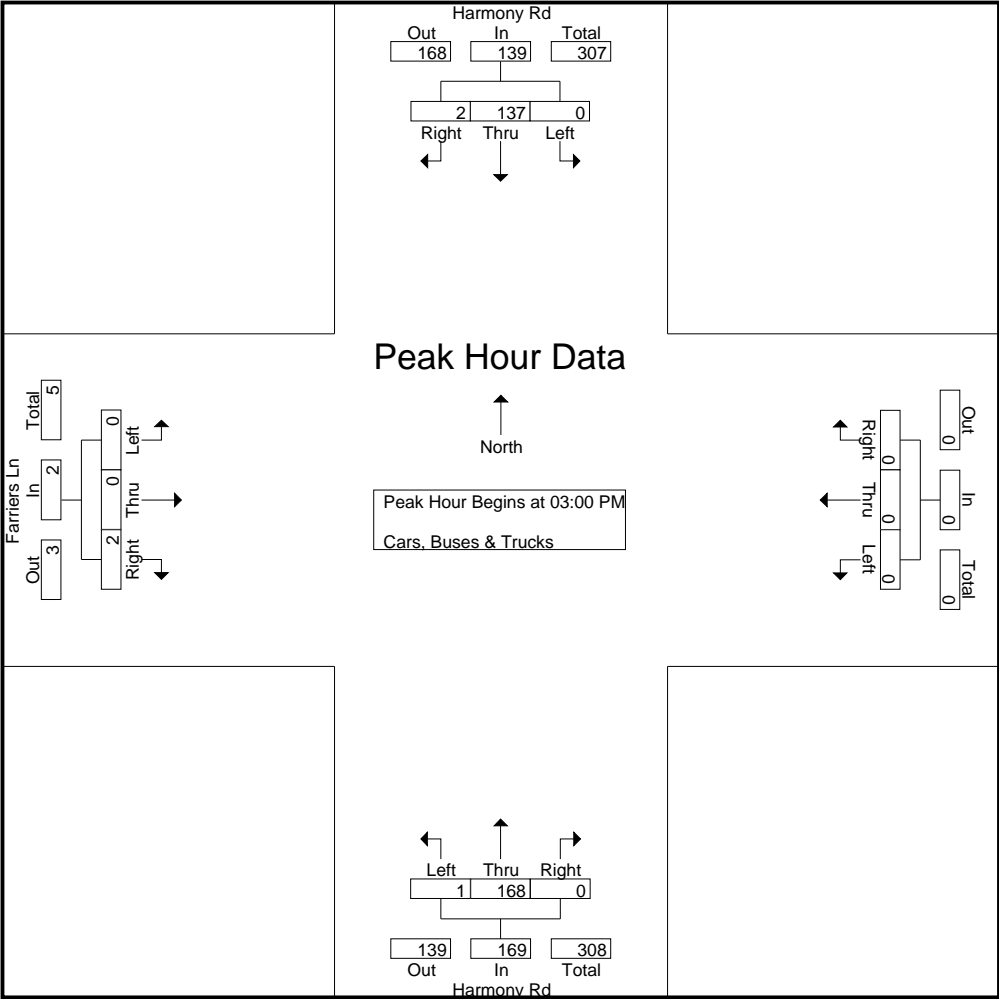


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Marietta, GA 30067

TMC Data
Harmony Road @ Farriers Lane
7-9 am | 2-4 pm | 4-6 pm

File Name : 20250009
Site Code : 20250009
Start Date : 01-23-2025
Page No : 3

	Harmony Rd Northbound				Harmony Rd Southbound				Farriers Ln Eastbound				Westbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 02:00 PM to 03:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 03:00 PM																	
03:00 PM	0	44	0	44	0	28	0	28	0	0	0	0	0	0	0	0	72
03:15 PM	1	39	0	40	0	32	1	33	0	0	0	0	0	0	0	0	73
03:30 PM	0	37	0	37	0	34	1	35	0	0	1	1	0	0	0	0	73
03:45 PM	0	48	0	48	0	43	0	43	0	0	1	1	0	0	0	0	92
Total Volume	1	168	0	169	0	137	2	139	0	0	2	2	0	0	0	0	310
% App. Total	0.6	99.4	0		0	98.6	1.4		0	0	100		0	0	0		
PHF	.250	.875	.000	.880	.000	.797	.500	.808	.000	.000	.500	.500	.000	.000	.000	.000	.842

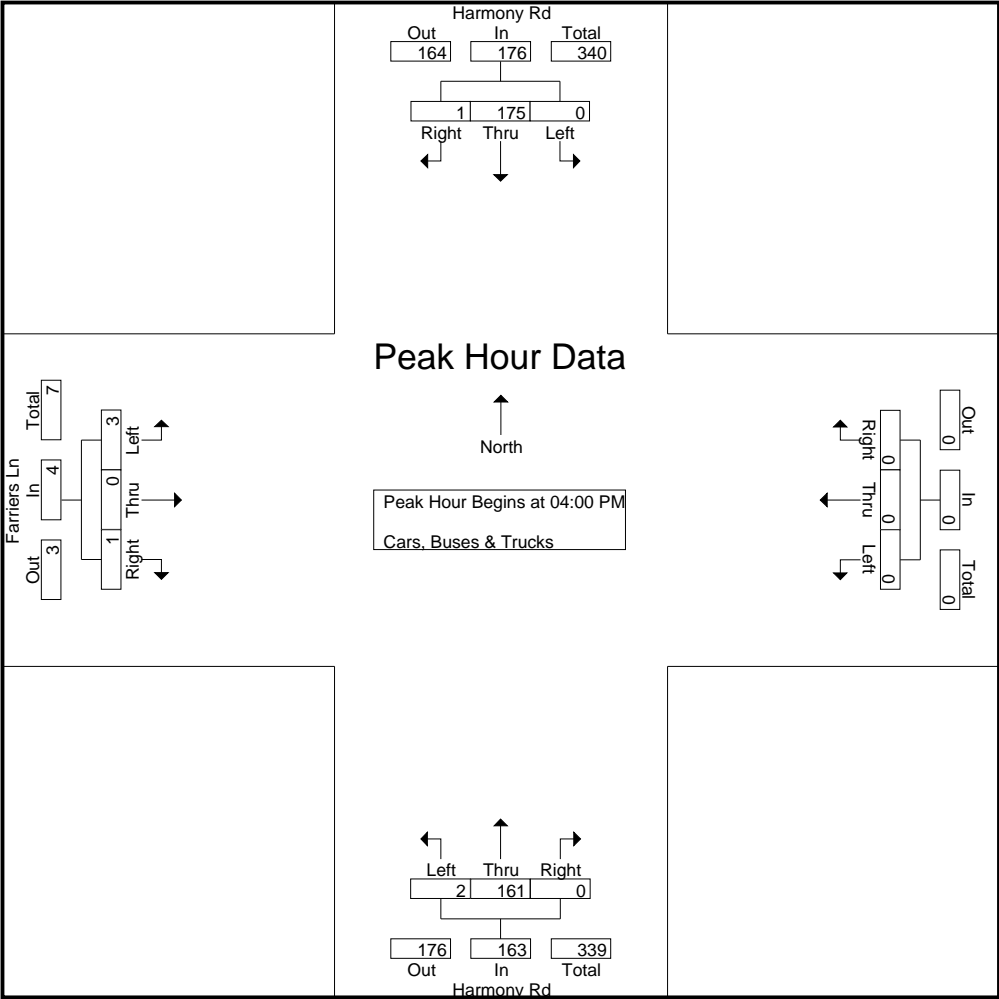


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TMC Data
Harmony Road @ Farriers Lane
7-9 am | 2-4 pm | 4-6 pm

File Name : 20250009
Site Code : 20250009
Start Date : 01-23-2025
Page No : 4

	Harmony Rd Northbound				Harmony Rd Southbound				Farriers Ln Eastbound				Westbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:00 PM																	
04:00 PM	0	55	0	55	0	52	0	52	2	0	0	2	0	0	0	0	109
04:15 PM	1	41	0	42	0	37	0	37	0	0	1	1	0	0	0	0	80
04:30 PM	0	27	0	27	0	46	1	47	0	0	0	0	0	0	0	0	74
04:45 PM	1	38	0	39	0	40	0	40	1	0	0	1	0	0	0	0	80
Total Volume	2	161	0	163	0	175	1	176	3	0	1	4	0	0	0	0	343
% App. Total	1.2	98.8	0		0	99.4	0.6		75	0	25		0	0	0		
PHF	.500	.732	.000	.741	.000	.841	.250	.846	.375	.000	.250	.500	.000	.000	.000	.000	.787



A & R Engineering, Inc.

2160 Kingston Court Suite 'O'

Marietta, GA 30067

TMC Data

Harmony Rd @ Scott Rd - Private Drwy

7-9am | 2-4pm | 4-6pm

File Name : 20250012

Site Code : 20250012

Start Date : 01-23-2025

Page No : 1

Groups Printed- Cars, Buses & Trucks

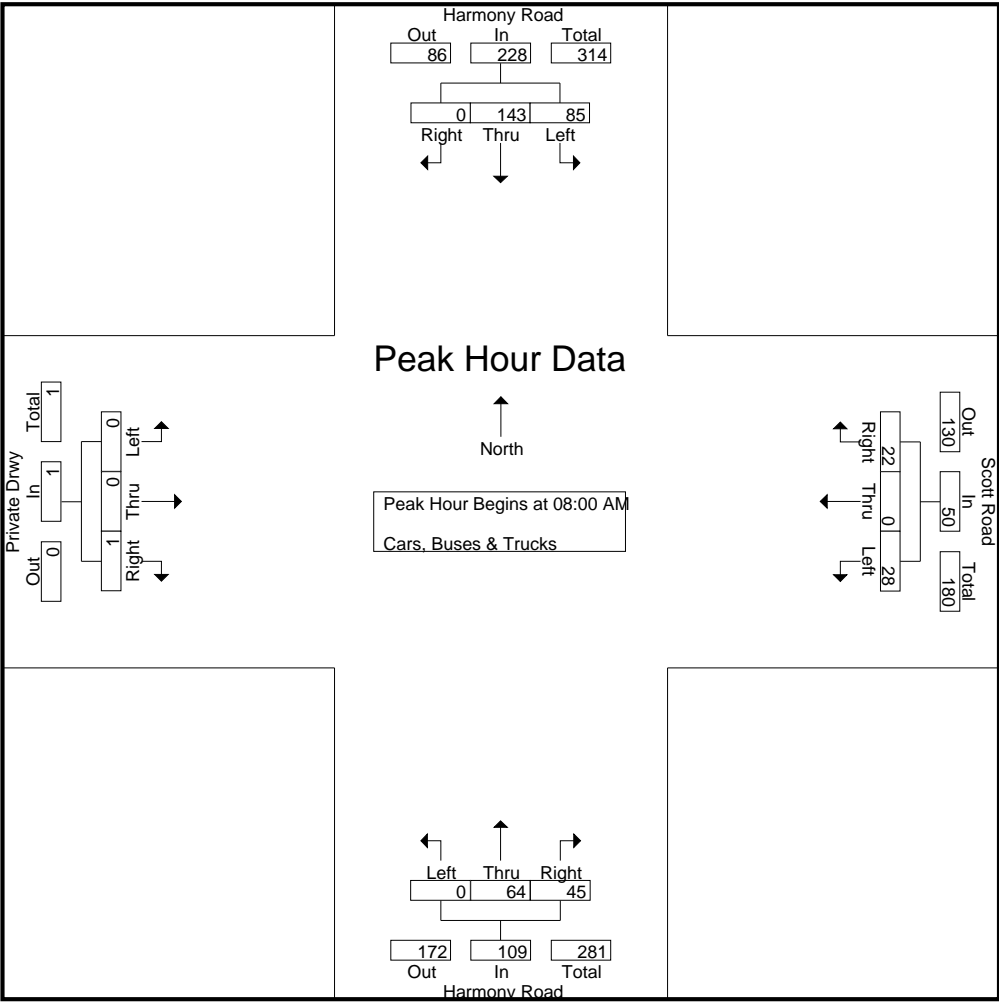
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Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	1	9	2	12	4	24	0	28	0	0	0	0	8	0	6	14	54
07:15 AM	0	7	8	15	7	23	0	30	0	0	1	1	6	0	6	12	58
07:30 AM	0	10	4	14	14	28	0	42	0	0	0	0	8	0	4	12	68
07:45 AM	0	15	4	19	14	42	0	56	0	0	0	0	6	0	6	12	87
Total	1	41	18	60	39	117	0	156	0	0	1	1	28	0	22	50	267
08:00 AM	0	17	10	27	20	40	0	60	0	0	0	0	6	0	6	12	99
08:15 AM	0	19	12	31	18	34	0	52	0	0	0	0	8	0	4	12	95
08:30 AM	0	18	10	28	27	34	0	61	0	0	1	1	6	0	5	11	101
08:45 AM	0	10	13	23	20	35	0	55	0	0	0	0	8	0	7	15	93
Total	0	64	45	109	85	143	0	228	0	0	1	1	28	0	22	50	388
*** BREAK ***																	
02:00 PM	0	33	11	44	11	34	0	45	0	0	2	2	10	0	12	22	113
02:15 PM	0	26	13	39	9	19	0	28	0	0	0	0	15	0	17	32	99
02:30 PM	0	28	9	37	9	25	0	34	0	0	0	0	9	0	12	21	92
02:45 PM	0	31	7	38	15	31	0	46	0	0	0	0	8	0	18	26	110
Total	0	118	40	158	44	109	0	153	0	0	2	2	42	0	59	101	414
03:00 PM	0	33	15	48	13	14	0	27	0	0	0	0	12	0	21	33	108
03:15 PM	0	33	7	40	18	17	0	35	0	0	0	0	14	0	17	31	106
03:30 PM	1	25	5	31	21	33	0	54	0	0	0	0	7	0	12	19	104
03:45 PM	0	30	12	42	11	26	0	37	0	0	0	0	10	0	12	22	101
Total	1	121	39	161	63	90	0	153	0	0	0	0	43	0	62	105	419
04:00 PM	0	43	22	65	9	34	0	43	0	0	0	0	12	0	20	32	140
04:15 PM	0	42	9	51	20	26	0	46	0	0	0	0	10	0	23	33	130
04:30 PM	1	29	12	42	20	25	0	45	0	0	1	1	14	0	26	40	128
04:45 PM	0	30	11	41	13	25	0	38	0	0	1	1	8	0	31	39	119
Total	1	144	54	199	62	110	0	172	0	0	2	2	44	0	100	144	517
05:00 PM	0	49	22	71	11	17	0	28	0	0	0	0	17	0	28	45	144
05:15 PM	2	49	14	65	12	27	0	39	0	1	0	1	9	0	34	43	148
05:30 PM	0	33	7	40	16	29	0	45	0	0	0	0	10	0	29	39	124
05:45 PM	1	35	9	45	18	22	0	40	1	0	0	1	9	0	23	32	118
Total	3	166	52	221	57	95	0	152	1	1	0	2	45	0	114	159	534
Grand Total	6	654	248	908	350	664	0	1014	1	1	6	8	230	0	379	609	2539
Apprch %	0.7	72	27.3		34.5	65.5	0		12.5	12.5	75		37.8	0	62.2		
Total %	0.2	25.8	9.8	35.8	13.8	26.2	0	39.9	0	0	0.2	0.3	9.1	0	14.9	24	

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Marietta, GA 30067

TMC Data
Harmony Rd @ Scott Rd - Private Drwy
7-9am | 2-4pm | 4-6pm

File Name : 20250012
Site Code : 20250012
Start Date : 01-23-2025
Page No : 2

	Harmony Road Northbound				Harmony Road Southbound				Private Drwy Eastbound				Scott Road Westbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 08:00 AM																	
08:00 AM	0	17	10	27	20	40	0	60	0	0	0	0	6	0	6	12	99
08:15 AM	0	19	12	31	18	34	0	52	0	0	0	0	8	0	4	12	95
08:30 AM	0	18	10	28	27	34	0	61	0	0	1	1	6	0	5	11	101
08:45 AM	0	10	13	23	20	35	0	55	0	0	0	0	8	0	7	15	93
Total Volume	0	64	45	109	85	143	0	228	0	0	1	1	28	0	22	50	388
% App. Total	0	58.7	41.3		37.3	62.7	0		0	0	100		56	0	44		
PHF	.000	.842	.865	.879	.787	.894	.000	.934	.000	.000	.250	.250	.875	.000	.786	.833	.960

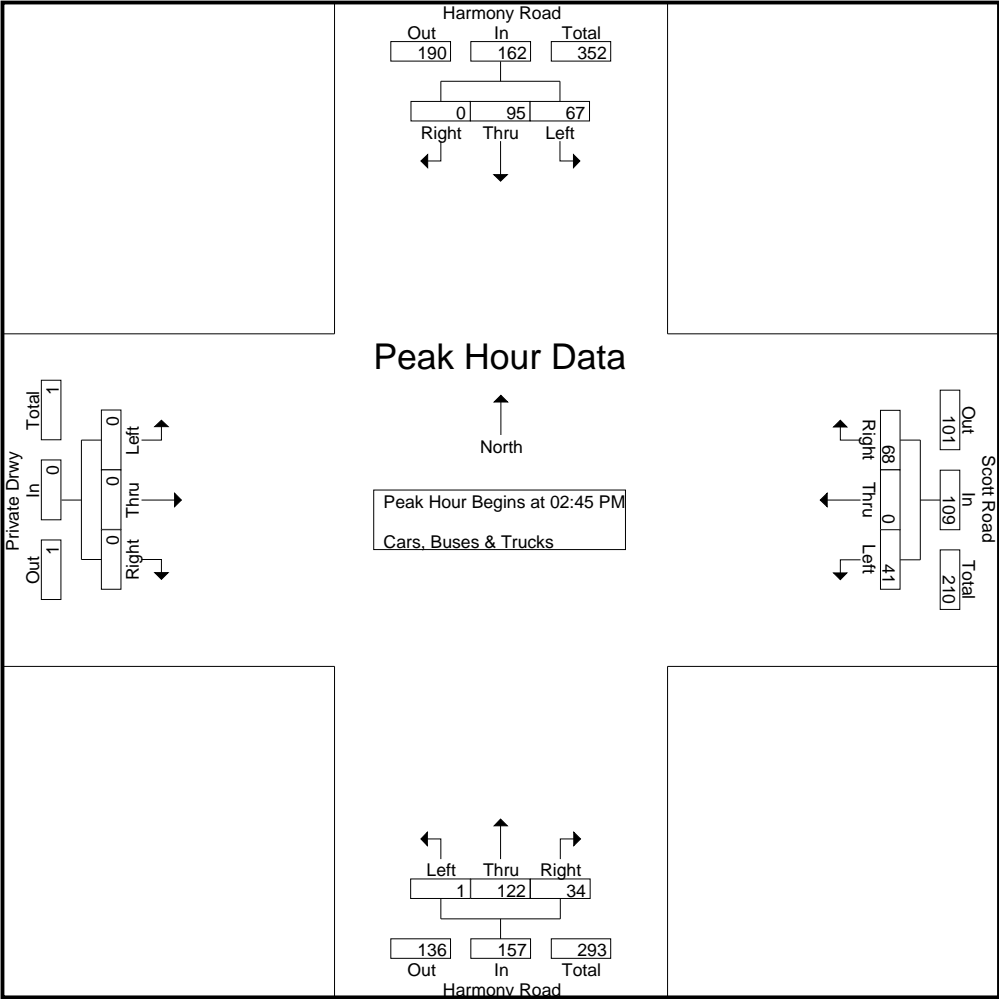


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TMC Data
Harmony Rd @ Scott Rd - Private Drwy
7-9am | 2-4pm | 4-6pm

File Name : 20250012
Site Code : 20250012
Start Date : 01-23-2025
Page No : 3

	Harmony Road Northbound				Harmony Road Southbound				Private Drwy Eastbound				Scott Road Westbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 02:00 PM to 03:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 02:45 PM																	
02:45 PM	0	31	7	38	15	31	0	46	0	0	0	0	8	0	18	26	110
03:00 PM	0	33	15	48	13	14	0	27	0	0	0	0	12	0	21	33	108
03:15 PM	0	33	7	40	18	17	0	35	0	0	0	0	14	0	17	31	106
03:30 PM	1	25	5	31	21	33	0	54	0	0	0	0	7	0	12	19	104
Total Volume	1	122	34	157	67	95	0	162	0	0	0	0	41	0	68	109	428
% App. Total	0.6	77.7	21.7		41.4	58.6	0		0	0	0		37.6	0	62.4		
PHF	.250	.924	.567	.818	.798	.720	.000	.750	.000	.000	.000	.000	.732	.000	.810	.826	.973

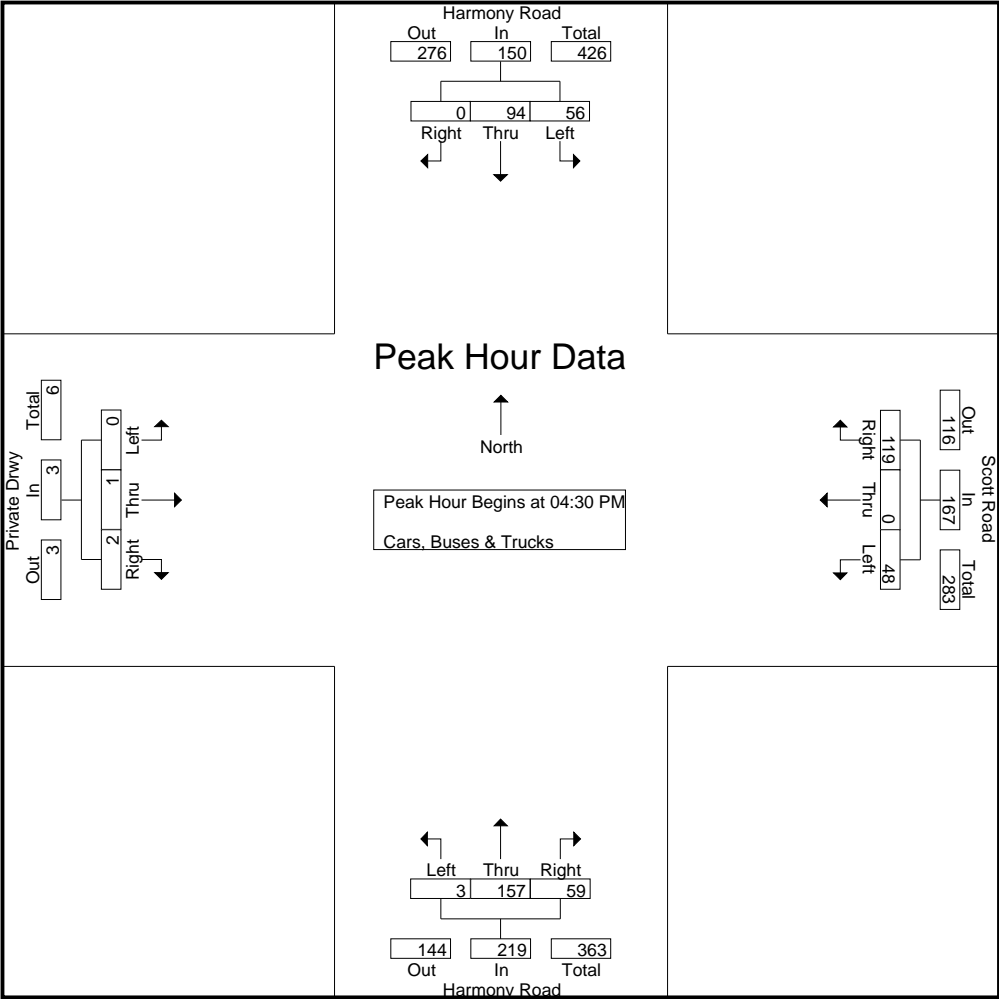


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TMC Data
Harmony Rd @ Scott Rd - Private Drwy
7-9am | 2-4pm | 4-6pm

File Name : 20250012
Site Code : 20250012
Start Date : 01-23-2025
Page No : 4

	Harmony Road Northbound				Harmony Road Southbound				Private Drwy Eastbound				Scott Road Westbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	1	29	12	42	20	25	0	45	0	0	1	1	14	0	26	40	128
04:45 PM	0	30	11	41	13	25	0	38	0	0	1	1	8	0	31	39	119
05:00 PM	0	49	22	71	11	17	0	28	0	0	0	0	17	0	28	45	144
05:15 PM	2	49	14	65	12	27	0	39	0	1	0	1	9	0	34	43	148
Total Volume	3	157	59	219	56	94	0	150	0	1	2	3	48	0	119	167	539
% App. Total	1.4	71.7	26.9		37.3	62.7	0		0	33.3	66.7		28.7	0	71.3		
PHF	.375	.801	.670	.771	.700	.870	.000	.833	.000	.250	.500	.750	.706	.000	.875	.928	.910



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TMC Data

Harmony Rd @ 821 Harmony Road Driveway
7-9 am | 2-4 pm | 4-6 pm

File Name : 20250024
Site Code : 20250024
Start Date : 01-23-2025
Page No : 1

Groups Printed- Cars, Buses & Trucks

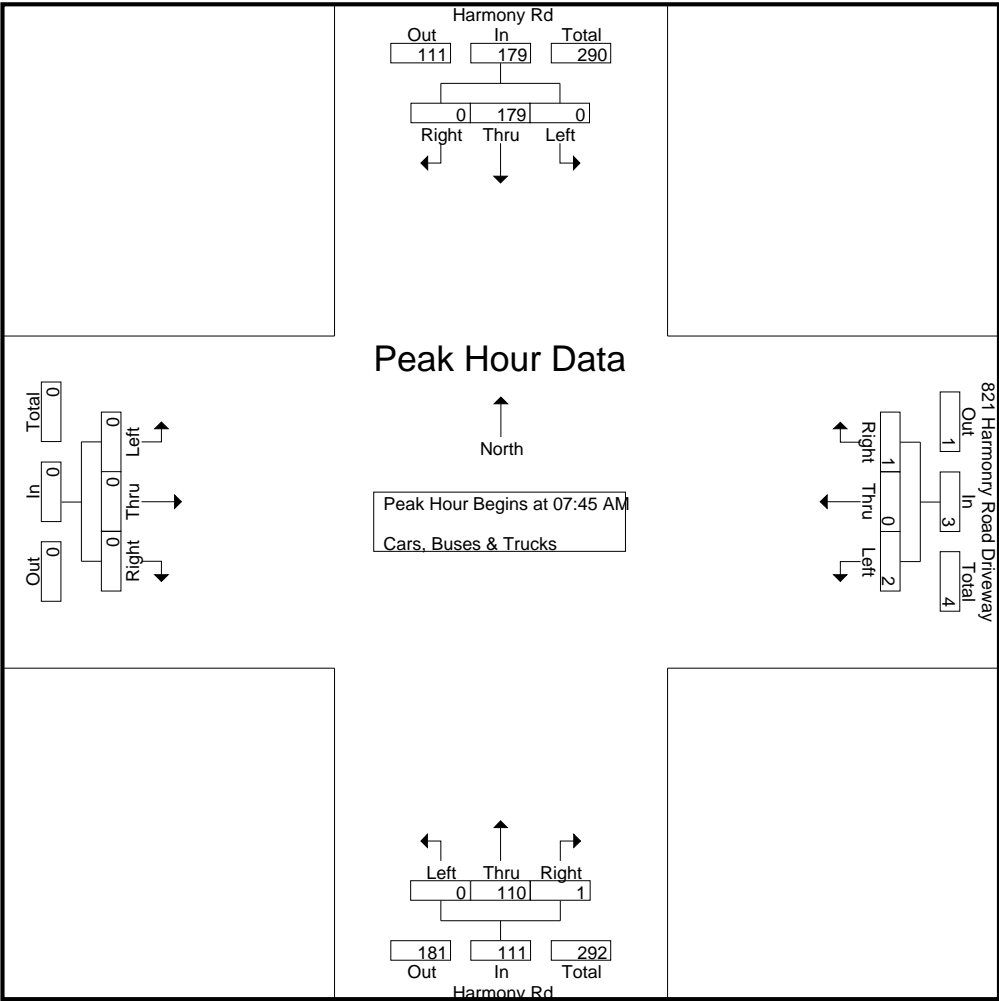
	Harmony Rd Northbound				Harmony Rd Southbound				Eastbound				821 Harmony Road Driveway Westbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	13	0	13	0	33	0	33	0	0	0	0	0	0	1	1	47
07:15 AM	0	16	0	16	1	30	0	31	0	0	0	0	1	0	0	1	48
07:30 AM	0	16	1	17	0	37	0	37	0	0	0	0	0	0	0	0	54
07:45 AM	0	20	0	20	0	48	0	48	0	0	0	0	1	0	0	1	69
Total	0	65	1	66	1	148	0	149	0	0	0	0	2	0	1	3	218
08:00 AM	0	28	0	28	0	47	0	47	0	0	0	0	0	0	0	0	75
08:15 AM	0	32	0	32	0	42	0	42	0	0	0	0	1	0	0	1	75
08:30 AM	0	30	1	31	0	42	0	42	0	0	0	0	0	0	1	1	74
08:45 AM	0	24	0	24	1	44	0	45	0	0	0	0	0	0	0	0	69
Total	0	114	1	115	1	175	0	176	0	0	0	0	1	0	1	2	293
*** BREAK ***																	
02:00 PM	0	45	1	46	0	47	0	47	0	0	0	0	0	0	0	0	93
02:15 PM	0	40	0	40	1	36	0	37	0	0	0	0	0	0	0	0	77
02:30 PM	0	39	0	39	0	34	0	34	0	0	0	0	1	0	0	1	74
02:45 PM	0	38	1	39	0	40	0	40	0	0	0	0	0	0	0	0	79
Total	0	162	2	164	1	157	0	158	0	0	0	0	1	0	0	1	323
03:00 PM	0	49	0	49	0	27	0	27	0	0	0	0	0	0	1	1	77
03:15 PM	0	42	0	42	0	31	0	31	0	0	0	0	1	0	0	1	74
03:30 PM	0	32	1	33	0	41	0	41	0	0	0	0	0	0	1	1	75
03:45 PM	0	44	0	44	1	38	0	39	0	0	0	0	0	0	0	0	83
Total	0	167	1	168	1	137	0	138	0	0	0	0	1	0	2	3	309
04:00 PM	0	66	1	67	0	47	0	47	0	0	0	0	1	0	0	1	115
04:15 PM	0	53	0	53	0	37	0	37	0	0	0	0	0	0	1	1	91
04:30 PM	0	44	1	45	1	41	0	42	0	0	0	0	1	0	0	1	88
04:45 PM	0	42	0	42	0	36	0	36	0	0	0	0	1	0	1	2	80
Total	0	205	2	207	1	161	0	162	0	0	0	0	3	0	2	5	374
05:00 PM	0	73	0	73	0	35	0	35	0	0	0	0	1	0	0	1	109
05:15 PM	0	66	1	67	1	37	0	38	0	0	0	0	0	0	1	1	106
05:30 PM	0	41	0	41	1	40	0	41	0	0	0	0	1	0	0	1	83
05:45 PM	0	45	0	45	0	31	0	31	0	0	0	0	0	0	1	1	77
Total	0	225	1	226	2	143	0	145	0	0	0	0	2	0	2	4	375
Grand Total	0	938	8	946	7	921	0	928	0	0	0	0	10	0	8	18	1892
Apprch %	0	99.2	0.8		0.8	99.2	0		0	0	0		55.6	0	44.4		
Total %	0	49.6	0.4	50	0.4	48.7	0	49	0	0	0	0	0.5	0	0.4	1	

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TMC Data
Harmony Rd @ 821 Harmony Road Driveway
7-9 am | 2-4 pm | 4-6 pm

File Name : 20250024
Site Code : 20250024
Start Date : 01-23-2025
Page No : 2

	Harmony Rd Northbound				Harmony Rd Southbound				Eastbound				821 Harmony Road Driveway Westbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	0	20	0	20	0	48	0	48	0	0	0	0	1	0	0	1	69
08:00 AM	0	28	0	28	0	47	0	47	0	0	0	0	0	0	0	0	75
08:15 AM	0	32	0	32	0	42	0	42	0	0	0	0	1	0	0	1	75
08:30 AM	0	30	1	31	0	42	0	42	0	0	0	0	0	0	1	1	74
Total Volume	0	110	1	111	0	179	0	179	0	0	0	0	2	0	1	3	293
% App. Total	0	99.1	0.9		0	100	0		0	0	0		66.7	0	33.3		
PHF	.000	.859	.250	.867	.000	.932	.000	.932	.000	.000	.000	.000	.500	.000	.250	.750	.977

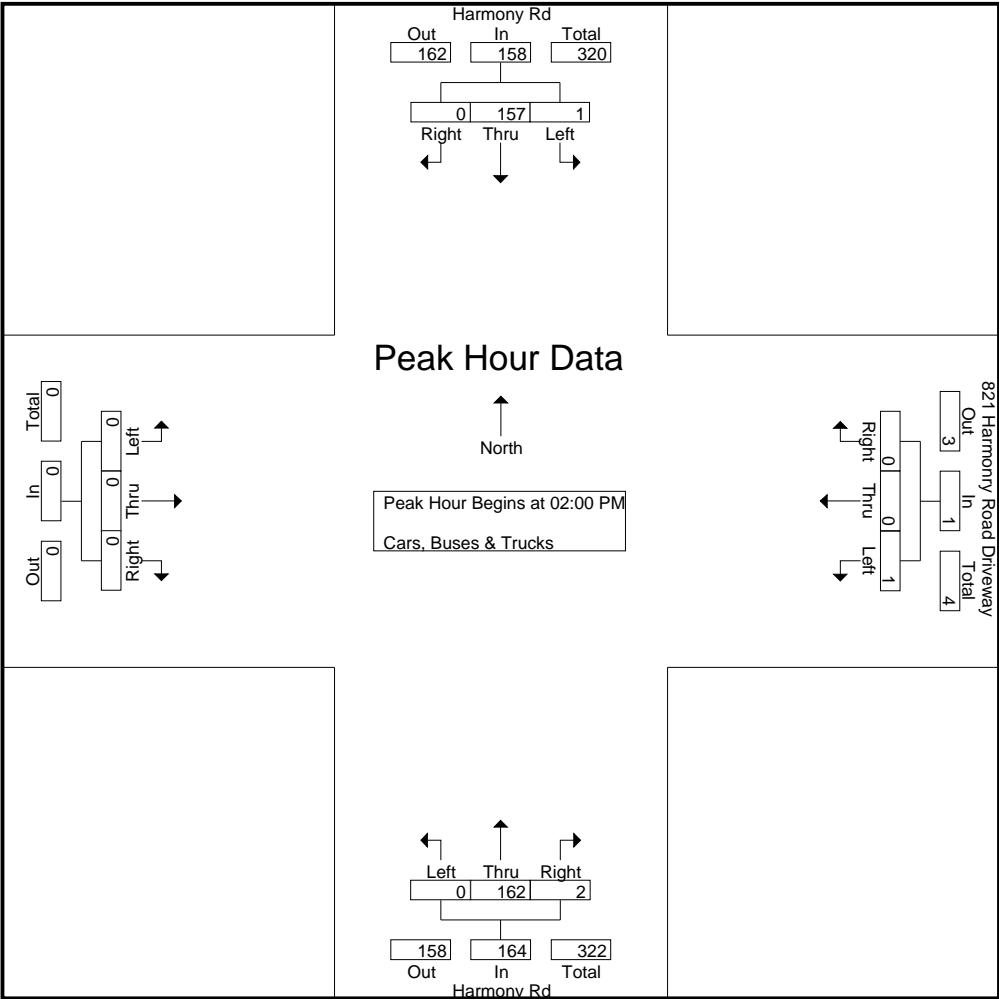


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TMC Data
Harmony Rd @ 821 Harmony Road Driveway
7-9 am | 2-4 pm | 4-6 pm

File Name : 20250024
Site Code : 20250024
Start Date : 01-23-2025
Page No : 3

	Harmony Rd Northbound				Harmony Rd Southbound				Eastbound				821 Harmony Road Driveway Westbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 02:00 PM to 03:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 02:00 PM																	
02:00 PM	0	45	1	46	0	47	0	47	0	0	0	0	0	0	0	0	93
02:15 PM	0	40	0	40	1	36	0	37	0	0	0	0	0	0	0	0	77
02:30 PM	0	39	0	39	0	34	0	34	0	0	0	0	1	0	0	1	74
02:45 PM	0	38	1	39	0	40	0	40	0	0	0	0	0	0	0	0	79
Total Volume	0	162	2	164	1	157	0	158	0	0	0	0	1	0	0	1	323
% App. Total	0	98.8	1.2		0.6	99.4	0		0	0	0		100	0	0		
PHF	.000	.900	.500	.891	.250	.835	.000	.840	.000	.000	.000	.000	.250	.000	.000	.250	.868

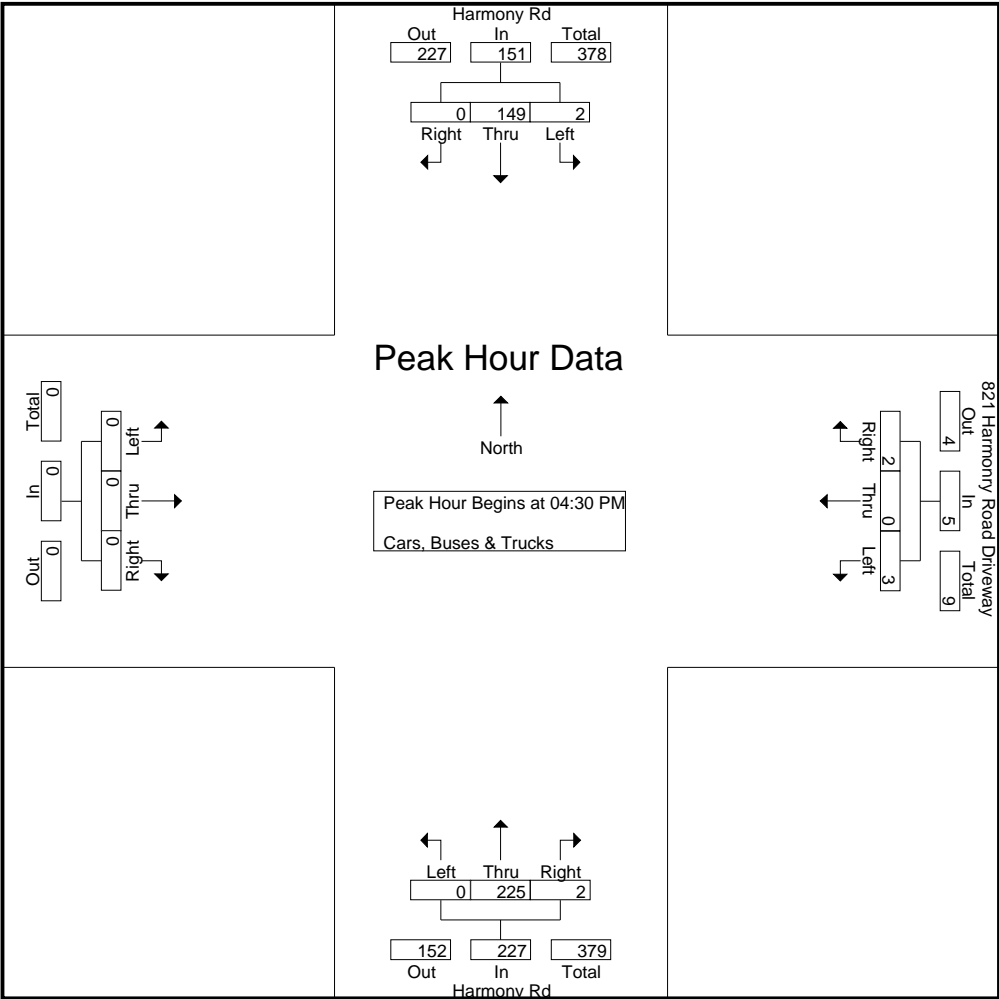


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Marietta, GA 30067

TMC Data
Harmony Rd @ 821 Harmony Road Driveway
7-9 am | 2-4 pm | 4-6 pm

File Name : 20250024
Site Code : 20250024
Start Date : 01-23-2025
Page No : 4

	Harmony Rd Northbound				Harmony Rd Southbound				Eastbound				821 Harmony Road Driveway Westbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	0	44	1	45	1	41	0	42	0	0	0	0	1	0	0	1	88
04:45 PM	0	42	0	42	0	36	0	36	0	0	0	0	1	0	1	2	80
05:00 PM	0	73	0	73	0	35	0	35	0	0	0	0	1	0	0	1	109
05:15 PM	0	66	1	67	1	37	0	38	0	0	0	0	0	0	1	1	106
Total Volume	0	225	2	227	2	149	0	151	0	0	0	0	3	0	2	5	383
% App. Total	0	99.1	0.9		1.3	98.7	0		0	0	0		60	0	40		
PHF	.000	.771	.500	.777	.500	.909	.000	.899	.000	.000	.000	.000	.750	.000	.500	.625	.878



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TMC Data

Harmony Rd @ Oconee Custom Signs N. Drwy

7-9 am | 2-4 pm | 4-6 pm

File Name : 20250025

Site Code : 20250025

Start Date : 01-23-2025

Page No : 1

Groups Printed- Cars, Buses & Trucks

	Harmony Rd Northbound				Harmony Rd Southbound				Eastbound				Oconee Custom Signs N. Drwy Westbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
07:00 AM	0	12	1	13	1	32	0	33	0	0	0	0	1	0	0	1	47
07:15 AM	0	15	1	16	0	30	0	30	0	0	0	0	0	0	1	1	47
07:30 AM	0	14	2	16	1	36	0	37	0	0	0	0	1	0	1	2	55
07:45 AM	0	19	1	20	1	48	0	49	0	0	0	0	0	0	0	0	69
Total	0	60	5	65	3	146	0	149	0	0	0	0	2	0	2	4	218
08:00 AM	0	27	1	28	0	46	0	46	0	0	0	0	1	0	1	2	76
08:15 AM	0	31	1	32	1	42	0	43	0	0	0	0	0	0	0	0	75
08:30 AM	0	28	2	30	1	41	0	42	0	0	0	0	1	0	1	2	74
08:45 AM	0	23	1	24	0	43	0	43	0	0	0	0	1	0	0	1	68
Total	0	109	5	114	2	172	0	174	0	0	0	0	3	0	2	5	293
*** BREAK ***																	
02:00 PM	0	44	1	45	1	46	0	47	0	0	0	0	1	0	1	2	94
02:15 PM	0	39	1	40	0	34	0	34	0	0	0	0	2	0	0	2	76
02:30 PM	0	37	2	39	1	34	0	35	0	0	0	0	0	0	1	1	75
02:45 PM	0	38	0	38	0	39	0	39	0	0	0	0	1	0	2	3	80
Total	0	158	4	162	2	153	0	155	0	0	0	0	4	0	4	8	325
03:00 PM	0	48	1	49	1	26	0	27	0	0	0	0	1	0	1	2	78
03:15 PM	0	40	2	42	0	31	0	31	0	0	0	0	0	0	0	0	73
03:30 PM	0	31	1	32	2	40	0	42	0	0	0	0	1	0	1	2	76
03:45 PM	0	42	2	44	0	36	0	36	0	0	0	0	2	0	1	3	83
Total	0	161	6	167	3	133	0	136	0	0	0	0	4	0	3	7	310
04:00 PM	0	65	1	66	1	46	0	47	0	0	0	0	1	0	1	2	115
04:15 PM	0	51	2	53	0	36	0	36	0	0	0	0	1	0	1	2	91
04:30 PM	0	42	2	44	1	40	0	41	0	0	0	0	1	0	2	3	88
04:45 PM	0	41	1	42	1	34	0	35	0	0	0	0	2	0	1	3	80
Total	0	199	6	205	3	156	0	159	0	0	0	0	5	0	5	10	374
05:00 PM	0	71	2	73	0	34	0	34	0	0	0	0	1	0	1	2	109
05:15 PM	0	65	1	66	1	36	0	37	0	0	0	0	1	0	0	1	104
05:30 PM	0	40	1	41	1	39	0	40	0	0	0	0	1	0	1	2	83
05:45 PM	0	45	0	45	0	31	0	31	0	0	0	0	0	0	0	0	76
Total	0	221	4	225	2	140	0	142	0	0	0	0	3	0	2	5	372
Grand Total	0	908	30	938	15	900	0	915	0	0	0	0	21	0	18	39	1892
Apprch %	0	96.8	3.2		1.6	98.4	0		0	0	0		53.8	0	46.2		
Total %	0	48	1.6	49.6	0.8	47.6	0	48.4	0	0	0	0	1.1	0	1	2.1	

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TMC Data

Harmony Rd @ Oconee Custom Signs N. Drwy

7-9 am | 2-4 pm | 4-6 pm

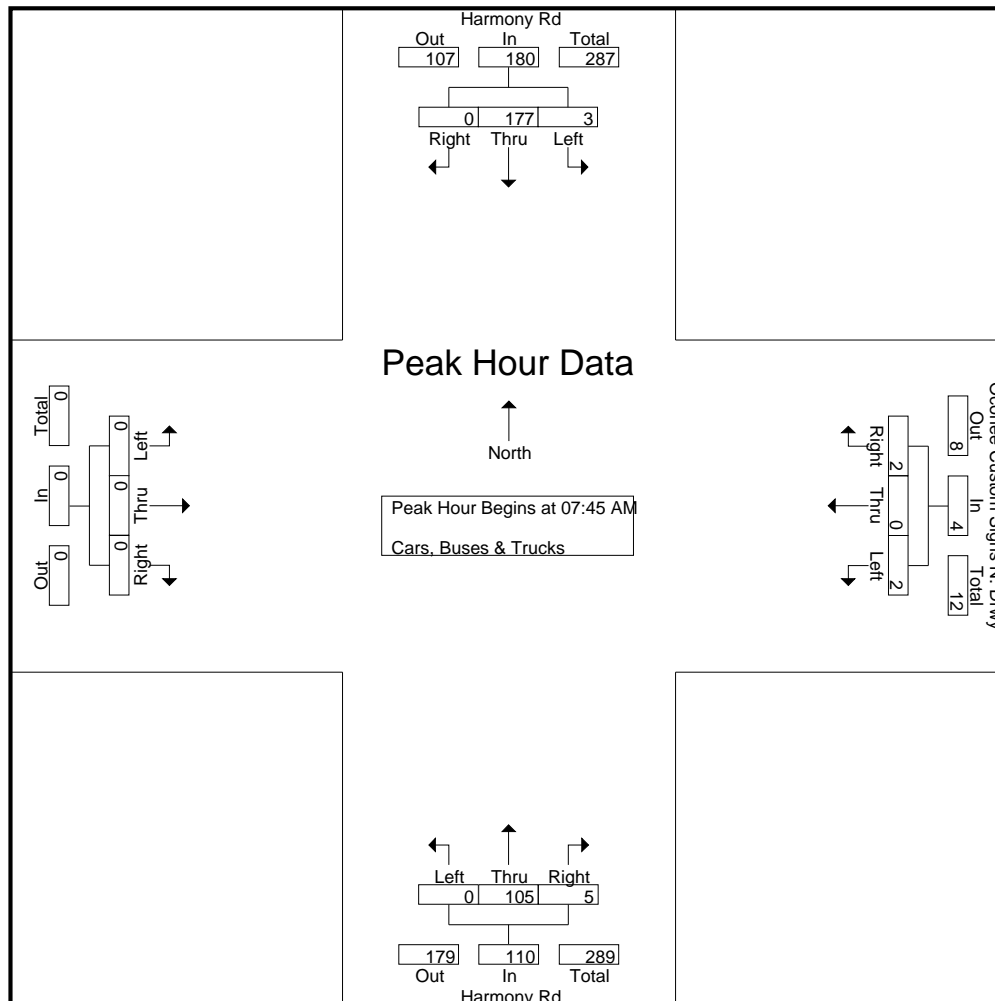
File Name : 20250025

Site Code : 20250025

Start Date : 01-23-2025

Page No : 2

	Harmony Rd Northbound				Harmony Rd Southbound				Eastbound				Oconee Custom Signs N. Drwy Westbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:45 AM																	
07:45 AM	0	19	1	20	1	48	0	49	0	0	0	0	0	0	0	0	69
08:00 AM	0	27	1	28	0	46	0	46	0	0	0	0	1	0	1	2	76
08:15 AM	0	31	1	32	1	42	0	43	0	0	0	0	0	0	0	0	75
08:30 AM	0	28	2	30	1	41	0	42	0	0	0	0	1	0	1	2	74
Total Volume	0	105	5	110	3	177	0	180	0	0	0	0	2	0	2	4	294
% App. Total	0	95.5	4.5		1.7	98.3	0		0	0	0		50	0	50		
PHF	.000	.847	.625	.859	.750	.922	.000	.918	.000	.000	.000	.000	.500	.000	.500	.500	.967

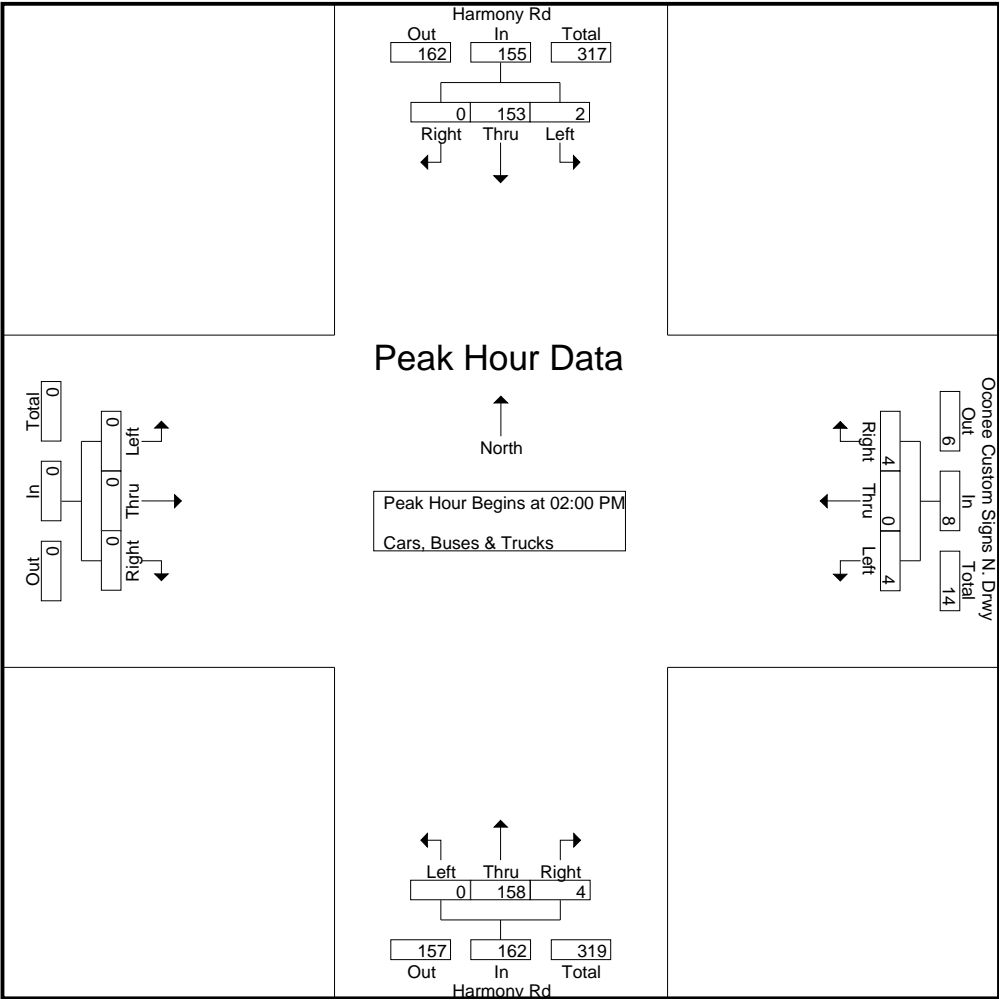


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Marietta, GA 30067

TMC Data
Harmony Rd @ Oconee Custom Signs N. Drwy
7-9 am | 2-4 pm | 4-6 pm

File Name : 20250025
Site Code : 20250025
Start Date : 01-23-2025
Page No : 3

	Harmony Rd Northbound				Harmony Rd Southbound				Eastbound				Oconee Custom Signs N. Drwy Westbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 02:00 PM to 03:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 02:00 PM																	
02:00 PM	0	44	1	45	1	46	0	47	0	0	0	0	1	0	1	2	94
02:15 PM	0	39	1	40	0	34	0	34	0	0	0	0	2	0	0	2	76
02:30 PM	0	37	2	39	1	34	0	35	0	0	0	0	0	0	1	1	75
02:45 PM	0	38	0	38	0	39	0	39	0	0	0	0	1	0	2	3	80
Total Volume	0	158	4	162	2	153	0	155	0	0	0	0	4	0	4	8	325
% App. Total	0	97.5	2.5		1.3	98.7	0		0	0	0		50	0	50		
PHF	.000	.898	.500	.900	.500	.832	.000	.824	.000	.000	.000	.000	.500	.000	.500	.667	.864

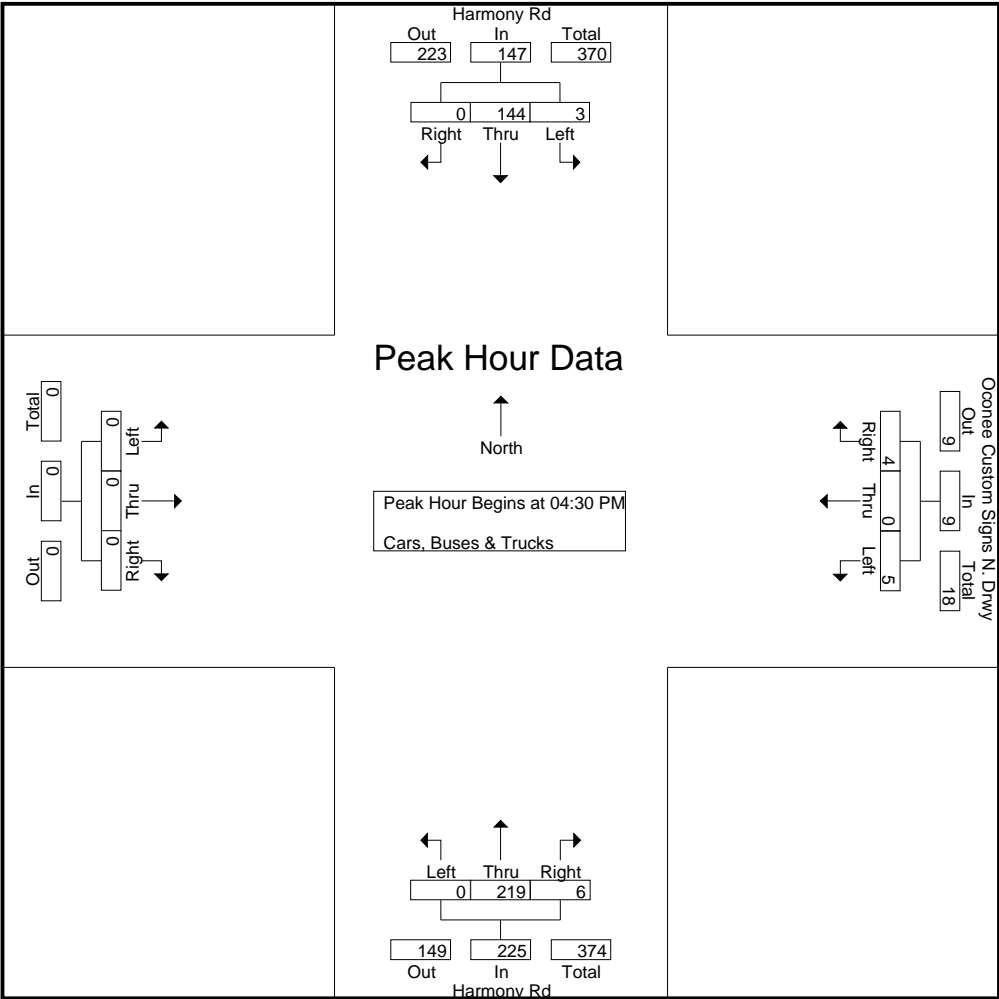


A & R Engineering, Inc.
2160 Kingston Court Suite 'O'
Marietta, GA 30067

TMC Data
Harmony Rd @ Oconee Custom Signs N. Drwy
7-9 am | 2-4 pm | 4-6 pm

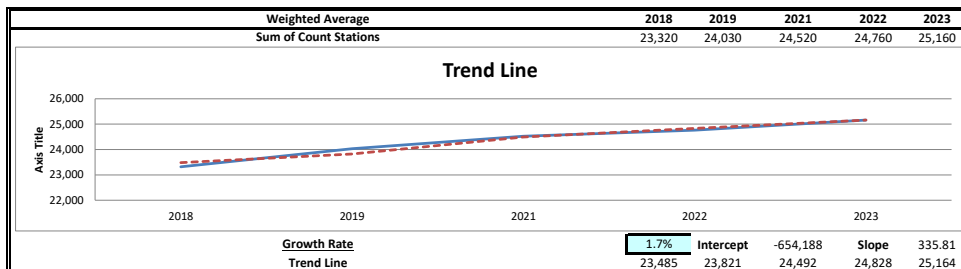
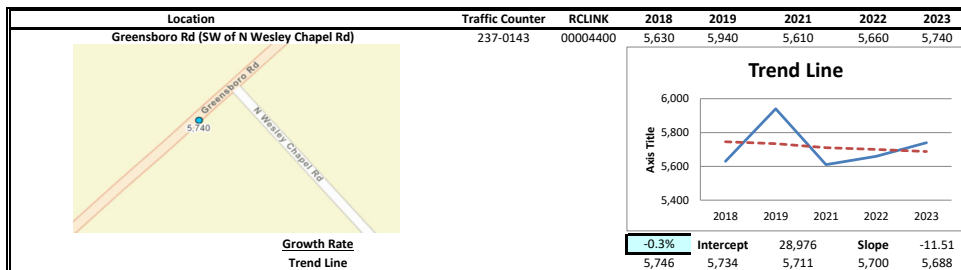
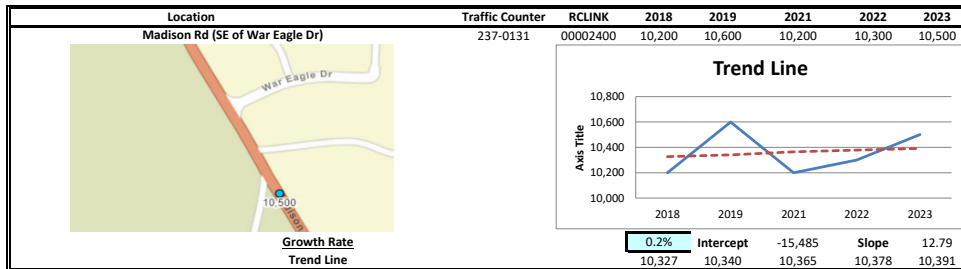
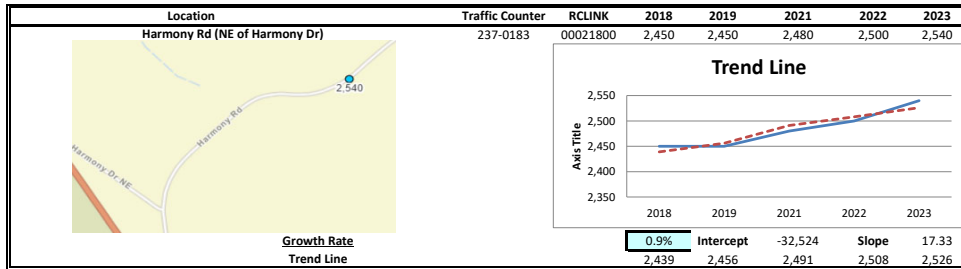
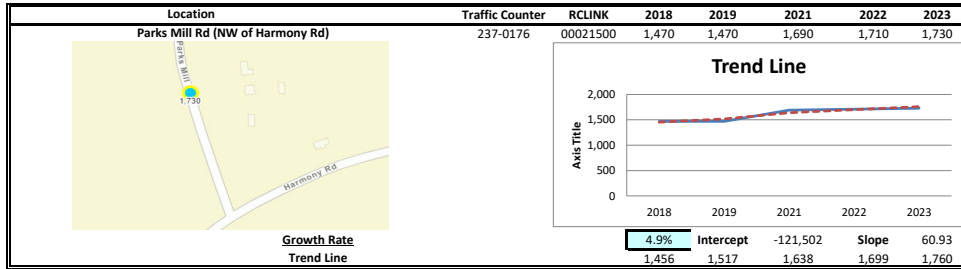
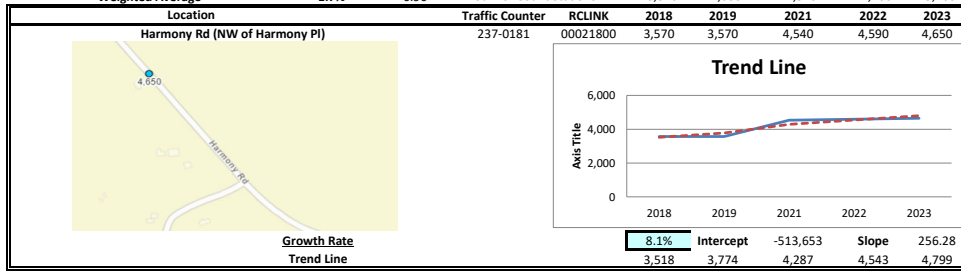
File Name : 20250025
Site Code : 20250025
Start Date : 01-23-2025
Page No : 4

	Harmony Rd Northbound				Harmony Rd Southbound				Eastbound				Oconee Custom Signs N. Drwy Westbound				
Start Time	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Int. Total
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	0	42	2	44	1	40	0	41	0	0	0	0	1	0	2	3	88
04:45 PM	0	41	1	42	1	34	0	35	0	0	0	0	2	0	1	3	80
05:00 PM	0	71	2	73	0	34	0	34	0	0	0	0	1	0	1	2	109
05:15 PM	0	65	1	66	1	36	0	37	0	0	0	0	1	0	0	1	104
Total Volume	0	219	6	225	3	144	0	147	0	0	0	0	5	0	4	9	381
% App. Total	0	97.3	2.7		2	98	0		0	0	0		55.6	0	44.4		
PHF	.000	.771	.750	.771	.750	.900	.000	.896	.000	.000	.000	.000	.625	.000	.500	.750	.874



LINEAR REGRESSION OF DAILY TRAFFIC

Location	Growth Rate	R Squared	Station ID	Route	2018	2019	2021	2022	2023
Harmony Rd (NW of Harmony Pl)	8.1%	0.89	237-0181	00021800	3,570	3,570	4,540	4,590	4,650
Parks Mill Rd (NW of Harmony Rd)	4.9%	0.91	237-0176	00021500	1,470	1,470	1,690	1,710	1,730
Harmony Rd (NE of Harmony Dr)	0.9%	0.91	237-0183	00021800	2,450	2,450	2,480	2,500	2,540
Madison Rd (SE of War Eagle Dr)	0.2%	0.02	237-0131	00002400	10,200	10,600	10,200	10,300	10,500
Greensboro Rd (SW of N Wesley Chapel Rd)	-0.3%	0.03	237-0143	00004400	5,630	5,940	5,610	5,660	5,740
Weighted Average	1.7%	0.96	Sum of Count Stations =		23,320	24,030	24,520	24,760	25,160






EXISTING INTERSECTION ANALYSIS




Intersection												
Int Delay, s/veh	3.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	0	1	28	0	22	1	64	45	85	143	0
Future Vol, veh/h	0	0	1	28	0	22	1	64	45	85	143	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	1	29	0	23	1	67	47	89	149	0




Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	431	443	149	421	420	91	149	0	0	114	0	0
Stage 1	327	327	-	93	93	-	-	-	-	-	-	-
Stage 2	104	116	-	328	327	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	535	509	898	543	525	967	1432	-	-	1475	-	-
Stage 1	686	648	-	914	818	-	-	-	-	-	-	-
Stage 2	902	800	-	685	648	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	495	475	898	515	490	967	1432	-	-	1475	-	-
Mov Cap-2 Maneuver	495	475	-	515	490	-	-	-	-	-	-	-
Stage 1	685	605	-	913	817	-	-	-	-	-	-	-
Stage 2	880	799	-	639	605	-	-	-	-	-	-	-




Approach	EB	WB	NB	SB
HCM Control Delay, s	9	11	0.1	2.8
HCM LOS	A	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1432	-	-	898	648	1475	-
HCM Lane V/C Ratio	0.001	-	-	0.001	0.08	0.06	-
HCM Control Delay (s)	7.5	0	-	9	11	7.6	0
HCM Lane LOS	A	A	-	A	B	A	A
HCM 95th %tile Q(veh)	0	-	-	0	0.3	0.2	-

Intersection						
Int Delay, s/veh	0.1					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	2	1	110	1	1	179
Future Vol, veh/h	2	1	110	1	1	179
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	98	98	98	98	98	98
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	2	1	112	1	1	183
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	298	113	0	0	113	0
Stage 1	113	-	-	-	-	-
Stage 2	185	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	693	940	-	-	1476	-
Stage 1	912	-	-	-	-	-
Stage 2	847	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	692	940	-	-	1476	-
Mov Cap-2 Maneuver	692	-	-	-	-	-
Stage 1	912	-	-	-	-	-
Stage 2	846	-	-	-	-	-
Approach	WB	NB		SB		
HCM Control Delay, s	9.8	0		0		
HCM LOS	A					
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT		
Capacity (veh/h)	-	-	759	1476	-	
HCM Lane V/C Ratio	-	-	0.004	0.001	-	
HCM Control Delay (s)	-	-	9.8	7.4	0	
HCM Lane LOS	-	-	A	A	A	
HCM 95th %tile Q(veh)	-	-	0	0	-	

Intersection						
Int Delay, s/veh	0.1					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	1	0	1	125	162	0
Future Vol, veh/h	1	0	1	125	162	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1	0	1	139	180	0
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	321	180	180	0	-	0
Stage 1	180	-	-	-	-	-
Stage 2	141	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	673	863	1396	-	-	-
Stage 1	851	-	-	-	-	-
Stage 2	886	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	672	863	1396	-	-	-
Mov Cap-2 Maneuver	672	-	-	-	-	-
Stage 1	850	-	-	-	-	-
Stage 2	886	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	10.4	0.1		0		
HCM LOS	B					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1396	-	672	-	-	
HCM Lane V/C Ratio	0.001	-	0.002	-	-	
HCM Control Delay (s)	7.6	0	10.4	-	-	
HCM Lane LOS	A	A	B	-	-	
HCM 95th %tile Q(veh)	0	-	0	-	-	

Intersection						
Int Delay, s/veh	0.2					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	2	2	105	5	3	177
Future Vol, veh/h	2	2	105	5	3	177
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	97	97	97	97	97	97
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	2	2	108	5	3	182
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	299	111	0	0	113	0
Stage 1	111	-	-	-	-	-
Stage 2	188	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	692	942	-	-	1476	-
Stage 1	914	-	-	-	-	-
Stage 2	844	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	691	942	-	-	1476	-
Mov Cap-2 Maneuver	691	-	-	-	-	-
Stage 1	914	-	-	-	-	-
Stage 2	842	-	-	-	-	-
Approach	WB	NB	SB			
HCM Control Delay, s	9.5	0	0.1			
HCM LOS	A					
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT		
Capacity (veh/h)	-	-	797	1476	-	
HCM Lane V/C Ratio	-	-	0.005	0.002	-	
HCM Control Delay (s)	-	-	9.5	7.4	0	
HCM Lane LOS	-	-	A	A	A	
HCM 95th %tile Q(veh)	-	-	0	0	-	




Intersection						
Int Delay, s/veh	0					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	1	0	110	0	1	179
Future Vol, veh/h	1	0	110	0	1	179
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1	0	120	0	1	195
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	317	120	0	0	120	0
Stage 1	120	-	-	-	-	-
Stage 2	197	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	676	931	-	-	1468	-
Stage 1	905	-	-	-	-	-
Stage 2	836	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	675	931	-	-	1468	-
Mov Cap-2 Maneuver	675	-	-	-	-	-
Stage 1	905	-	-	-	-	-
Stage 2	835	-	-	-	-	-
Approach	WB	NB	SB			
HCM Control Delay, s	10.3	0	0			
HCM LOS	B					
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT		
Capacity (veh/h)	-	-	675	1468	-	
HCM Lane V/C Ratio	-	-	0.002	0.001	-	
HCM Control Delay (s)	-	-	10.3	7.5	0	
HCM Lane LOS	-	-	B	A	A	
HCM 95th %tile Q(veh)	-	-	0	0	-	




Intersection												
Int Delay, s/veh	4.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	1	2	48	0	119	3	157	59	56	94	0
Future Vol, veh/h	0	1	2	48	0	119	3	157	59	56	94	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	1	2	53	0	131	3	173	65	62	103	0

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	504	471	103	441	439	206	103	0	0	238	0	0
Stage 1	227	227	-	212	212	-	-	-	-	-	-	-
Stage 2	277	244	-	229	227	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	478	491	952	527	512	835	1489	-	-	1329	-	-
Stage 1	776	716	-	790	727	-	-	-	-	-	-	-
Stage 2	729	704	-	774	716	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	388	466	952	504	486	835	1489	-	-	1329	-	-
Mov Cap-2 Maneuver	388	466	-	504	486	-	-	-	-	-	-	-
Stage 1	774	681	-	788	726	-	-	-	-	-	-	-
Stage 2	614	703	-	733	681	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	10.1		11.9		0.1		2.9	
HCM LOS	B		B					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1489	-	-	706	702	1329	-
HCM Lane V/C Ratio	0.002	-	-	0.005	0.261	0.046	-
HCM Control Delay (s)	7.4	0	-	10.1	11.9	7.8	0
HCM Lane LOS	A	A	-	B	B	A	A
HCM 95th %tile Q(veh)	0	-	-	0	1	0.1	-

Intersection						
Int Delay, s/veh	0.2					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	3	2	225	2	2	149
Future Vol, veh/h	3	2	225	2	2	149
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	3	2	256	2	2	169
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	430	257	0	0	258	0
Stage 1	257	-	-	-	-	-
Stage 2	173	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	582	782	-	-	1307	-
Stage 1	786	-	-	-	-	-
Stage 2	857	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	581	782	-	-	1307	-
Mov Cap-2 Maneuver	581	-	-	-	-	-
Stage 1	786	-	-	-	-	-
Stage 2	855	-	-	-	-	-
Approach	WB	NB	SB			
HCM Control Delay, s	10.6	0	0.1			
HCM LOS	B					
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT		
Capacity (veh/h)	-	-	648	1307	-	
HCM Lane V/C Ratio	-	-	0.009	0.002	-	
HCM Control Delay (s)	-	-	10.6	7.8	0	
HCM Lane LOS	-	-	B	A	A	
HCM 95th %tile Q(veh)	-	-	0	0	-	

Intersection						
Int Delay, s/veh	0.2					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	3	1	2	161	175	1
Future Vol, veh/h	3	1	2	161	175	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	79	79	79	79	79	79
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	4	1	3	204	222	1

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	433	223	223
Stage 1	223	-	-
Stage 2	210	-	-
Critical Hdwy	6.42	6.22	4.12
Critical Hdwy Stg 1	5.42	-	-
Critical Hdwy Stg 2	5.42	-	-
Follow-up Hdwy	3.518	3.318	2.218
Pot Cap-1 Maneuver	580	817	1346
Stage 1	814	-	-
Stage 2	825	-	-
Platoon blocked, %			
Mov Cap-1 Maneuver	578	817	1346
Mov Cap-2 Maneuver	578	-	-
Stage 1	812	-	-
Stage 2	825	-	-




Approach	EB	NB	SB
HCM Control Delay, s	10.8	0.1	0
HCM LOS	B		




Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1346	-	624	-	-
HCM Lane V/C Ratio	0.002	-	0.008	-	-
HCM Control Delay (s)	7.7	0	10.8	-	-
HCM Lane LOS	A	A	B	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

HCM 6th TWSC
4: Harmony Rd & Oconee Custom Sign N Drwy

1b.Existing 2025 PM
02-13-2025

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Intersection						
Int Delay, s/veh	0.3					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	5	4	219	6	3	144
Future Vol, veh/h	5	4	219	6	3	144
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	87	87	87	87	87	87
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	6	5	252	7	3	166
Major/Minor	Minor1	Major1		Major2		
Conflicting Flow All	428	256	0	0	259	0
Stage 1	256	-	-	-	-	-
Stage 2	172	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	584	783	-	-	1306	-
Stage 1	787	-	-	-	-	-
Stage 2	858	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	582	783	-	-	1306	-
Mov Cap-2 Maneuver	582	-	-	-	-	-
Stage 1	787	-	-	-	-	-
Stage 2	855	-	-	-	-	-
Approach	WB	NB		SB		
HCM Control Delay, s	10.6	0		0.2		
HCM LOS	B					
Minor Lane/Major Mvmt	NBT	NBRWBLn1		SBL	SBT	
Capacity (veh/h)	-	-		657	1306	
HCM Lane V/C Ratio	-	-		0.016	0.003	
HCM Control Delay (s)	-	-		10.6	7.8	
HCM Lane LOS	-	-		B	A	
HCM 95th %tile Q(veh)	-	-		0	0	

Intersection						
Int Delay, s/veh	0.1					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	1	0	225	0	1	149
Future Vol, veh/h	1	0	225	0	1	149
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1	0	245	0	1	162
Major/Minor	Minor1	Major1		Major2		
Conflicting Flow All	409	245	0	0	245	0
Stage 1	245	-	-	-	-	-
Stage 2	164	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	599	794	-	-	1321	-
Stage 1	796	-	-	-	-	-
Stage 2	865	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	598	794	-	-	1321	-
Mov Cap-2 Maneuver	598	-	-	-	-	-
Stage 1	796	-	-	-	-	-
Stage 2	864	-	-	-	-	-
Approach	WB	NB		SB		
HCM Control Delay, s	11	0		0.1		
HCM LOS	B					
Minor Lane/Major Mvmt	NBT	NBRWBLn1		SBL	SBT	
Capacity (veh/h)	-	- 598		1321	-	
HCM Lane V/C Ratio	-	- 0.002		0.001	-	
HCM Control Delay (s)	-	- 11		7.7	0	
HCM Lane LOS	-	- B		A	A	
HCM 95th %tile Q(veh)	-	- 0		0	-	




**FUTURE “NO-BUILD” INTERSECTION
ANALYSIS –BASE YEAR 2027**




Intersection												
Int Delay, s/veh	2.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	0	1	34	0	23	1	98	54	88	169	0
Future Vol, veh/h	0	0	1	34	0	23	1	98	54	88	169	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	1	37	0	25	1	108	59	97	186	0




Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	532	549	186	521	520	138	186	0	0	167	0	0
Stage 1	380	380	-	140	140	-	-	-	-	-	-	-
Stage 2	152	169	-	381	380	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	458	443	856	466	461	910	1388	-	-	1411	-	-
Stage 1	642	614	-	863	781	-	-	-	-	-	-	-
Stage 2	850	759	-	641	614	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	419	408	856	438	425	910	1388	-	-	1411	-	-
Mov Cap-2 Maneuver	419	408	-	438	425	-	-	-	-	-	-	-
Stage 1	641	567	-	862	780	-	-	-	-	-	-	-
Stage 2	826	758	-	591	567	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	9.2	12.3	0	2.6
HCM LOS	A	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1388	-	-	856	554	1411	-
HCM Lane V/C Ratio	0.001	-	-	0.001	0.113	0.069	-
HCM Control Delay (s)	7.6	0	-	9.2	12.3	7.7	0
HCM Lane LOS	A	A	-	A	B	A	A
HCM 95th %tile Q(veh)	0	-	-	0	0.4	0.2	-

Intersection						
Int Delay, s/veh	0.1					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	2	1	153	1	1	211
Future Vol, veh/h	2	1	153	1	1	211
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	2	1	174	1	1	240
Major/Minor	Minor1	Major1		Major2		
Conflicting Flow All	417	175	0	0	175	0
Stage 1	175	-	-	-	-	-
Stage 2	242	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	592	868	-	-	1401	-
Stage 1	855	-	-	-	-	-
Stage 2	798	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	591	868	-	-	1401	-
Mov Cap-2 Maneuver	591	-	-	-	-	-
Stage 1	855	-	-	-	-	-
Stage 2	797	-	-	-	-	-
Approach	WB	NB		SB		
HCM Control Delay, s	10.5	0		0		
HCM LOS	B					
Minor Lane/Major Mvmt	NBT	NBRWBLn1		SBL	SBT	
Capacity (veh/h)	-	-		661	1401	
HCM Lane V/C Ratio	-	-		0.005	0.001	
HCM Control Delay (s)	-	-		10.5	7.6	
HCM Lane LOS	-	-		B	A	
HCM 95th %tile Q(veh)	-	-		0	0	




Intersection						
Int Delay, s/veh	0					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	1	0	1	169	193	0
Future Vol, veh/h	1	0	1	169	193	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	79	79	79	79	79	79
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1	0	1	214	244	0
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	460	244	244	0	-	0
Stage 1	244	-	-	-	-	-
Stage 2	216	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	559	795	1322	-	-	-
Stage 1	797	-	-	-	-	-
Stage 2	820	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	558	795	1322	-	-	-
Mov Cap-2 Maneuver	558	-	-	-	-	-
Stage 1	796	-	-	-	-	-
Stage 2	820	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	11.5	0		0		
HCM LOS	B					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1322	-	558	-	-	
HCM Lane V/C Ratio	0.001	-	0.002	-	-	
HCM Control Delay (s)	7.7	0	11.5	-	-	
HCM Lane LOS	A	A	B	-	-	
HCM 95th %tile Q(veh)	0	-	0	-	-	

Intersection						
Int Delay, s/veh	0.2					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	2	2	148	5	3	209
Future Vol, veh/h	2	2	148	5	3	209
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	87	87	87	87	87	87
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	2	2	170	6	3	240

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	419	173	0
Stage 1	173	-	-
Stage 2	246	-	-
Critical Hdwy	6.42	6.22	-
Critical Hdwy Stg 1	5.42	-	-
Critical Hdwy Stg 2	5.42	-	-
Follow-up Hdwy	3.518	3.318	-
Pot Cap-1 Maneuver	591	871	-
Stage 1	857	-	-
Stage 2	795	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	590	871	-
Mov Cap-2 Maneuver	590	-	-
Stage 1	857	-	-
Stage 2	793	-	-

Approach	WB	NB	SB
HCM Control Delay, s	10.2	0	0.1
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	703	1400
HCM Lane V/C Ratio	-	-	0.007	0.002
HCM Control Delay (s)	-	-	10.2	7.6
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0	0

Intersection						
Int Delay, s/veh	0					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	1	0	153	0	1	211
Future Vol, veh/h	1	0	153	0	1	211
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1	0	166	0	1	229
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	397	166	0	0	166	0
Stage 1	166	-	-	-	-	-
Stage 2	231	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	608	878	-	-	1412	-
Stage 1	863	-	-	-	-	-
Stage 2	807	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	607	878	-	-	1412	-
Mov Cap-2 Maneuver	607	-	-	-	-	-
Stage 1	863	-	-	-	-	-
Stage 2	806	-	-	-	-	-
Approach	WB	NB	SB			
HCM Control Delay, s	10.9	0	0			
HCM LOS	B					
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT		
Capacity (veh/h)	-	-	607	1412	-	
HCM Lane V/C Ratio	-	-	0.002	0.001	-	
HCM Control Delay (s)	-	-	10.9	7.6	0	
HCM Lane LOS	-	-	B	A	A	
HCM 95th %tile Q(veh)	-	-	0	0	-	

Intersection												
Int Delay, s/veh	4.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	0	1	2	62	0	124	3	202	71	58	145	0
Future Vol, veh/h	0	1	2	62	0	124	3	202	71	58	145	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	1	2	67	0	135	3	220	77	63	158	0




Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	616	587	158	551	549	259	158	0	0	297	0	0
Stage 1	284	284	-	265	265	-	-	-	-	-	-	-
Stage 2	332	303	-	286	284	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	403	422	887	445	443	780	1422	-	-	1264	-	-
Stage 1	723	676	-	740	689	-	-	-	-	-	-	-
Stage 2	681	664	-	721	676	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	319	398	887	423	417	780	1422	-	-	1264	-	-
Mov Cap-2 Maneuver	319	398	-	423	417	-	-	-	-	-	-	-
Stage 1	721	639	-	738	687	-	-	-	-	-	-	-
Stage 2	562	662	-	679	639	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	10.8		13.8		0.1		2.3	
HCM LOS	B		B					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1422	-	-	629 609	1264	-	-
HCM Lane V/C Ratio	0.002	-	-	0.005 0.332	0.05	-	-
HCM Control Delay (s)	7.5	0	-	10.8 13.8	8	0	-
HCM Lane LOS	A	A	-	B B	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0 1.4	0.2	-	-

Intersection




Int Delay, s/veh 0.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	3	2	283	2	2	214
Future Vol, veh/h	3	2	283	2	2	214
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	3	2	308	2	2	233

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	546	309	0
Stage 1	309	-	-
Stage 2	237	-	-
Critical Hdwy	6.42	6.22	-
Critical Hdwy Stg 1	5.42	-	-
Critical Hdwy Stg 2	5.42	-	-
Follow-up Hdwy	3.518	3.318	-
Pot Cap-1 Maneuver	499	731	-
Stage 1	745	-	-
Stage 2	802	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	498	731	-
Mov Cap-2 Maneuver	498	-	-
Stage 1	745	-	-
Stage 2	800	-	-




Approach	WB	NB	SB
HCM Control Delay, s	11.4	0	0.1
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	571	1250
HCM Lane V/C Ratio	-	-	0.01	0.002
HCM Control Delay (s)	-	-	11.4	7.9
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0	0

Intersection						
Int Delay, s/veh	0.1					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	3	1	2	216	241	1
Future Vol, veh/h	3	1	2	216	241	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	3	1	2	235	262	1
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	502	263	263	0	-	0
Stage 1	263	-	-	-	-	-
Stage 2	239	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	529	776	1301	-	-	-
Stage 1	781	-	-	-	-	-
Stage 2	801	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	528	776	1301	-	-	-
Mov Cap-2 Maneuver	528	-	-	-	-	-
Stage 1	779	-	-	-	-	-
Stage 2	801	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	11.3	0.1		0		
HCM LOS	B					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1301	-	574	-	-	
HCM Lane V/C Ratio	0.002	-	0.008	-	-	
HCM Control Delay (s)	7.8	0	11.3	-	-	
HCM Lane LOS	A	A	B	-	-	
HCM 95th %tile Q(veh)	0	-	0	-	-	

Intersection




Int Delay, s/veh 0.2

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	5	4	277	6	3	209
Future Vol, veh/h	5	4	277	6	3	209
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	5	4	301	7	3	227

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	538	305	0
Stage 1	305	-	-
Stage 2	233	-	-
Critical Hdwy	6.42	6.22	-
Critical Hdwy Stg 1	5.42	-	-
Critical Hdwy Stg 2	5.42	-	-
Follow-up Hdwy	3.518	3.318	-
Pot Cap-1 Maneuver	504	735	-
Stage 1	748	-	-
Stage 2	806	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	502	735	-
Mov Cap-2 Maneuver	502	-	-
Stage 1	748	-	-
Stage 2	804	-	-

Approach	WB	NB	SB
HCM Control Delay, s	11.3	0	0.1
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	584	1253
HCM Lane V/C Ratio	-	-	0.017	0.003
HCM Control Delay (s)	-	-	11.3	7.9
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0.1	0

Intersection						
Int Delay, s/veh	0					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	1	0	283	0	1	214
Future Vol, veh/h	1	0	283	0	1	214
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1	0	308	0	1	233
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	543	308	0	0	308	0
Stage 1	308	-	-	-	-	-
Stage 2	235	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	501	732	-	-	1253	-
Stage 1	745	-	-	-	-	-
Stage 2	804	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	500	732	-	-	1253	-
Mov Cap-2 Maneuver	500	-	-	-	-	-
Stage 1	745	-	-	-	-	-
Stage 2	803	-	-	-	-	-
Approach	WB	NB	SB			
HCM Control Delay, s	12.2	0	0			
HCM LOS	B					
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT		
Capacity (veh/h)	-	-	500	1253	-	
HCM Lane V/C Ratio	-	-	0.002	0.001	-	
HCM Control Delay (s)	-	-	12.2	7.9	0	
HCM Lane LOS	-	-	B	A	A	
HCM 95th %tile Q(veh)	-	-	0	0	-	




**FUTURE “BUILD” INTERSECTION ANALYSIS -
BASE YEAR 2027**




Intersection												
Int Delay, s/veh	3.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔			↔	
Traffic Vol, veh/h	0	0	1	67	0	23	1	142	109	88	195	0
Future Vol, veh/h	0	0	1	67	0	23	1	142	109	88	195	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	96	96	96	96	96	96	96	96	96	96	96	96
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	0	1	70	0	24	1	148	114	92	203	0

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	606	651	203	595	594	205	203	0	0	262	0	0
Stage 1	387	387	-	207	207	-	-	-	-	-	-	-
Stage 2	219	264	-	388	387	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	409	388	838	416	418	836	1369	-	-	1302	-	-
Stage 1	637	610	-	795	731	-	-	-	-	-	-	-
Stage 2	783	690	-	636	610	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	373	357	838	390	384	836	1369	-	-	1302	-	-
Mov Cap-2 Maneuver	373	357	-	390	384	-	-	-	-	-	-	-
Stage 1	636	561	-	794	730	-	-	-	-	-	-	-
Stage 2	760	689	-	584	561	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	9.3		15		0		2.5	
HCM LOS	A		C					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1369	-	-	838	452	1302	-
HCM Lane V/C Ratio	0.001	-	-	0.001	0.207	0.07	-
HCM Control Delay (s)	7.6	0	-	9.3	15	8	0
HCM Lane LOS	A	A	-	A	C	A	A
HCM 95th %tile Q(veh)	0	-	-	0	0.8	0.2	-

Intersection						
Int Delay, s/veh	0.1					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	2	1	242	1	1	312
Future Vol, veh/h	2	1	242	1	1	312
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	98	98	98	98	98	98
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	2	1	247	1	1	318
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	568	248	0	0	248	0
Stage 1	248	-	-	-	-	-
Stage 2	320	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	484	791	-	-	1318	-
Stage 1	793	-	-	-	-	-
Stage 2	736	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	484	791	-	-	1318	-
Mov Cap-2 Maneuver	484	-	-	-	-	-
Stage 1	793	-	-	-	-	-
Stage 2	735	-	-	-	-	-
Approach	WB	NB		SB		
HCM Control Delay, s	11.5	0		0		
HCM LOS	B					
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT		
Capacity (veh/h)	-	-	556	1318	-	
HCM Lane V/C Ratio	-	-	0.006	0.001	-	
HCM Control Delay (s)	-	-	11.5	7.7	0	
HCM Lane LOS	-	-	B	A	A	
HCM 95th %tile Q(veh)	-	-	0	0	-	

Intersection						
Int Delay, s/veh	0					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	1	0	1	242	314	0
Future Vol, veh/h	1	0	1	242	314	0
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	1	0	1	269	349	0
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	620	349	349	0	-	0
Stage 1	349	-	-	-	-	-
Stage 2	271	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	452	694	1210	-	-	-
Stage 1	714	-	-	-	-	-
Stage 2	775	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	452	694	1210	-	-	-
Mov Cap-2 Maneuver	452	-	-	-	-	-
Stage 1	713	-	-	-	-	-
Stage 2	775	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	13	0		0		
HCM LOS	B					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1210	-	452	-	-	
HCM Lane V/C Ratio	0.001	-	0.002	-	-	
HCM Control Delay (s)	8	0	13	-	-	
HCM Lane LOS	A	A	B	-	-	
HCM 95th %tile Q(veh)	0	-	0	-	-	

Intersection												
Int Delay, s/veh	2.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕			↕	↕
Traffic Vol, veh/h	54	0	72	2	0	2	22	192	5	3	247	21
Future Vol, veh/h	54	0	72	2	0	2	22	192	5	3	247	21
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	235	-	-	-	-	175
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	97	97	97	97	97	97	97	97	97	97	97	97
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	56	0	74	2	0	2	23	198	5	3	255	22

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	509	510	255	556	530	201	277	0	0	203	0	0
Stage 1	261	261	-	247	247	-	-	-	-	-	-	-
Stage 2	248	249	-	309	283	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	475	467	784	442	455	840	1286	-	-	1369	-	-
Stage 1	744	692	-	757	702	-	-	-	-	-	-	-
Stage 2	756	701	-	701	677	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	466	457	784	394	445	840	1286	-	-	1369	-	-
Mov Cap-2 Maneuver	466	457	-	394	445	-	-	-	-	-	-	-
Stage 1	731	690	-	743	689	-	-	-	-	-	-	-
Stage 2	741	688	-	633	675	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	12.5		11.8		0.8		0.1	
HCM LOS	B		B					






Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1286	-	-	607	536	1369	-
HCM Lane V/C Ratio	0.018	-	-	0.214	0.008	0.002	-
HCM Control Delay (s)	7.8	-	-	12.5	11.8	7.6	0
HCM Lane LOS	A	-	-	B	B	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0.8	0	0	-

Intersection												
Int Delay, s/veh	1.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔		↔	↔			↔	↔
Traffic Vol, veh/h	16	0	20	1	0	0	38	204	0	1	291	30
Future Vol, veh/h	16	0	20	1	0	0	38	204	0	1	291	30
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	120	-	-	-	-	150
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	17	0	22	1	0	0	41	222	0	1	316	33

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	622	622	316	650	655	222	349	0	0	222	0	0
Stage 1	318	318	-	304	304	-	-	-	-	-	-	-
Stage 2	304	304	-	346	351	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	399	403	724	382	386	818	1210	-	-	1347	-	-
Stage 1	693	654	-	705	663	-	-	-	-	-	-	-
Stage 2	705	663	-	670	632	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	388	389	724	361	372	818	1210	-	-	1347	-	-
Mov Cap-2 Maneuver	388	389	-	361	372	-	-	-	-	-	-	-
Stage 1	669	653	-	681	640	-	-	-	-	-	-	-
Stage 2	681	640	-	649	631	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	12.4		15		1.3		0	
HCM LOS	B		C					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1210	-	-	523 361	1347	-	-
HCM Lane V/C Ratio	0.034	-	-	0.075 0.003	0.001	-	-
HCM Control Delay (s)	8.1	-	-	12.4 15	7.7	0	-
HCM Lane LOS	A	-	-	B C	A A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.2 0	0	-	-

Intersection						
Int Delay, s/veh	1.3					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	28	28	12	230	286	8
Future Vol, veh/h	28	28	12	230	286	8
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	235	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	30	30	13	250	311	9
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	587	311	320	0	-	0
Stage 1	311	-	-	-	-	-
Stage 2	276	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	472	729	1240	-	-	-
Stage 1	743	-	-	-	-	-
Stage 2	771	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	467	729	1240	-	-	-
Mov Cap-2 Maneuver	467	-	-	-	-	-
Stage 1	736	-	-	-	-	-
Stage 2	771	-	-	-	-	-
Approach	EB	NB		SB		
HCM Control Delay, s	12.1	0.4		0		
HCM LOS	B					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR	
Capacity (veh/h)	1240	-	569	-	-	
HCM Lane V/C Ratio	0.011	-	0.107	-	-	
HCM Control Delay (s)	7.9	-	12.1	-	-	
HCM Lane LOS	A	-	B	-	-	
HCM 95th %tile Q(veh)	0	-	0.4	-	-	

Intersection												
Int Delay, s/veh	7.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔			↔			↔	
Traffic Vol, veh/h	0	1	2	125	0	124	3	247	126	58	195	0
Future Vol, veh/h	0	1	2	125	0	124	3	247	126	58	195	0
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	91	91	91	91	91	91	91	91	91	91	91	91
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	0	1	2	137	0	136	3	271	138	64	214	0




Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	756	757	214	690	688	340	214	0	0	409	0	0
Stage 1	342	342	-	346	346	-	-	-	-	-	-	-
Stage 2	414	415	-	344	342	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	325	337	826	359	369	702	1356	-	-	1150	-	-
Stage 1	673	638	-	670	635	-	-	-	-	-	-	-
Stage 2	616	592	-	671	638	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	249	315	826	339	345	702	1356	-	-	1150	-	-
Mov Cap-2 Maneuver	249	315	-	339	345	-	-	-	-	-	-	-
Stage 1	671	598	-	668	633	-	-	-	-	-	-	-
Stage 2	495	590	-	626	598	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	11.8		24		0.1		1.9	
HCM LOS	B		C					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1356	-	-	536	457	1150	-
HCM Lane V/C Ratio	0.002	-	-	0.006	0.599	0.055	-
HCM Control Delay (s)	7.7	0	-	11.8	24	8.3	0
HCM Lane LOS	A	A	-	B	C	A	A
HCM 95th %tile Q(veh)	0	-	-	0	3.8	0.2	-

Intersection

Int Delay, s/veh 0.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	3	2	413	2	2	338
Future Vol, veh/h	3	2	413	2	2	338
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	3	2	469	2	2	384




Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	858	470	0
Stage 1	470	-	-
Stage 2	388	-	-
Critical Hdwy	6.42	6.22	-
Critical Hdwy Stg 1	5.42	-	-
Critical Hdwy Stg 2	5.42	-	-
Follow-up Hdwy	3.518	3.318	-
Pot Cap-1 Maneuver	327	594	-
Stage 1	629	-	-
Stage 2	686	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	326	594	-
Mov Cap-2 Maneuver	326	-	-
Stage 1	629	-	-
Stage 2	685	-	-

Approach	WB	NB	SB
HCM Control Delay, s	14.2	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	398	1091
HCM Lane V/C Ratio	-	-	0.014	0.002
HCM Control Delay (s)	-	-	14.2	8.3
HCM Lane LOS	-	-	B	A
HCM 95th %tile Q(veh)	-	-	0	0

Intersection

Int Delay, s/veh 0.1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	3	1	2	354	362	1
Future Vol, veh/h	3	1	2	354	362	1
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	79	79	79	79	79	79
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	4	1	3	448	458	1

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	913	459	459
Stage 1	459	-	-
Stage 2	454	-	-
Critical Hdwy	6.42	6.22	4.12
Critical Hdwy Stg 1	5.42	-	-
Critical Hdwy Stg 2	5.42	-	-
Follow-up Hdwy	3.518	3.318	2.218
Pot Cap-1 Maneuver	304	602	1102
Stage 1	636	-	-
Stage 2	640	-	-
Platoon blocked, %			
Mov Cap-1 Maneuver	303	602	1102
Mov Cap-2 Maneuver	303	-	-
Stage 1	633	-	-
Stage 2	640	-	-

Approach	EB	NB	SB
HCM Control Delay, s	15.6	0	0
HCM LOS	C		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1102	-	346	-	-
HCM Lane V/C Ratio	0.002	-	0.015	-	-
HCM Control Delay (s)	8.3	0	15.6	-	-
HCM Lane LOS	A	A	C	-	-
HCM 95th %tile Q(veh)	0	-	0	-	-

Intersection												
Int Delay, s/veh	2.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕		↕	↕			↕	↕
Traffic Vol, veh/h	38	0	49	5	0	4	64	338	6	3	269	53
Future Vol, veh/h	38	0	49	5	0	4	64	338	6	3	269	53
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	235	-	-	-	-	175
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	87	87	87	87	87	87	87	87	87	87	87	87
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	44	0	56	6	0	5	74	389	7	3	309	61

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	858	859	309	915	917	393	370	0	0	396	0	0
Stage 1	315	315	-	541	541	-	-	-	-	-	-	-
Stage 2	543	544	-	374	376	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	277	294	731	253	272	656	1189	-	-	1163	-	-
Stage 1	696	656	-	525	521	-	-	-	-	-	-	-
Stage 2	524	519	-	647	616	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	261	275	731	222	254	656	1189	-	-	1163	-	-
Mov Cap-2 Maneuver	261	275	-	222	254	-	-	-	-	-	-	-
Stage 1	653	654	-	492	489	-	-	-	-	-	-	-
Stage 2	488	487	-	595	614	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	16.6		16.9		1.3		0.1	
HCM LOS	C		C					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1189	-	-	409 314	1163	-	-
HCM Lane V/C Ratio	0.062	-	-	0.244 0.033	0.003	-	-
HCM Control Delay (s)	8.2	-	-	16.6 16.9	8.1	0	-
HCM Lane LOS	A	-	-	C C	A A	-	-
HCM 95th %tile Q(veh)	0.2	-	-	0.9 0.1	0	-	-

Intersection												
Int Delay, s/veh	2.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↔			↔		↔	↔			↔	↔
Traffic Vol, veh/h	40	0	51	1	0	0	45	368	0	1	287	36
Future Vol, veh/h	40	0	51	1	0	0	45	368	0	1	287	36
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	120	-	-	-	-	150
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	43	0	55	1	0	0	49	400	0	1	312	39






Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	812	812	312	859	851	400	351	0	0	400	0	0
Stage 1	314	314	-	498	498	-	-	-	-	-	-	-
Stage 2	498	498	-	361	353	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	298	313	728	277	297	650	1208	-	-	1159	-	-
Stage 1	697	656	-	554	544	-	-	-	-	-	-	-
Stage 2	554	544	-	657	631	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	288	300	728	248	285	650	1208	-	-	1159	-	-
Mov Cap-2 Maneuver	288	300	-	248	285	-	-	-	-	-	-	-
Stage 1	668	655	-	531	522	-	-	-	-	-	-	-
Stage 2	532	522	-	606	630	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	15.7		19.6		0.9		0	
HCM LOS	C		C					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1208	-	-	436 248	1159	-	-
HCM Lane V/C Ratio	0.04	-	-	0.227 0.004	0.001	-	-
HCM Control Delay (s)	8.1	-	-	15.7 19.6	8.1	0	-
HCM Lane LOS	A	-	-	C C	A A	-	-
HCM 95th %tile Q(veh)	0.1	-	-	0.9 0	0	-	-

Intersection

Int Delay, s/veh 1

Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	21	22	28	329	342	24
Future Vol, veh/h	21	22	28	329	342	24
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	235	-	-	0
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	23	24	30	358	372	26

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	790	372	398
Stage 1	372	-	-
Stage 2	418	-	-
Critical Hdwy	6.42	6.22	4.12
Critical Hdwy Stg 1	5.42	-	-
Critical Hdwy Stg 2	5.42	-	-
Follow-up Hdwy	3.518	3.318	2.218
Pot Cap-1 Maneuver	359	674	1161
Stage 1	697	-	-
Stage 2	664	-	-
Platoon blocked, %			
Mov Cap-1 Maneuver	350	674	1161
Mov Cap-2 Maneuver	350	-	-
Stage 1	679	-	-
Stage 2	664	-	-

Approach	EB	NB	SB
HCM Control Delay, s	13.6	0.6	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	SBT	SBR
Capacity (veh/h)	1161	-	464	-	-
HCM Lane V/C Ratio	0.026	-	0.101	-	-
HCM Control Delay (s)	8.2	-	13.6	-	-
HCM Lane LOS	A	-	B	-	-
HCM 95th %tile Q(veh)	0.1	-	0.3	-	-

TRAFFIC VOLUME WORKSHEETS

25-004 Res Dev at 820 Harmony Road, Eatonton, GA
Traffic Volumes

A&R Engineering
February 2025

1. Harmony Rd @ Scott Rd

A.M. Peak Hour

Condition	Harmony Road Northbound					Harmony Road Southbound					Private Driveway Eastbound					Scott Road Westbound			
	L	T	R	Tot		L	T	R	Tot		L	T	R	Tot		L	T	R	Tot
Existing 2025 Traffic Counts:	0	64	45	109		85	143	0	228		0	0	1	1		28	0	22	50
Growth Factor (%):	2	2	2			2	2	2			2	2	2			2	2	2	
Adjacent Site (Residential):	0	26	6	32		0	11	0	11		0	0	0	0		3	0	0	3
Adjacent Site (Retail & College):	0	5	1	6		0	9	0	9		0	0	0	0		2	0	0	2
No-Build 2027 Volumes:	0	98	54	152		88	169	0	257		0	0	1	1		34	0	23	57
Total New Trips (Mixed Use):	0	9	11	20		0	15	0	15		0	0	0	0		19	0	0	19
Total New Trips (Residential)	0	35	44	79		0	11	0	11		0	0	0	0		14	0	0	14
Future 2027 Traffic Volumes:	0	142	109	251		88	195	0	283		0	0	1	1		67	0	23	90

P.M. Peak Hour

Condition	Harmony Road Northbound					Harmony Road Southbound					Private Driveway Eastbound					Scott Road Westbound			
	L	T	R	Tot		L	T	R	Tot		L	T	R	Tot		L	T	R	Tot
Existing 2025 Traffic Counts:	3	157	59	219		56	94	0	150		0	1	2	3		48	0	119	167
Growth Factor (%):	2	2	2			2	2	2			2	2	2			2	2	2	
Adjacent Site (Residential):	0	19	5	24		0	28	0	28		0	0	0	0		7	0	0	7
Adjacent Site (Retail & College):	0	20	5	25		0	19	0	19		0	0	0	0		5	0	0	5
No-Build 2027 Volumes:	3	202	71	276		58	145	0	203		0	1	2	3		62	0	124	186
Total New Trips (Mixed Use):	0	23	28	51		0	18	0	18		0	0	0	0		23	0	0	23
Total New Trips (Residential)	0	22	27	49		0	32	0	32		0	0	0	0		40	0	0	40
Future 2027 Traffic Volumes:	3	247	126	376		58	195	0	253		0	1	2	3		125	0	124	249

25-004 Res Dev at 820 Harmony Road, Eatonton, GA
Traffic Volumes

A&R Engineering
 February 2025

2.Harmony Rd @ Rock Eagle Drwy

A.M. Peak Hour

Condition	Harmony Road Northbound					Harmony Road Southbound					- Eastbound				821 Harmony Road Driveway Westbound			
	L	T	R	Tot		L	T	R	Tot		L	T	R	Tot	L	T	R	Tot
Existing 2025 Traffic Counts:	0	110	1	111		0	179	0	179		0	0	0	0	2	0	1	3
Growth Factor (%):	2	2	2			2	2	2			2	2	2		2	2	2	
Adjacent Site (Residential):	0	32	0	32		0	13	0	13		0	0	0	0	0	0	0	0
Adjacent Site (Retail & College):	0	7	0	7		0	12	0	12		0	0	0	0	0	0	0	0
No-Build 2027 Volumes:	0	153	1	154		0	211	0	211		0	0	0	0	2	0	1	3
Total New Trips (Mixed Use):	0	40	0	40		0	23	0	23		0	0	0	0	0	0	0	0
Total New Trips (Residential)	0	49	0	49		0	78	0	78		0	0	0	0	0	0	0	0
Future 2027 Traffic Volumes:	0	242	1	243		0	312	0	312		0	0	0	0	2	0	1	3

P.M. Peak Hour

Condition	Harmony Road Northbound					Harmony Road Southbound					- Eastbound				821 Harmony Road Driveway Westbound			
	L	T	R	Tot		L	T	R	Tot		L	T	R	Tot	L	T	R	Tot
Existing 2025 Traffic Counts:	0	225	2	227		2	149	0	151		0	0	0	0	3	0	2	5
Growth Factor (%):	2	2	2			2	2	2			2	2	2		2	2	2	
Adjacent Site (Residential):	0	24	0	24		0	35	0	35		0	0	0	0	0	0	0	0
Adjacent Site (Retail & College):	0	25	0	25		0	24	0	24		0	0	0	0	0	0	0	0
No-Build 2027 Volumes:	0	283	2	285		2	214	0	216		0	0	0	0	3	0	2	5
Total New Trips (Mixed Use):	0	50	0	50		0	57	0	57		0	0	0	0	0	0	0	0
Total New Trips (Residential)	0	80	0	80		0	67	0	67		0	0	0	0	0	0	0	0
Future 2027 Traffic Volumes:	0	413	2	415		2	338	0	340		0	0	0	0	3	0	2	5

25-004 Res Dev at 820 Harmony Road, Eatonton, GA
Traffic Volumes

A&R Engineering
February 2025

3. Harmony Rd @ Farriers Ln

A.M. Peak Hour

Condition	Harmony Road Northbound					Harmony Road Southbound					Farriers Lane Eastbound					- Westbound			
	L	T	R	Tot		L	T	R	Tot		L	T	R	Tot		L	T	R	Tot
Existing 2025 Traffic Counts:	0	125	0	125		0	162	0	162		1	0	0	1		0	0	0	0
Growth Factor (%):	2	2	2			2	2	2			2	2	2			2	2	2	
Adjacent Site (Residential):	0	32	0	32		0	13	0	13		0	0	0	0		0	0	0	0
Adjacent Site (Retail & College):	0	7	0	7		0	12	0	12		0	0	0	0		0	0	0	0
No-Build 2027 Volumes:	0	169	0	169		0	193	0	193		1	0	0	1		0	0	0	0
Total New Trips (Mixed Use):	0	42	0	42		0	25	0	25		0	0	0	0		0	0	0	0
Total New Trips (Residential)	0	31	0	31		0	96	0	96		0	0	0	0		0	0	0	0
Future 2027 Traffic Volumes:	0	242	0	242		0	314	0	314		1	0	0	1		0	0	0	0

P.M. Peak Hour

Condition	Harmony Road Northbound					Harmony Road Southbound					Farriers Lane Eastbound					- Westbound			
	L	T	R	Tot		L	T	R	Tot		L	T	R	Tot		L	T	R	Tot
Existing 2025 Traffic Counts:	2	161	0	163		0	175	1	176		3	0	1	4		0	0	0	0
Growth Factor (%):	2	2	2			2	2	2			2	2	2			2	2	2	
Adjacent Site (Residential):	0	24	0	24		0	35	0	35		0	0	0	0		0	0	0	0
Adjacent Site (Retail & College):	0	25	0	25		0	24	0	0		0	0	0	0		0	0	0	0
No-Build 2027 Volumes:	2	216	0	218		0	241	1	242		3	0	1	4		0	0	0	0
Total New Trips (Mixed Use):	0	50	0	50		0	62	0	62		0	0	0	0		0	0	0	0
Total New Trips (Residential)	0	88	0	88		0	59	0	59		0	0	0	0		0	0	0	0
Future 2027 Traffic Volumes:	2	354	0	356		0	362	1	363		3	0	1	4		0	0	0	0

25-004 Res Dev at 820 Harmony Road, Eatonton, GA
Traffic Volumes

A&R Engineering
February 2025

4.Harmony @OconeeDrwy(N)-Drwy-1

A.M. Peak Hour

	Harmony Road					Harmony Road					Site Driveway 1					Oconee Custom Signs Northern Driveway			
	Northbound					Southbound					Eastbound					Westbound			
Condition	L	T	R	Tot		L	T	R	Tot		L	T	R	Tot		L	T	R	Tot
Existing 2025 Traffic Counts:	0	105	5	110		3	177	0	180		0	0	0	0		2	0	2	4
Growth Factor (%):	2	2	2			2	2	2			2	2	2			2	2	2	
Adjacent Site (Residential):	0	32	0	32		0	13	0	13		0	0	0	0		0	0	0	0
Adjacent Site (Retail & College):	0	7	0	7		0	12	0	12		0	0	0	0		0	0	0	0
No-Build 2027 Volumes:	0	148	5	153		3	209	0	212		0	0	0	0		2	0	2	4
Total New Trips (Mixed Use):	0	18	0	18		0	30	4	34		2	0	2	4		0	0	0	0
Total New Trips (Residential)	22	26	0	48		0	8	17	25		52	0	70	122		0	0	0	0
Future 2027 Traffic Volumes:	22	192	5	219		3	247	21	271		54	0	72	126		2	0	2	4

P.M. Peak Hour

Condition	Harmony Road					Harmony Road					Site Driveway 1				Oconee Custom Signs Northern Driveway				
	Northbound					Southbound					Eastbound					Westbound			
	L	T	R	Tot		L	T	R	Tot		L	T	R	Tot		L	T	R	Tot
Existing 2025 Traffic Counts:	0	219	6	225		3	144	0	147		0	0	0	0		5	0	4	9
Growth Factor (%):	2	2	2			2	2	2			2	2	2			2	2	2	
Adjacent Site (Residential):	0	24	0	24		0	35	0	35		0	0	0	0		0	0	0	0
Adjacent Site (Retail & College):	0	25	0	25		0	24	0	24		0	0	0	0		0	0	0	0
No-Build 2027 Volumes:	0	277	6	283		3	209	0	212		0	0	0	0		5	0	4	9
Total New Trips (Mixed Use):	0	45	0	45		0	36	5	41		6	0	6	12		0	0	0	0
Total New Trips (Residential)	64	16	0	80		0	24	48	72		32	0	43	75		0	0	0	0
Future 2027 Traffic Volumes:	64	338	6	408		3	269	53	325		38	0	49	87		5	0	4	9

25-004 Res Dev at 820 Harmony Road, Eatonton, GA
Traffic Volumes

A&R Engineering
February 2025

5.Harmony @OconeeDrwy(S)-Drwy-2

A.M. Peak Hour

	Harmony Road					Harmony Road					Site Driveway 2					Oconee Custom Signs Southern Driveway			
	Northbound					Southbound					Eastbound					Westbound			
Condition	L	T	R	Tot		L	T	R	Tot		L	T	R	Tot		L	T	R	Tot
Existing 2025 Traffic Counts:	0	110	0	110		0	179	0	179		0	0	0	0		0	0	0	0
Growth Factor (%):	2	2	2			2	2	2			2	2	2			2	2	2	
Adjacent Site (Residential):	0	32	0	32		0	13	0	13		0	0	0	0		0	0	0	0
Adjacent Site (Retail & College):	0	7	0	7		0	12	0	12		0	0	0	0		0	0	0	0
No-Build 2027 Volumes:	0	153	0	153		0	211	0	211		0	0	0	0		0	0	0	0
Total New Trips (Mixed Use):	38	2	0	40		0	2	30	32		16	0	20	36		0	0	0	0
Total New Trips (Residential)	0	49	0	49		0	78	0	78		0	0	0	0		0	0	0	0
Future 2027 Traffic Volumes:	38	204	0	242		0	291	30	321		16	0	20	36		0	0	0	0

P.M. Peak Hour

	Harmony Road					Harmony Road					Site Driveway 2					Oconee Custom Signs Southern Driveway			
	Northbound					Southbound					Eastbound					Westbound			
Condition	L	T	R	Tot		L	T	R	Tot		L	T	R	Tot		L	T	R	Tot
Existing 2025 Traffic Counts:	0	225	0	225		0	149	0	149		0	0	0	0		0	0	0	0
Growth Factor (%):	2	2	2			2	2	2			2	2	2			2	2	2	
Adjacent Site (Residential):	0	24	0	24		0	35	0	35		0	0	0	0		0	0	0	0
Adjacent Site (Retail & College):	0	25	0	25		0	24	0	24		0	0	0	0		0	0	0	0
No-Build 2027 Volumes:	0	283	0	283		0	214	0	214		0	0	0	0		0	0	0	0
Total New Trips (Mixed Use):	45	5	0	50		0	6	36	42		40	0	51	91		0	0	0	0
Total New Trips (Residential)	0	80	0	80		0	67	0	67		0	0	0	0		0	0	0	0
Future 2027 Traffic Volumes:	45	368	0	413		0	287	36	323		40	0	51	91		0	0	0	0

25-004 Res Dev at 820 Harmony Road, Eatonton, GA
Traffic Volumes

A&R Engineering
February 2025

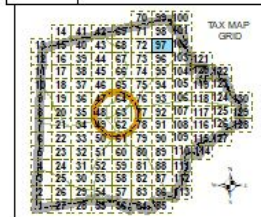
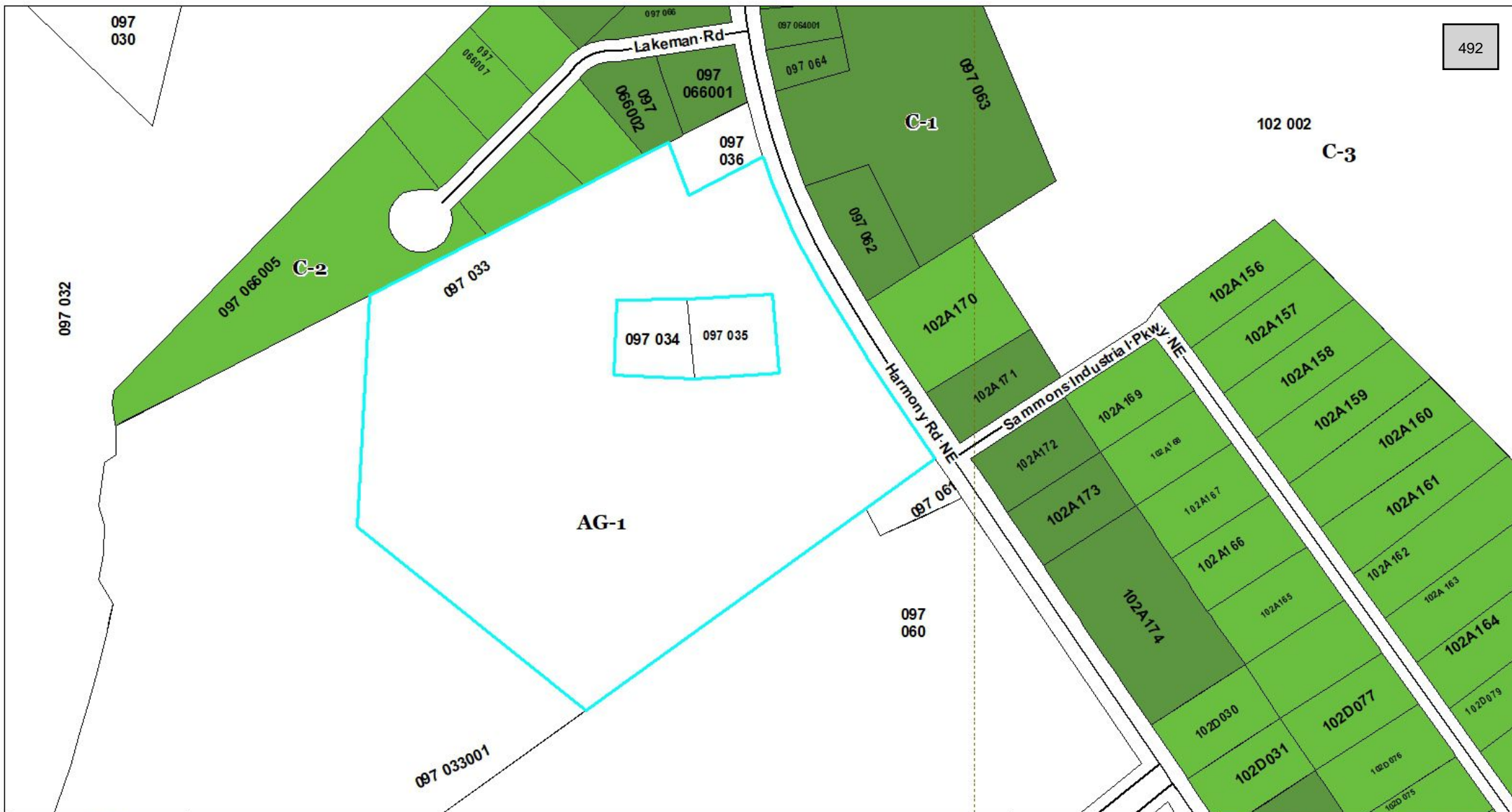
6. Harmony Rd @ Site Drwy 3

A.M. Peak Hour

Condition	Harmony Road Northbound					Harmony Road Southbound					Site Driveway 3 Eastbound					- Westbound			
	L	T	R	Tot		L	T	R	Tot		L	T	R	Tot		L	T	R	Tot
Existing 2025 Traffic Counts:	0	126	0	126		0	162	0	162		0	0	0	0		0	0	0	0
Growth Factor (%):	2	2	2			2	2	2			2	2	2			2	2	2	
Adjacent Site (Residential):	0	32	0	32		0	13	0	13		0	0	0	0		0	0	0	0
Adjacent Site (Retail & College):	0	7	0	7		0	12	0	12		0	0	0	0		0	0	0	0
No-Build 2027 Volumes:	0	170	0	170		0	193	0	193		0	0	0	0		0	0	0	0
Total New Trips (Mixed Use):	4	38	0	42		0	23	0	23		2	0	2	4		0	0	0	0
Total New Trips (Residential)	8	22	0	30		0	70	8	78		26	0	26	52		0	0	0	0
Future 2027 Traffic Volumes:	12	230	0	242		0	286	8	294		28	0	28	56		0	0	0	0

P.M. Peak Hour

Condition	Harmony Road Northbound					Harmony Road Southbound					Site Driveway 3 Eastbound					- Westbound			
	L	T	R	Tot		L	T	R	Tot		L	T	R	Tot		L	T	R	Tot
Existing 2025 Traffic Counts:	0	164	0	164		0	176	0	176		0	0	0	0		0	0	0	0
Growth Factor (%):	2	2	2			2	2	2			2	2	2			2	2	2	
Adjacent Site (Residential):	0	24	0	24		0	35	0	35		0	0	0	0		0	0	0	0
Adjacent Site (Retail & College):	0	25	0	25		0	24	0	24		0	0	0	0		0	0	0	0
No-Build 2027 Volumes:	0	220	0	220		0	242	0	242		0	0	0	0		0	0	0	0
Total New Trips (Mixed Use):	4	45	0	49		0	57	0	57		5	0	6	11		0	0	0	0
Total New Trips (Residential)	24	64	0	88		0	43	24	67		16	0	16	32		0	0	0	0
Future 2027 Traffic Volumes:	28	329	0	357		0	342	24	366		21	0	22	43		0	0	0	0



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

GEOGRAPHIC FEATURE LEGEND

Zoning

- | | | | | | | |
|------------------|----------|----------|-------------|------------|------|-------|
| Overlay District | A-2 CITY | C-2 CITY | I-2 CITY | R - 1 CITY | R-1 | RM-3 |
| No Code | C-1 | I-M | MHP | R - 2 CITY | R-1R | R-PUD |
| AG | C-1 CITY | I-1 CITY | PUBLIC | R - 3 CITY | R-2 | C-PUD |
| A-1 CITY | C-2 | I-M | PUBLIC CITY | R - 4 CITY | RM-1 | |



Middle Georgia Regional Commission
175 Emory Hwy
Suite C
Macon, Georgia 31217
(478) 751-8180

Web:
www.middlegeorgia.org

PUTNAM COUNTY, GEORGIA ZONING MAPS



MAP 097

MAP SCALE: 1" = 250' SCALE RATIO: 1:3,000 DATE: AUGUST 2025

File Attachments for Item:

12. Consent Agenda

- a. Approval of Minutes - December 5, 2025 Regular Meeting (staff-CC)
- b. Approval of 2026 Alcohol Licenses (staff-CC)

PUTNAM COUNTY BOARD OF COMMISSIONERS



117 Putnam Drive, Suite A ♦ Eatonton, GA 31024

Minutes

Friday, December 5, 2025 ♦ 10:00 AM

Putnam County Administration Building – Room 203

The Putnam County Board of Commissioners met on Friday, December 5, 2025 at approximately 10:00 AM in the Putnam County Administration Building, 117 Putnam Drive, Room 203, Eatonton, Georgia.

PRESENT

Chairman Bill Sharp
Commissioner Tom McElhenney
Commissioner Richard Garrett
Commissioner Steve Hersey

STAFF PRESENT

County Attorney Adam Nelson
County Manager Paul Van Haute
County Clerk Lynn Butterworth

ABSENT

Commissioner Jeff Wooten

STAFF ABSENT

Deputy County Clerk Mercy Fluker

Opening

1. Welcome - Call to Order

Chairman Sharp called the meeting to order at approximately 10:00 a.m.
(Copy of agenda made a part of the minutes on minute book page _____.)

2. Approval of Agenda

Motion to approve the Agenda.

Motion made by Commissioner Garrett, Seconded by Commissioner McElhenney.

Motion amended to postpone agenda item #11 “Authorization for staff to schedule a Public Hearing on proposed changes to the Putnam County Code of Ordinances - Chapter 2 (Administration)” to the January 2026 meeting

**Amended motion made by Commissioner Hersey, Seconded by Commissioner Garrett
Voting Yea: Commissioner McElhenney, Commissioner Garrett, Commissioner Hersey**

Vote on original motion as amended:

Voting Yea: Commissioner McElhenney, Commissioner Garrett, Commissioner Hersey

3. Invocation - Pastor David Wofford, Eatonton First Methodist Church
Pastor David Wofford, Eatonton First Methodist Church, gave the invocation.

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December 5, 2025		

4. Pledge of Allegiance (BS)
Chairman Sharp led the Pledge of Allegiance.

Regular Business Meeting

5. Public Comments
Mr. George Kelecheck submitted a handout and commented on KT (Kepner Tregoe) training.
Mr. Bill Vargo commented on his property tax bill and issues with the Planning & Development department regarding a land disturbance permit.
Ms. Barbara Vargo also commented on issues with the Planning & Development department regarding a land disturbance permit.
(Copy of handout made a part of the minutes on minute book page _____.)

6. Consent Agenda
- a. Approval of Minutes - November 18, 2025 Work Session (staff-CC)
 - b. Approval of Minutes - November 18, 2025 Regular Meeting (staff-CC)

Motion to approve the Consent Agenda.
Motion made by Commissioner McElhenney, Seconded by Commissioner Hersey.
Voting Yea: Commissioner McElhenney, Commissioner Garrett, Commissioner Hersey

7. Discussion and possible action on Increasing Defined Contribution Limits-Presentation by Greg Gease (staff-CM)
County Manager Van Haute explained that Mr. Gease was here to inform the board about how other counties are handling their retirement programs.
Mr. Greg Gease submitted a handout comparing the retirement programs of counties near Putnam. He discussed a possible change in the employer match from 3% to 4% for defined contribution to be competitive in employment, especially for public safety employees. He advised that about 80% of Putnam County employees take advantage of the defined contribution program, although not all at the maximum amount.
County Manager Van Haute recommended increasing the defined contribution employer match to 4%. A resolution will be brought back to the next meeting for approval of this proposed change. No action was taken.

8. Proposed changes to the Putnam County Personnel Manual - Wellness Leave (staff-HR)
Mr. Billy Webster commented on the meaning of personal well-being and inquired about the difference between vacation days and wellness day, why three days, and why they cannot be used in September.
Ms. Barbara Vargo commented that when she worked for the county, she was always told it would cost a lot of tax dollars to take days off and inquired about why this was being done. Human Resources Director Miller talked about mental health statistics and that physical health and mental health are closely related. She advised that investing in the health of employees benefits the county. She explained that providing three wellness days would not increase the budget.
Motion to approve the proposed changes to the Putnam County Personnel Manual - Wellness Leave with the amendment that staff explore a productivity metric that might give us a window into the impact this would have.

Motion made by Commissioner Garrett, Seconded by Commissioner McElhenney.

Voting Yea: Commissioner Garrett

Voting Nay: Commissioner McElhenney, Commissioner Hersey

Motion failed. No action was taken.

9. Appointments to the Central Georgia Joint Development Authority (staff-CC)

Mr. Bill Sharp and Mr. Brandon Burgess were nominated for appointment to the Central Georgia Joint Development Authority.

Nominations made by Commissioner McElhenney, Seconded by Commissioner Garrett.

Voting Yea for Bill Sharp: Commissioner McElhenney, Commissioner Garrett, Chairman Sharp

Voting Nay for Bill Sharp: Commissioner Hersey

Voting Yea for Brandon Burgess: Commissioner McElhenney, Commissioner Garrett, Commissioner Hersey

Bill Sharp and Brandon Burgess were appointed to the Central Georgia Joint Development Authority.

10. Appointments to the Putnam County Department of Family and Children Services Board (staff-CC)

Ms. Meghan Stubbs was nominated for appointment to the Department of Family and Children Services Board.

Nominations made by Commissioner McElhenney, Seconded by Commissioner Hersey.

Voting Yea for Meghan Stubbs: Commissioner McElhenney, Commissioner Garrett, Commissioner Hersey

Ms. Angela Nelson-Williams was nominated for appointment to the Department of Family and Children Services Board.

Nominations made by Commissioner Hersey, Seconded by Commissioner McElhenney.

Voting Yea for Angela Nelson-Williams: Commissioner McElhenney, Commissioner Garrett, Commissioner Hersey

Ms. Julie Breedlove was nominated for appointment to the Department of Family and Children Services Board.

Nominations made by Commissioner McElhenney, Seconded by Commissioner Garrett.

Voting Yea for Julie Breedlove: Commissioner McElhenney, Commissioner Garrett, Commissioner Hersey

Ms. Calandra Burke was nominated for appointment to the Department of Family and Children Services Board.

Nominations made by Commissioner Garrett, Seconded by Commissioner Hersey.

Voting Yea for Calandra Burke: Commissioner McElhenney, Commissioner Garrett, Commissioner Hersey

Ms. Meghan Stubbs, Ms. Angela Nelson-Williams, Ms. Julie Breedlove, and Ms. Calandra Burke were appointed to the Putnam County Department of Family and Children Services Board.

11. Authorization for staff to schedule a Public Hearing on proposed changes to the Putnam County Code of Ordinances - Chapter 2 (Administration)

Removed from agenda.

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December 5, 2025		

12. Discussion and possible action to oppose any tax exemption for the residential project proposed by Harmony Road GA, LLC

Mr. Fred Jones commented on the number of times this issue has come up and asked the board to vote against tax exemptions for residential projects.

Mr. Bill Vargo commented that tax emptions should only be for industries.

Ms. Barbara Vargo commented on the bond hearing for this project and the need to reconstruct the PDA.

Ms. Erin Olson submitted and reviewed a handout regarding the PDA.

Mr. George Kelecheck commented that he plans to attend the next PDA meeting and the need to hold businesses accountable to their proposals.

Motion to authorize the Chairman to sign the resolution opposing a tax exemption for Harmony Road GA, LLC as shown in the meeting package.

Motion made by Commissioner Hersey, Seconded by Commissioner Garrett.

Voting Yea: Commissioner Garrett, Commissioner Hersey

Voting Nay: Chairman Sharp, Commissioner McElhenney

Motion failed. No action was taken.

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

13. Discussion and possible action to dissolve the Putnam Development Authority (SH)

Mr. Bill Vargo commented that the PDA is a controversial group of people and requested that the board establish conflict of interest rules; he supports dissolving the PDA and re-establishing them.

Ms. Barb Vargo commented that the commissioners need to appoint new members to the PDA.

Ms. Erin Olson continued reviewing her handout (from previous item) and requested a forensic audit on the PDA; she also announced that if Commissioner Hersey runs for Chairman of the BOC, she will run for District Three Commissioner.

Mr. George Kelecheck thanked the commissioners for their due diligence and inquired why the City of Eatonton was not included in the Harmony Road GA, LLC MOU.

Motion to authorize the Chairman to sign the resolution requesting the introduction of a local law to repeal the constitutional amendment creating the Putnam County Development Authority as shown in the meeting packet.

Motion made by Commissioner Hersey, Seconded by Commissioner Garrett.

Voting Yea: Commissioner Hersey

Voting Nay: Commissioner McElhenney, Commissioner Garrett

Motion failed.

Motion for the BOC to seek a meeting with the PDA in January 2026 to work through issues.

Motion made by Commissioner Garrett, Seconded by Commissioner McElhenney.

Voting Yea: Commissioner McElhenney, Commissioner Garrett, Chairman Sharp

Noting Nay: Commissioner Hersey

Reports/Announcements

14. County Manager Report

No report.

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15. County Attorney Report
No report.

16. Commissioner Announcements
Commissioner McElhenney: none
Commissioner Garrett: expressed appreciation for the people who organized the successful food drive mentioned at the last meeting.
Commissioner Hersey: none
Commissioner Wooten: absent
Chairman Sharp: thanked all who attended the Christmas tree lighting last night and reminded all that Jesus is the reason for the season.

Closing

17. Adjournment
Motion to adjourn the meeting.
Motion made by Commissioner McElhenney, Seconded by Commissioner Garrett.
Voting Yea: Commissioner McElhenney, Commissioner Garrett, Commissioner Hersey

Meeting adjourned at approximately 1:00 p.m.

ATTEST:

Lynn Butterworth
County Clerk

B. W. “Bill” Sharp
Chairman



Office of the County Clerk
 117 Putnam Drive, Suite A ♦ Eatonton, GA 31024
 706-485-5826 (main office) ♦ 706-485-1877 (direct line) ♦ 706-923-2345 (fax)
lbutterworth@putnamcountyga.us ♦ www.putnamcountyga.us

Approval of 2026 Alcohol Licenses

The following alcohol license applications (which are available for review in the County Clerk's office) have been approved by the Sheriff, Fire Marshal and/or Building Inspector, and Tax Commissioner and are ready for BOC approval:

Individual Name	Business Name	Address	License Type
Harassio Welch	Robert P Lounge LLC	338 Glenwood Springs Road Eatonton, GA 31024	NEW - Pouring
David Hudson	Bogey-Free Enterprises LLC dba Mellow Mushroom	105 Harmony Crossing Eatonton, GA 31024	Renewal - Pouring

File Attachments for Item:

13. Authorization for Chairman to sign Resolution for Increasing Defined Contribution Limits (staff-CM)

**ADOPTION AGREEMENT AMENDMENT #1
ASSOCIATION COUNTY COMMISSIONERS OF GEORGIA
401(a) DEFINED CONTRIBUTION PLAN
FOR PUTNAM COUNTY EMPLOYEES**

WHEREAS, Putnam County, Georgia (the "Employer") established the ACCG 401(a) Defined Contribution Plan for Putnam County Employees (the "Plan") through an Adoption Agreement that was first effective as of January 1, 2015, and was most recently amended and restated effective as of January 1, 2022;

WHEREAS, Section 13.01 of the Plan allows the Employer to amend the elective provisions of the Adoption Agreement; and

WHEREAS, the Employer desires to amend the Adoption Agreement to increase the Employer Matching Contribution to four percent (4%).

NOW, THEREFORE, the Adoption Agreement is hereby amended as follows, effective as of the first pay period that begins on or after February 1, 2026 (on or after January 1, 2027, for County Commissioners):

1.

Section 4.03, **EMPLOYER MATCHING CONTRIBUTIONS**, shall be restated in its entirety to read as follows, effective as of the first pay period that begins on or after February 1, 2026 (on or after January 1, 2027, for County Commissioners):

4.03 EMPLOYER MATCHING CONTRIBUTIONS

(Matching Contributions may not exceed 100% of Compensation.)

- ☐ No Matching Contributions on amounts Participants contribute to the 457(b) Eligible Deferred Compensation Plan
- ☒ Matching Contributions equal to **one hundred percent (100%)** of the first **four percent (4%)** on amounts Participants contribute to the 457(b) Eligible Deferred Compensation Plan. The maximum Matching Contribution shall be no more than **four percent (4%)** of Compensation or \$(N/A).
- ☐ Matching Contributions equal to _____ (____%) of the first _____ (____%) on amounts Participants contribute to the 457(b) Eligible Deferred Compensation Plan and _____ (____%) of the next _____ (____%) so contributed and (N/A) percent (N/A %) of the next (N/A) percent (N/A %) so contributed. The maximum Matching Contribution shall be no more than _____ (____%) of Compensation or \$(N/A).
- ☐ Matching Contributions equal to _____ percent (____%) of amounts Participants contribute to the 457(b) Eligible Deferred Compensation Plan.
- ☐ Other Matching Contribution Formula (See Additional Provisions Addendum)
- ☐ Discretionary Matching Contributions as determined each year by the Employer

Matching Contributions shall be made on the following types of deferrals:

- ☒ Deferral Contributions the 457(b) Eligible Deferred Compensation Plan
 - ☒ Catch-up Contributions the 457(b) Eligible Deferred Compensation Plan
 - ☒ Roth Contributions under the 457(b) Eligible Deferred Compensation Plan
 - ☐ Matching Contributions shall be calculated based on the lowest whole percentage of Compensation deferred by the Participant (no fractions)
- Matching Contributions shall be made:
- ☒ On a payroll basis
 - ☐ On a monthly basis
 - ☐ On a quarterly basis
 - ☐ On an annual basis
 - ☐ Other remittance period for Matching Contributions: _____(must be at least annual)
 - ☐ Matching Contributions made more frequently than on an annual basis will be recalculated (“trued-up”) at the end of the year. If this box is not checked, Matching Contributions will not be recalculated at the end of the year.

Employer Matching Contribution Eligibility Requirements

- ☒ No requirements [**Must elect if made more frequently than annually**]
- ☐ Participant must be employed by the Employer on the last day of the Plan Year
- ☐ Participant must earn at least 501 Hours of Service during the Plan Year
- ☐ Participant must earn at least 1000 Hours of Service during the Plan Year
- ☐ Participants who become disabled, or die while employed with the Employer and Participants who die while performing qualified military service, are excepted from any last day or Hours of Service requirements.
- ☐ Other Matching Contribution Eligibility Requirements (See Additional Provisions Addendum)

IN WITNESS WHEREOF, the Employer has caused its duly authorized officer to execute this Amendment on the date noted below.

PUTNAM COUNTY, GEORGIA

By: _____
Title: _____
Date: _____

**RESOLUTION TO ADOPT
ADOPTION AGREEMENT AMENDMENT #1 TO THE ASSOCIATION
COUNTY COMMISSIONERS OF GEORGIA 401(A) DEFINED
CONTRIBUTION PLAN FOR PUTNAM COUNTY EMPLOYEES**

WHEREAS, Putnam County, Georgia (the "Employer") established the ACCG 401(a) Defined Contribution Plan for Putnam County Employees (the "Plan") through an Adoption Agreement that was first effective as of January 1, 2015, and was most recently amended and restated effective as of January 1, 2022;

WHEREAS, Section 13.01 of the Plan allows the Employer to amend the elective provisions of the Adoption Agreement; and

WHEREAS, the Employer desires to amend the Adoption Agreement to increase the Employer Matching Contribution to four percent (4%), effective as of the first pay period that begins on or after February 1, 2026 (on or after January 1, 2027, for County Commissioners).

NOW THEREFORE, at a meeting held on the _____ day of _____, 2025, the Putnam County Board of Commissioners hereby resolves as follows:

RESOLVED that the Putnam County Board of Commissioners (the "Board") hereby approves the adoption of the attached Adoption Agreement Amendment #1 to the Association County Commissioners of Georgia 401(a) Defined Contribution Plan for Putnam County Employees, effective as of the first pay period that begins on or after February 1, 2026 (on or after January 1, 2027, for County Commissioners).

FURTHER RESOLVED that the Commission Chair is hereby authorized, empowered, and directed to take all further actions and to execute all documents necessary to implement these resolutions.

FURTHER RESOLVED that any resolution in conflict with this resolution is hereby repealed.

PUTNAM COUNTY BOARD OF COMMISSIONERS

By: _____
Chair, Putnam County Board of Commissioners

Date: _____

Attest:

By: _____
County Clerk

File Attachments for Item:

14. Authorization for Chairman to sign Resolution for Accumulated Credit Burn (staff-CM)

Resolution

WHEREAS, the Putnam County Board of Commissioners (the “Employer”) sponsors the Association County Commissioners of Georgia Defined Benefit Plan for Putnam County Employees (the, “Plan”);

WHEREAS, the Employer makes the Required Contributions to the plan in accordance with the Funding Policy maintained by the Board of Trustees for the Association County Commissioners of Georgia Pension Plan and Trust;

WHEREAS, in the accordance with such Funding Policy, the Employer may use its Accumulated Contribution Credits (if any) to partially or fully offset a Required Contribution in any year; and

WHEREAS, as of January 1, 2026, the Employer elects to reduce the Accumulated Contribution Credits which are used to determine the Required Contribution by \$500,000. The impact of such reduction in Accumulated Contribution Credits is as follows:

- The amount of the reduction in the Accumulated Contribution Credits will no longer be available to be used as an offset to the cash contribution required to meet the Required Contribution Obligation.
- The amount of the reduction in the Accumulated Contribution Credits will be used to pay down the outstanding amortization bases (commencing with most recently established amortization base) which determine the amount required to pay down the plan’s unfunded liability.

NOW THEREFORE, BE IT RESOLVED that the Employer hereby approves the election to reduce the Accumulated Contribution Credits used to offset its required contribution to the Plan for the 2026 plan year and thereafter to the extent the Accumulated Contribution Credits are available.

BE IT FURTHER RESOLVED that the Chairman of the Board of Commissioners of Putnam County, Georgia is hereby authorized, empowered and directed to take all further actions and to execute all documents necessary to implement this resolution.

BE IT FURTHER RESOLVED that any resolution in conflict with this resolution is hereby repealed.

The ____ day of _____, 2025.

PUTNAM COUNTY BOARD OF COMMISSIONERS

By: _____

Date: _____

Charges:

	<u>Description</u>	<u>Date Established</u>	<u>Initial Amount</u>	<u>Initial Years</u>	<u>Years Remaining</u>	<u>End of Year Amortization Amount</u>	<u>Outstanding Balance</u>
a.	Assumption Change	2003	\$ 240,691	30	7	\$36,971	\$225,560
b.	Assumption Change	2009	140,611	30	13	15,681	\$165,973
c.	2011 Actuarial Loss	2012	525,958	15	1	85,176	\$79,605
d.	2012 Actuarial Loss	2013	439,776	15	2	67,587	\$124,857
e.	Assumption Change	2014	994,876	30	18	85,345	\$1,183,196
f.	2015 Actuarial Loss	2016	29,585	15	5	3,894	\$17,365
g.	Assumption Change	2016	582,421	30	20	45,066	\$679,171
h.	2016 Actuarial Loss	2017	506,898	15	6	63,375	\$335,253
i.	Assumption Change	2017	479,201	30	21	35,214	\$551,218
j.	2017 Actuarial Loss	2018	558,064	15	7	66,610	\$406,387
k.	Assumption Change	2018	29,546	30	22	2,072	\$33,617
l.	Assumption Change	2019	1,266,852	30	23	71,143	\$1,193,604
m.	2018 Actuarial Loss	2019	290,858	15	8	BURNED	BURNED
n.	Assumption Change	2020	777,663	30	24	BURNED	BURNED
o.	2019 Actuarial Loss	2020	83,217	15	9	BURNED	BURNED
p.	Assumption Change	2021	31,865	30	25	BURNED	BURNED
q.	Assumption Change	2022	33,145	30	26	BURNED	BURNED
r.	Assumption Change	2023	35,220	30	27	BURNED	BURNED
s.	2022 Actuarial Loss	2023	420,051	15	12	BURNED	BURNED
w.	Total					\$578,135	\$4,995,806

Credits:

	<u>Description</u>	<u>Date Established</u>	<u>Initial Amount</u>	<u>Initial Years</u>	<u>Years Remaining</u>	<u>End of Year Amortization Amount</u>	<u>Outstanding Balance</u>
a.	2013 Actuarial Gain	2014	248,034	15	3	36,175	\$99,073
b.	2014 Actuarial Gain	2015	425,372	15	4	58,935	\$212,715
c.	2020 Actuarial Gain	2021	244,894	15	10	BURNED	BURNED
d.	2021 Actuarial Gain	2022	844,441	15	11	BURNED	BURNED
e.	2024 Actuarial Gain	2025	188,002	15	14	BURNED	BURNED
f.	Total					\$95,110	\$311,789

Total Amortizations

\$483,026 \$4,684,017

Equation of Balance:

1. Net amount of amortizations outstanding as of January 1, 2026	\$4,684,017
2. Accumulated contribution credits in Funding Standard Account as of January 1, 2026	\$868,438
3. Reconciliation account balance on January 1, 2026	-
4. Unfunded actuarial liability as of January 1, 2026 (1.-2.-3.)	<u>\$3,815,579</u>

Charges:

	<u>Description</u>	<u>Date Established</u>	<u>Initial Amount</u>	<u>Initial Years</u>	<u>Years Remaining</u>	<u>End of Year Amortization Amount</u>	<u>Outstanding Balance</u>
a.	Assumption Change	2003	\$ 240,691	30	7	\$36,971	\$225,560
b.	Assumption Change	2009	140,611	30	13	15,681	\$165,973
c.	2011 Actuarial Loss	2012	525,958	15	1	85,176	\$79,605
d.	2012 Actuarial Loss	2013	439,776	15	2	67,587	\$124,857
e.	Assumption Change	2014	994,876	30	18	85,345	\$1,183,196
f.	2015 Actuarial Loss	2016	29,585	15	5	3,894	\$17,365
g.	Assumption Change	2016	582,421	30	20	45,066	\$679,171
h.	2016 Actuarial Loss	2017	506,898	15	6	63,375	\$335,253
i.	Assumption Change	2017	479,201	30	21	35,214	\$551,218
j.	2017 Actuarial Loss	2018	558,064	15	7	66,610	\$406,387
k.	Assumption Change	2018	29,546	30	22	2,072	\$33,617
l.	Assumption Change	2019	1,266,852	30	23	84,845	\$1,423,487
m.	2018 Actuarial Loss	2019	290,858	15	8	33,143	\$228,457
n.	Assumption Change	2020	777,663	30	24	49,839	\$863,223
o.	2019 Actuarial Loss	2020	83,217	15	9	9,075	\$69,573
p.	Assumption Change	2021	31,865	30	25	1,954	\$34,882
q.	Assumption Change	2022	33,145	30	26	1,945	\$35,722
r.	Assumption Change	2023	35,220	30	27	1,978	\$37,335
s.	2022 Actuarial Loss	2023	420,051	15	12	17,603	\$173,925
w.	Total					\$707,374	\$6,668,805

Credits:

	<u>Description</u>	<u>Date Established</u>	<u>Initial Amount</u>	<u>Initial Years</u>	<u>Years Remaining</u>	<u>End of Year Amortization Amount</u>	<u>Outstanding Balance</u>
a.	2013 Actuarial Gain	2014	248,034	15	3	36,175	\$99,073
b.	2014 Actuarial Gain	2015	425,372	15	4	58,935	\$212,715
c.	2020 Actuarial Gain	2021	244,894	15	10	25,554	\$215,219
d.	2021 Actuarial Gain	2022	844,441	15	11	84,321	\$772,361
e.	2024 Actuarial Gain	2025	188,002	15	14	16,450	\$185,420
f.	Total					\$221,436	\$1,484,788

Total Amortizations

\$485,939 **\$5,184,017**

Equation of Balance:

1. Net amount of amortizations outstanding as of January 1, 2026	\$5,184,017
2. Accumulated contribution credits in Funding Standard Account as of January 1, 2026	\$1,368,438
3. Reconciliation account balance on January 1, 2026	-
4. Unfunded actuarial liability as of January 1, 2026 (1.-2.-3.)	<u>\$3,815,579</u>

File Attachments for Item:

15. Approval of 2026 LMIG Project List (staff-CM)

LMIG 2026	Road Name	Beginning	Ending	Miles	Cost Estimate	Total
District 1	Reid Drive	City Limits	End of Pavement	1.2	\$ 235,000.00	\$ 282,000.00
District 2						
District 3	Spring Road	Rockville Road	Oconee Springs Park	1.2	\$ 235,000.00	\$ 282,000.00
District 4	Scuffleboro Road	Pea Ridge Road	Emory Road	1.9	\$ 235,000.00	\$ 446,500.00
			Totals			
			LMIG 2026		\$ 716,026.17	
			30% Match		\$ 214,807.85	
			Total		\$ 930,834.02	

File Attachments for Item:

17. Discussion and possible action regarding the Chamber of Commerce contract for 2026 (staff-CM)

STATE OF GEORGIA

COUNTY OF PUTNAM

2026 CONTRACT

**PUTNAM COUNTY BOARD OF COMMISSIONERS AND
EATONTON-PUTNAM CHAMBER OF COMMERCE DBA/VISIT EATONTON**

WHEREAS, the Board of Commissioners of Putnam County, Georgia (the “Board”) recognizes the importance of tourism; and

WHEREAS, the Board desires to promote tourism and economic development within Putnam County; and

WHEREAS, the Eatonton-Putnam Chamber of Commerce DBA/Visit Eatonton (the “Chamber”) works in concert with the Putnam Development Authority, the Downtown Development Authority, Main Street, the Eatonton-Putnam Arts Foundation, the Tourism, Arts & Heritage Board, Rock Eagle 4-H Conference Center, Historic Piedmont Scenic-Byways and many other regional and state organizations.

NOW, THEREFORE, for and in consideration of the mutual benefits to the parties, the undersigned parties agree as follows:

1. Obligations of Chamber. The Chamber shall

- a. Coordinate tourist related activities with the Tourism, Arts, & Heritage Group and the Putnam Development Authority in promoting tourism and its growth for our community;
- b. Work in partnership with all state, regional, and local groups to promote Putnam County as a world class destination for leisure travel, using available trade show events and other similar activities;
- c. Promote Putnam County as a “working getaway” to corporate entities;
- d. Provide economic development information for specific prospects, pertaining to tourism or business development related to tourism;
- e. Work with state agencies to promote tourism and recreation areas of Putnam County, including creating and promoting events that bring tourists to area;
- f. Attend and supply consumer shows with tourist information;

- g. Design, publish and provide brochures for tourist information relating to Putnam County and supply to all State Welcome Centers. Brochures cover lodging, restaurants, camping, historic sites, and shopping;
- h. Work with the Leadership Putnam Program (and its participants) to develop a better understanding of what Putnam County has to offer;
- i. Provide staff dedicated to promoting tourism, events and tourism products;
- j. Provide reports of tourism activities, statistical data, as requested, to the Board of Commissioners. Said reports to contain the results of the Chamber's efforts on the County's behalf as outlined herein above. Reports shall contain what future plans are being worked on, as well as the economic impact, as best as possible to Putnam County of the Chamber's efforts. Reports will include visitation numbers, inquiries and leads from website, state, and southeastern advertising, as well as values of media advertising and articles;
- k. Complete annual audit or compliance review;
- l. Conduct "visitor survey" for research purposes, to determine where visitors are from, number in their party, why they are here, whether they are overnighting, and their expected expenditures;
- m. Comply with all local, state & federal laws.

2. Obligations of Board. The Board shall

- a. Pay to the Chamber, as a designated destination marketing organization and an official designated tourism non-profit organization (501c-6), sixty percent (60%) of the hotel-motel tax collected, to be used for completion of the Chamber's obligations herein and to promote tourism within Putnam County.

3. Term. The initial term for this Agreement shall be until December 31, 2026, commencing upon execution of this agreement by both parties.

4. Entire Agreement. This Agreement contains the entire agreement for the parties and there are no other promises or conditions in any other agreement whether oral or written. This Agreement supersedes any prior written or oral agreements between the parties.

5. Amendment. This Agreement may be modified or amended if the amendment is made in writing and is signed by both parties.

6. **Severability.** If any provision of this Agreement shall be held to be invalid or unenforceable for any reason, the remaining provisions shall continue to be valid and enforceable. If a court finds that any provision of this Agreement is invalid or unenforceable, and that by limiting such provision it would become valid and enforceable, then such provision shall be deemed to be written, construed, and enforced as so limited.

7. **Waiver of Contractual Right.** The failure of either party to enforce any provision of this Agreement shall not be construed as a waiver of limitation of that party's right to subsequently enforce and compel strict compliance with every provision of this Agreement.

8. **Applicable Law.** This Agreement shall be governed by the laws of the State of Georgia.

9. **Assignment.** Chamber agrees that it will not assign, sell, transfer, delegate or otherwise dispose of any rights or obligations under this Agreement without the prior written consent of the Board. Any purported assignment, transfer, or delegation shall be null and void. Subject to the foregoing, this Agreement shall be binding upon and shall inure to the benefit of the parties and their respective heirs, legal representatives, successors, and permitted assigns, and shall not benefit any person or entity not a party hereto.

10. **Counterparts.** This Agreement may be executed in several counterparts, each of which shall be an original and all of which shall constitute but one and the same instrument.

Failure to adhere to all conditions of this contract will result in the forfeiture of funds.

WITNESS, the hands and seals of the parties, this 16th day of December 2025.

PUTNAM COUNTY

By: _____

As its: Chairman

Date: _____

EATONTON-PUTNAM CHAMBER OF COMMERCE DBA/VISIT EATONTON

By: _____

As its: President/CEO

Date: _____