# PUTNAM COUNTY BOARD OF COMMISSIONERS

117 Putnam Drive, Suite A ◊ Eatonton, GA 31024

**Agenda**
**Tuesday, February 17, 2026 ◊ 6:00 PM**
*Putnam County Administration Building – Room 203*

**Opening**
1. Welcome - Call to Order
2. Approval of Agenda
3. Invocation - Pastor Avis Williams
4. Pledge of Allegiance (TM)
5. Special Presentation - Government Communicators Day Proclamation

**Zoning Public Hearing**
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] (staff-P&D)
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] (staff-P&D)
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] (staff-P&D)
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] (staff-P&D)

**Ordinance Public Hearing**
10. Proposed adoption of changes to the Putnam County Code of Ordinances - Chapter 2 (Administration) (staff-CA)
11. Proposed adoption of changes to the Putnam County Code of Ordinances - Chapter 46 (Roads, Bridges, and Other Public Property) (TM/PCSO)

**Regular Business Meeting**
12. Public Comments
13. Consent Agenda
    a. Approval of Minutes - January 20, 2026 Regular Meeting (staff-CC)
    b. Approval of Minutes - January 20, 2026 Executive Session (staff-CC)
    c. Approval of Minutes - January 22, 2026 Called Meeting (staff-CC)
    d. Approval of Minutes - January 22, 2026 Town Hall Meeting (staff-CC)
    e. Approval of Minutes - February 12, 2026 Town Hall Meeting (staff-CC)
    f. Approval of 2026 Alcohol Licenses (staff-CC)
    g. Approval of Revised Putnam County Transit FTA Procurement Policy (staff-Transit)
14. Appointment to the Putnam County Department of Family and Children Services Board (staff-CC)

**Reports/Announcements**
15. County Manager Report
16. County Attorney Report
17. Commissioner Announcements

**Closing**
18. 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:**

1. Welcome - Call to Order

# PUTNAM COUNTY BOARD OF COMMISSIONERS

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

BOC Meeting Date: 02-17-2026

Change #: 1

Date of Change: 02-16-2026

Change:

DRAFT February 12, 2026 Town Hall Minutes were added. (Item 13.e.)

2026 Alcohol Licenses List was updated. (Item 13.f.)

**File Attachments for Item:**

5. Special Presentation - Government Communicators Day Proclamation

**PROCLAMATION**
**GOVERNMENT COMMUNICATORS DAY**

WHEREAS, the role of government communications professionals is to inform, educate and engage their communities; and

WHEREAS, robust communication in government creates trust and inspires residents to take action and be involved; and

WHEREAS, government communications create relationships and calls to action, build awareness and understanding through storytelling, engage and foster engagement on civic issues, and use all channels to include people in critical decisions; and

WHEREAS, it is essential to have strong communications in government because it is a foundational element of living in a democracy where citizens have the freedom to make their voice heard; and

WHEREAS, the Putnam County Board of Commissioners has deep gratitude and recognition for government communicators' professionalism, dedication, hard work, commitment, enthusiasm and sacrifice and are especially proud of our own Public Information Officer Stephanie McMullen, and her exceptional commitment to public service by fostering open communication, responding effectively to media and community inquiries, and promoting transparency.

NOW, THEREFORE, the Putnam County Board of Commissioners does hereby proclaim February 20, 2026 as GOVERNMENT COMMUNICATORS DAY in Putnam County, Georgia and encourages all residents to thank the members of the Public Information Department who have dedicated their careers to ensure that Putnam County has effective, impactful, and successful communication strategies that resonate and are relevant.

Proclaimed this 17th day of February 2026.

*Board of Commissioners of Putnam County*

*Chairman B. W. "Bill" Sharp*

*Commissioner Tom McElhenney*

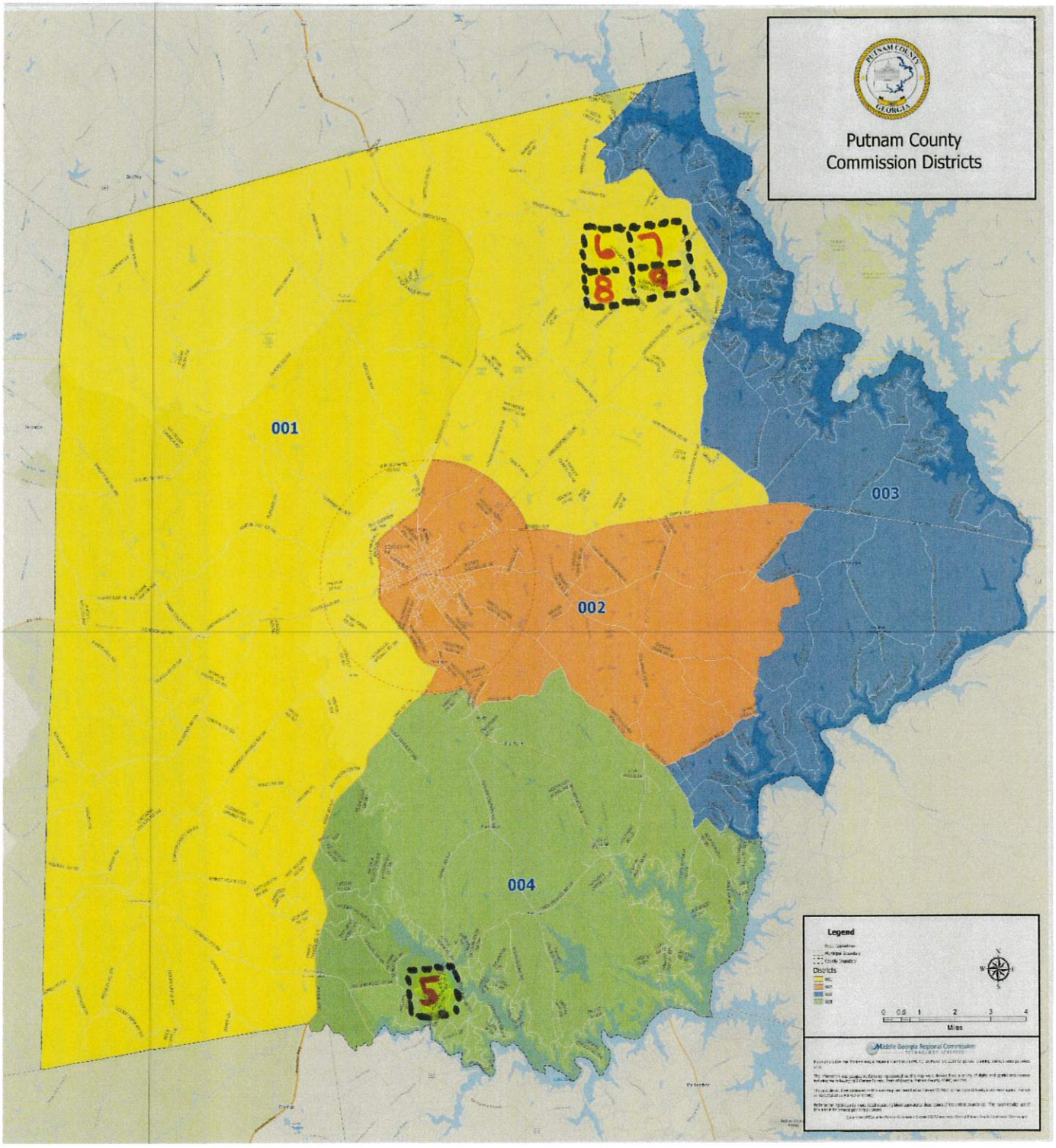
*Commissioner Richard Garrett*

*Commissioner Stephen Hersey*

*Commissioner Jeffrey G. Wooten*

**File Attachments for Item:**

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] (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,***

**GEOGRAPHIC FEATURE LEGEND**

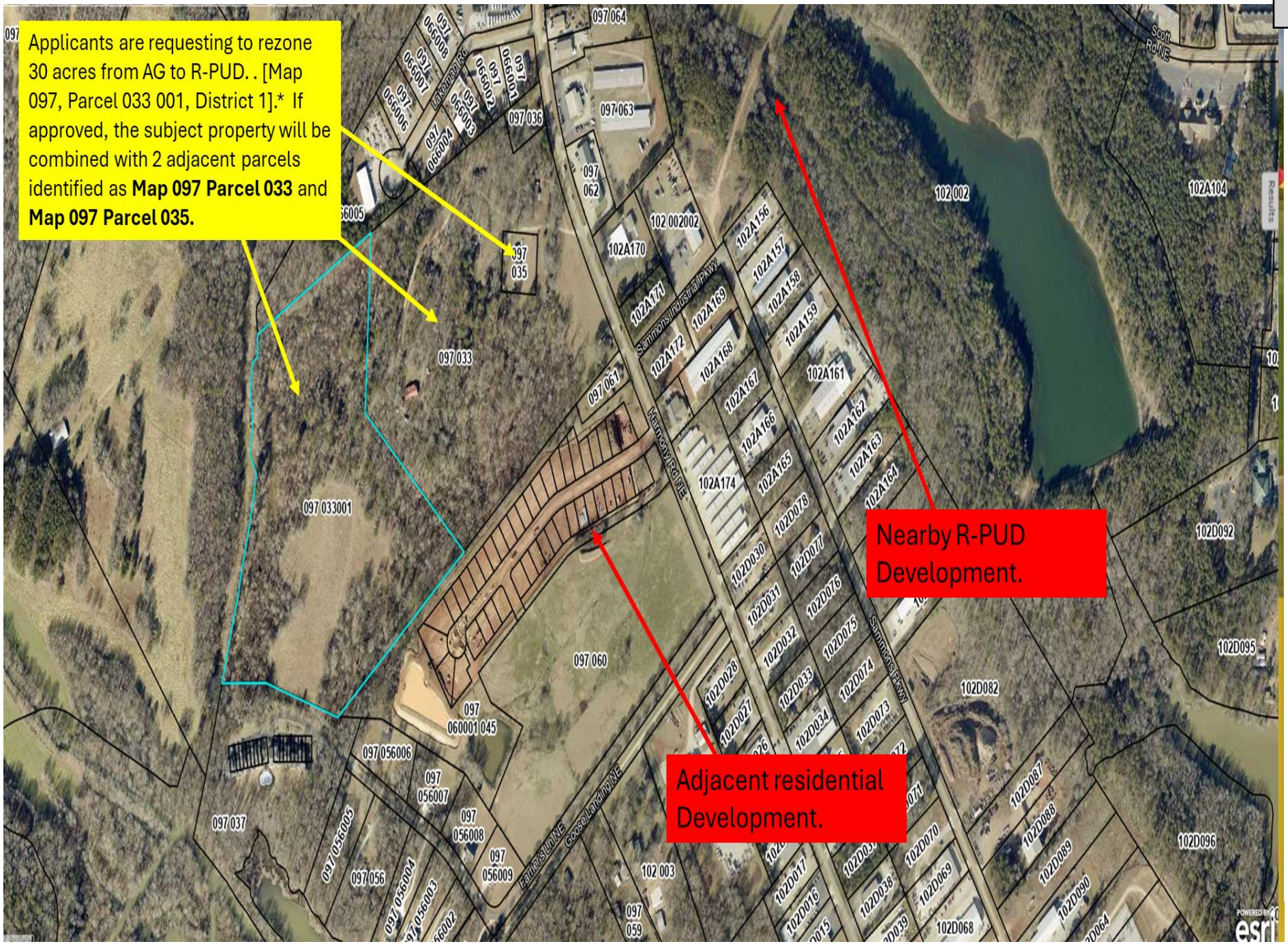
- Eatonton Limits
- County Boundary
- Roads
- Parcels
- Parcel_Hooks
- Agriculture/Forestry
- Commercial
- Industrial
- Mixed Use
- Park/Recreation/Conservation
- Public/institutional
- Residential
- Transportation/Communication/Utilities
- Undeveloped/Vacant

MGRC
IT GIS Services
Middle Georgia Regional Commission
175 Emery Hwy
Suite C
Macon, Georgia 31217
(478) 751-8160
Web:
www.middlegeorgiarc.org

PUTNAM COUNTY, GEORGIA
FUTURE LAND USE MAPS

# MAP 097

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


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.
097 033001
097 033
097 035
097 060
097 060001 045
097 037
097 056006
097 056007
097 056008
097 056009
097 062
097 063
097 064
097 036
097 061
097 059
102 002
102 002002
102 003
102A104
102D092
102D095
102D082
102D096
102D068
Harmony Rd NE
Sammons Industrial Pkwy
Sammons Pkwy
Goose Landing NE
Father's Ln NE
Scott Rd NE
Lakeman Rd

# PUTNAM COUNTY PLANNING & DEVELOPMENT

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

☑ REZONING

APPLICATION NO. 2025-REZONE-22 DATE: 8/6/2025

MAP 097 PARCEL 033-001 ZONING 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.

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

5-29-25
Notary Public

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

5-29-25
Notary Public

JOSEPH STOCKDALE NOTARY EXPIRES GEORGIA June 12, 2027 PUBLIC JASPER COUNTY

JOSEPH STOCKDALE NOTARY EXPIRES GEORGIA June 12, 2027 PUBLIC JASPER COUNTY

**Office Use**

Paid: $ 600.00 (cash) ____ (check) ____ (credit card) ✓
Receipt No. 154651936906 ate 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: 10/22/25
Date sign posted on property: _____ Picture attached: yes ____ no ____

DISCLOSURE OF APPLICANT'S CAMPAIGN CONTRIBUTION

**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: Sheila 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").

**W I T N E S S E T H:**

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.



https://search.gsccca.org/Imaging/HTML5Viewer.aspx?id=77662666&key1=1019&key2=92&county=117&countyname=PUTNAM&userid=585346&appid=4 1/1

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:

Unofficial Witness

Notary Public
My Commission Expires:
*(AFFIX NOTARY SEAL)*

**Harmony Glades, LLC**, a Georgia limited liability company.

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





https://search.gsccca.org/Imaging/HTML5Viewer.aspx?id=77662666&key1=1019&key2=92&county=117&countyname=PUTNAM&userid=585346&appid=4 1/1

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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
NAME (PRINTED)

Bradley S Ashurt 5-29-25
SIGNATURE

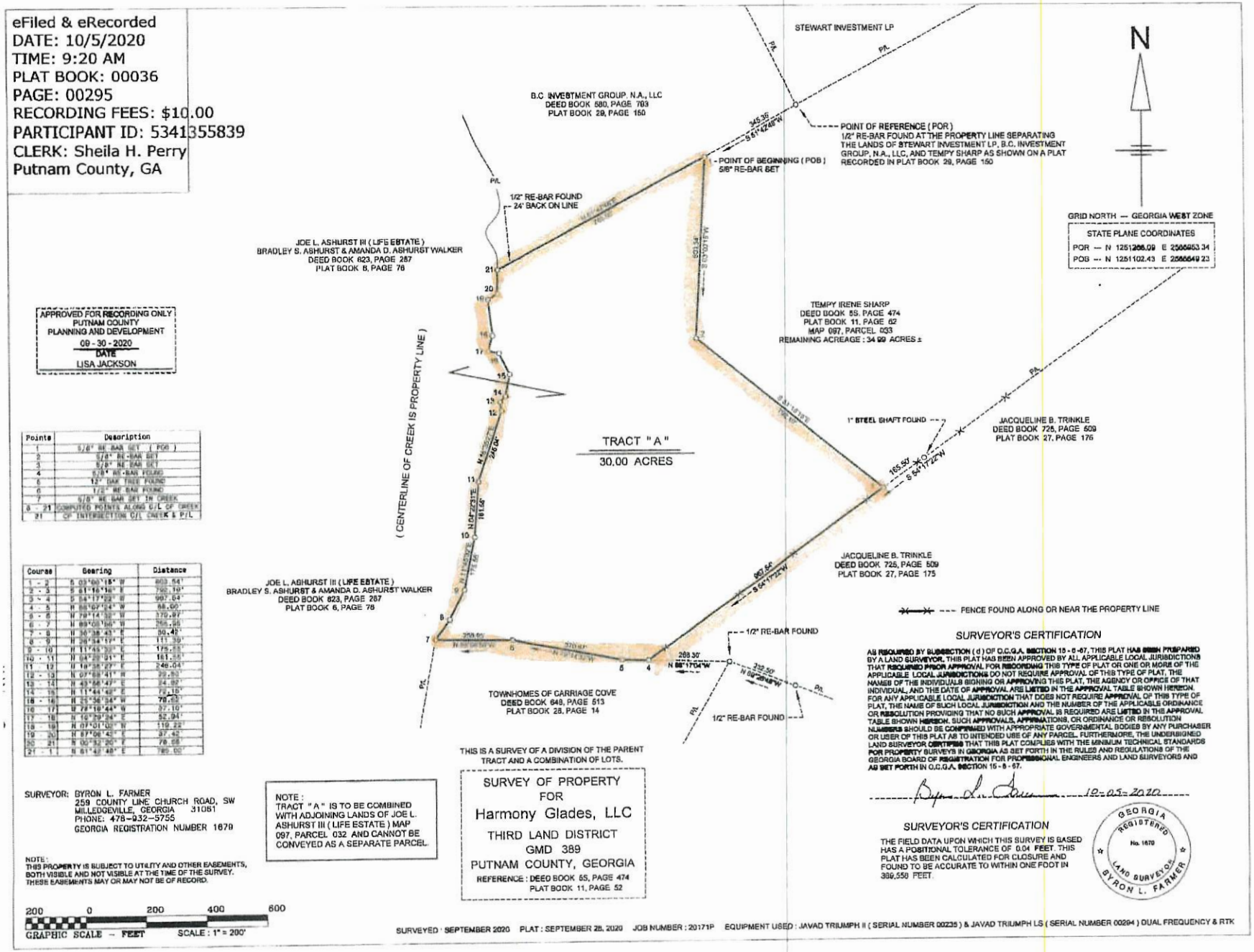
ADDRESS: 0 Harmony Rd. Eatonton, GA 31024
PHONE: [redacted]

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

NOTARY
MY COMMISSION EXPIRES: 6-12-25

JOSEPH STOCKDALE NOTARY PUBLIC EXPIRES GEORGIA June 12, 2027 JASPER COUNTY

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




| 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 FOUND |
| 5 | 12" OAK TREE FOUND |
| 6 | 1/2" RE-BAR FOUND |
| 7 | 5/8" RE-BAR SET IN CREEK |
| 8 - 21 | COMPUTED POINTS ALONG C/L OF CREEK |
| 21 | C/L INTERSECTION C/L CREEK & P/L |

| Course | Bearing | Distance |
|---|---|---|
| 1 - 2 | S 03°55'15" W | 803.54' |
| 2 - 3 | S 61°16'16" E | 760.19' |
| 3 - 4 | S 64°17'22" W | 997.04' |
| 4 - 5 | N 85°07'24" W | 68.60' |
| 5 - 6 | N 79°14'32" W | 170.97' |
| 6 - 7 | N 89°01'06" W | 255.85' |
| 7 - 8 | N 30°38'43" E | 30.41' |
| 8 - 9 | N 29°44'14" E | 111.39' |
| 9 - 10 | N 11°45'20" E | 175.33' |
| 10 - 11 | N 04°20'01" E | 161.55' |
| 11 - 12 | N 18°38'27" E | 246.04' |
| 12 - 13 | N 07°58'41" W | 22.83' |
| 13 - 14 | N 43°58'47" E | 24.85' |
| 14 - 15 | N 71°41'42" E | 79.15' |
| 15 - 16 | N 21°36'34" W | 79.63' |
| 16 - 17 | S 78°10'44" W | 37.10' |
| 17 - 18 | N 10°29'24" E | 52.94' |
| 18 - 19 | N 07°01'02" W | 119.22' |
| 19 - 20 | N 87°06'42" E | 37.42' |
| 20 - 21 | N 00°32'20" E | 79.68' |
| 21 - 1 | S 61°42'48" E | 345.36' |

SURVEYOR: BYRON L. FARMER
259 COUNTY LINE CHURCH ROAD, SW
MILLEDGEVILLE, GEORGIA 31061
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.

NOTE :
TRACT "A" IS TO BE COMBINED WITH ADJOINING LANDS OF JOE L. ASHURST III ( LIFE ESTATE ) MAP 097, PARCEL 032 AND CANNOT BE CONVEYED AS A SEPARATE PARCEL.

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 55, PAGE 474
PLAT BOOK 11, PAGE 52

AS REQUIRED BY SUBSECTION ( d ) OF O.C.G.A. SECTION 15 - 6 - 67, 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 NAMES OF THE INDIVIDUALS 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, APPROVATIONS, 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 - 6 - 67.

10-05-2020

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 399,550 FEET.

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

SURVEYED : SEPTEMBER 2020 PLAT : SEPTEMBER 25, 2020 JOB NUMBER : 20171P EQUIPMENT USED : JAVAD TRIUMPH II ( SERIAL NUMBER 00235 ) & JAVAD TRIUMPH LS ( SERIAL NUMBER 00294 ) DUAL FREQUENCY & RTK

PiedmontWater
COMPANY

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,

W. J. Matthews
CTO

P.O. Box 913 • Greensboro, Georgia 30642
404-235-4035 • 800-248-7689 • FAX 404-235-4977

# PUTNAM COUNTY PLANNING & DEVELOPMENT

117 Putnam Drive, Suite B ◊ Eatonton, GA 31024
Tel: 706-485-2776 ◊ 706-485-0552 fax ◊ www.putnamcountyga.us


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

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

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

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

1. Name: Ross Mundy

2. Address: 1527 Princeton Bend Way Bogart, GA 30622

3. Have you given contributions that aggregated $250.00 or more within two years immediately preceding the filing of the attached application to a candidate that will hear the proposed application? _____Yes __X__No If yes, who did you make the contributions to? : _____.

Signature of Applicant: Ross Mundy

Date: 05 / 29 / 2025

INTERNET TAX RECEIPT

2024 000745
ASHURST BRADLEY S

TRACT "A" PLAT BK 36 PG 295
097 033 001

| 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 |

Date Paid: 11/26/2024

TO ASHURST BRADLEY S
645 OLD PHOENIX 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

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

GRAPHIC SCALE
0 50' 100' 200'
1 INCH= 100 FT.

REVISION LOG:

| NO. | DATE | REMARKS |
|---|---|---|

PROJECT NAME & ADDRESS
HARMONY RD
EATONTON, GA. 31024

BULLARD LAND PLANNING
1235 PROSPECT RD 30043
LAWRENCEVILLE, GEORGIA
CONTACT: BOBBY BULLARD
(678) 344-1293~(770) 978-8857 FAX
bpoobby@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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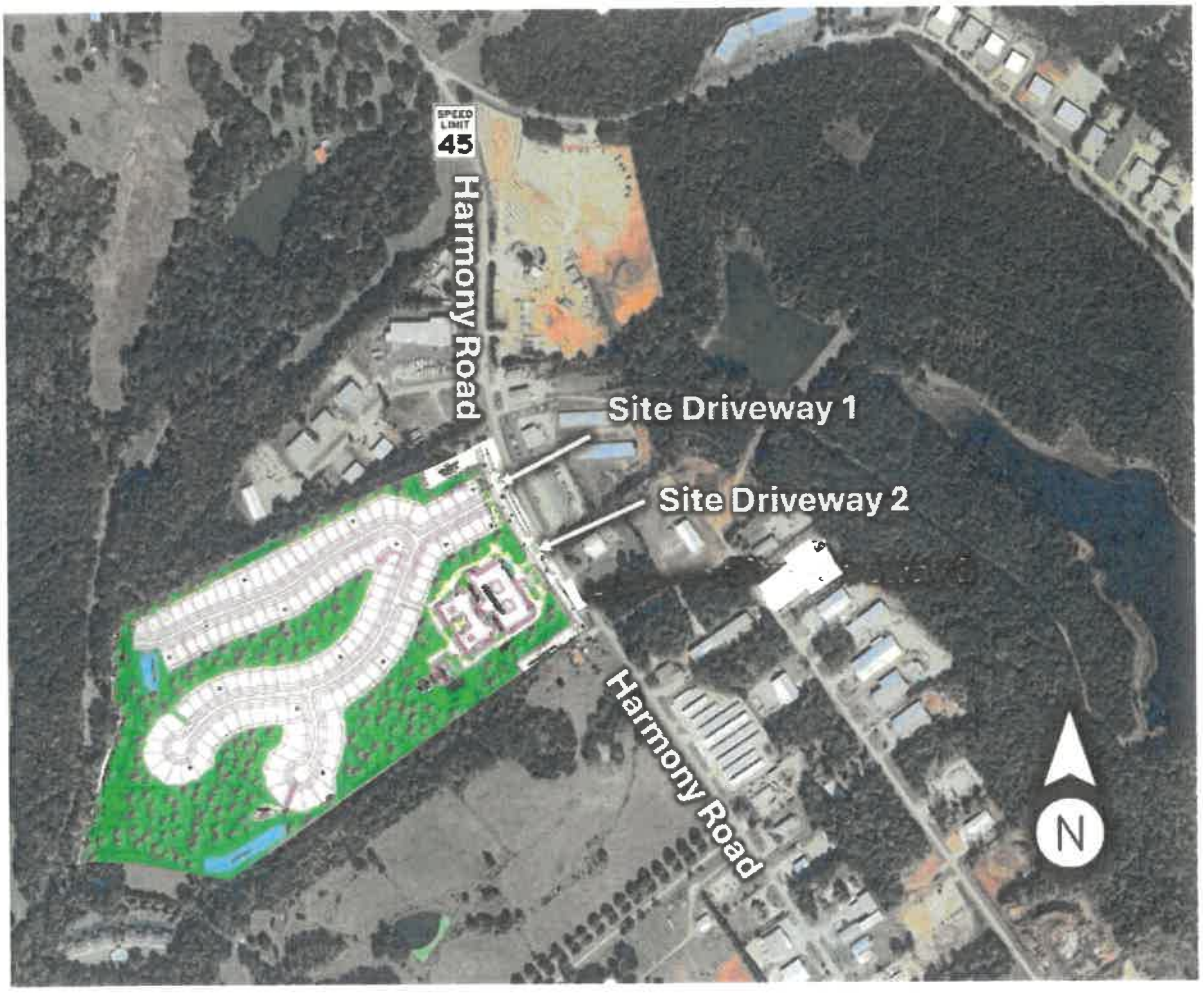
# 1.0 INTRODUCTION

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.

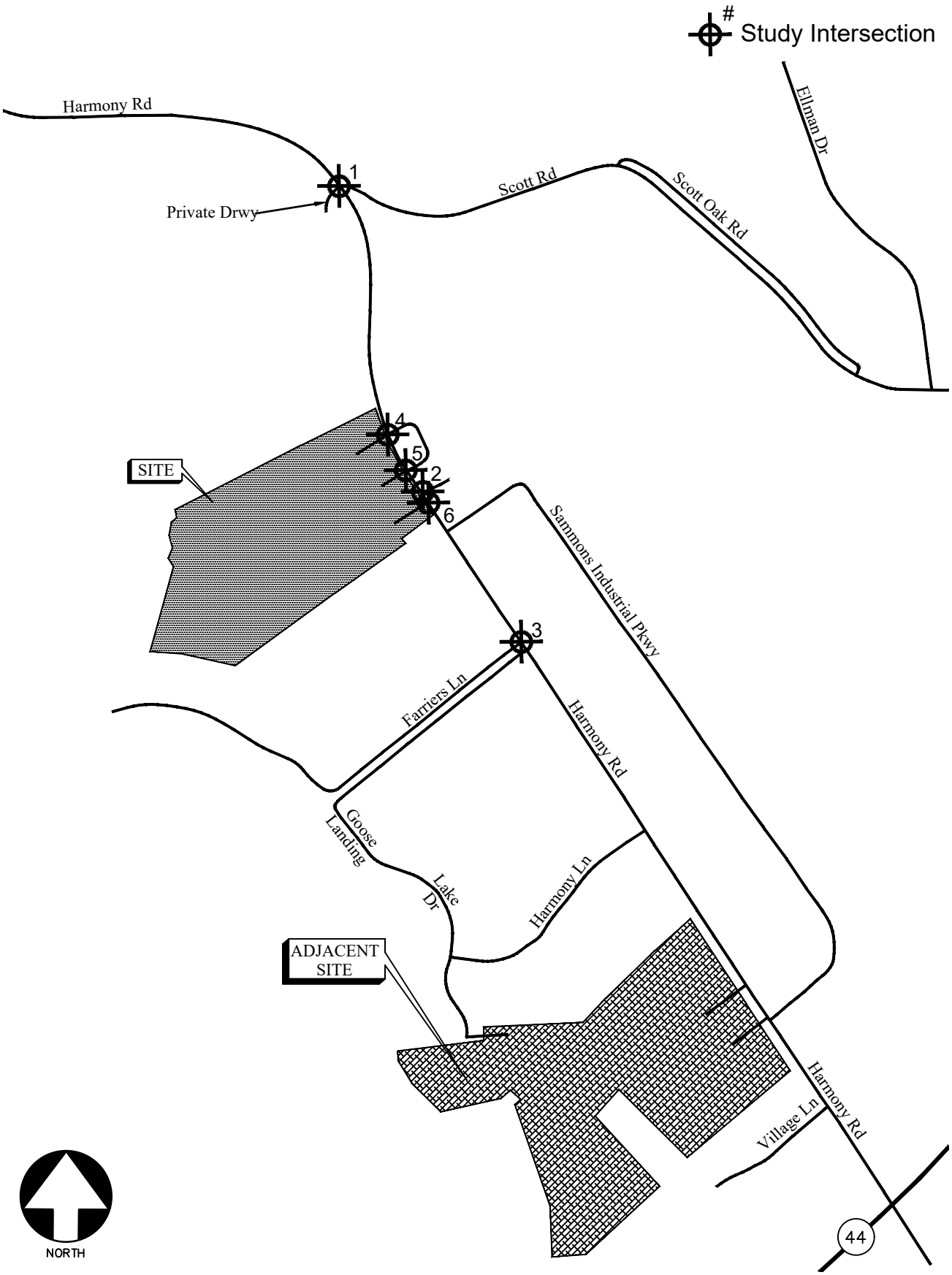



The development proposes two full access driveways on Harmony Road.

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.

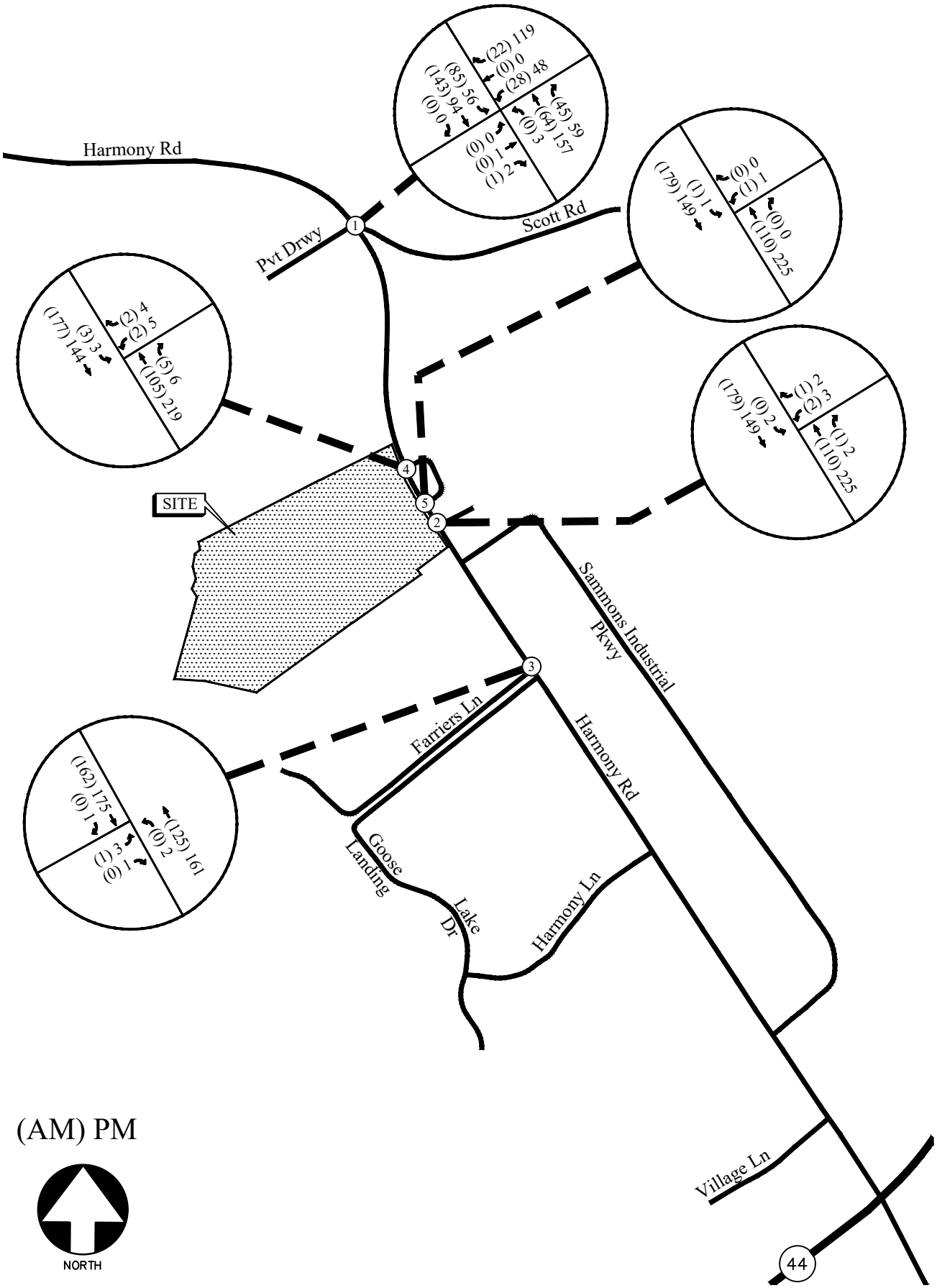
# 4.0 EXISTING 2025 TRAFFIC ANALYSIS

## 4.1 Existing Traffic Volumes

Existing traffic counts were obtained at the following study intersections:

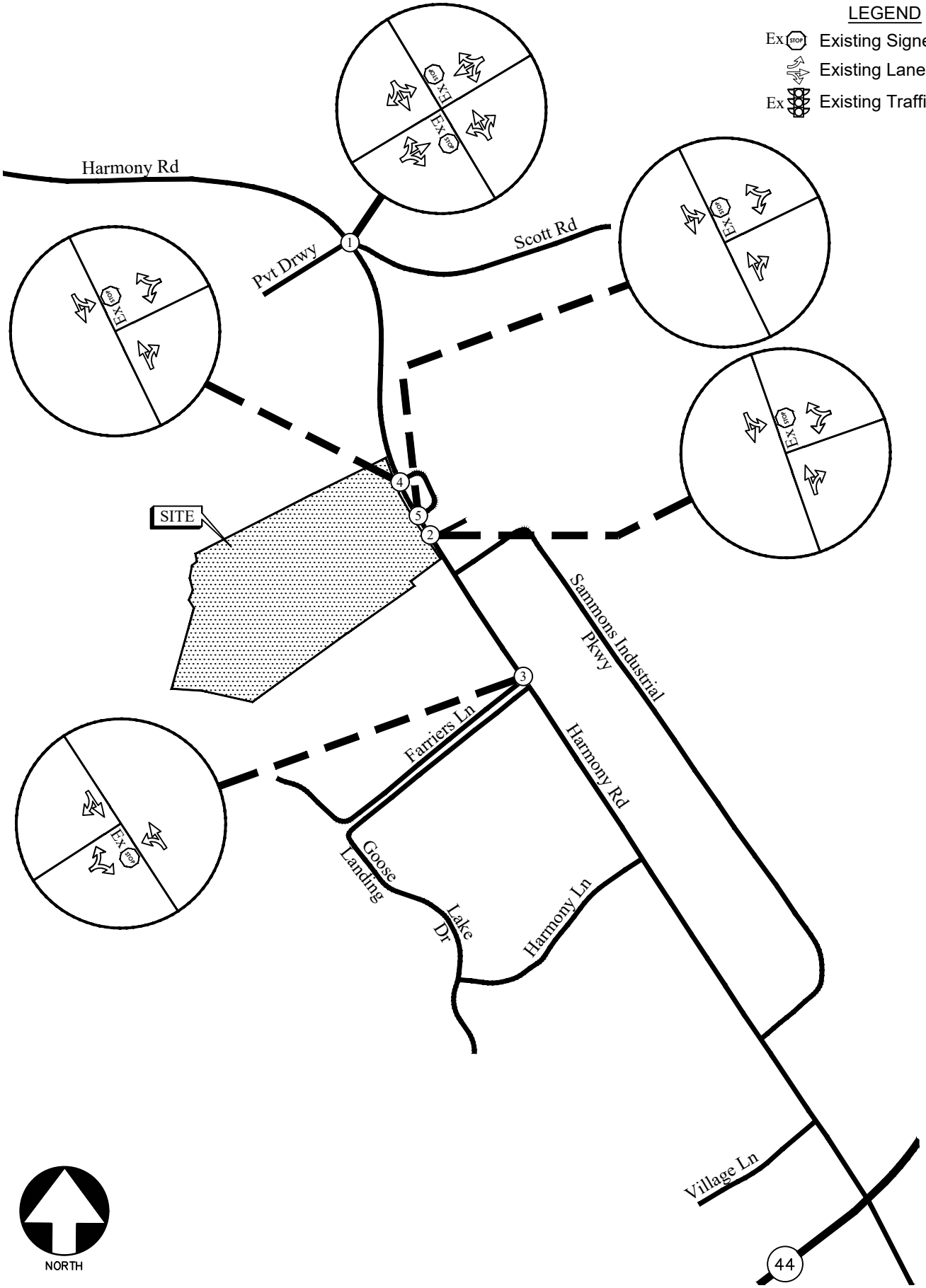
1. Harmony Road at Scott Road
2. Harmony Road at Rock Eagle Store Fixtures Driveway
3. Harmony Road at Farriers Lane
4. Harmony Road at Oconee Custom Signs Northern Driveway
5. Harmony Road at Oconee Custom Signs Southern Driveway

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.**




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

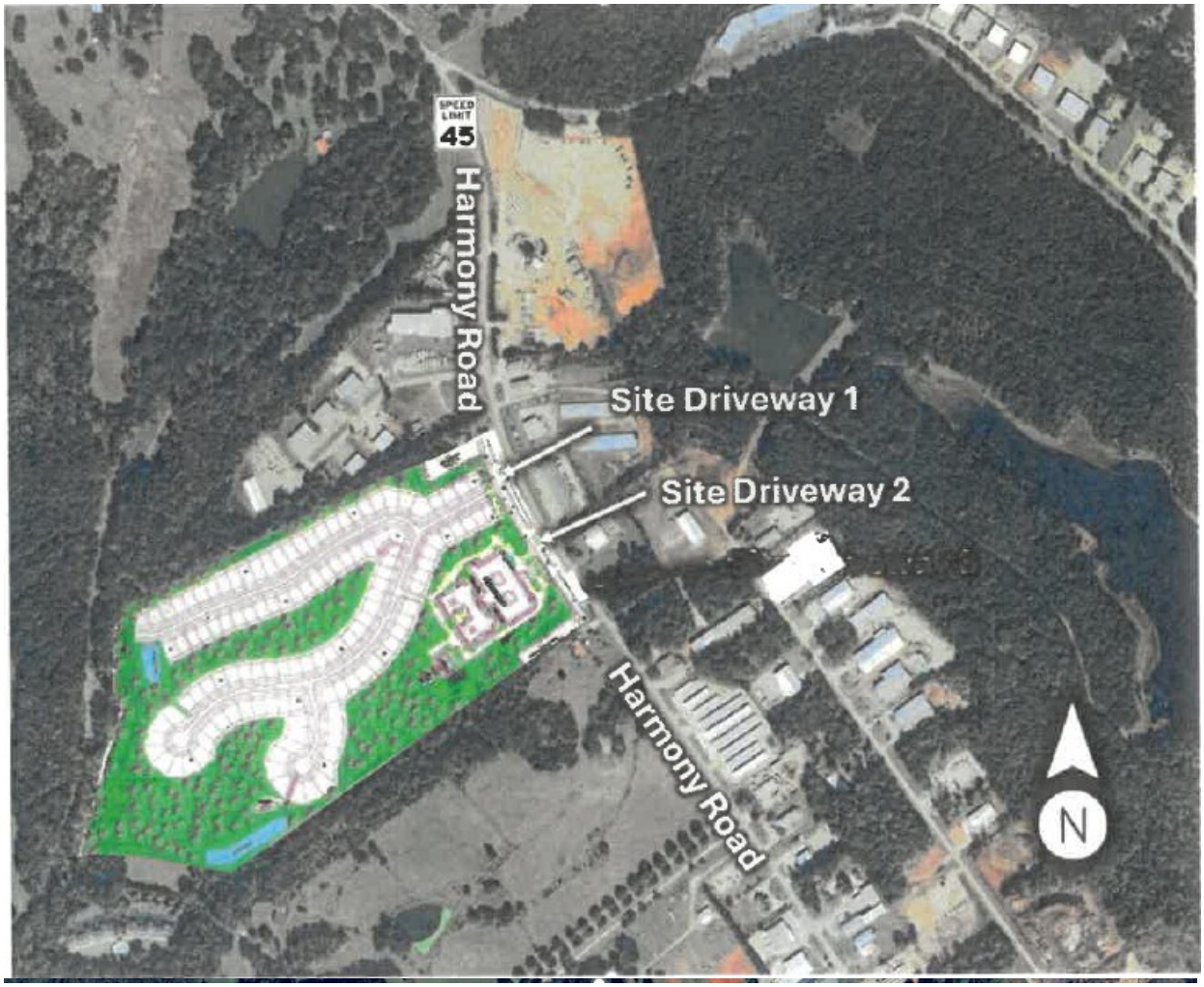
| | Intersection | Traffic Control | LOS (Delay) | |
|---|---|---|---|---|
| | | | AM Peak Hour | PM Peak Hour |
| 1 | **Harmony Road @ Scott Road / Private Driveway**<br>-Eastbound Approach<br>-Westbound Approach<br>-Northbound Left<br>-Southbound Left | Stop Controlled on EB and WB Approaches | A (9.0)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

# CONCEPT PLAN FOR:
# HARMONY VILLAGE

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

**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) 30' (TH)
SIDE SETBACK = 5'
REAR SETBACK = 20'
BUFFERS = 50' WHERE SHOWN ON PLANS

PROPOSED OPEN SPACE: 27.8 ACRES/42.8%

DEVELOPMENT 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

## 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.

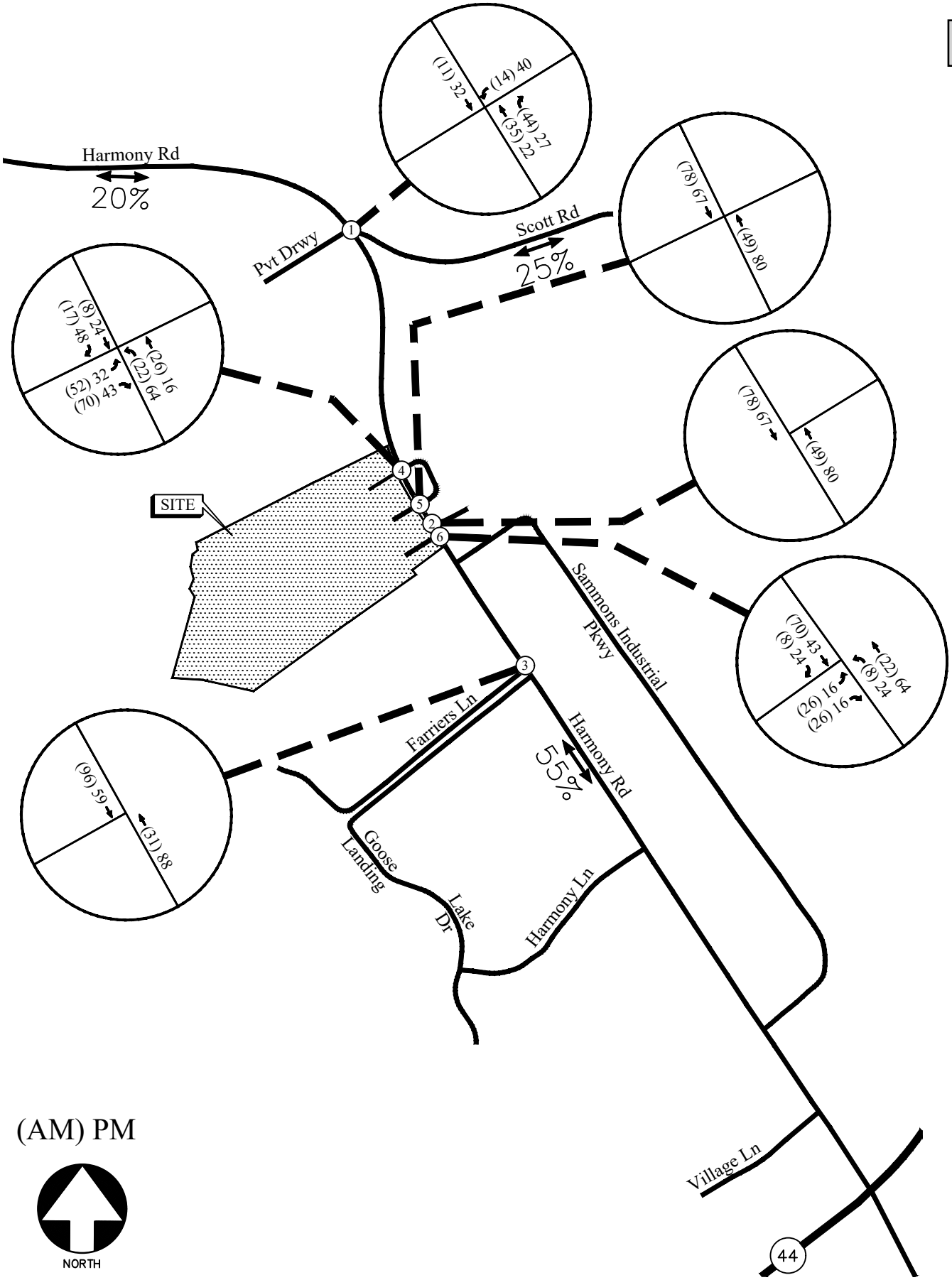
### *5.2.1 Nearby Planned Mixed-Use Development at 842 Harmony Road*

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)

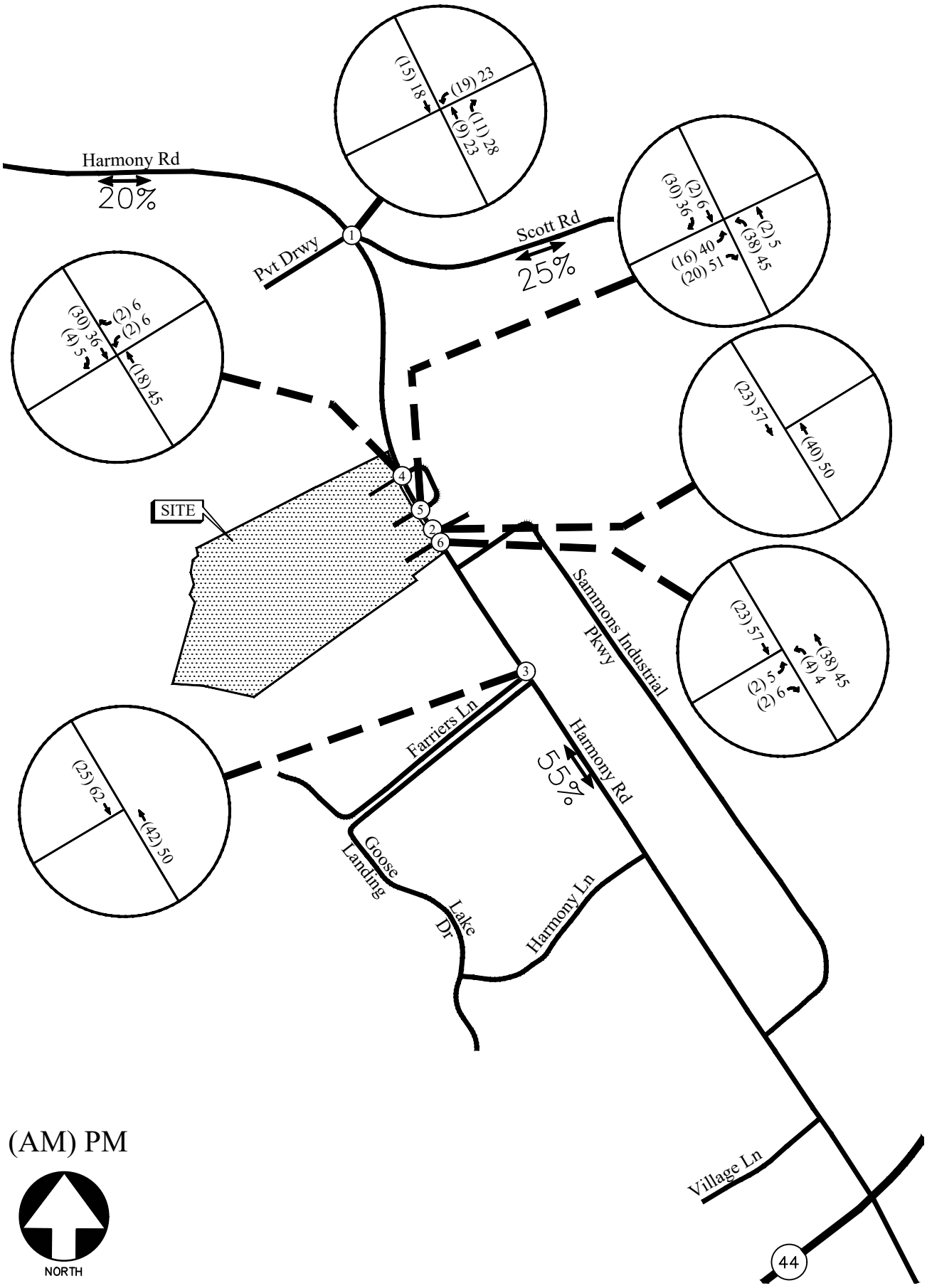
| Land Use | Size | AM Peak Hour | | | PM Peak Hour | | | 24-Hr |
|---|---|---|---|---|---|---|---|---|
| | | Enter | Exit | Total | Enter | Exit | Total | Two-Way |
| **ITE 210 – Single-Family Detached Housing** | 124 Units | 17 | 51 | 68 | 57 | 33 | 90 | 916 |
| Mixed-use reduction | | -1 | -1 | -2 | -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

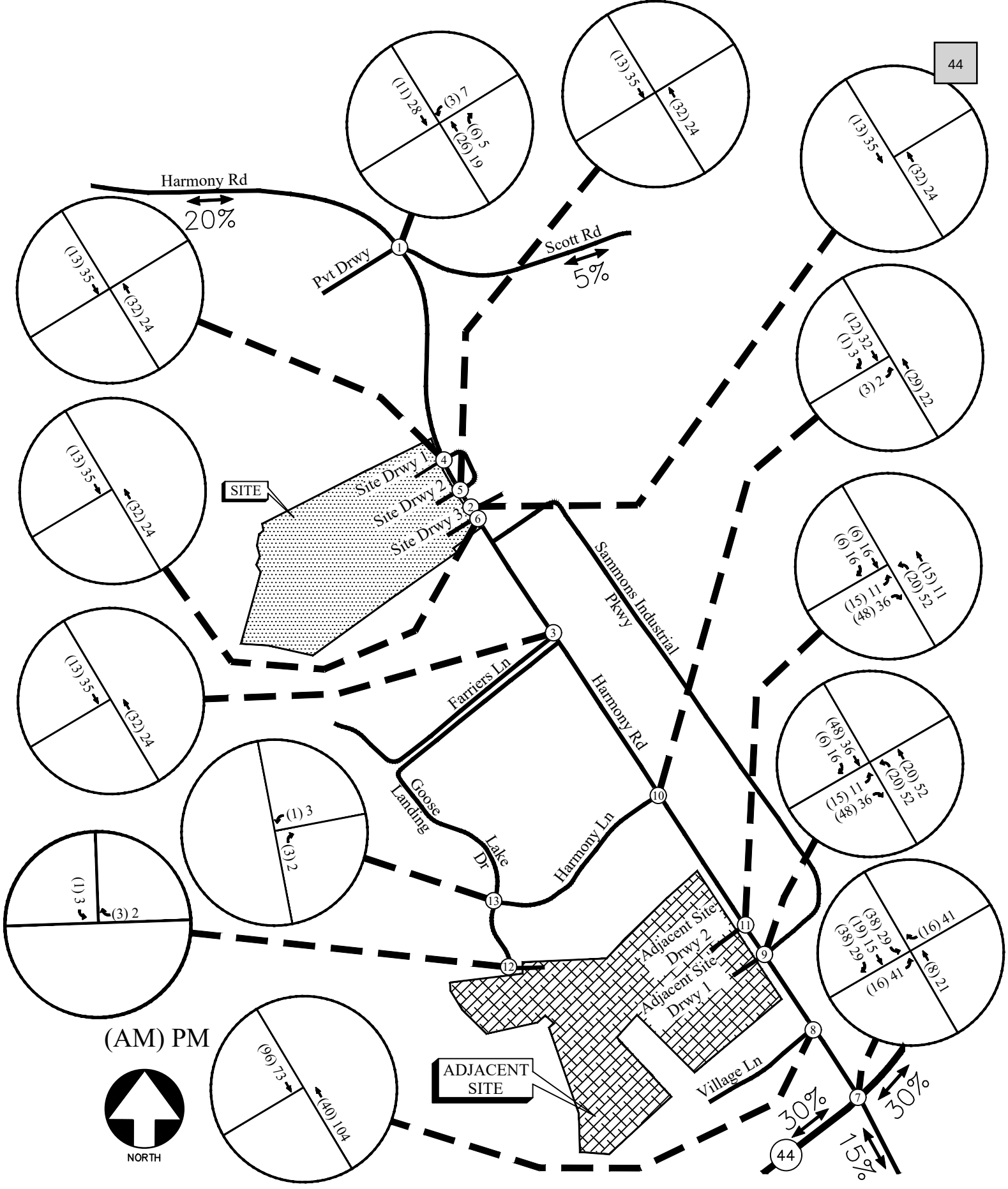
**A&R Engineering Inc.**




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

FIGURE 5B

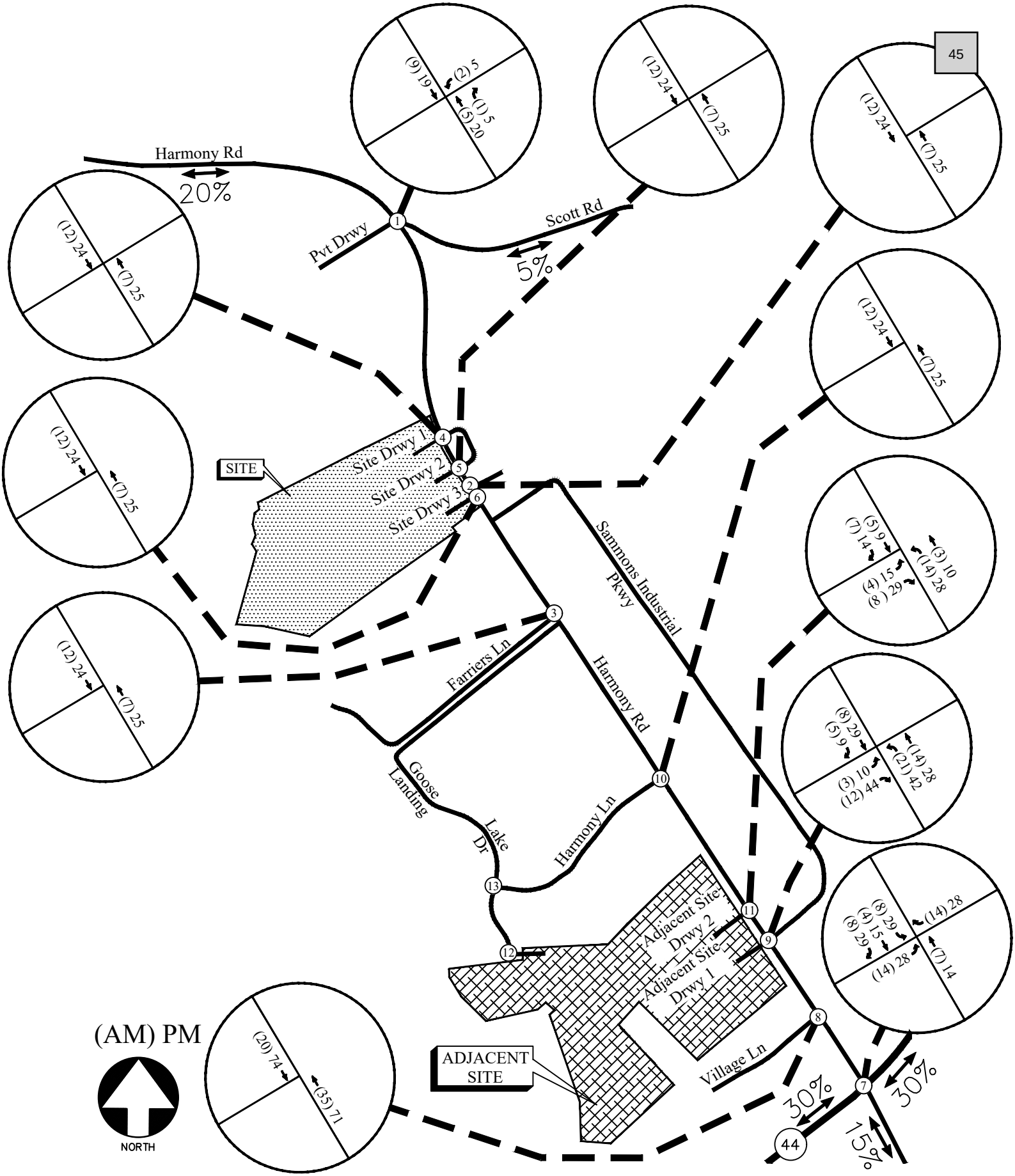
**A&R Engineering Inc.**




TRIP DISTRIBUTION AND SITE-GENERATED WEEKDAY PEAK HOUR VOLUMES (ADJACENT SITE - RESIDENTIAL)

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

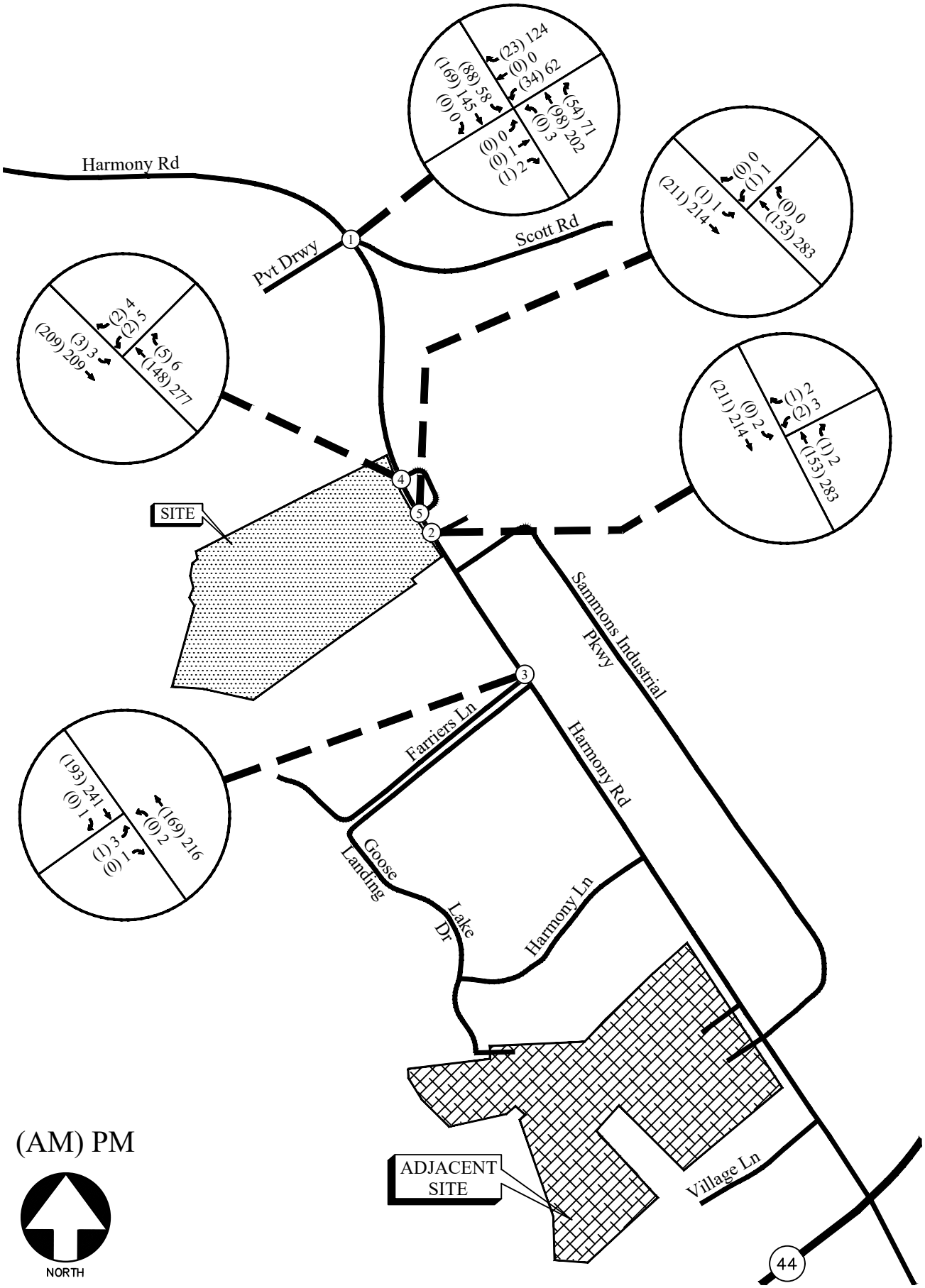
The "No-Build" (or background) conditions provide an assessment of how traffic will operate in the study horizon year without the study site being developed as proposed, with projected increases in through traffic volumes due to normal annual growth. The Future "No-Build" volumes consist of the existing 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.

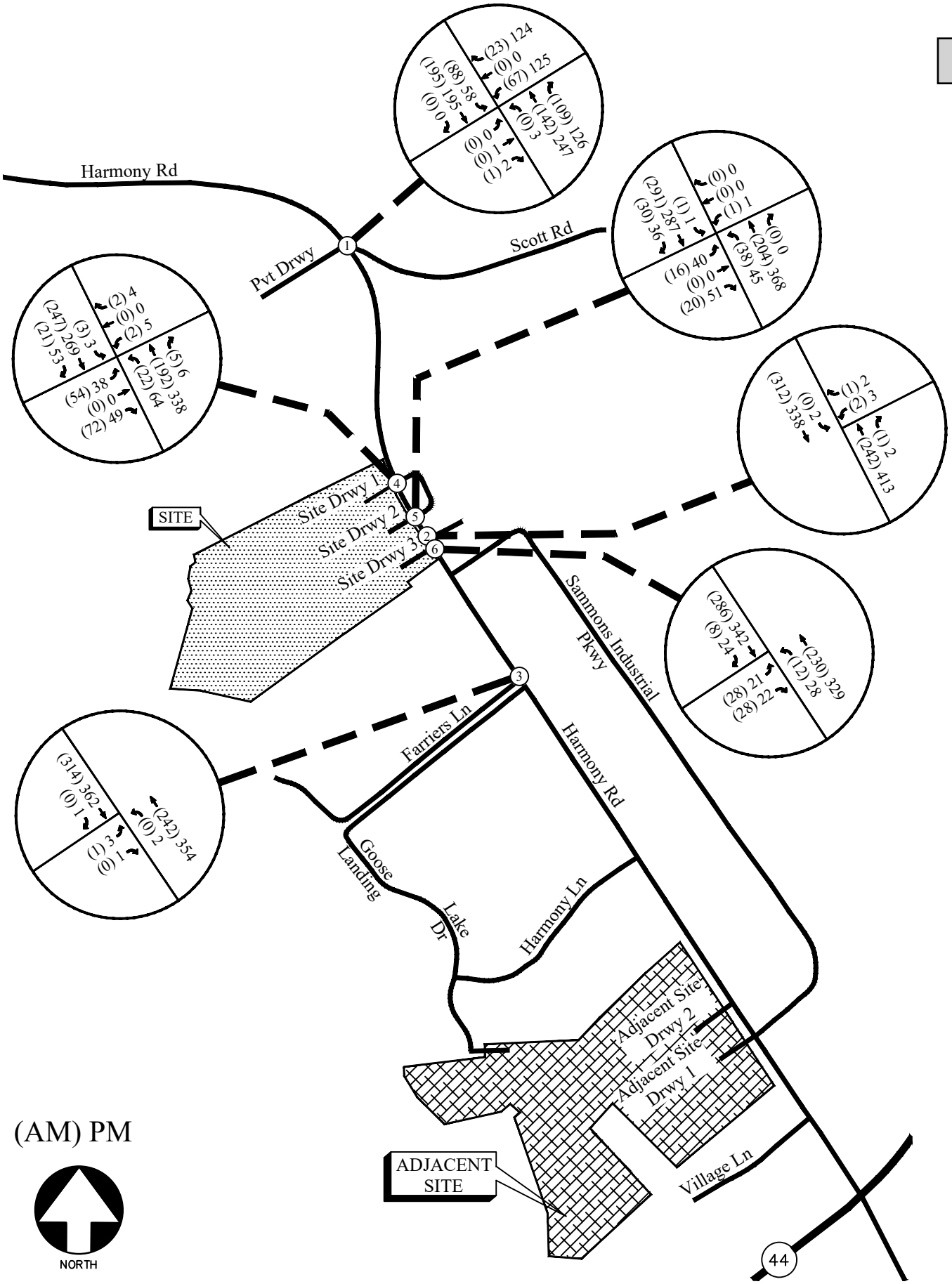
## 6.2 Future "Build" Conditions

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.

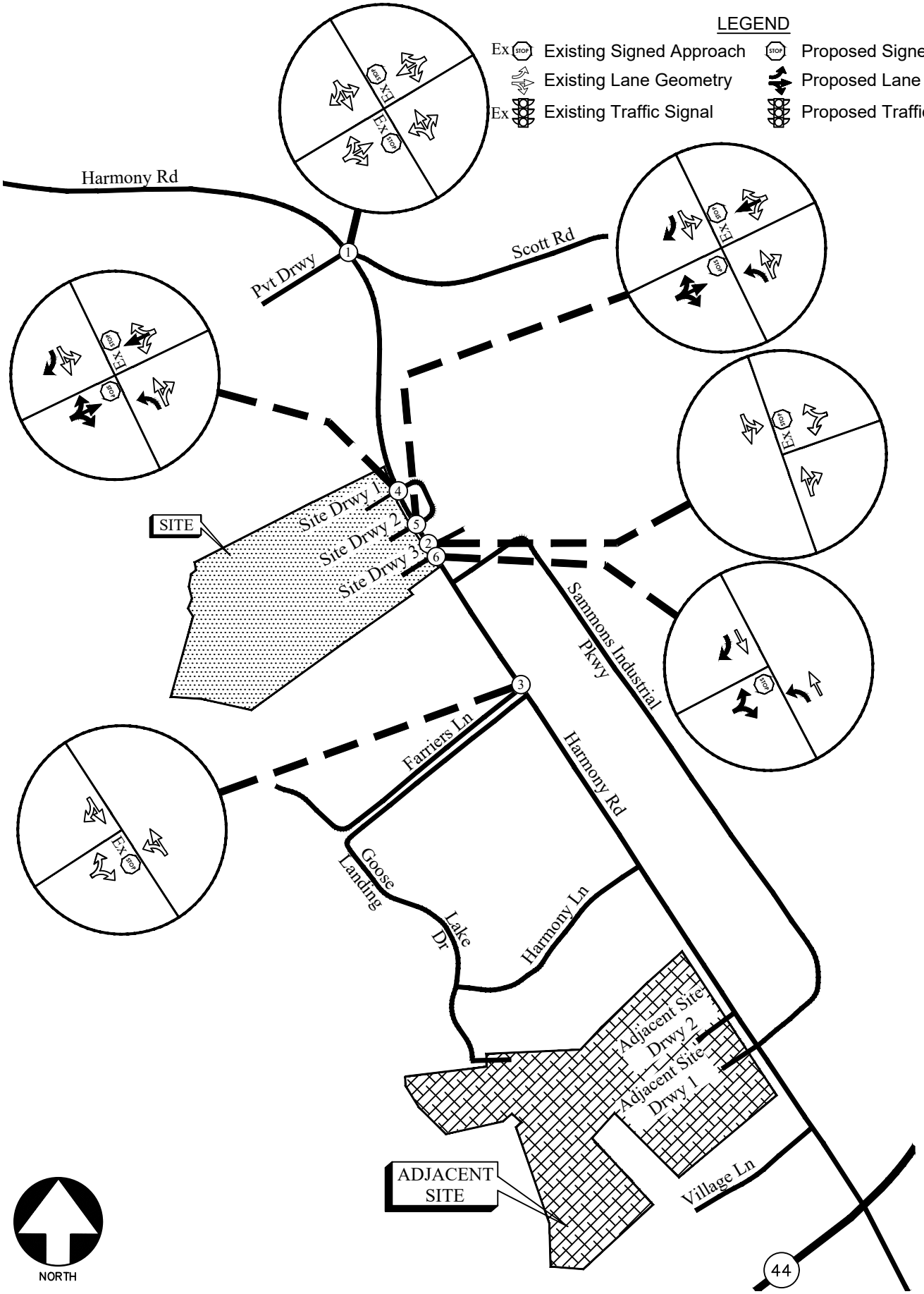
## 6.4 Future Traffic Operations

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 | **Harmony Road @ Scott Road / Private Driveway** | | | | |
| | -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 | **Harmony Road @ Rock Eagle Store Fixtures Driveway** | | | | |
| | -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 | **Holly Springs Parkway @ Farriers Lane** | | | | |
| | -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 | **Harmony Road @ Oconee Custom Signs Northern Driveway / Site Driveway 1** | | | | |
| | -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 | **Harmony Road @ Oconee Custom Signs Southern Driveway / Site Driveway 2** | | | | |
| | -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 | **Harmony Road @ Site Driveway 3** | | | | |
| | -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

| | 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 |
| 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 | |

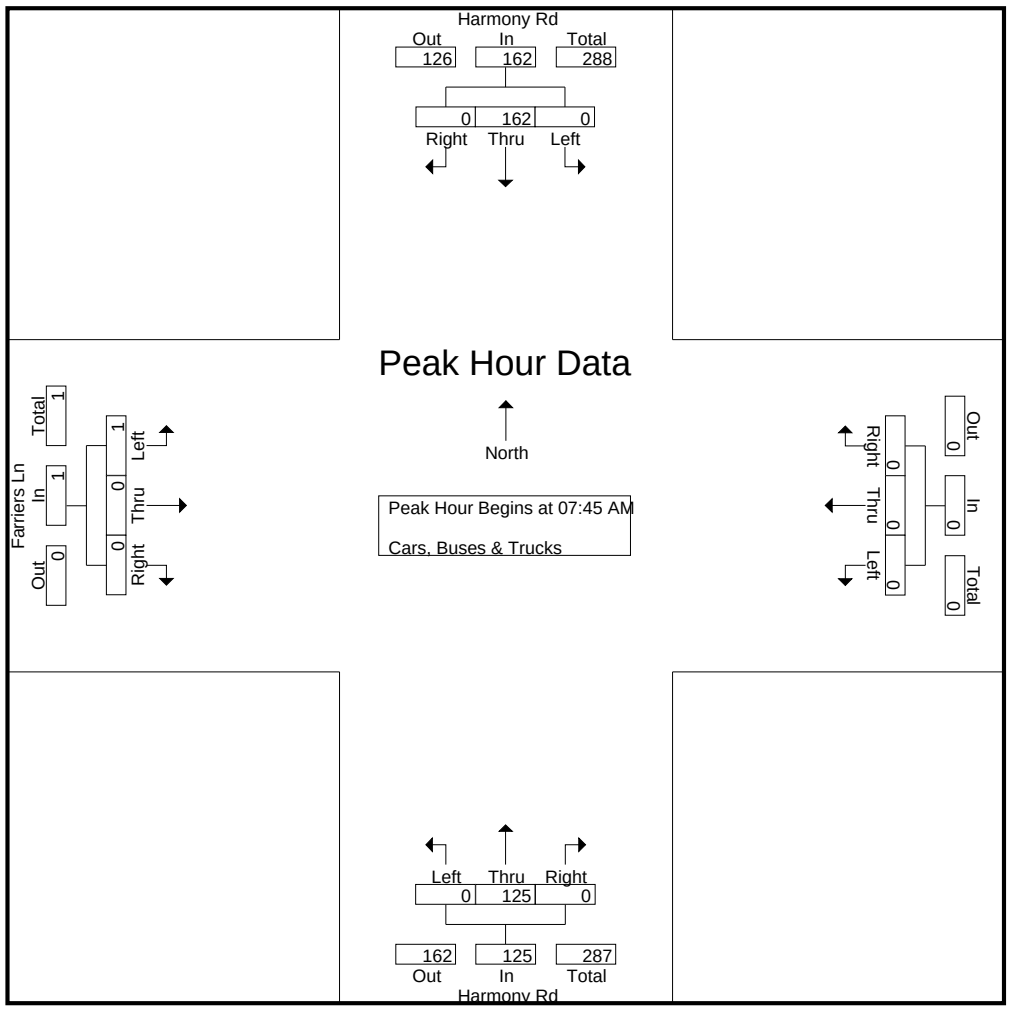
# A & R Engineering, Inc.

**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 |



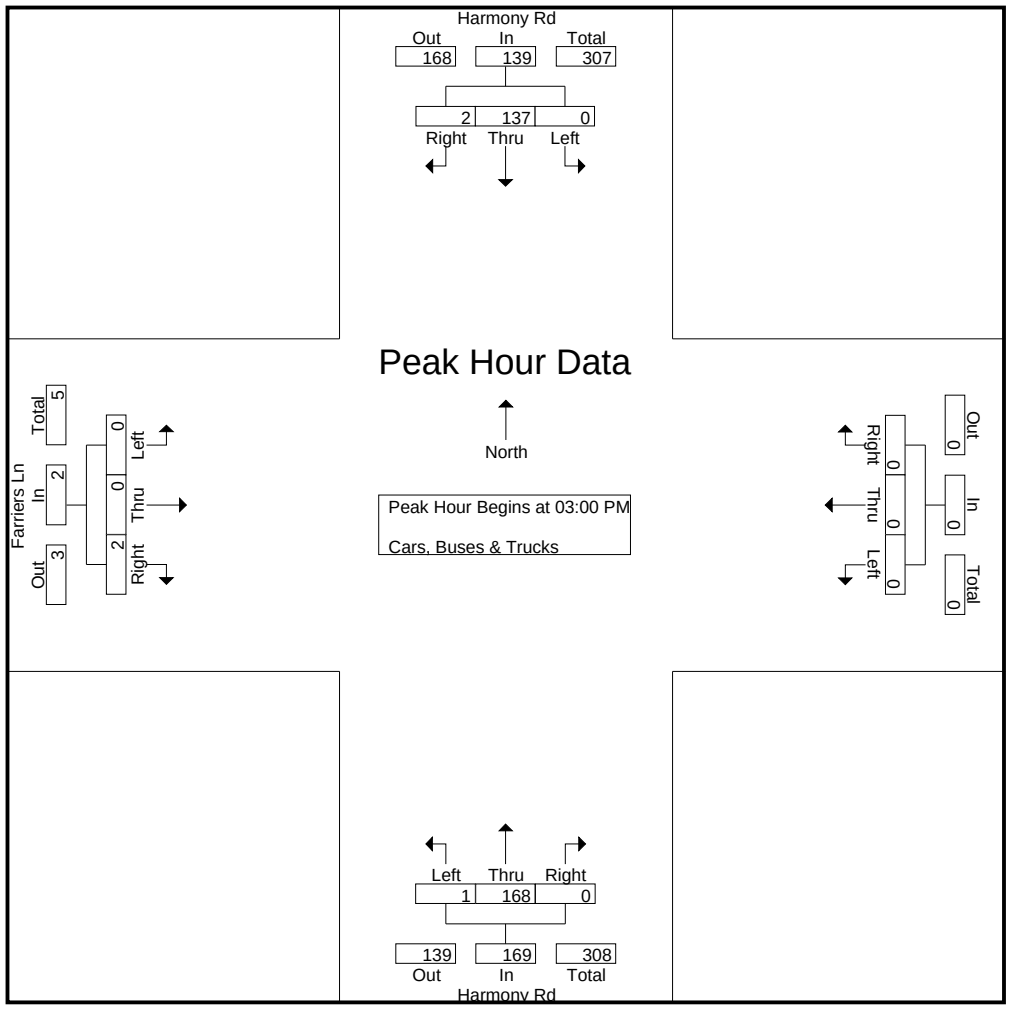
# A & R Engineering, Inc.

**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 |



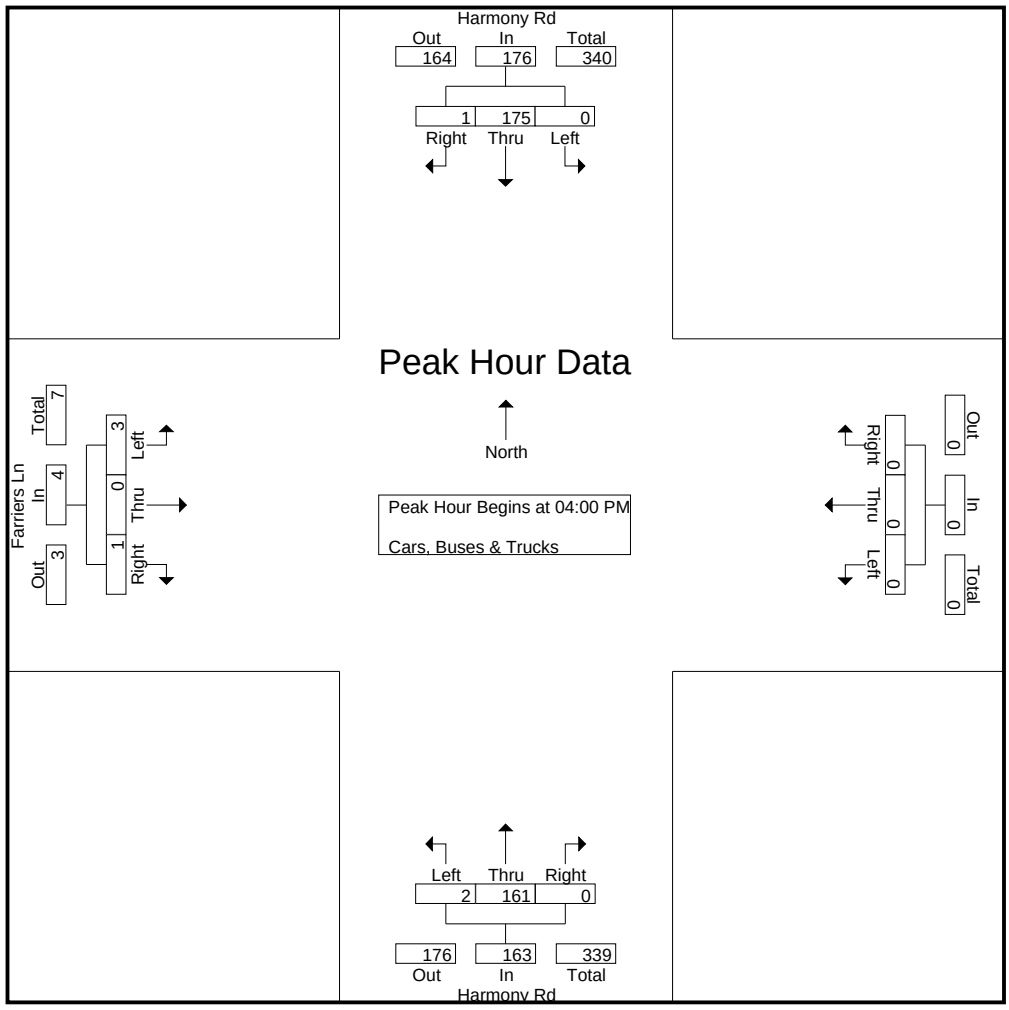
# A & R Engineering, Inc.

**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 : 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 | |

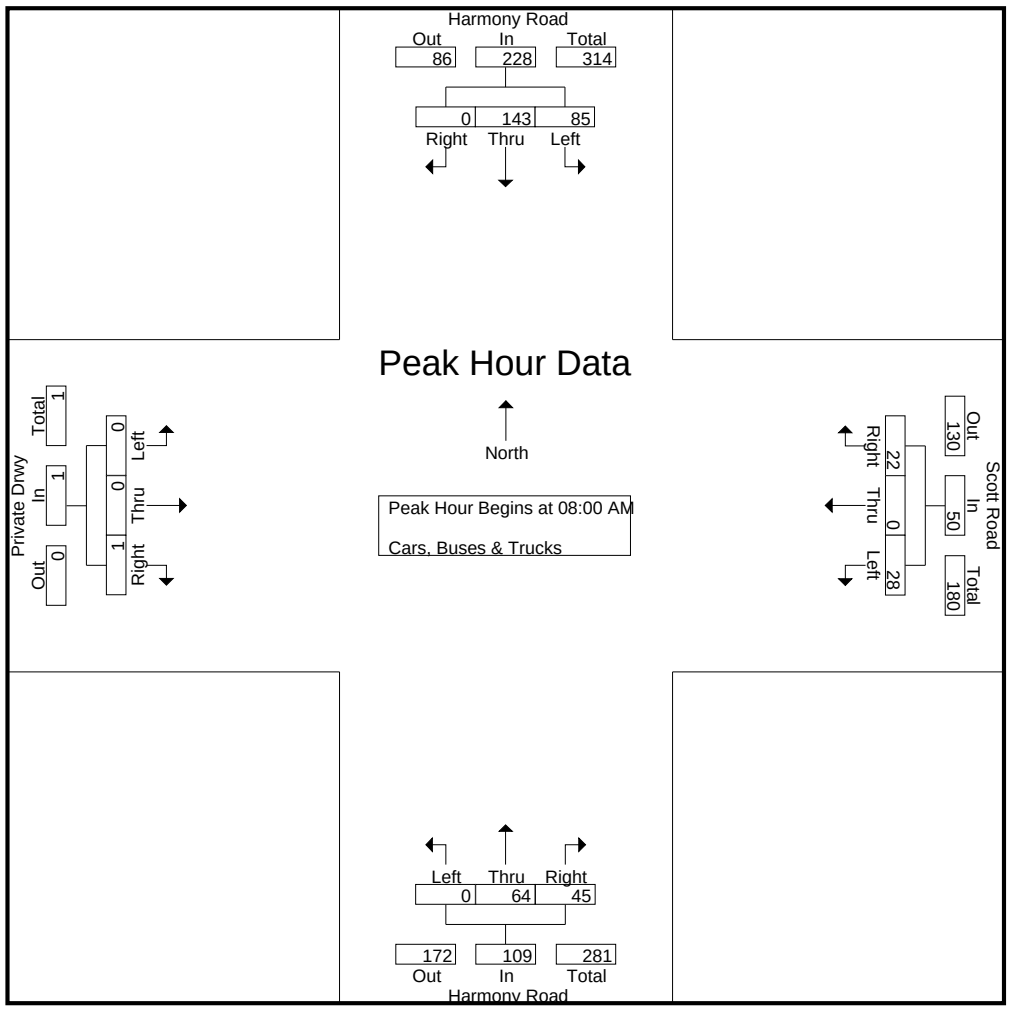
# A & R Engineering, Inc.

**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 |



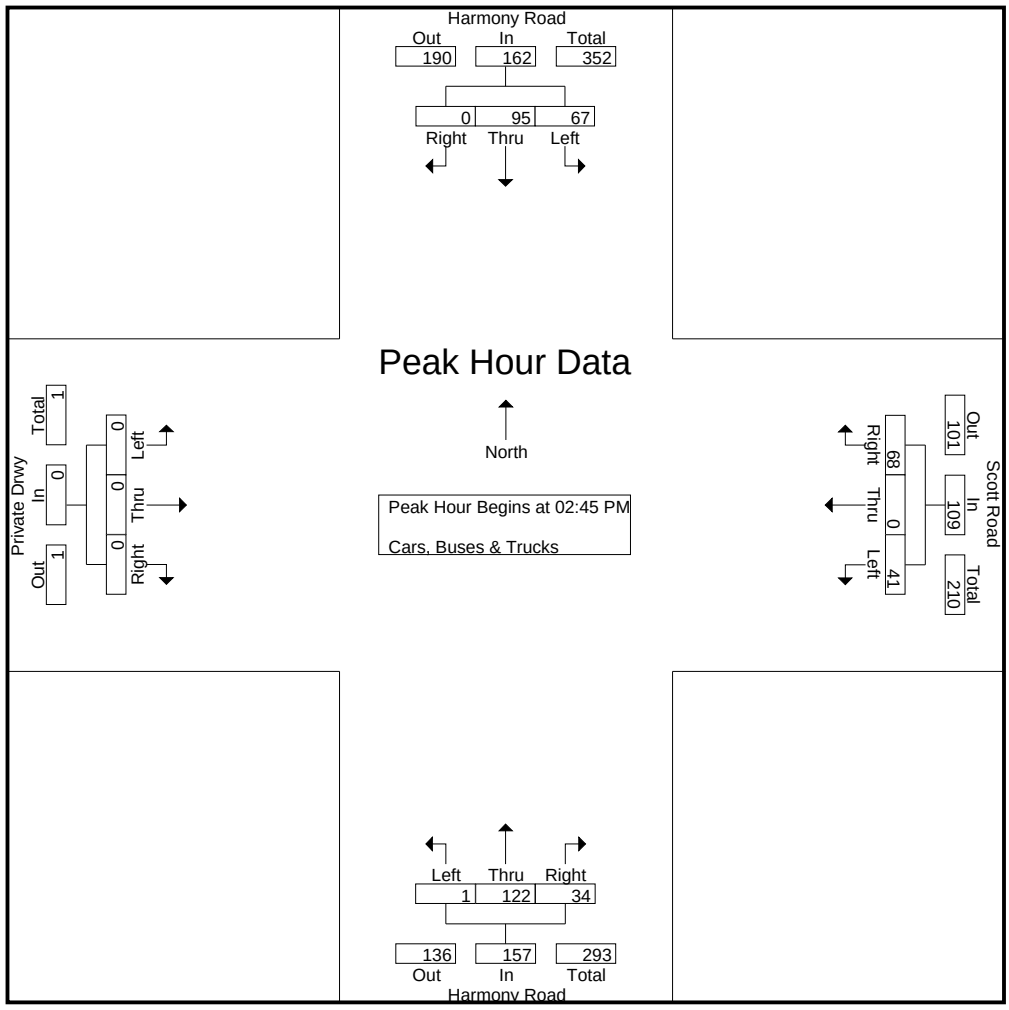
# A & R Engineering, Inc.

**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 : 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 |



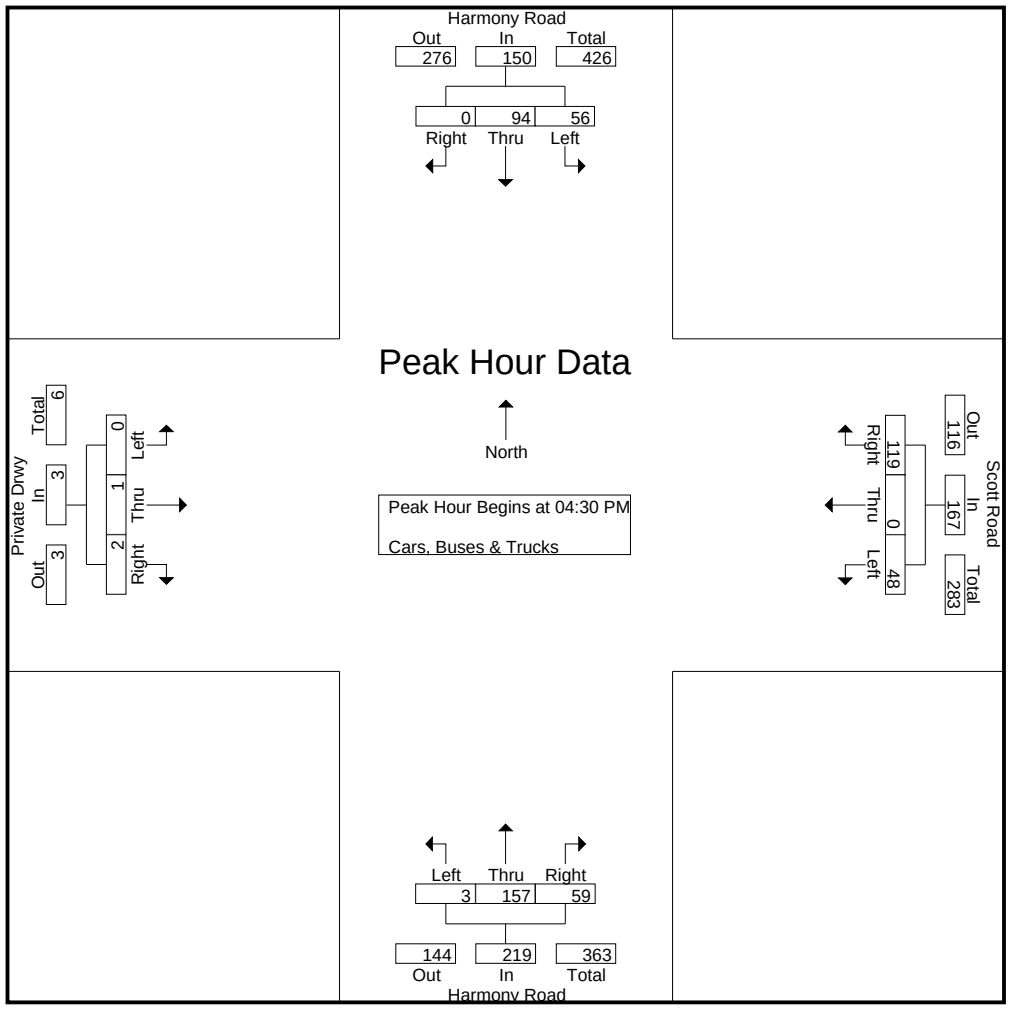
# A & R Engineering, Inc.

**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 : 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 |



# A & R Engineering, Inc.

**2160 Kingston Court Suite 'O'**
**Marietta, GA 30067**

TMC Data
Harmony Rd @ 821 Harmonry 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 Harmonry 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 | |

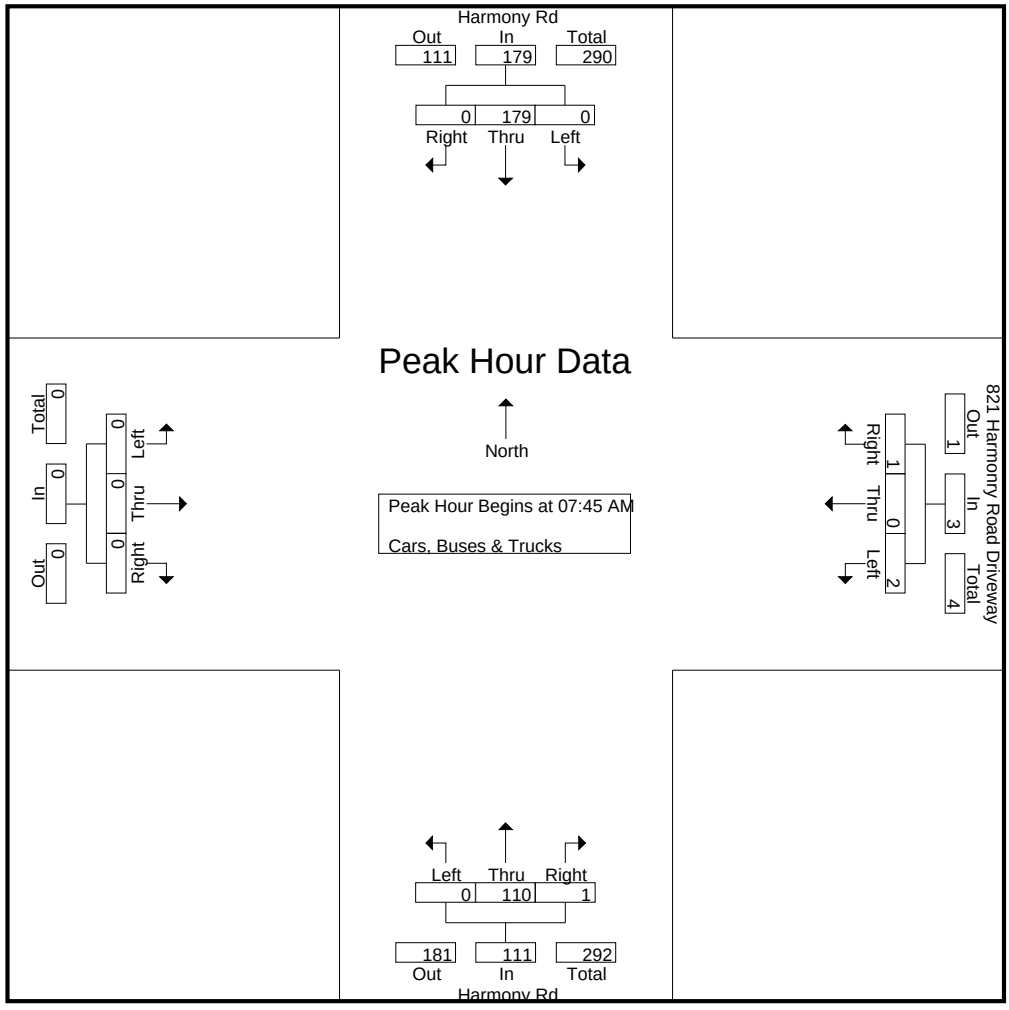
# A & R Engineering, Inc.

**2160 Kingston Court Suite 'O'**
**Marietta, GA 30067**

TMC Data
Harmony Rd @ 821 Harmonry 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 Harmonry 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 |



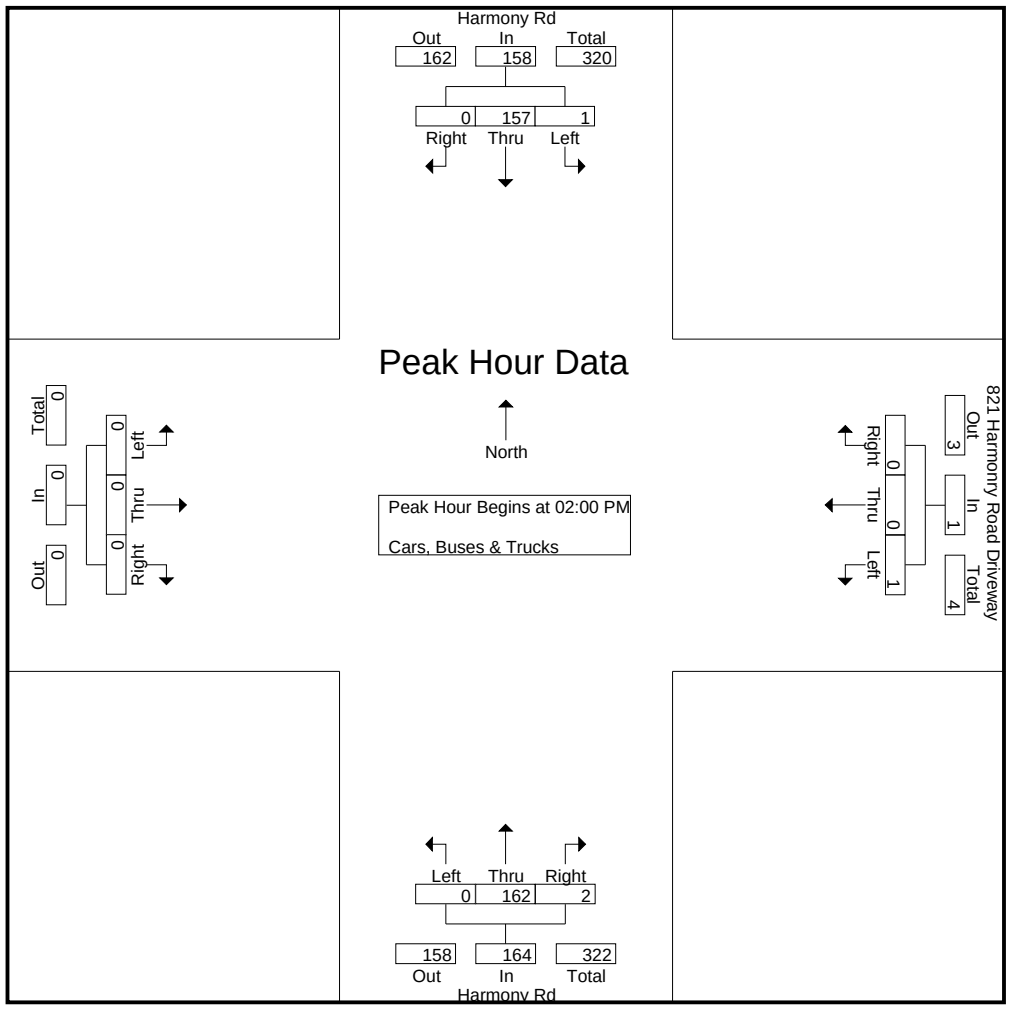
# A & R Engineering, Inc.

**2160 Kingston Court Suite 'O'**
**Marietta, GA 30067**

TMC Data
Harmony Rd @ 821 Harmonry 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 Harmonry 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 |



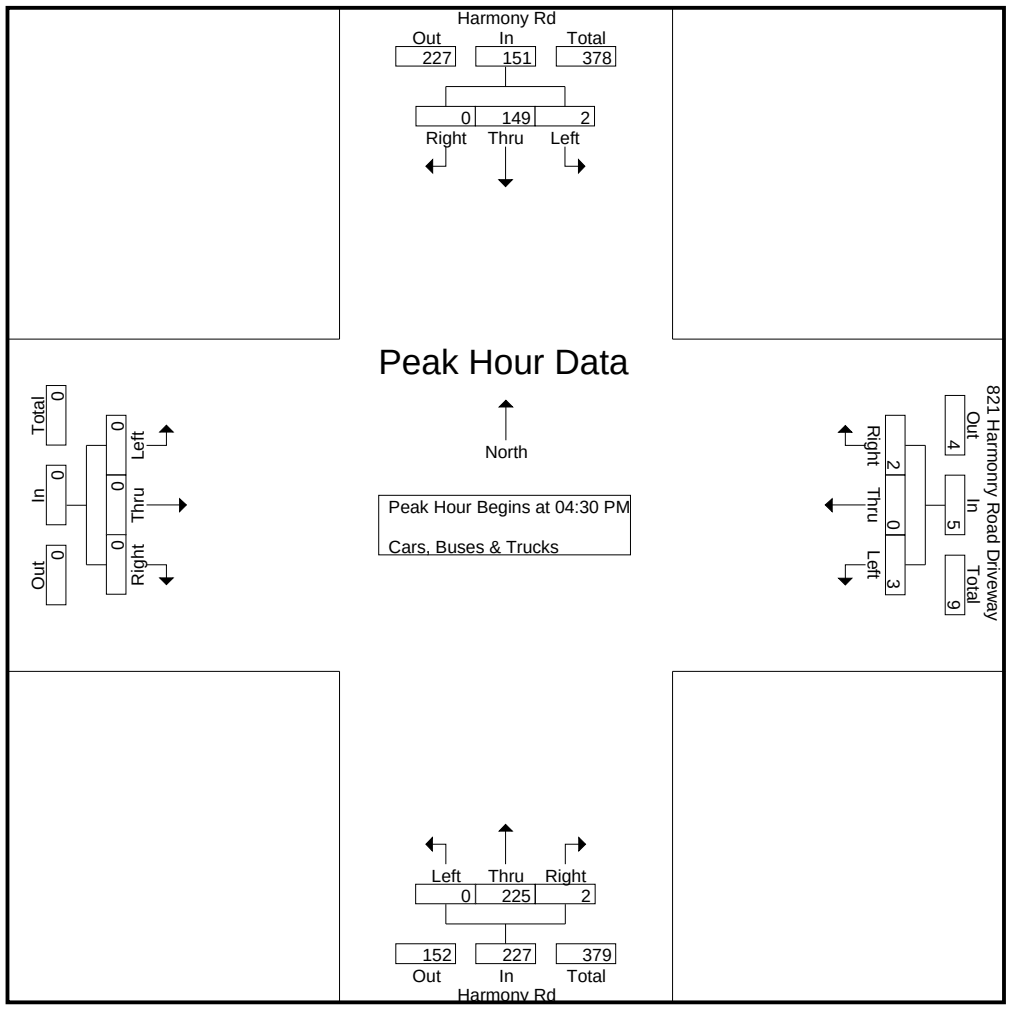
# A & R Engineering, Inc.

**2160 Kingston Court Suite 'O'**
**Marietta, GA 30067**

TMC Data
Harmony Rd @ 821 Harmonry 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 Harmonry 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 | |

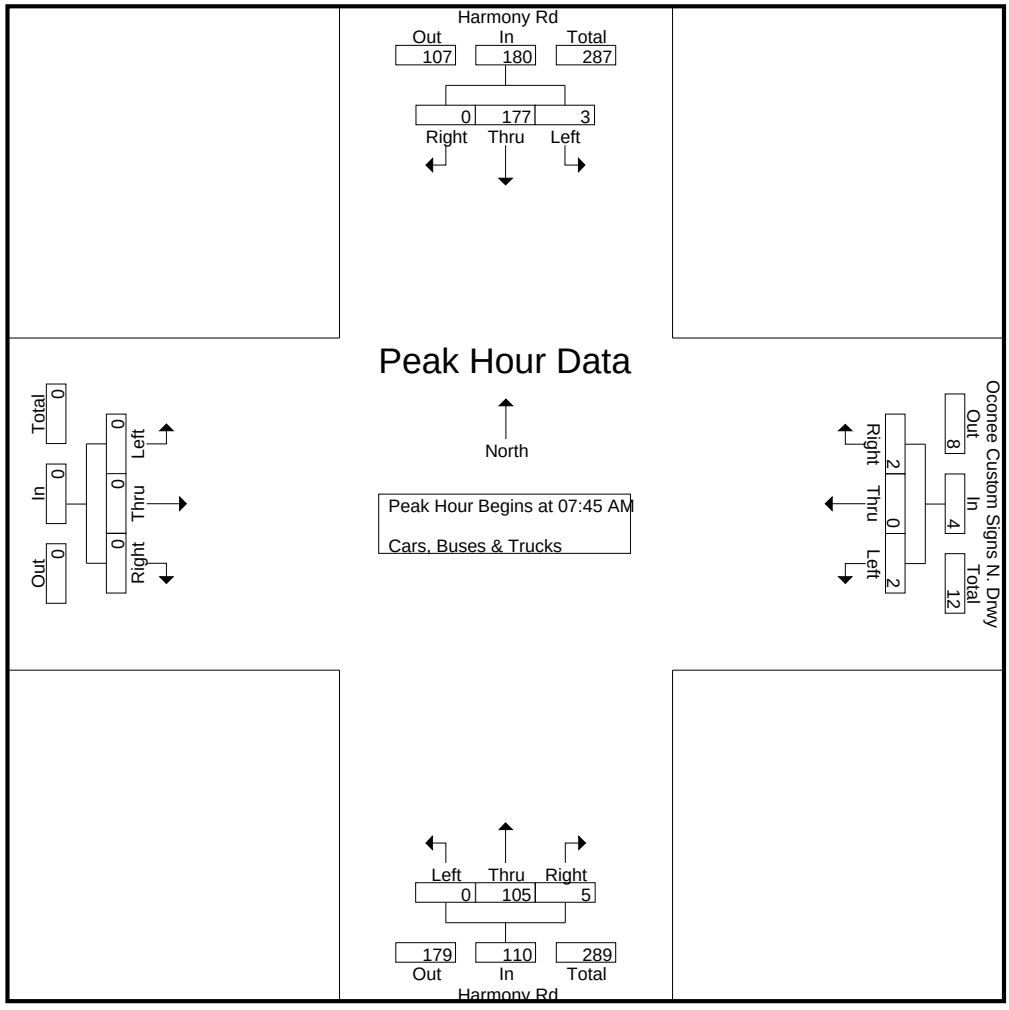
# A & R Engineering, Inc.

**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 |



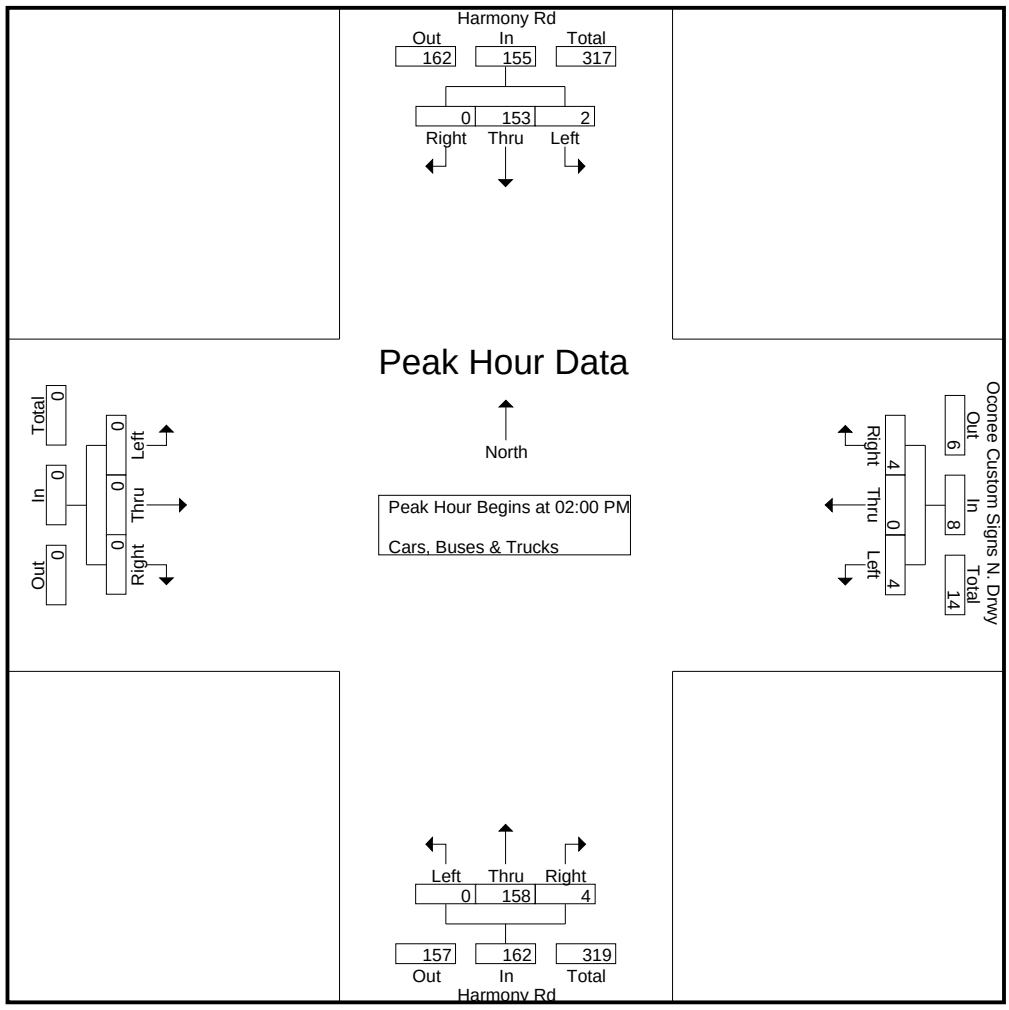
# A & R Engineering, Inc.

**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 : 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 |



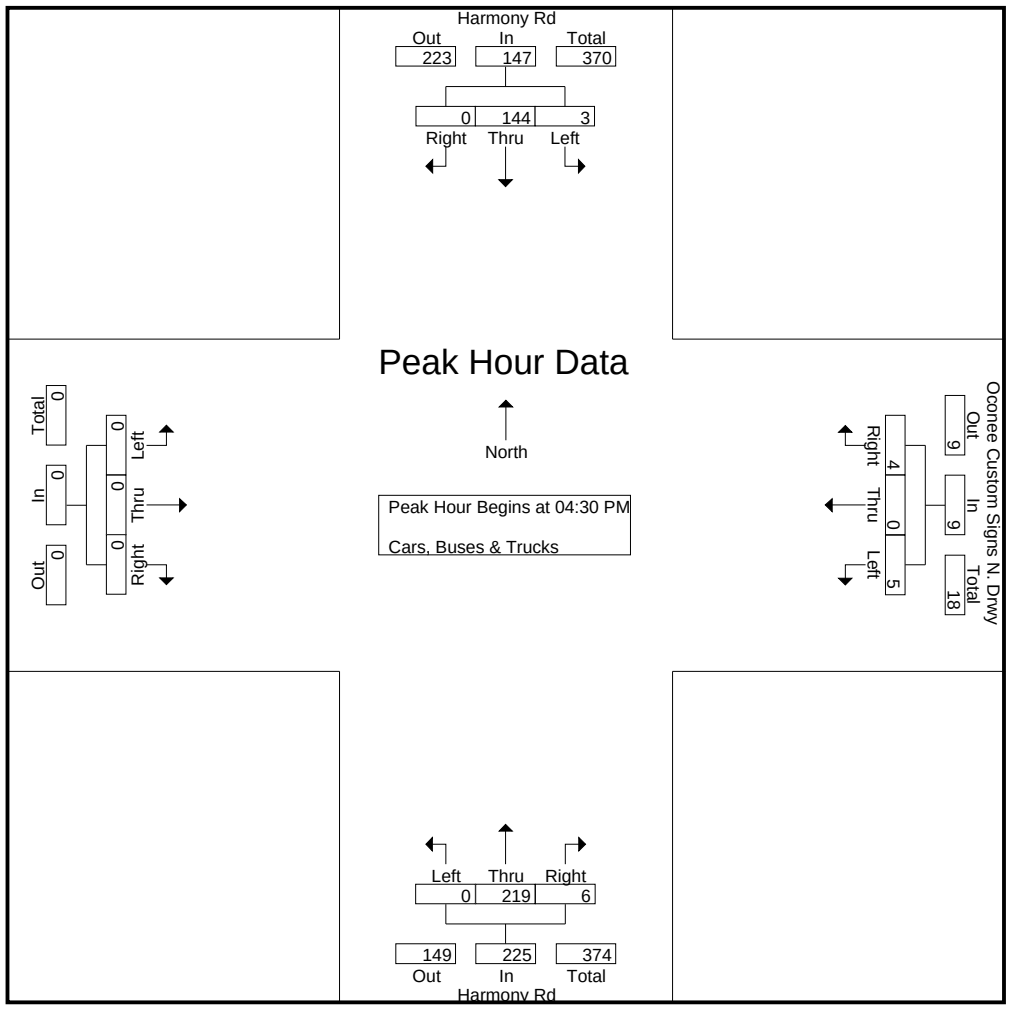
# A & R Engineering, Inc.

**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

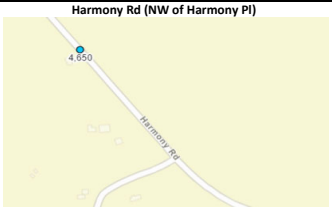
| | Harmony Rd Northbound | | | | Harmony Rd Southbound | | | | Eastbound | | | | Oconee Custom Signs N. Drwy Westbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | 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 |

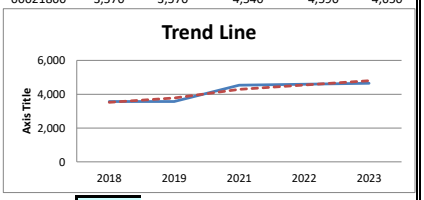


# LINEAR REGRESSION OF DAILY TRAFFIC

| 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 |

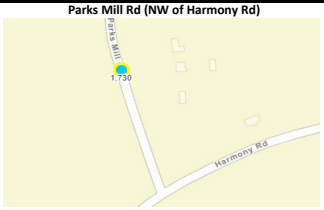
| Location | Traffic Counter | RCLINK | 2018 | 2019 | 2021 | 2022 | 2023 |
|---|---|---|---|---|---|---|---|
| Harmony Rd (NW of Harmony Pl) | 237-0181 | 00021800 | 3,570 | 3,570 | 4,540 | 4,590 | 4,650 |

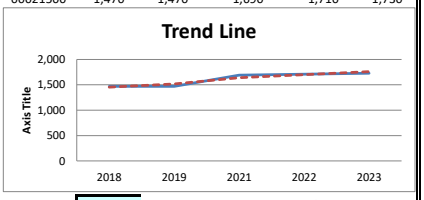



| Growth Rate | 8.1% | Intercept | -513,653 | Slope | 256.28 |
|---|---|---|---|---|---|
| Trend Line | 3,518 | 3,774 | 4,287 | 4,543 | 4,799 |

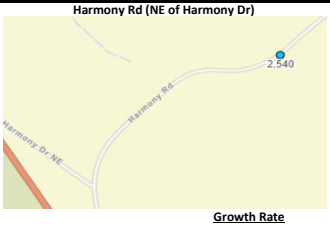
| Location | Traffic Counter | RCLINK | 2018 | 2019 | 2021 | 2022 | 2023 |
|---|---|---|---|---|---|---|---|
| Parks Mill Rd (NW of Harmony Rd) | 237-0176 | 00021500 | 1,470 | 1,470 | 1,690 | 1,710 | 1,730 |

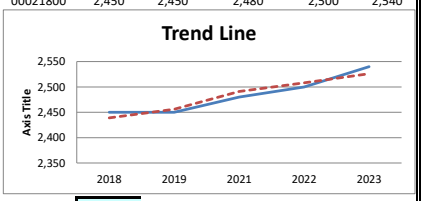



| Growth Rate | 4.9% | Intercept | -121,502 | Slope | 60.93 |
|---|---|---|---|---|---|
| Trend Line | 1,456 | 1,517 | 1,638 | 1,699 | 1,760 |

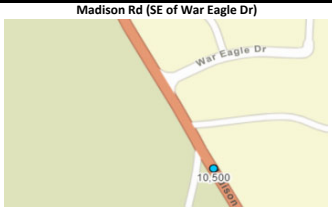
| Location | Traffic Counter | RCLINK | 2018 | 2019 | 2021 | 2022 | 2023 |
|---|---|---|---|---|---|---|---|
| Harmony Rd (NE of Harmony Dr) | 237-0183 | 00021800 | 2,450 | 2,450 | 2,480 | 2,500 | 2,540 |

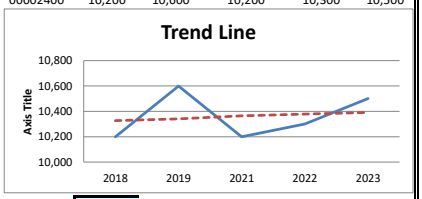



| Growth Rate | 0.9% | Intercept | -32,524 | Slope | 17.33 |
|---|---|---|---|---|---|
| Trend Line | 2,439 | 2,456 | 2,491 | 2,508 | 2,526 |

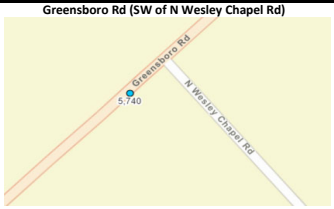
| Location | Traffic Counter | RCLINK | 2018 | 2019 | 2021 | 2022 | 2023 |
|---|---|---|---|---|---|---|---|
| Madison Rd (SE of War Eagle Dr) | 237-0131 | 00002400 | 10,200 | 10,600 | 10,200 | 10,300 | 10,500 |

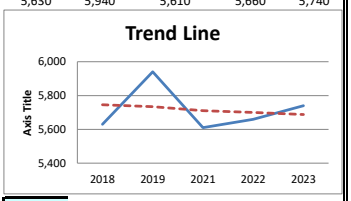



| Growth Rate | 0.2% | Intercept | -15,485 | Slope | 12.79 |
|---|---|---|---|---|---|
| Trend Line | 10,327 | 10,340 | 10,365 | 10,378 | 10,391 |

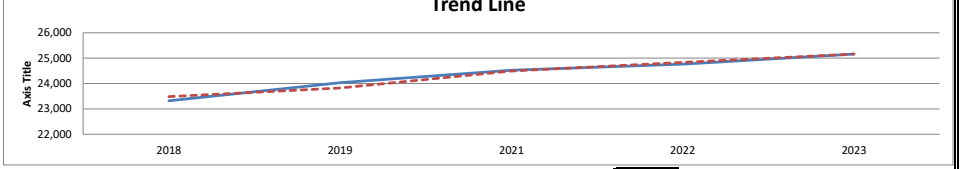
| Location | Traffic Counter | RCLINK | 2018 | 2019 | 2021 | 2022 | 2023 |
|---|---|---|---|---|---|---|---|
| Greensboro Rd (SW of N Wesley Chapel Rd) | 237-0143 | 00004400 | 5,630 | 5,940 | 5,610 | 5,660 | 5,740 |




| Growth Rate | -0.3% | Intercept | 28,976 | Slope | -11.51 |
|---|---|---|---|---|---|
| Trend Line | 5,746 | 5,734 | 5,711 | 5,700 | 5,688 |

| Weighted Average | 2018 | 2019 | 2021 | 2022 | 2023 |
|---|---|---|---|---|---|
| Sum of Count Stations | 23,320 | 24,030 | 24,520 | 24,760 | 25,160 |




| Growth Rate | 1.7% | Intercept | -654,188 | Slope | 335.81 |
|---|---|---|---|---|---|
| Trend Line | 23,485 | 23,821 | 24,492 | 24,828 | 25,164 |

# 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 | EBLn1 | WBLn1 | 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 | NBR | WBLn1 | 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 | NBR | WBLn1 | 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 | NBR | WBLn1 | 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 | EBLn1 | WBLn1 | 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 | NBR | WBLn1 | 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 | NBR | WBLn1 | 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 | NBR | WBLn1 | 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 | EBLn1 | WBLn1 | 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 | NBR | WBLn1 | 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 | NBR | WBLn1 | 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 | NBR | WBLn1 | 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 | EBLn1 | WBLn1 | 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 | NBR | WBLn1 | 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 | NBR | WBLn1 | 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 | 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 | NBR | WBLn1 | 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 | EBLn1 | WBLn1 | 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 | NBR | WBLn1 | 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 | EBLn1 | WBLn1 | 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 | EBLn1 | WBLn1 | 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 | EBLn1 | WBLn1 | 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 | NBR | WBLn1 | 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 | EBLn1 | WBLn1 | 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 | EBLn1 | WBLn1 | 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**

| | Harmony Road **Northbound** | | | | Harmony Road **Southbound** | | | | Private Driveway **Eastbound** | | | | Scott Road **Westbound** | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Condition | 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**

| | Harmony Road **Northbound** | | | | Harmony Road **Southbound** | | | | Private Driveway **Eastbound** | | | | Scott Road **Westbound** | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Condition | 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

| | Harmony Road Northbound | | | | Harmony Road Southbound | | | | - Eastbound | | | | 821 Harmonry Road Driveway Westbound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Condition | 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

| | Harmony Road Northbound | | | | Harmony Road Southbound | | | | - Eastbound | | | | 821 Harmonry Road Driveway Westbound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Condition | 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

| | Harmony Road Northbound | | | | Harmony Road Southbound | | | | Farriers Lane Eastbound | | | | - Westbound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Condition | 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

| | Harmony Road Northbound | | | | Harmony Road Southbound | | | | Farriers Lane Eastbound | | | | - Westbound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Condition | 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 Northbound | | | | Harmony Road Southbound | | | | Site Driveway 1 Eastbound | | | | Oconee Custom Signs Northern Driveway 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 Northbound | | | | Harmony Road Southbound | | | | Site Driveway 1 Eastbound | | | | Oconee Custom Signs Northern Driveway 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 Northbound | | | | Harmony Road Southbound | | | | Site Driveway 2 Eastbound | | | | Oconee Custom Signs Southern Driveway 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 Northbound | | | | Harmony Road Southbound | | | | Site Driveway 2 Eastbound | | | | Oconee Custom Signs Southern Driveway 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**

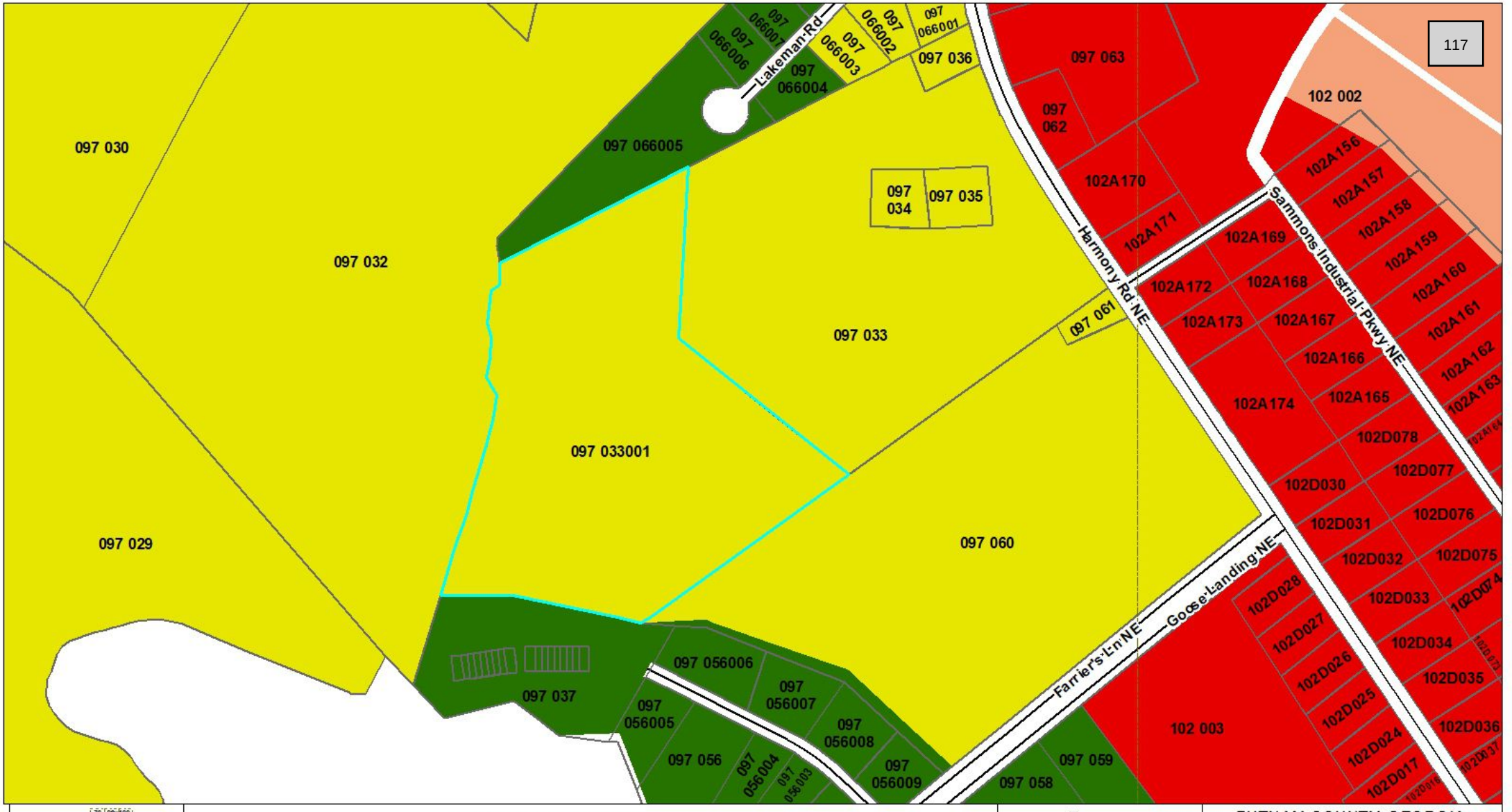
**6. Harmony Rd @ Site Drwy 3**

**A.M. Peak Hour**

| | Harmony Road Northbound | | | | Harmony Road Southbound | | | | Site Driveway 3 Eastbound | | | | - Westbound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Condition | 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**

| | Harmony Road Northbound | | | | Harmony Road Southbound | | | | Site Driveway 3 Eastbound | | | | - Westbound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Condition | 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 |




TAX MAP GRID

## GEOGRAPHIC FEATURE LEGEND

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


MGRC IT GIS Services
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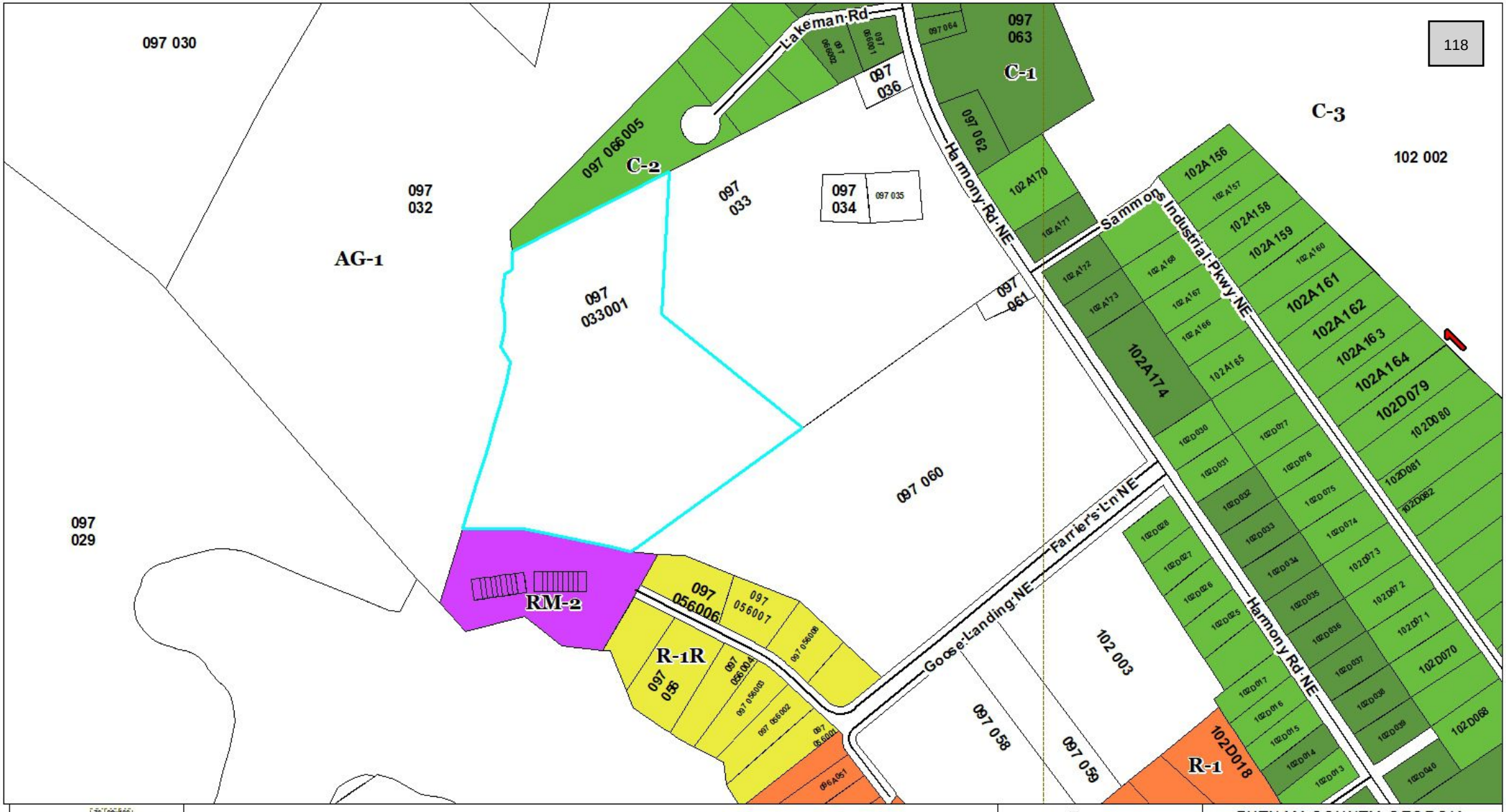
(478) 751-6160
Web:
www.middlegeorgiarc.org


PUTNAM COUNTY, GEORGIA
FUTURE LAND USE MAPS

# MAP 097

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




TAX MAP GRID

## 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 | |

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

PUTNAM COUNTY, GEORGIA
ZONING MAPS

# MAP 097

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

# PUTNAM COUNTY PLANNING & DEVELOPMENT

117 Putnam Drive, Suite B ◊ Eatonton, GA 31024

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


**Staff Recommendations**
**Thursday, December 4, 2025 ◊ 6:30 PM**
*Putnam County Administration Building – Room 203*

TO: Planning & Zoning Commission

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 mark 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.

TAX MAP GRID

**GEOGRAPHIC FEATURE LEGEND**

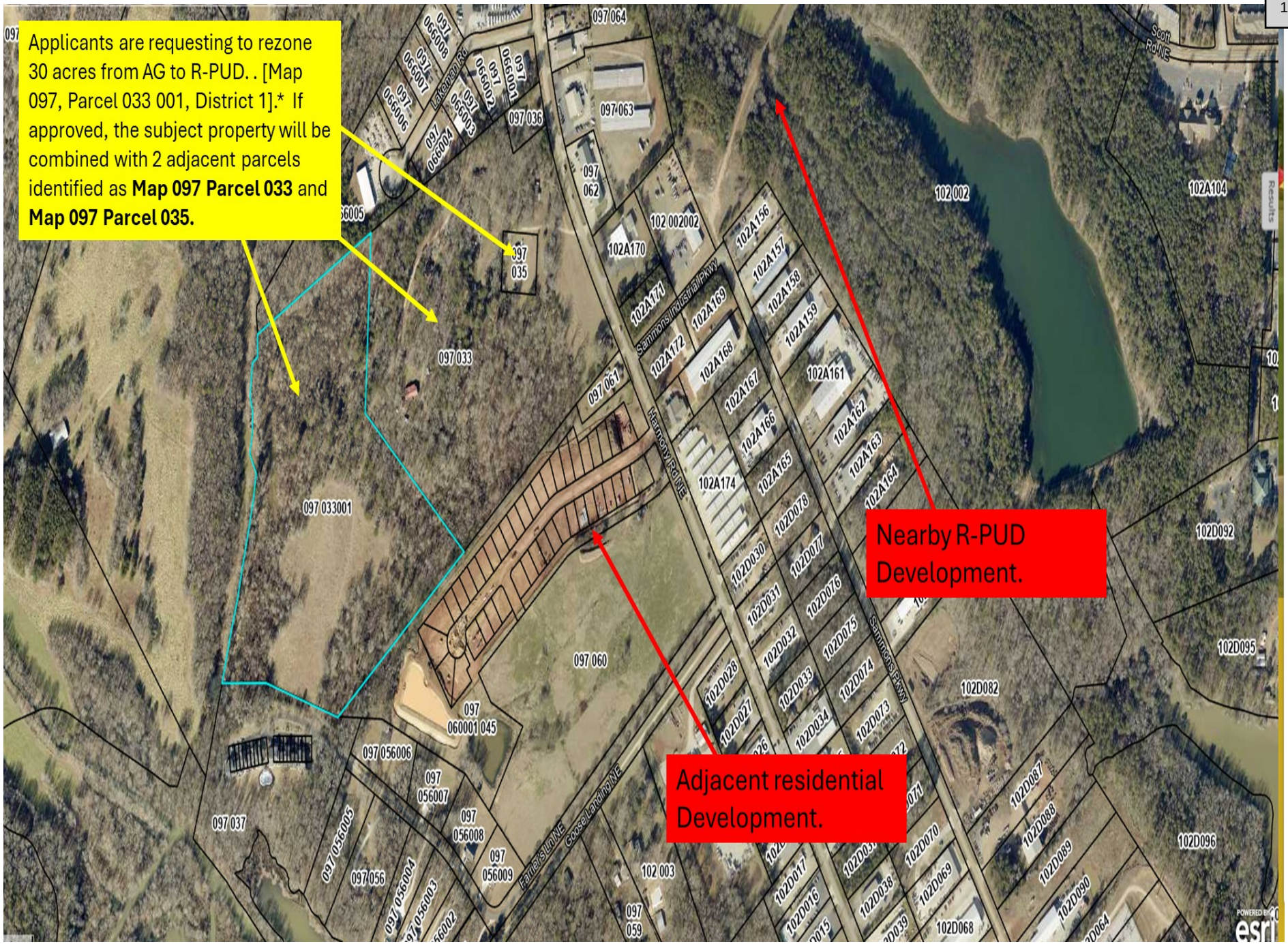
- Eatonton Limits
- County Boundary
- Roads
- Parcels
- Parcel_Hooks
- Agriculture/Forestry
- Commercial
- Industrial
- Mixed Use
- Park/Recreation/Conservation
- Public/institutional
- Residential
- Transportation/Communication/Utilities
- Undeveloped/Vacant

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

PUTNAM COUNTY, GEORGIA
FUTURE LAND USE MAPS

# MAP 097

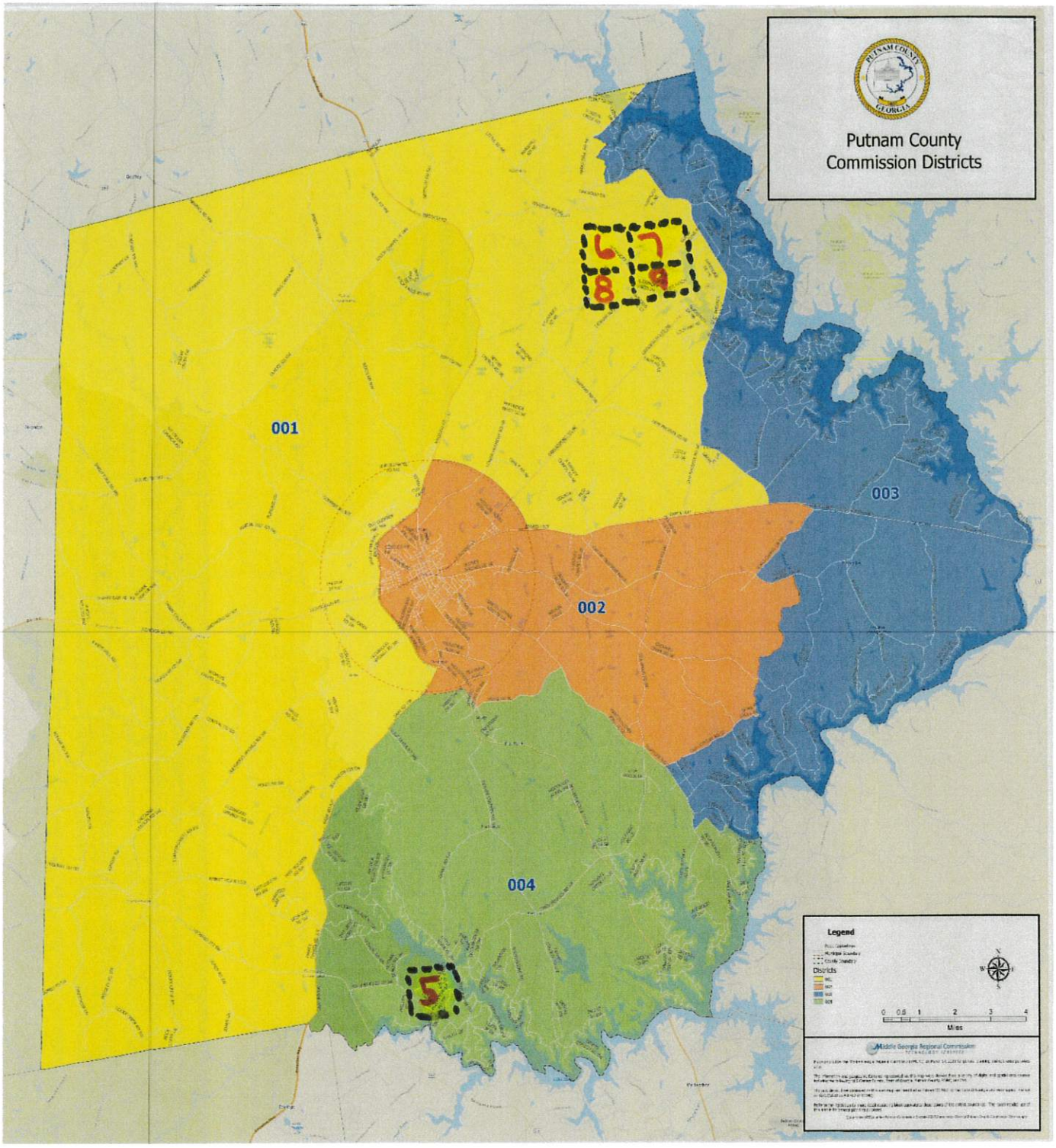
MAP SCALE: 1" = 333.33' SCALE RATIO: 1:4,000 DATE: AUGUST 2025




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

**File Attachments for Item:**

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] (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:

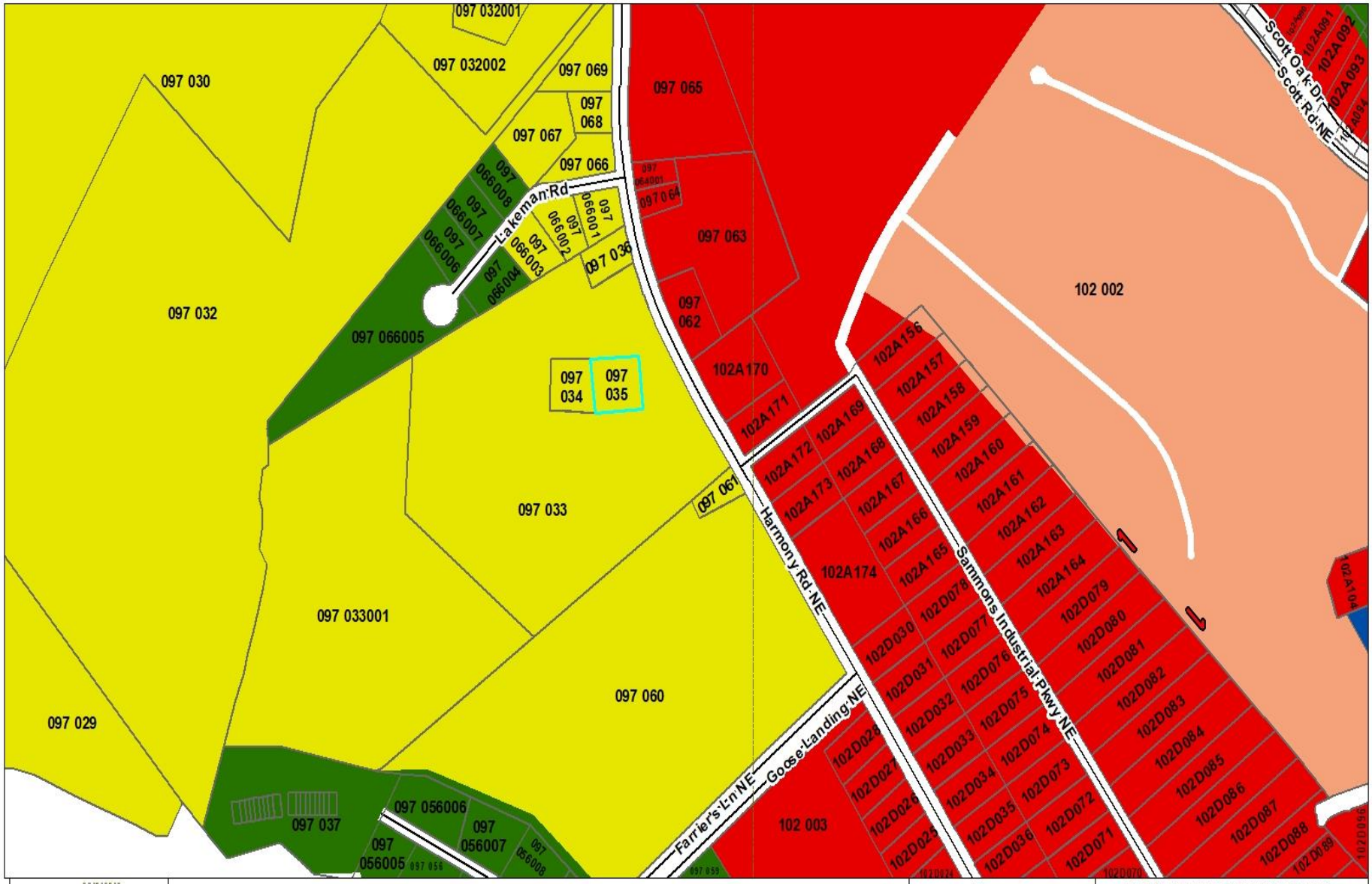
1. **Conduct a comprehensive assessment of the County's main arterial roads to evaluate existing conditions, growth trends, and development pressures.**
2. **Develop a list of community-compatible land uses that are appropriate for properties fronting these arterial corridors.**
3. **Adopt this list 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,***




TAX MAP GRID

**GEOGRAPHIC FEATURE LEGEND**

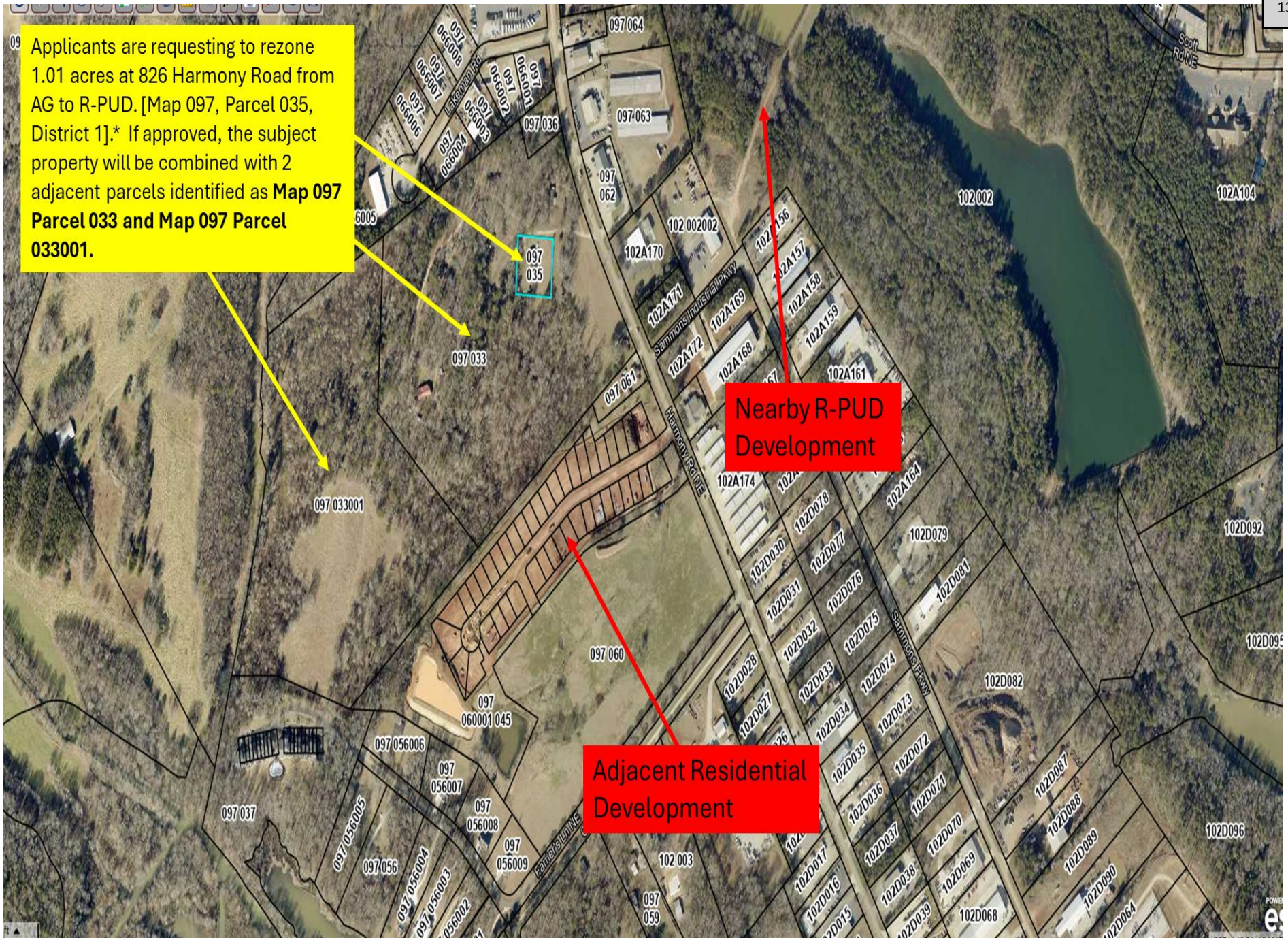
- Eatonton Limits
- County Boundary
- Roads
- Parcels
- Parcel_Hooks
- Agriculture/Forestry
- Commercial
- Industrial
- Mixed Use
- Park/Recreation/Conservation
- Public/institutional
- Residential
- Transportation/Communication/Utilities
- Undeveloped/Vacant

MGRC
IT GIS Services
Middle Georgia Regional Commission
175 Emery Hwy
Suite C
Macon, Georgia 31217
(478) 751-6160
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


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.**
Nearby R-PUD Development
Adjacent Residential Development
097 035
097 033
097 033001
097 060
097 064
097 063
097 062
097 061
097 036
102 002
102 002002
102A104
102A170
102A171
102A172
102A169
102A168
102A161
102A164
102A174
102D079
102D082
102D092
102D095
102D096
102 003
097 059
097 037
097 056
097 056005
097 056004
097 056003
097 056002
097 056006
097 056007
097 056008
097 056009
097 060001 045
Harmony Rd NE
Sammons Industrial Pkwy
Scott Rd NE
Fathers Law NE

# PUTNAM COUNTY PLANNING & DEVELOPMENT

117 Putnam Drive, Suite B ◊ Eatonton, GA 31024
Tel: 706-485-2776 ◊ 706-485-0552 fax ◊ www.putnamcountyga.us

☑ REZONING

APPLICATION NO. 2025-REZONE-23 DATE: 8/6/2025

MAP 097 PARCEL 035 ZONING 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.

PUTNAM COUNTY PLANNING & DEVELOPMENT
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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.

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

Notary Public

JOSEPH STOCKDALE NOTARY EXPIRES GEORGIA June 12, 2027 PUBLIC JASPER COUNTY

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

Notary Public

JOSEPH STOCKDALE NOTARY EXPIRES GEORGIA June 12, 2027 PUBLIC JASPER COUNTY

**Office Use**

Paid: $ 300.00 (cash) ____ (check) ____ (credit card) ✓
Receipt No. 154355337132 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

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.

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- A concept plan may be required for commercial development at director's discretion

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- If the application is for less than 25 single-family residential lots, an impact analysis need not be submitted. (See attachment.)
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Signature (Property Owner) (Date) 5-29-25

Notary Public

JOSEPH STOCKDALE NOTARY EXPIRES GEORGIA June 12, 2027 PUBLIC JASPER COUNTY

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

Notary Public

JOSEPH STOCKDALE NOTARY EXPIRES GEORGIA June 12, 2027 PUBLIC JASPER COUNTY

**Office Use**

Paid: $ 300.00 (cash) _____ (check) _____ (credit card) ✓
Receipt No. 154435331132 Date Paid: 6/3/25
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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

**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.

DOC # 001448
FILED IN OFFICE
05/15/2014 02:03 PM
BK:808 PG:355-356
SHEILA H. PERRY
CLERK OF COURT
PUTNAM COUNTY

REAL ESTATE TRANSFER TAX
PAID: 130.00
PT61-117-2014-000463

**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:

Witness

Notary Public

THOMAS JEFFORDS NOTARY PUBLIC EXP: AUG. 19, 2017 PUTNAM COUNTY, GA

9090030043.rdw

(21202-0001.PFD/21202-0001/12)

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

**SHEET 1 OF 1**

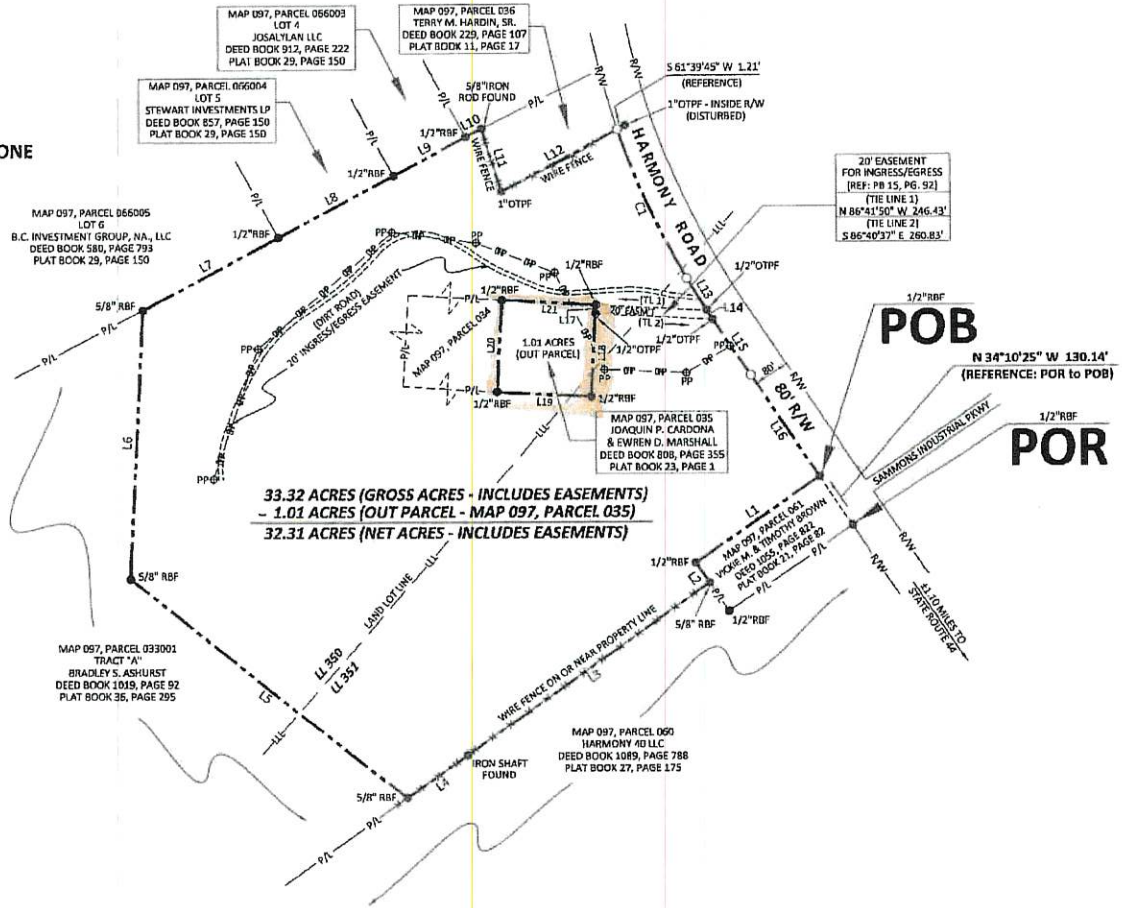
**APPROVAL**

*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 LENGTH | CHORD BEARING |
|---|---|---|---|---|
| C1 | 1856.24' | 371.98' | 371.36' | S 24°17'19" E |

**PROPERTY COURSE LINE TABLE**

| LINE | BEARING | DISTANCE |
|---|---|---|
| L1 | S 55°45'59" W | 334.80' |
| L2 | S 34°10'12" E | 53.71' |
| L3 | S 54°23'54" W | 664.86' |
| L4 | S 54°20'00" W | 165.49' |
| L5 | N 51°18'02" W | 792.17' |
| L6 | N 03°00'36" E | 603.53' |
| L7 | N 61°43'56" E | 345.25' |
| L8 | N 61°41'16" E | 294.45' |
| L9 | N 61°43'13" E | 183.31' |
| L10 | N 62°09'57" E | 40.06' |
| L11 | S 16°53'35" E | 149.96' |

**PROPERTY COURSE LINE TABLE CONT'D.**

| LINE | BEARING | DISTANCE |
|---|---|---|
| L12 | N 61°39'45" E | 294.46' |
| L13 | S 30°58'25" E | 84.82' |
| L14 | S 32°21'13" E | 24.58' |
| L15 | S 33°14'58" E | 153.29' |
| L16 | S 33°48'43" E | 272.60' |
| L17 | S 03°29'41" W | 19.88' |
| L18 | S 03°19'24" W | 189.88' |
| L19 | N 86°38'30" W | 209.96' |
| L20 | N 03°22'53" E | 209.60' |
| L21 | S 86°41'13" E | 209.81' |

**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 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

GEORGIA PROFESSIONAL LAND SURVEYOR NO. 3490 JOSEPH D TYSON

**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 |
| ● | RBF (UNLESS OTHERWISE NOTED) |
| ◉ | RBS (UNLESS OTHERWISE NOTED) |
| ⊠ | CONCRETE R/W MARKER FOUND |
| ■ | CONCRETE MONUMENT FOUND |
| OTPF | OPEN TOP PIPE FOUND |
| RBF | REBAR FOUND |
| RBS | REBAR SET |
| C/L | CENTERLINE |
| P/L | PROPERTY LINE |
| LLL | 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 | -x-x-x-x-x-x- |
| OVERHEAD POWER LINE | —OHP—OHP— |
| 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.

0 100 200 400 600

SCALE: 1" = 200'

JOB NUMBER: 23136P

PiedmontWater
COMPANY

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,

W. J. Matthews
CTO

P.O. Box 913 • Greensboro, Georgia 30642
404-235-4035 • 800-248-7689 • FAX 404-235-4977

# PUTNAM COUNTY PLANNING & DEVELOPMENT

117 Putnam Drive, Suite B ◊ Eatonton, GA 31024

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


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

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

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

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

1. Name: Ross Mundy

2. Address: 1527 Princeton Bend Way Bogart, GA 30622

3. Have you given contributions that aggregated $250.00 or more within two years immediately preceding the filing of the attached application to a candidate that will hear the proposed application? _____Yes __X__No If yes, who did you make the contributions to? : _____.

Signature of Applicant: Ross Mundy

Date: 05 / 29 / 2025

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

826 HARMONY RD NE
EATONTON GA 31024

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

| | |
|---|---|
| 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

NAME (PRINTED)

Ewren Marshall 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

NOTARY

MY COMMISSION EXPIRES: 6-12-27

JOSEPH STOCKDALE NOTARY PUBLIC JASPER COUNTY EXPIRES GEORGIA June 12, 2027

## 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

GRAPHIC SCALE
0 50' 100' 200'
1 INCH= 100 FT.

## REVISION LOG:

| NO. | DATE | REMARKS |
|---|---|---|

PROJECT NAME & ADDRESS
HARMONY RD
EATONTON, GA. 31024

BULLARD LAND PLANNING
1235 PROSPECT RD 30043
LAWRENCEVILLE, GEORGIA
CONTACT: BOBBY BULLARD
(678) 344-1293~(770) 978-8857 FAX
bpoobby@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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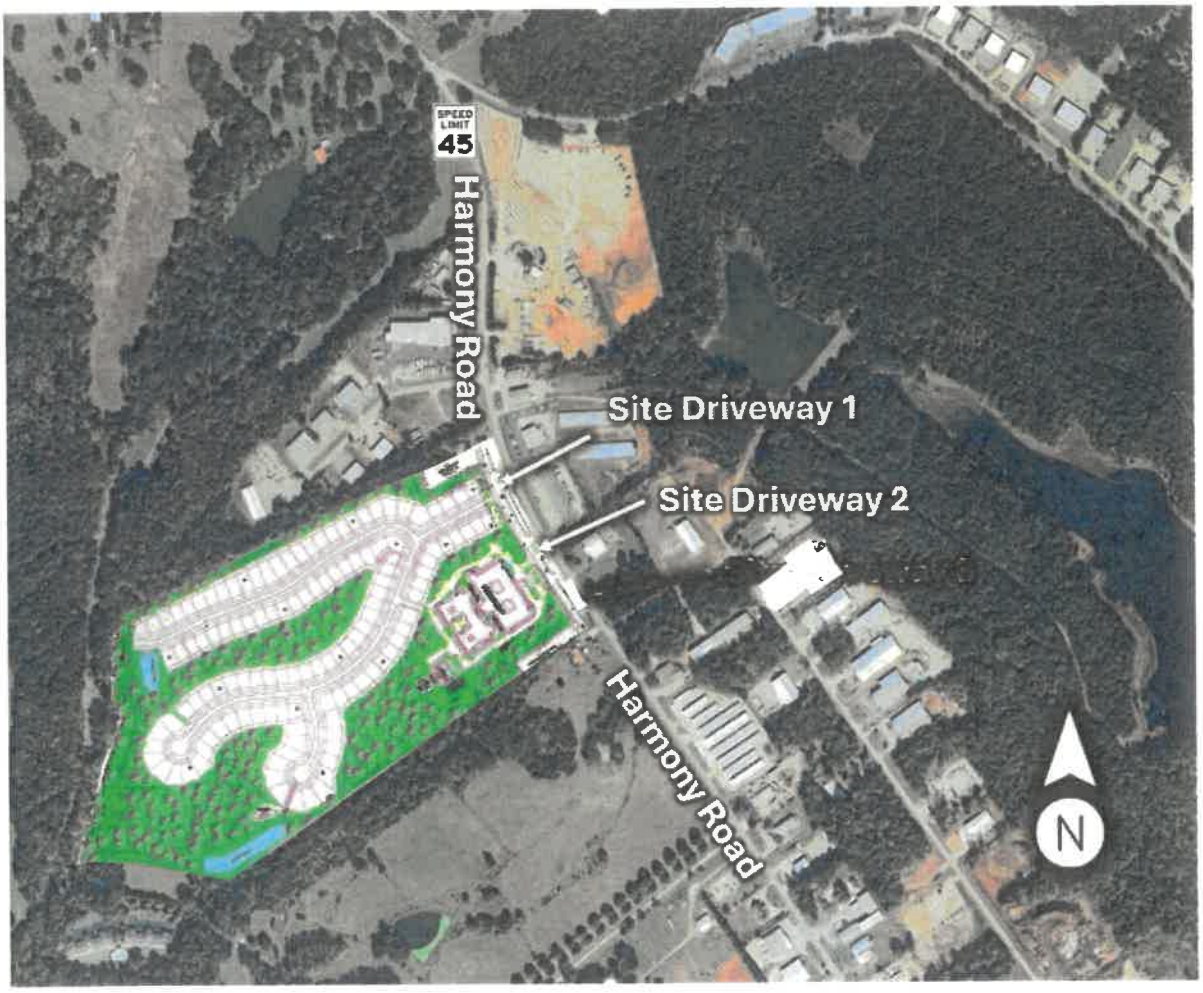
# 1.0 INTRODUCTION

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.

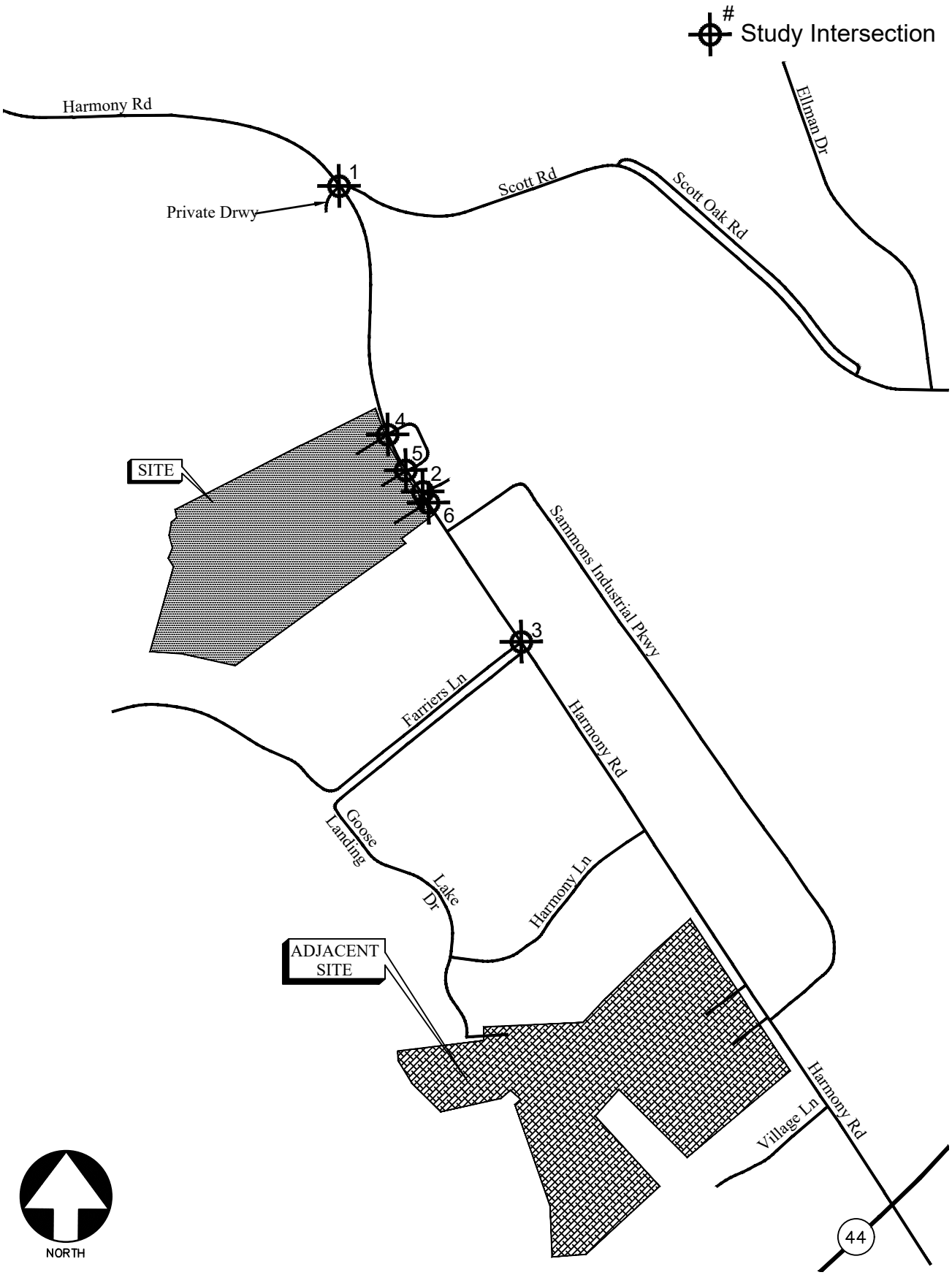



The development proposes two full access driveways on Harmony Road.

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.

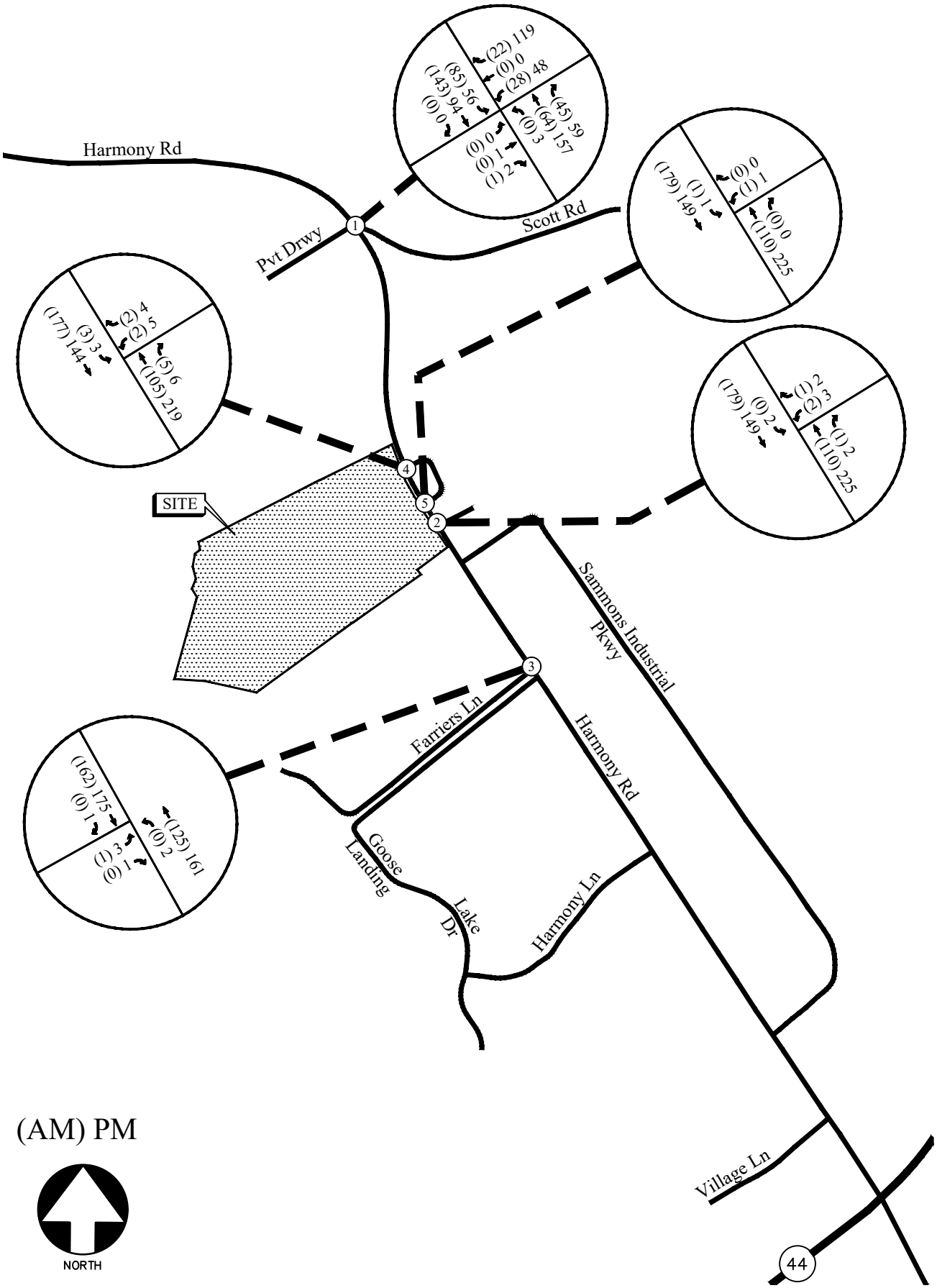
# 4.0 EXISTING 2025 TRAFFIC ANALYSIS

## 4.1 Existing Traffic Volumes

Existing traffic counts were obtained at the following study intersections:

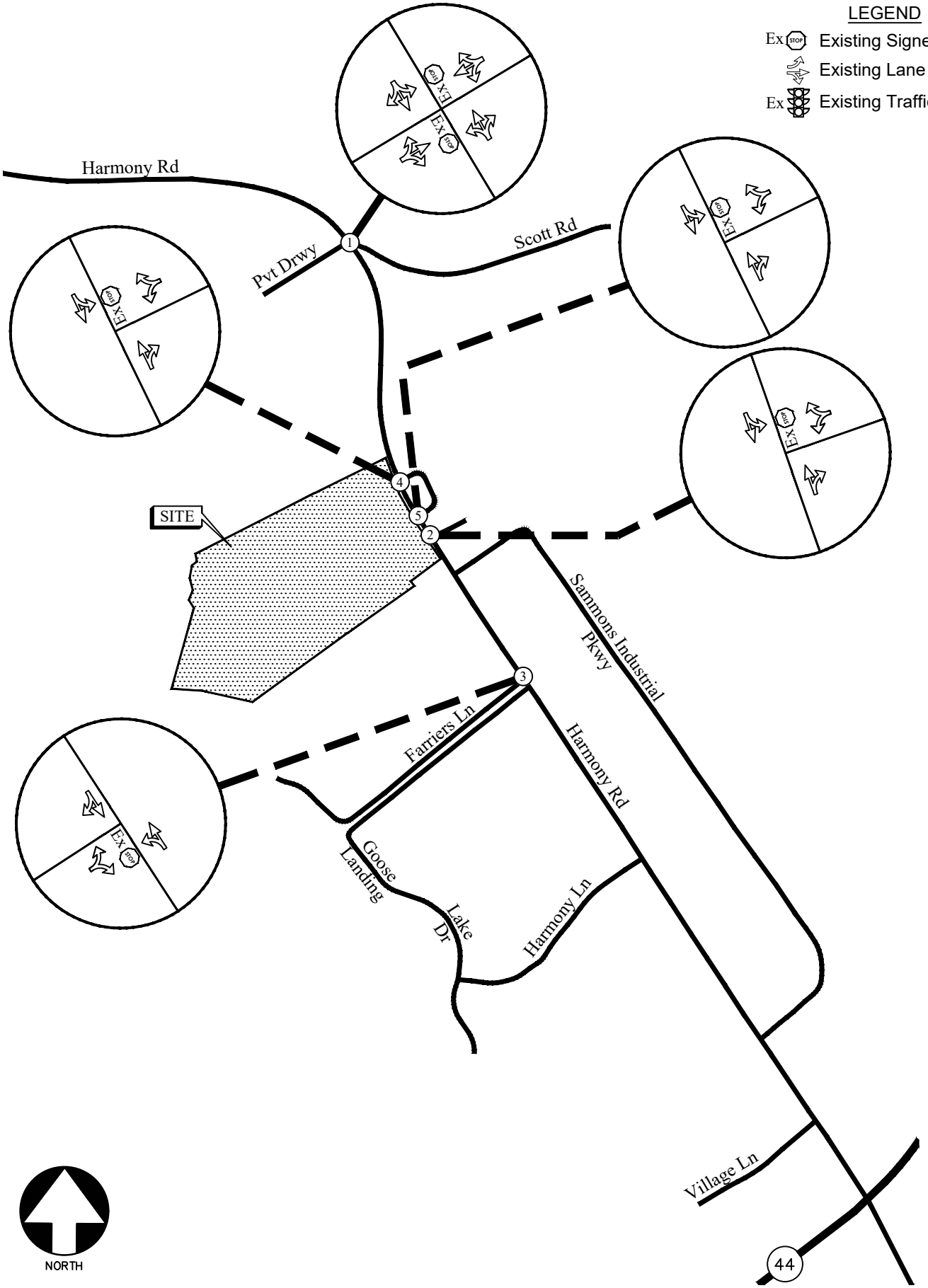
1. Harmony Road at Scott Road
2. Harmony Road at Rock Eagle Store Fixtures Driveway
3. Harmony Road at Farriers Lane
4. Harmony Road at Oconee Custom Signs Northern Driveway
5. Harmony Road at Oconee Custom Signs Southern Driveway

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.**




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**

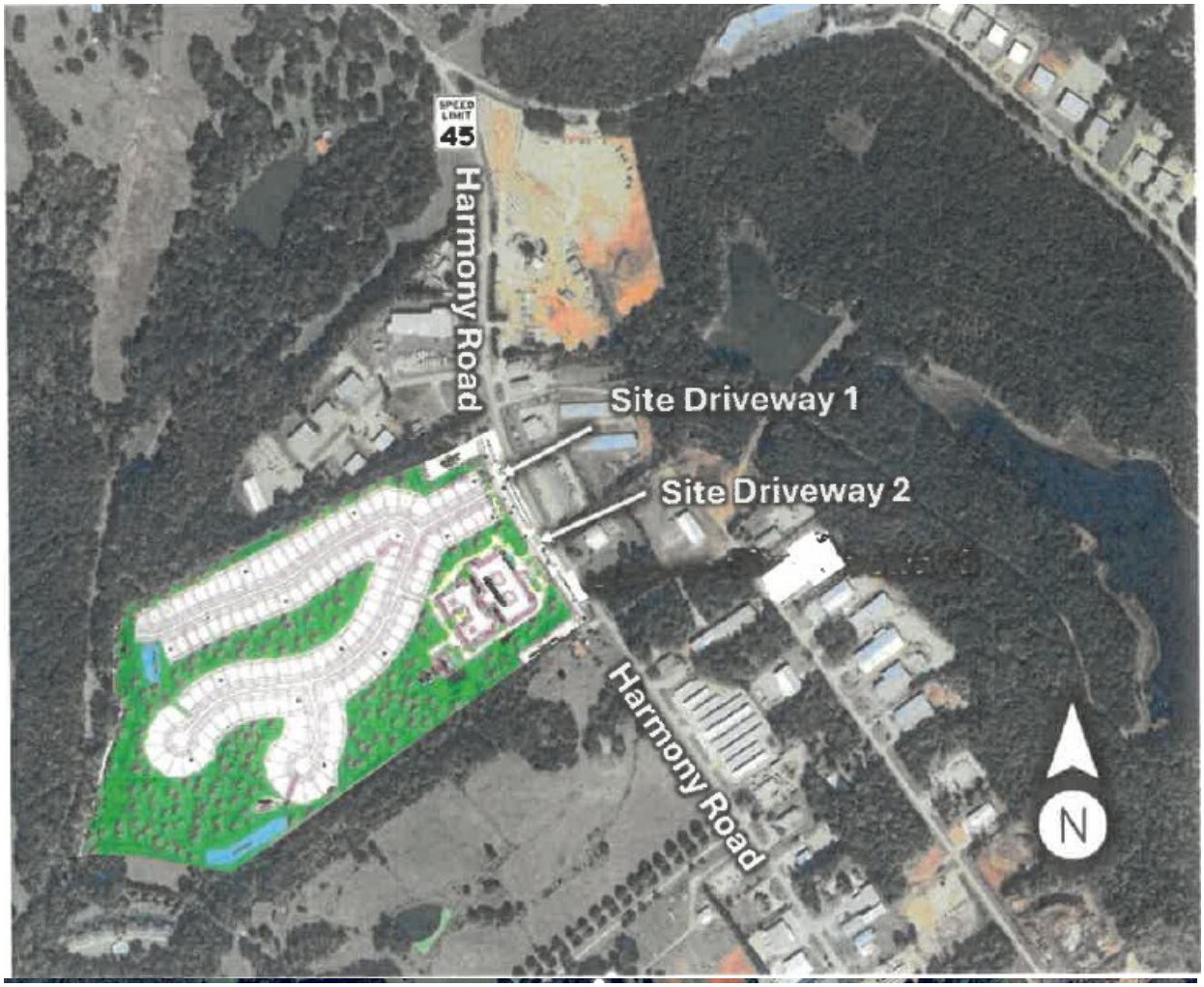
| | Intersection | Traffic Control | LOS (Delay) | |
|---|---|---|---|---|
| | | | AM Peak Hour | PM Peak Hour |
| 1 | **Harmony Road @ Scott Road / Private Driveway**<br>-Eastbound Approach<br>-Westbound Approach<br>-Northbound Left<br>-Southbound Left | Stop Controlled on EB and WB Approaches | A (9.0)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

CONCEPT PLAN FOR:

# HARMONY VILLAGE

PARCELS 097 033 & 097 033001

820 HARMONY RD/EATONTON, GA. 31024

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) 30' (TH)
SIDE SETBACK = 5'
REAR SETBACK = 20'
BUFFERS = 50' WHERE SHOWN ON PLANS

PROPOSED OPEN SPACE: 27.8 ACRES/42.8%

DEVELOPMENT 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

## 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.

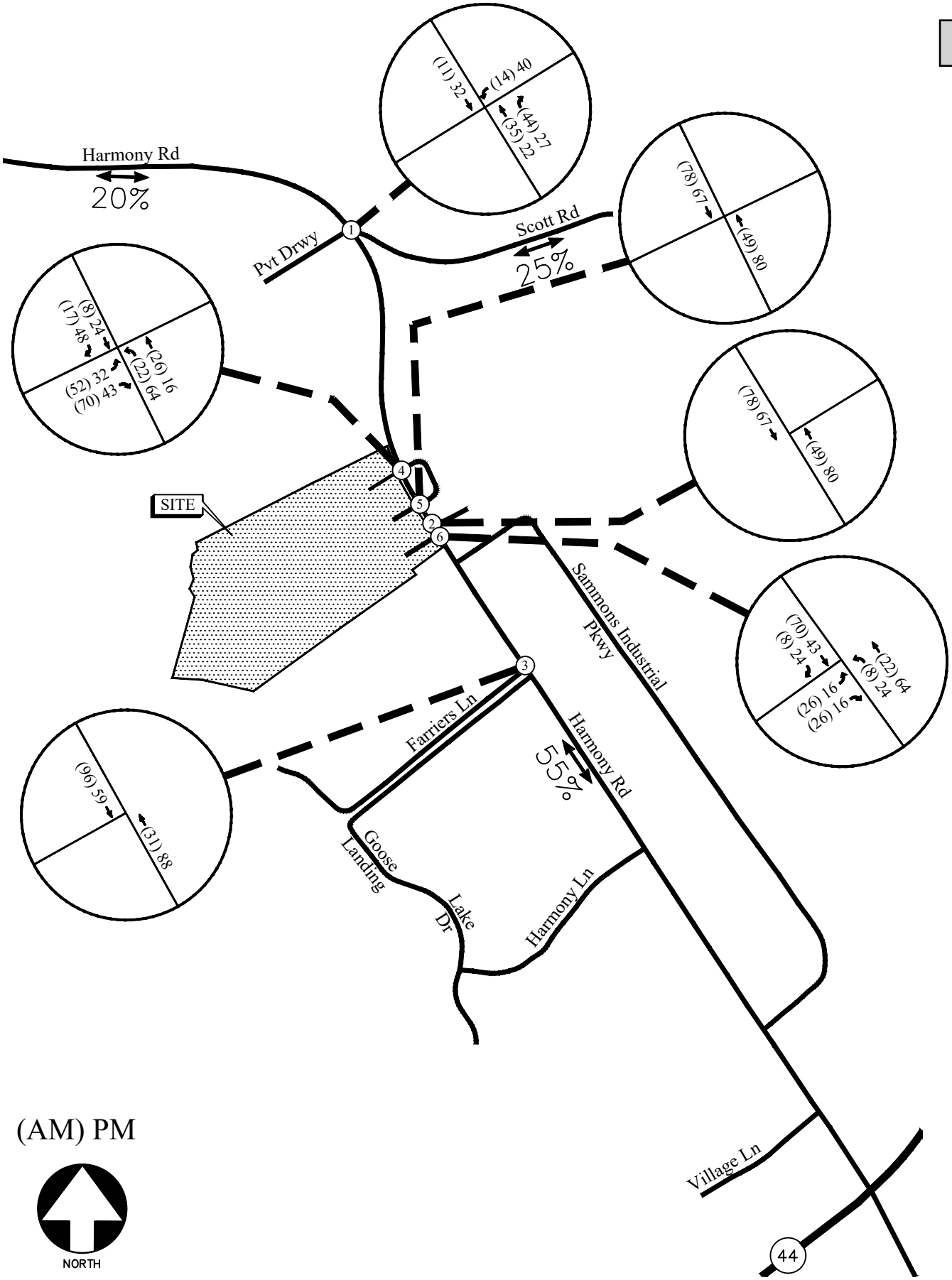
### *5.2.1 Nearby Planned Mixed-Use Development at 842 Harmony Road*

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)

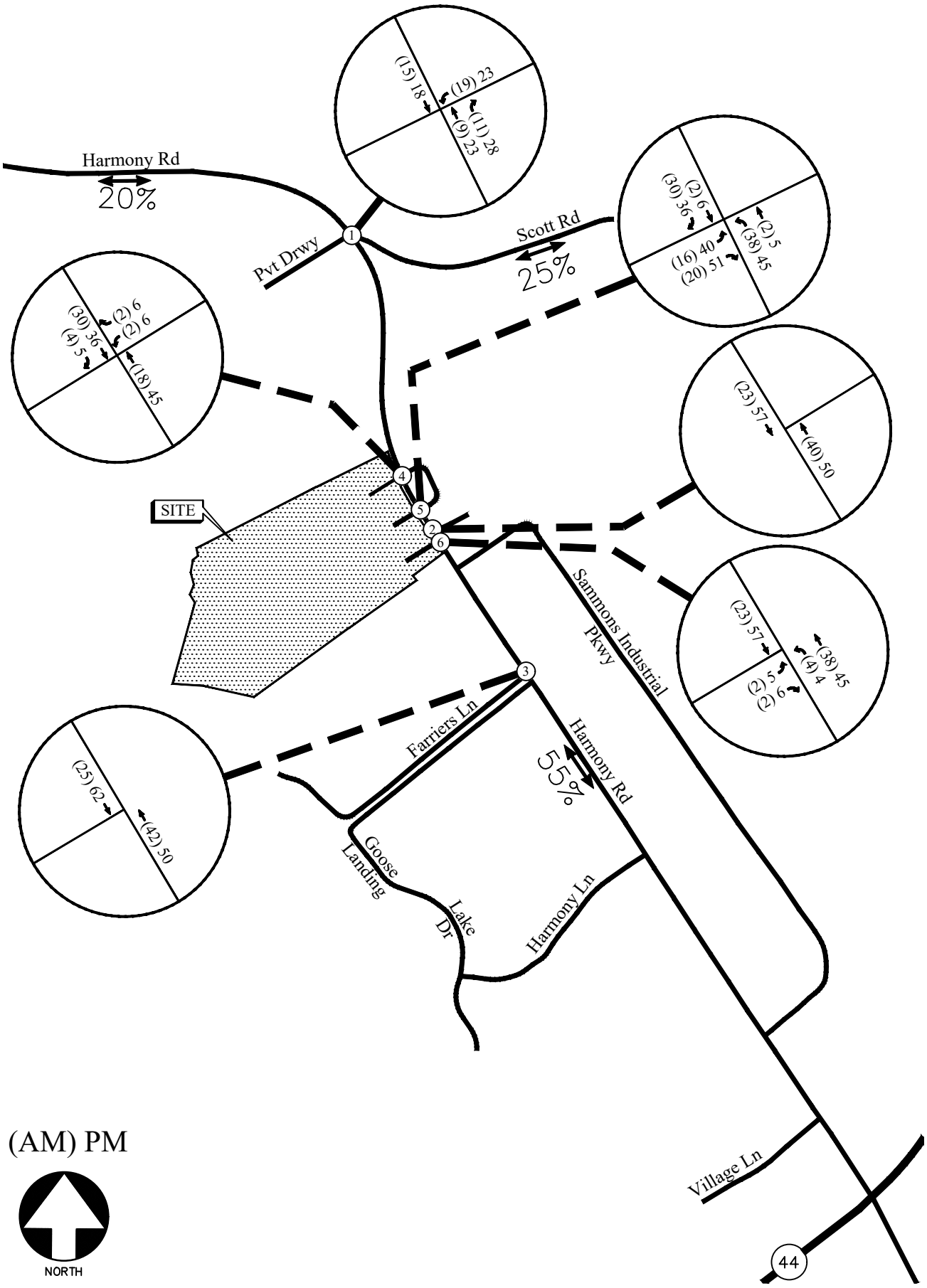
| Land Use | Size | AM Peak Hour | | | PM Peak Hour | | | 24-Hr |
|---|---|---|---|---|---|---|---|---|
| | | Enter | Exit | Total | Enter | Exit | Total | Two-Way |
| **ITE 210 – Single-Family Detached Housing** | 124 Units | 17 | 51 | 68 | 57 | 33 | 90 | 916 |
| Mixed-use reduction | | -1 | -1 | -2 | -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

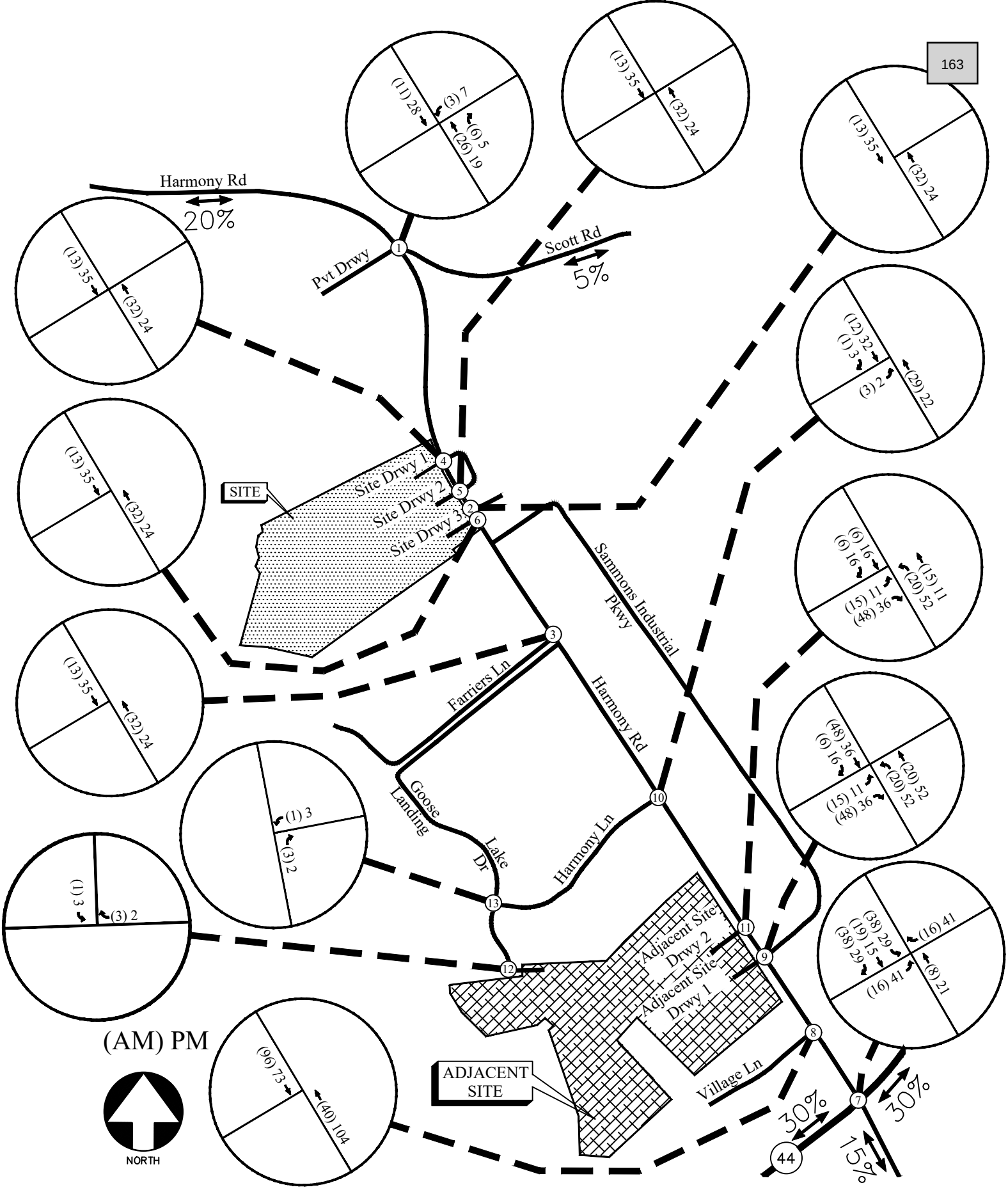
**A&R Engineering Inc.**




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

FIGURE 5B

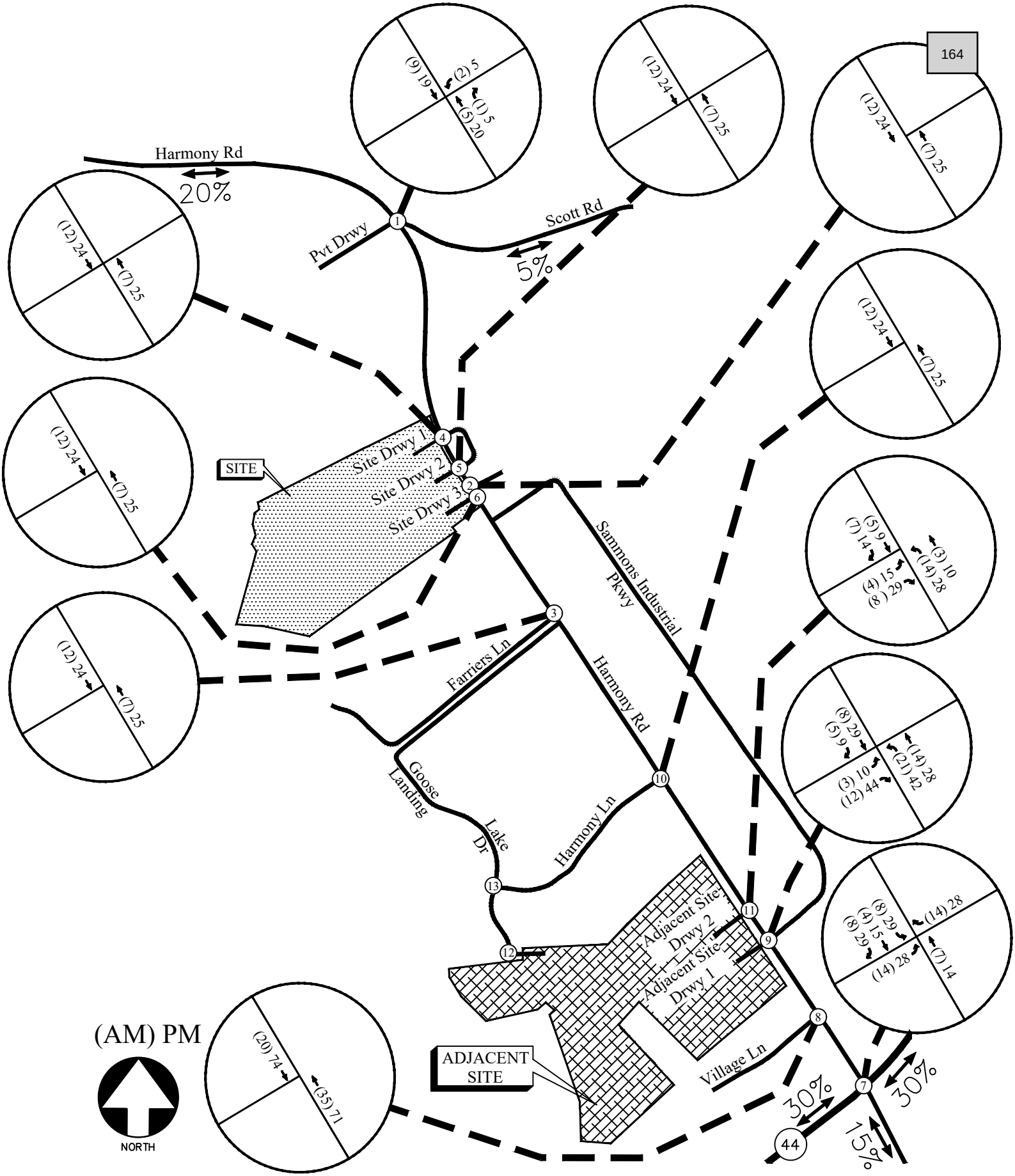
**A&R Engineering Inc.**




TRIP DISTRIBUTION AND SITE-GENERATED WEEKDAY PEAK HOUR VOLUMES (ADJACENT SITE - RESIDENTIAL)

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

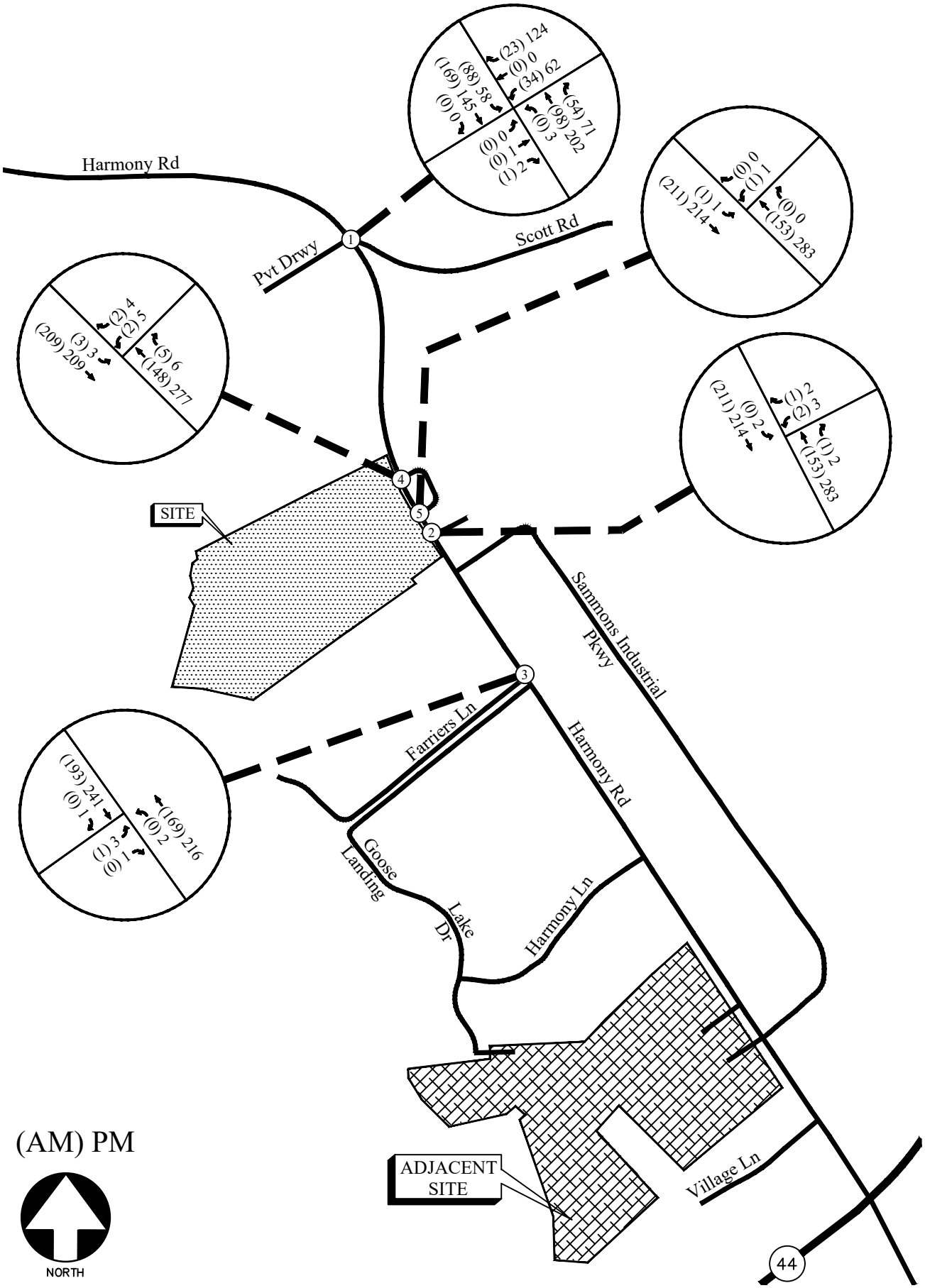
The "No-Build" (or background) conditions provide an assessment of how traffic will operate in the study horizon year without the study site being developed as proposed, with projected increases in through traffic volumes due to normal annual growth. The Future "No-Build" volumes consist of the existing 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.

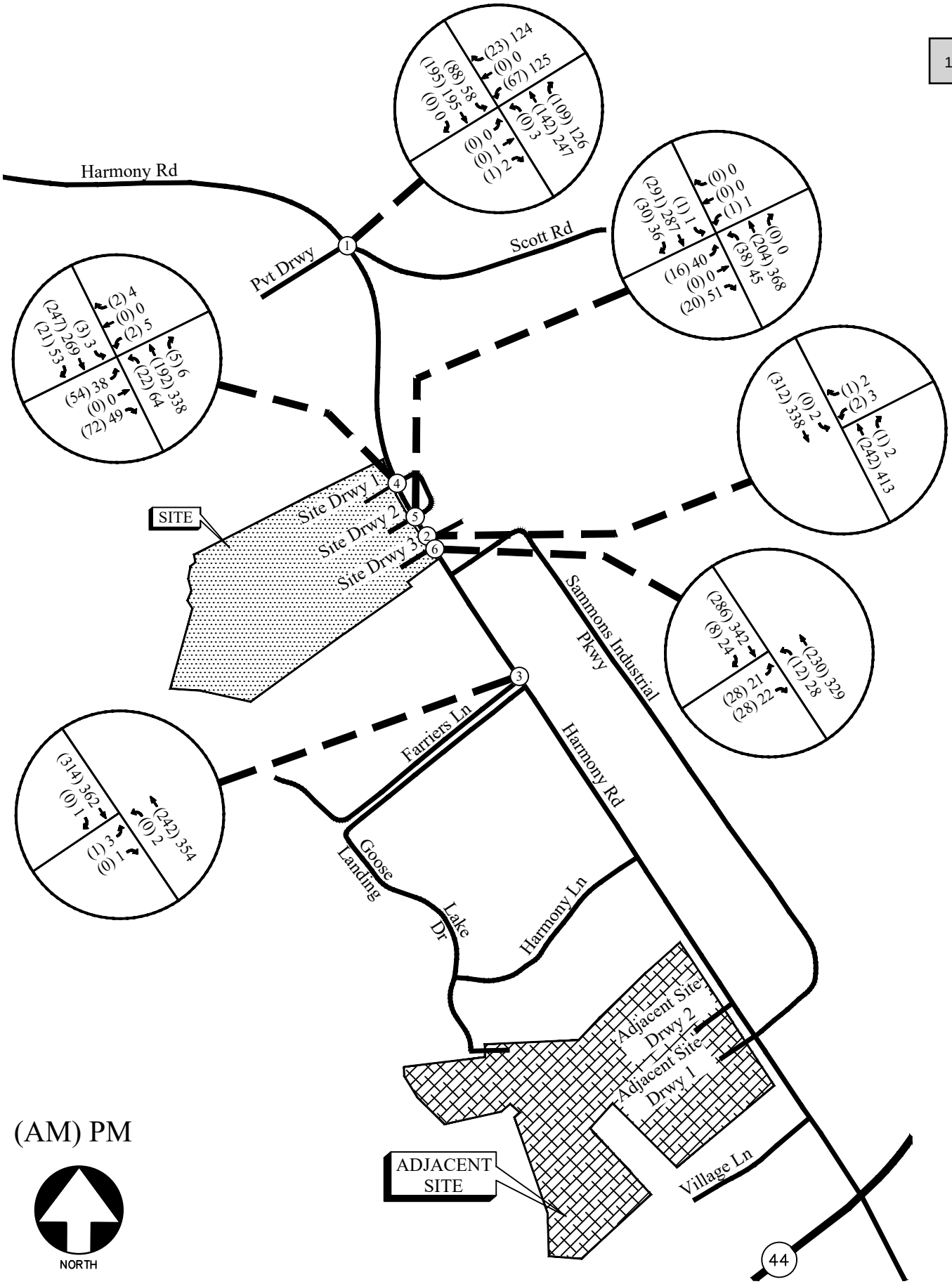
## 6.2 Future "Build" Conditions

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.

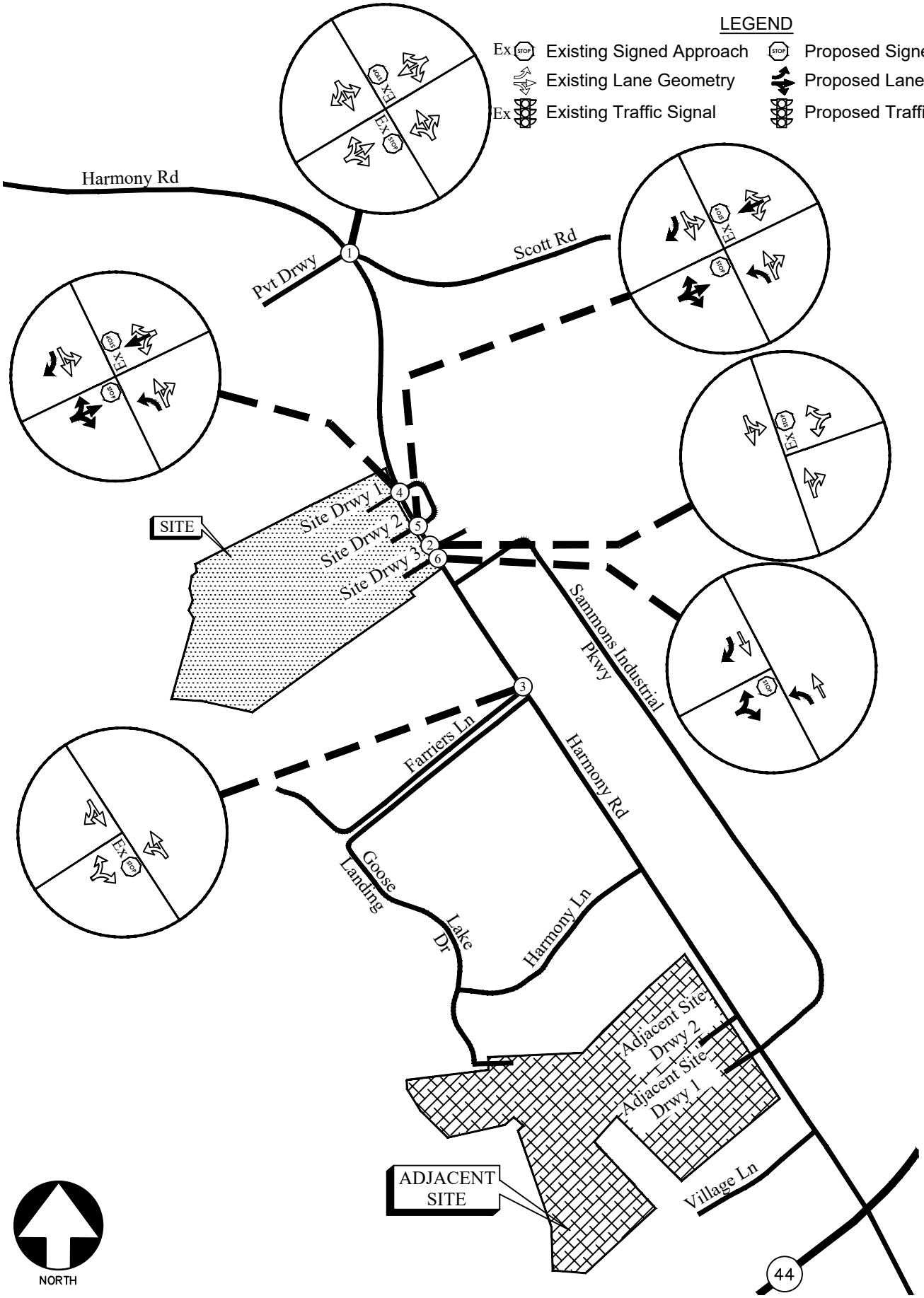
## 6.4 Future Traffic Operations

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** | **Harmony Road @ Scott Road / Private Driveway** | | | | |
| | -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** | **Harmony Road @ Rock Eagle Store Fixtures Driveway** | | | | |
| | -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** | **Holly Springs Parkway @ Farriers Lane** | | | | |
| | -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** | **Harmony Road @ Oconee Custom Signs Northern Driveway / Site Driveway 1** | | | | |
| | -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** | **Harmony Road @ Oconee Custom Signs Southern Driveway / Site Driveway 2** | | | | |
| | -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** | **Harmony Road @ Site Driveway 3** | | | | |
| | -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

| | 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 |
| 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 | |

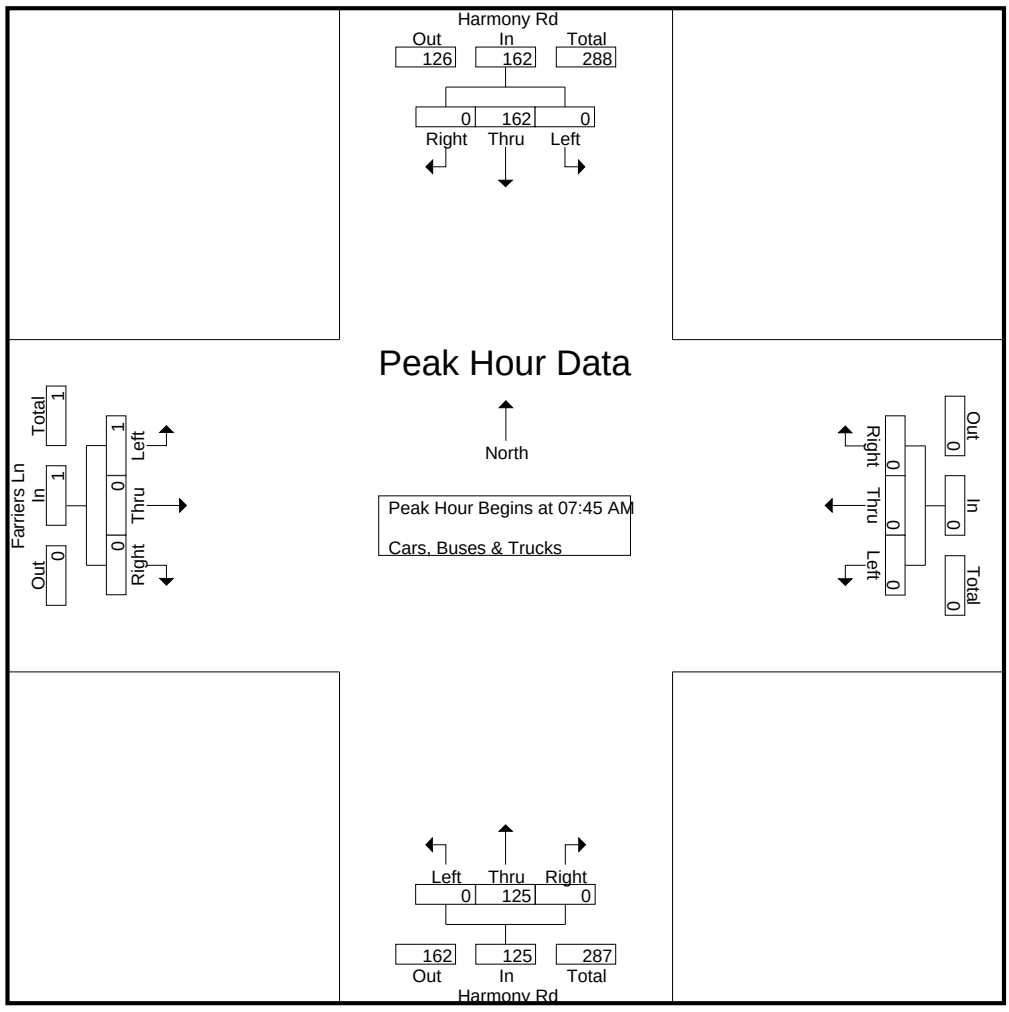
# A & R Engineering, Inc.

**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 |



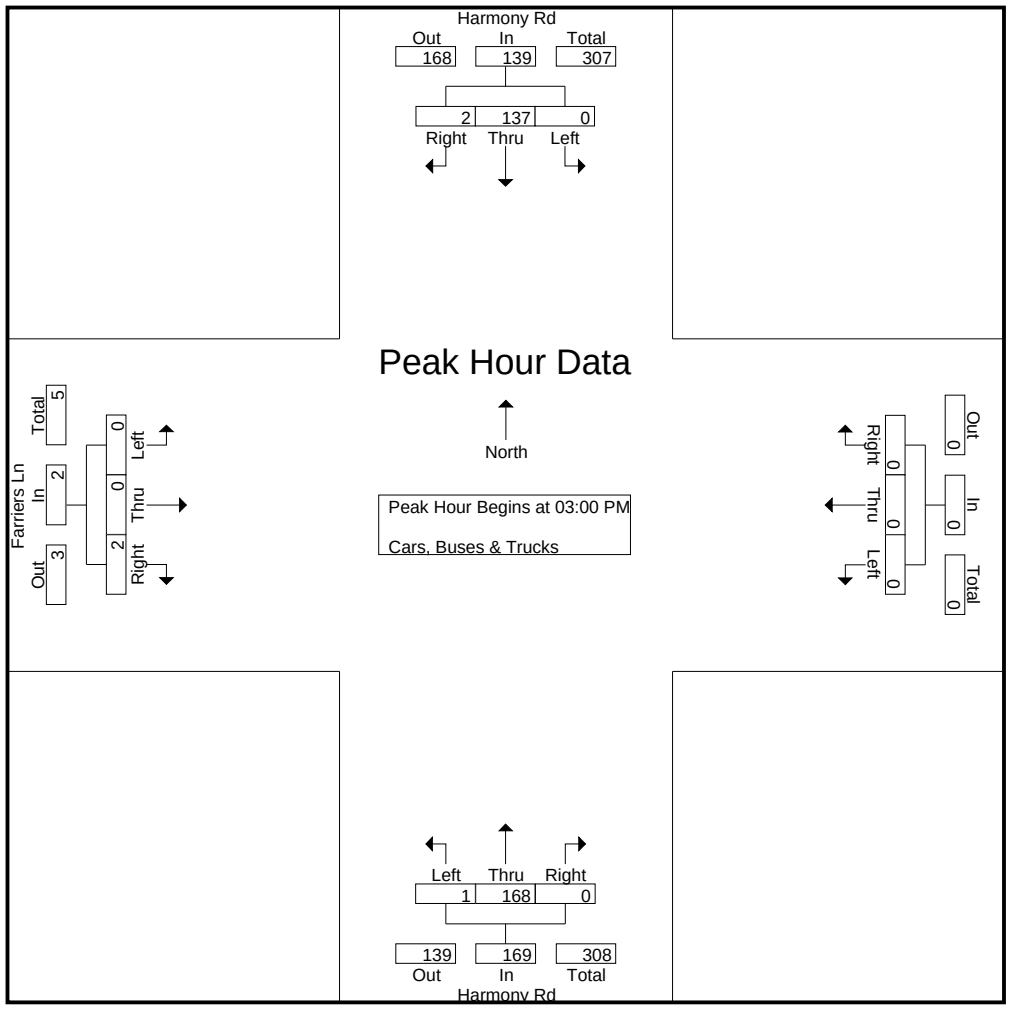
# A & R Engineering, Inc.

**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 |



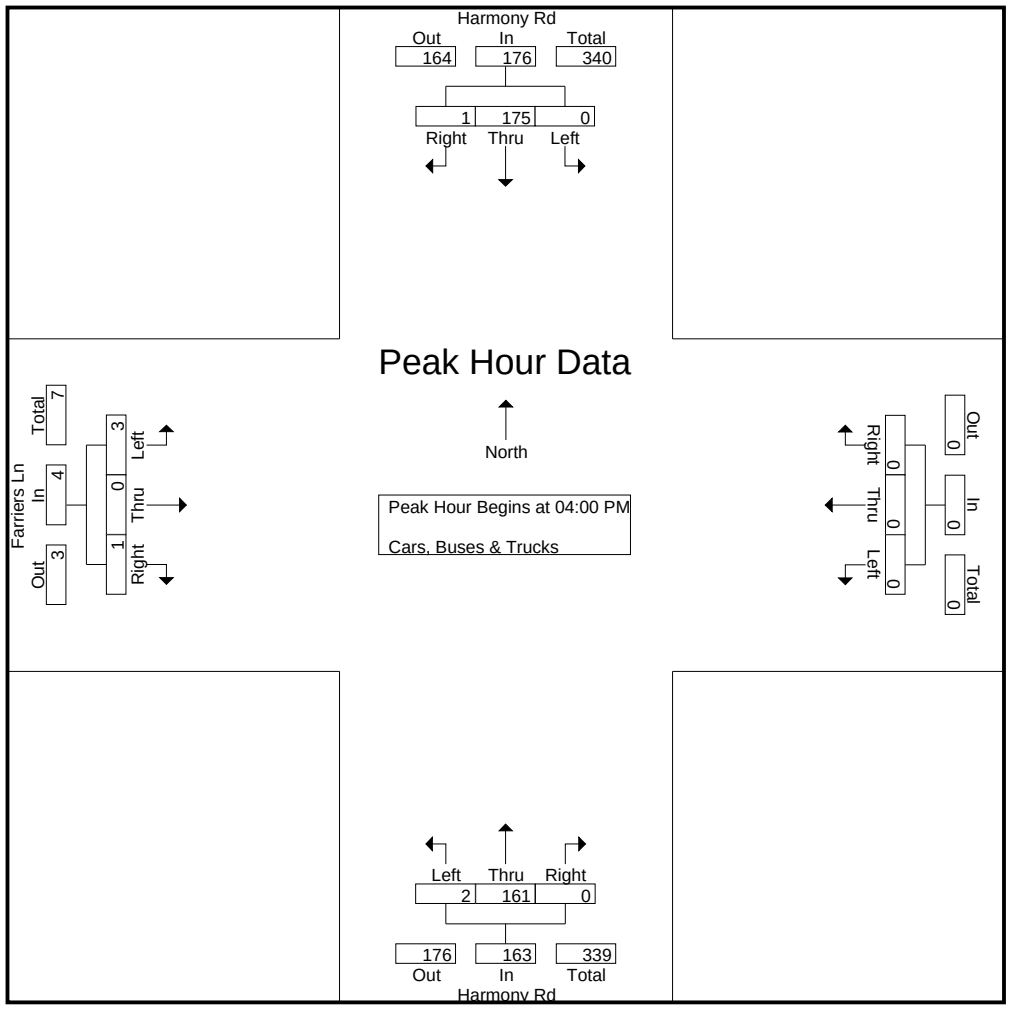
# A & R Engineering, Inc.

**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 : 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 | |

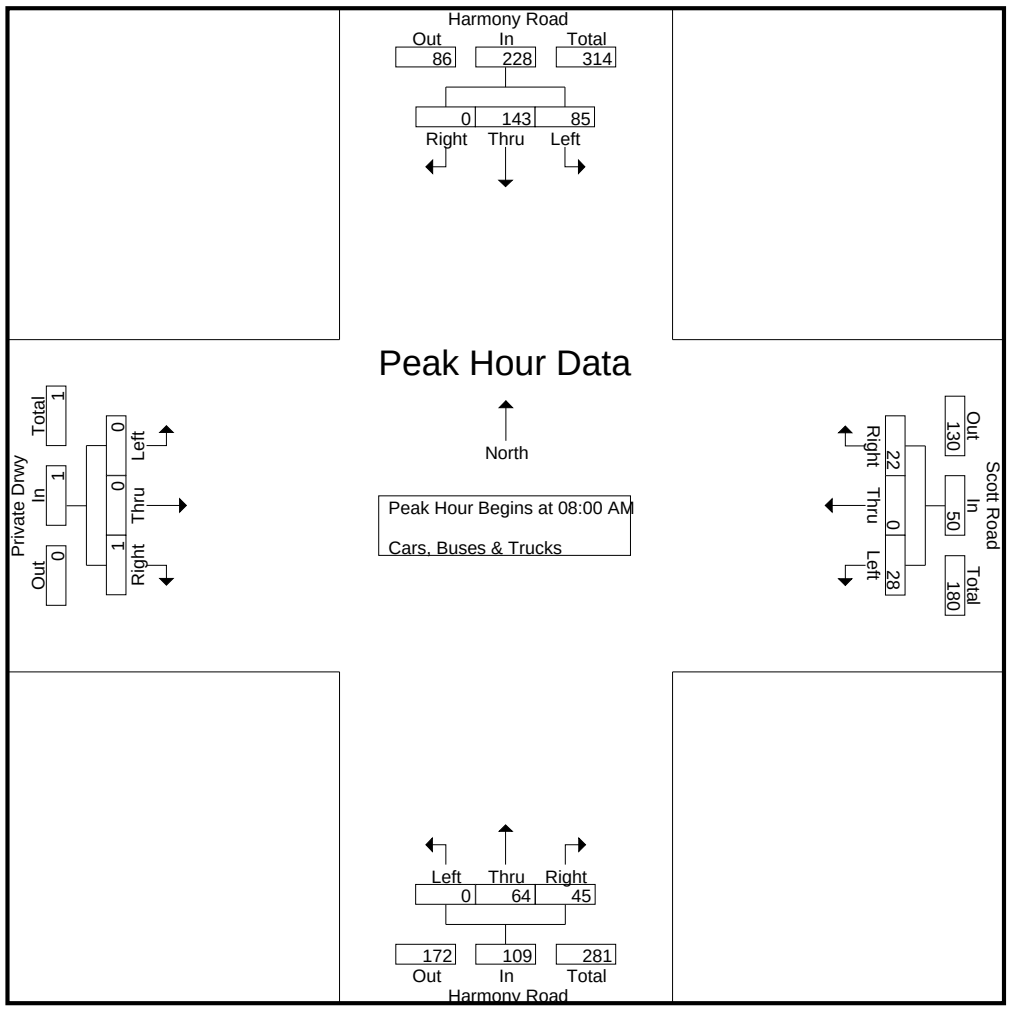
# A & R Engineering, Inc.

**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 |



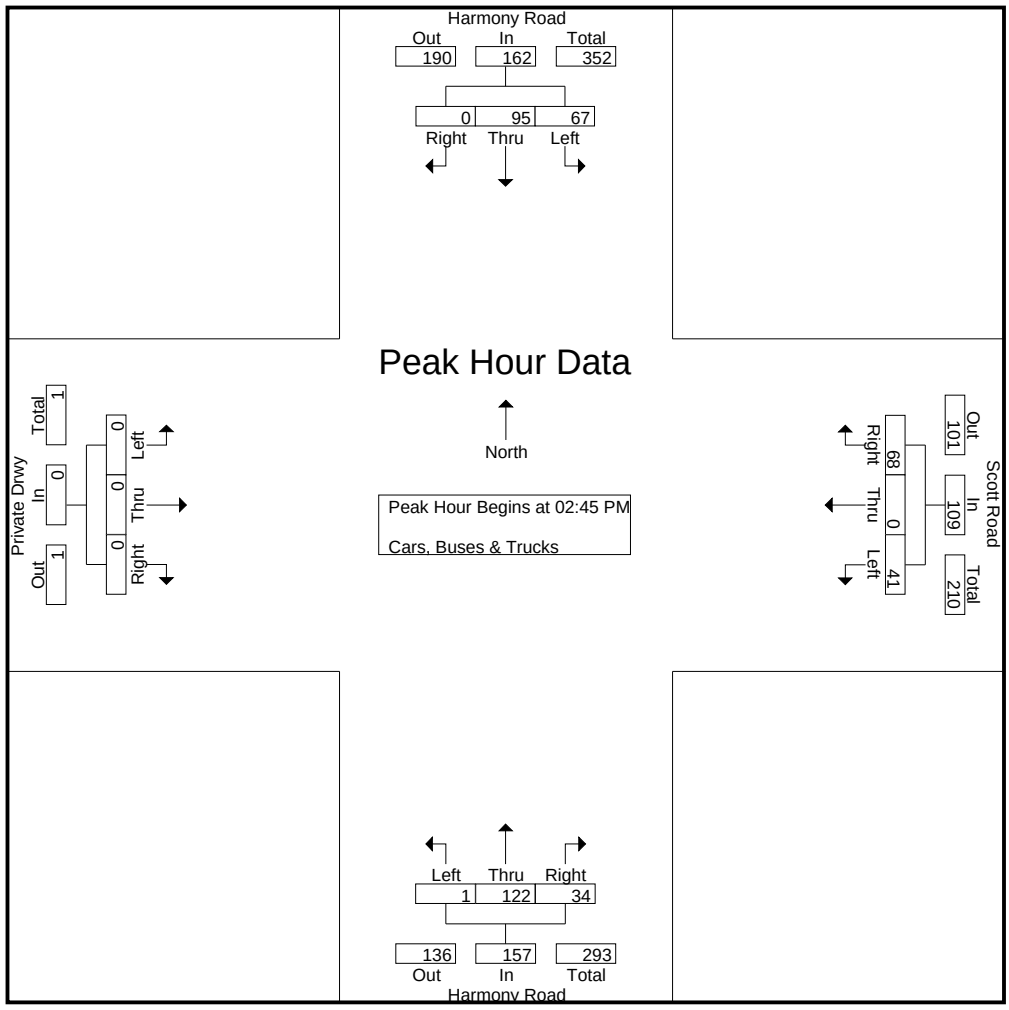
# A & R Engineering, Inc.

**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 : 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 |



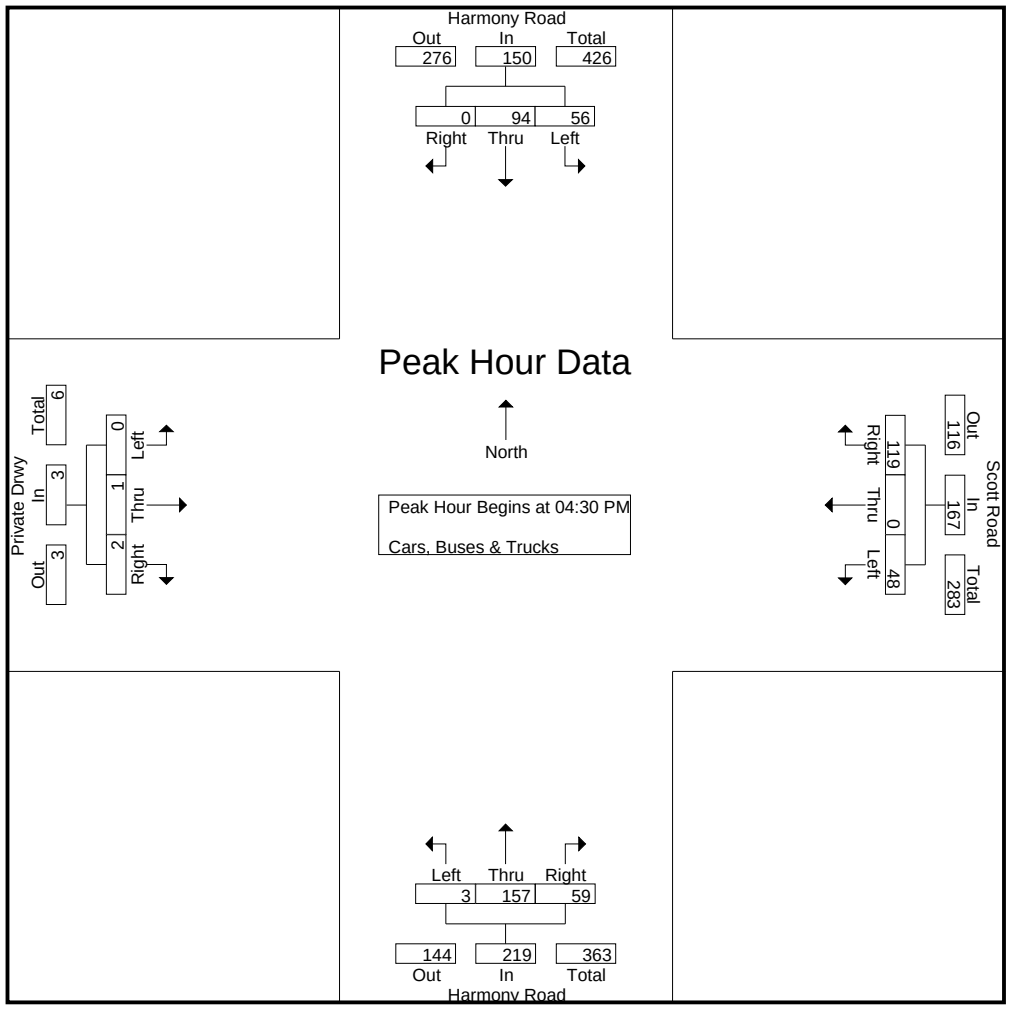
# A & R Engineering, Inc.

**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 : 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 |



# A & R Engineering, Inc.

**2160 Kingston Court Suite 'O'**
**Marietta, GA 30067**

TMC Data
Harmony Rd @ 821 Harmonry 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 Harmonry 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 | |

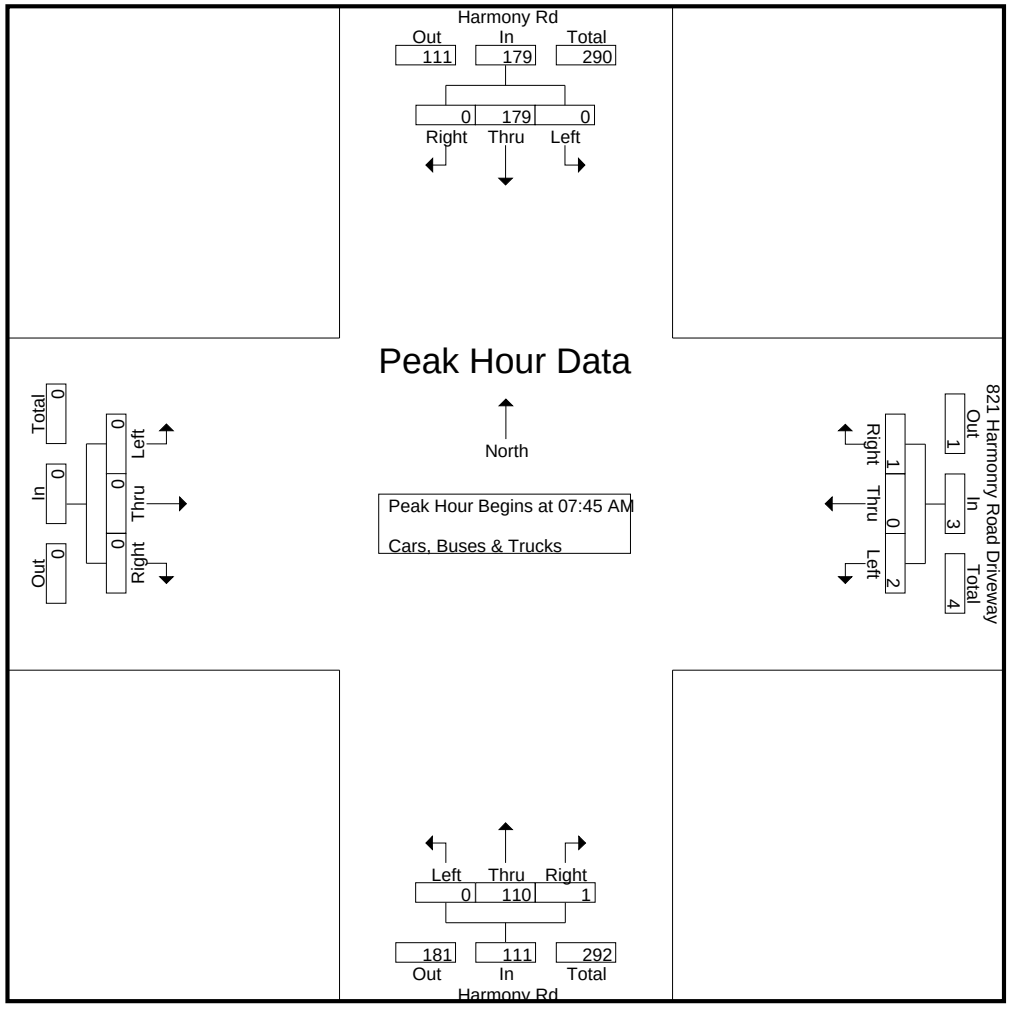
# A & R Engineering, Inc.

**2160 Kingston Court Suite 'O'**
**Marietta, GA 30067**

TMC Data
Harmony Rd @ 821 Harmonry 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 Harmonry 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 |



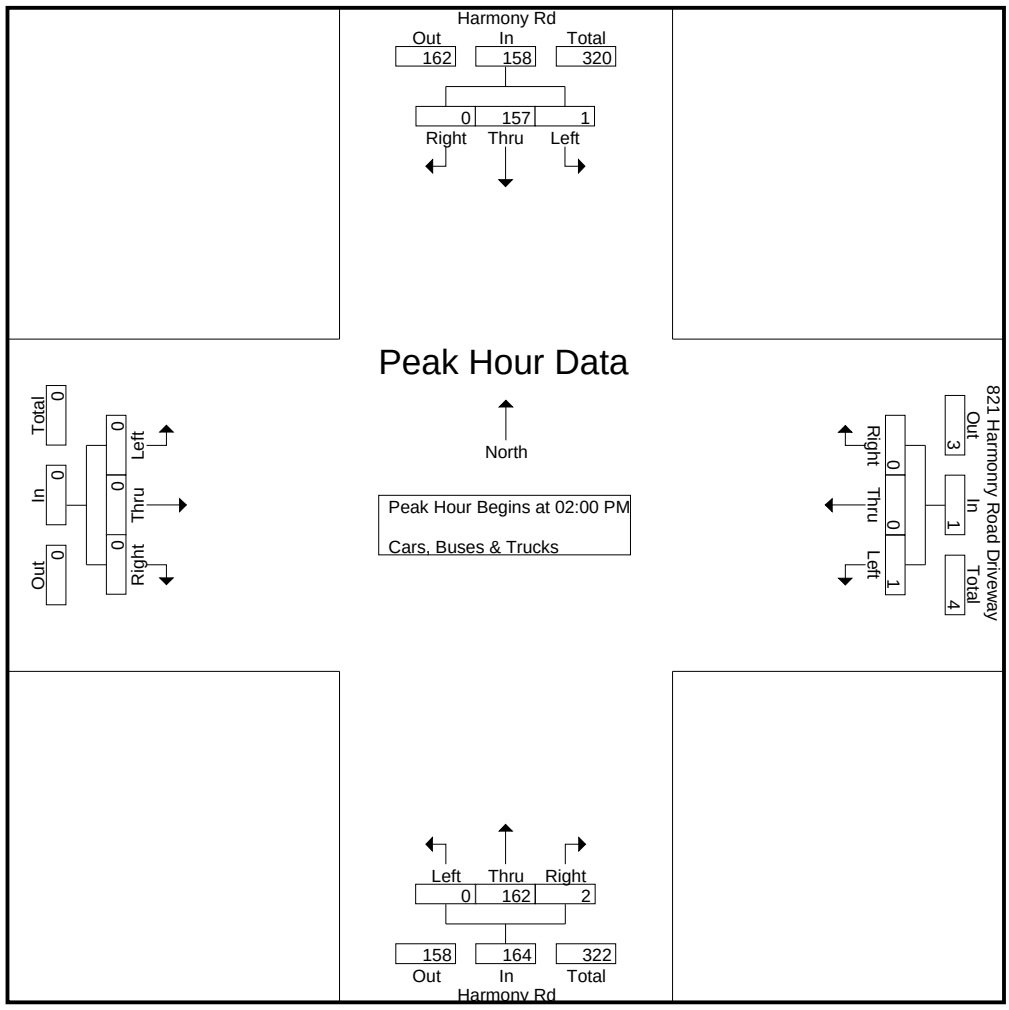
# A & R Engineering, Inc.

**2160 Kingston Court Suite 'O'**
**Marietta, GA 30067**

TMC Data
Harmony Rd @ 821 Harmonry 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 Harmonry 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 |



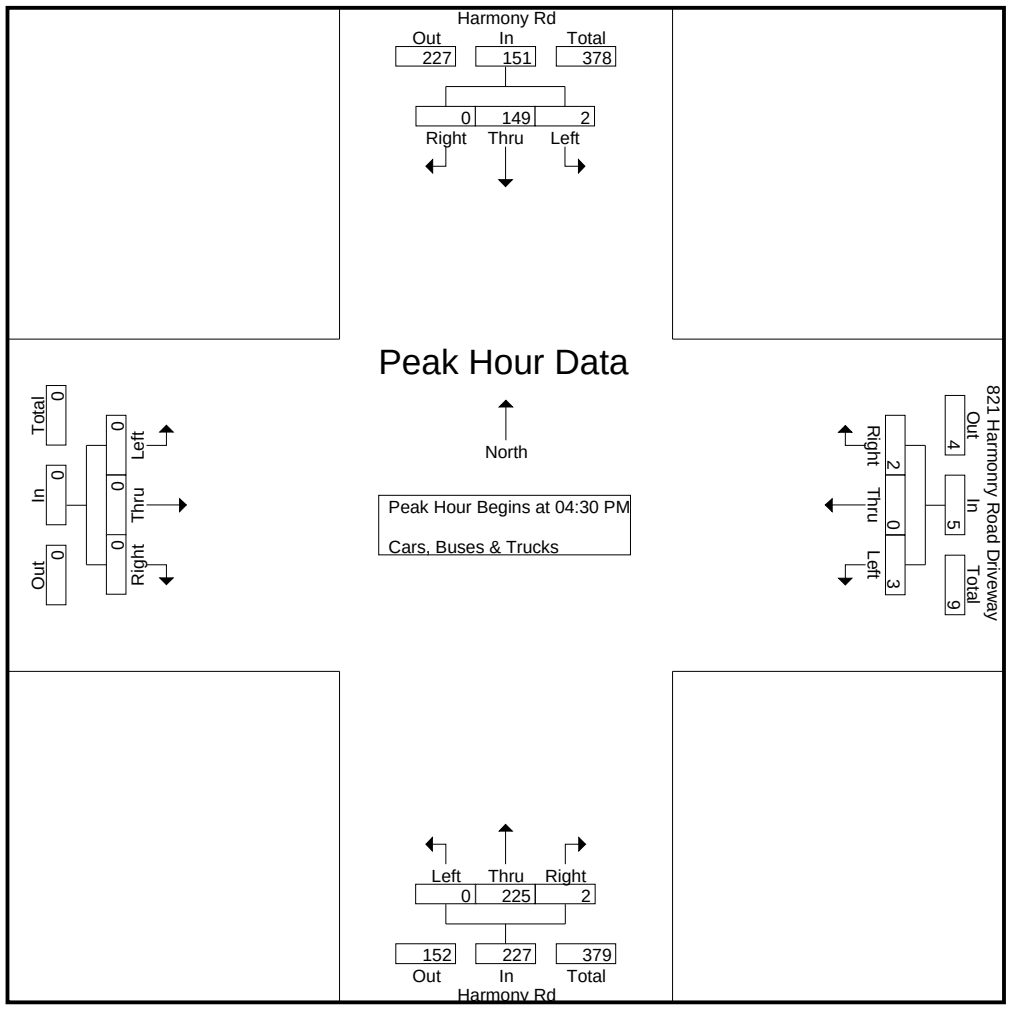
# A & R Engineering, Inc.

**2160 Kingston Court Suite 'O'**
**Marietta, GA 30067**

TMC Data
Harmony Rd @ 821 Harmonry 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 Harmonry 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 | |

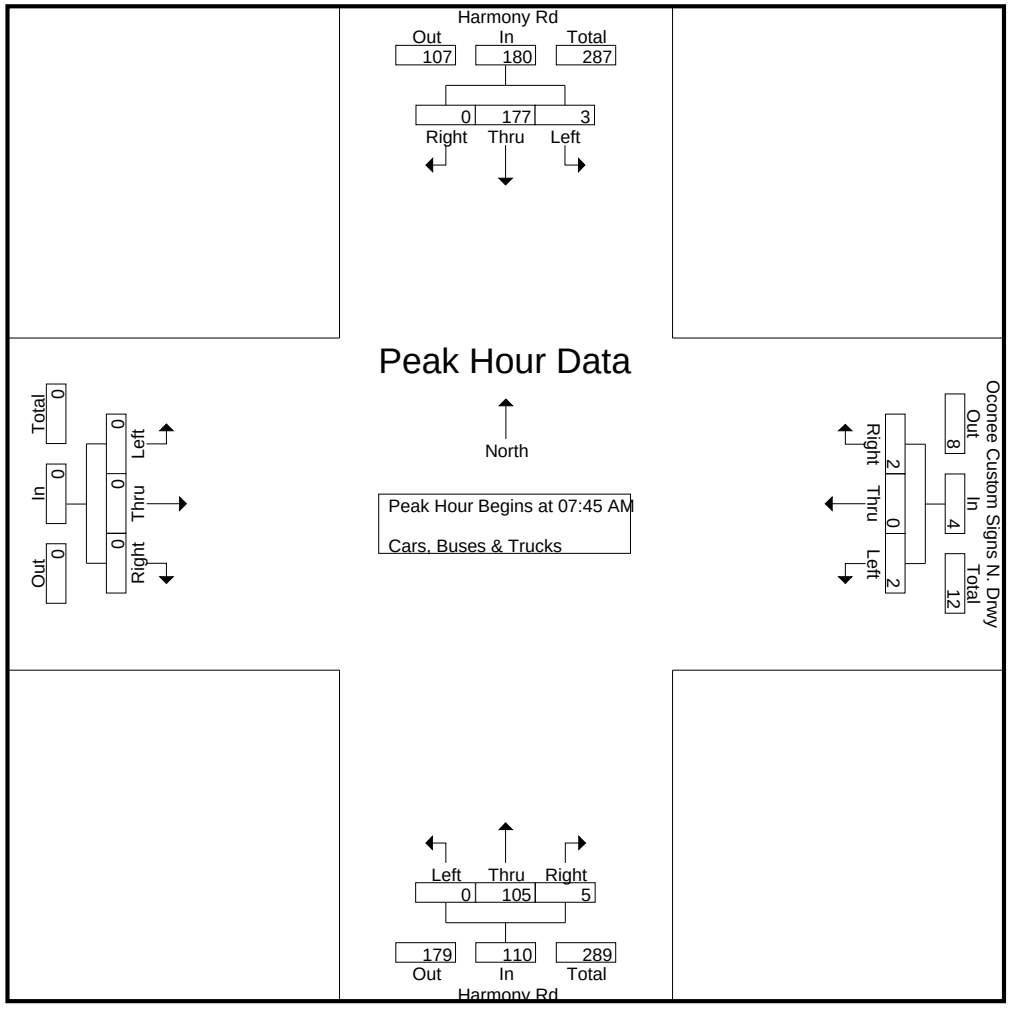
# A & R Engineering, Inc.

**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 |



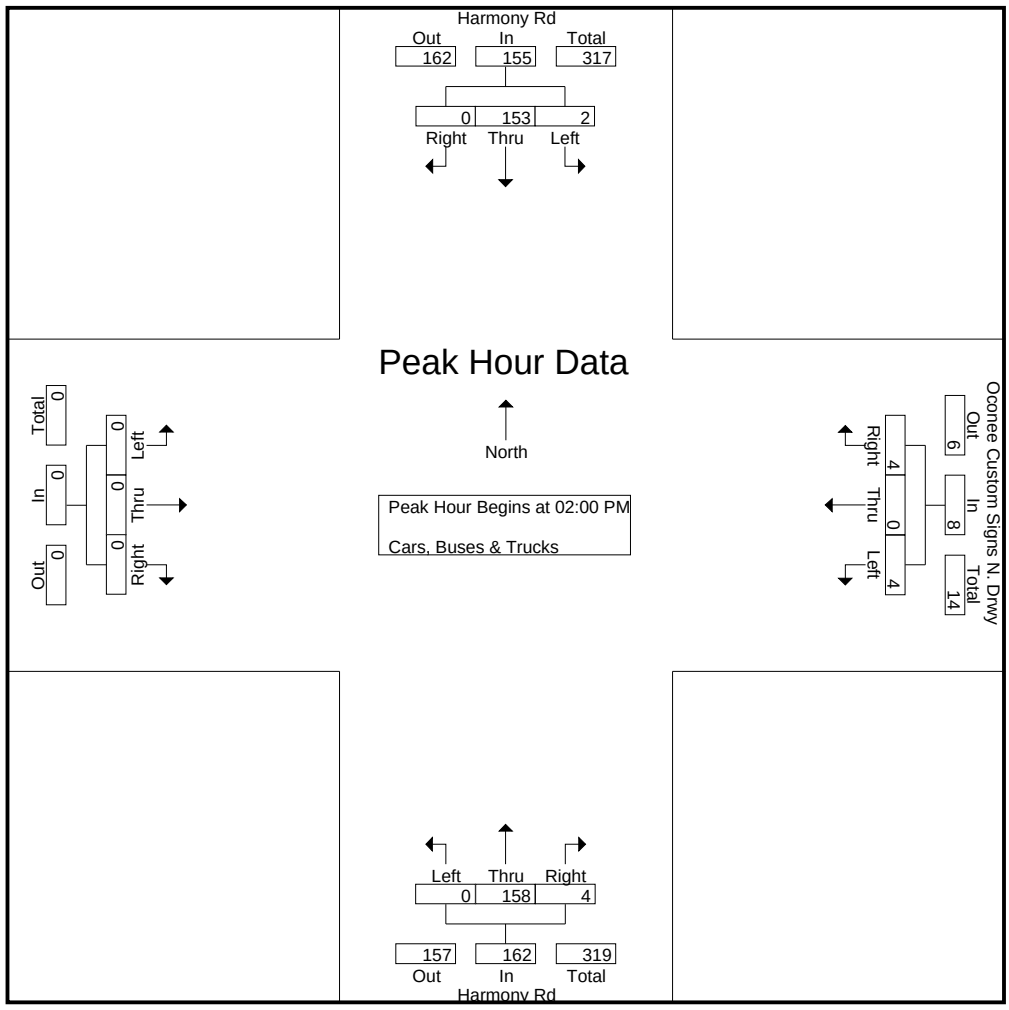
# A & R Engineering, Inc.

**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 : 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 |



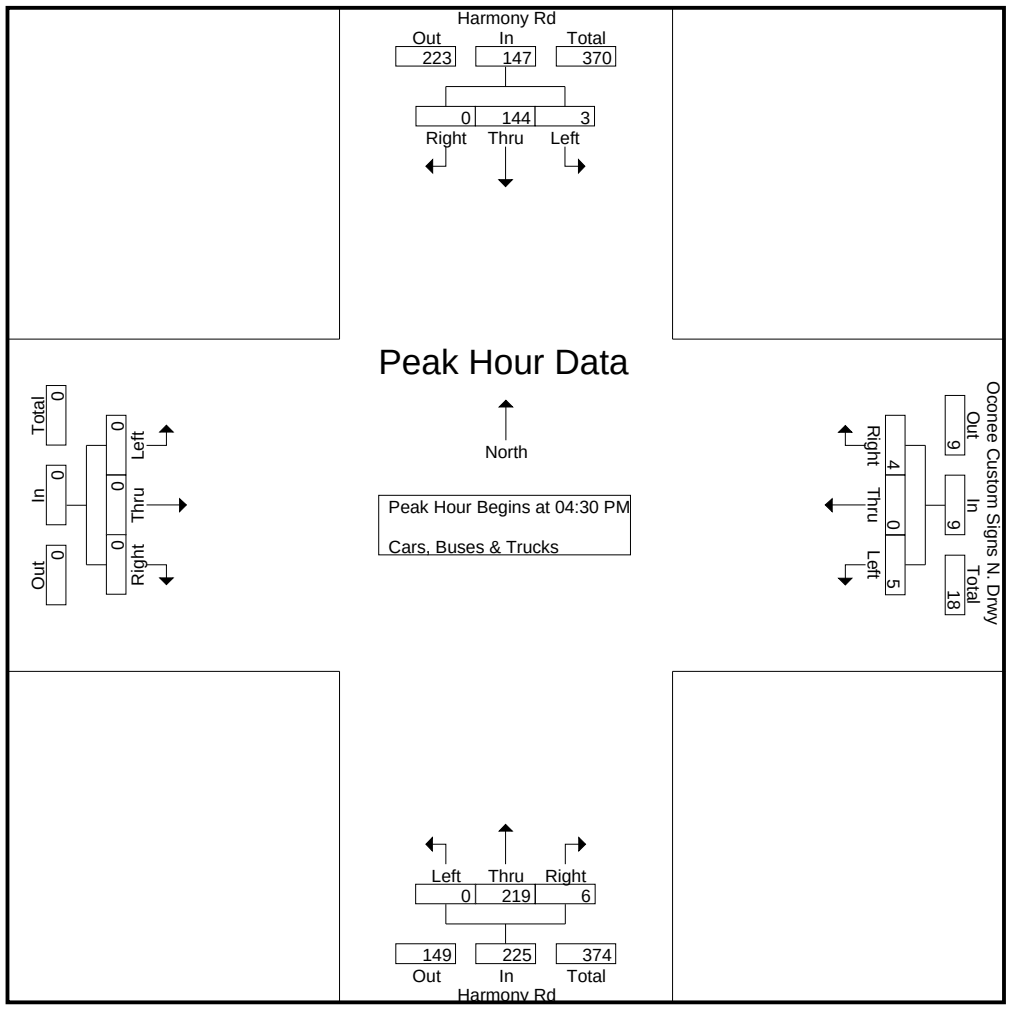
# A & R Engineering, Inc.

**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

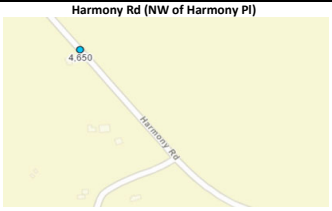
| | Harmony Rd Northbound | | | | Harmony Rd Southbound | | | | Eastbound | | | | Oconee Custom Signs N. Drwy Westbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | 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 |

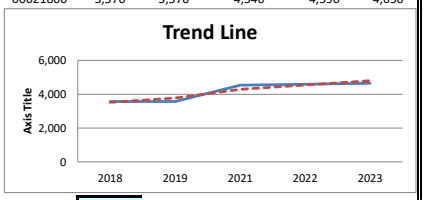


# LINEAR REGRESSION OF DAILY TRAFFIC

| 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 |

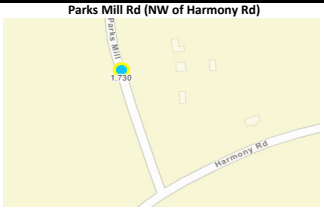
| Location | Traffic Counter | RCLINK | 2018 | 2019 | 2021 | 2022 | 2023 |
|---|---|---|---|---|---|---|---|
| Harmony Rd (NW of Harmony Pl) | 237-0181 | 00021800 | 3,570 | 3,570 | 4,540 | 4,590 | 4,650 |

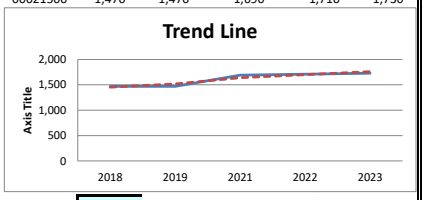



| Growth Rate | 8.1% | Intercept | -513,653 | Slope | 256.28 |
|---|---|---|---|---|---|
| Trend Line | 3,518 | 3,774 | 4,287 | 4,543 | 4,799 |

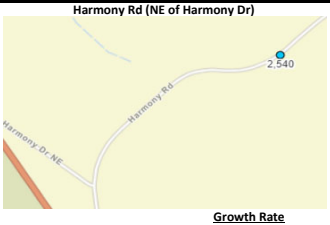
| Location | Traffic Counter | RCLINK | 2018 | 2019 | 2021 | 2022 | 2023 |
|---|---|---|---|---|---|---|---|
| Parks Mill Rd (NW of Harmony Rd) | 237-0176 | 00021500 | 1,470 | 1,470 | 1,690 | 1,710 | 1,730 |

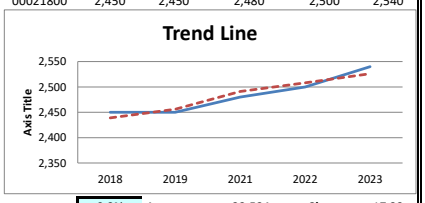



| Growth Rate | 4.9% | Intercept | -121,502 | Slope | 60.93 |
|---|---|---|---|---|---|
| Trend Line | 1,456 | 1,517 | 1,638 | 1,699 | 1,760 |

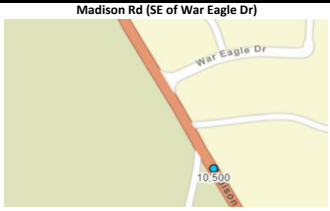
| Location | Traffic Counter | RCLINK | 2018 | 2019 | 2021 | 2022 | 2023 |
|---|---|---|---|---|---|---|---|
| Harmony Rd (NE of Harmony Dr) | 237-0183 | 00021800 | 2,450 | 2,450 | 2,480 | 2,500 | 2,540 |

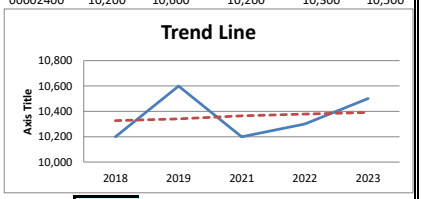



| Growth Rate | 0.9% | Intercept | -32,524 | Slope | 17.33 |
|---|---|---|---|---|---|
| Trend Line | 2,439 | 2,456 | 2,491 | 2,508 | 2,526 |

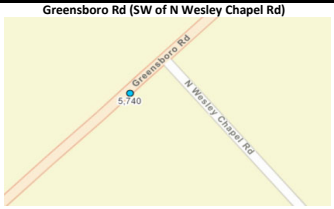
| Location | Traffic Counter | RCLINK | 2018 | 2019 | 2021 | 2022 | 2023 |
|---|---|---|---|---|---|---|---|
| Madison Rd (SE of War Eagle Dr) | 237-0131 | 00002400 | 10,200 | 10,600 | 10,200 | 10,300 | 10,500 |

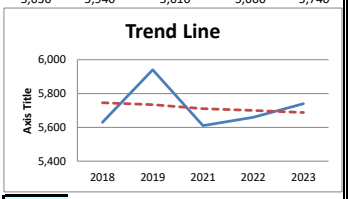



| Growth Rate | 0.2% | Intercept | -15,485 | Slope | 12.79 |
|---|---|---|---|---|---|
| Trend Line | 10,327 | 10,340 | 10,365 | 10,378 | 10,391 |

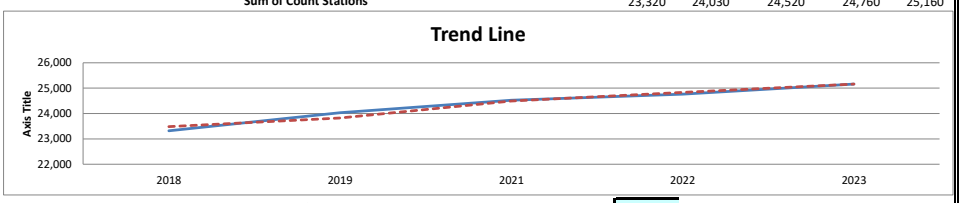
| Location | Traffic Counter | RCLINK | 2018 | 2019 | 2021 | 2022 | 2023 |
|---|---|---|---|---|---|---|---|
| Greensboro Rd (SW of N Wesley Chapel Rd) | 237-0143 | 00004400 | 5,630 | 5,940 | 5,610 | 5,660 | 5,740 |




| Growth Rate | -0.3% | Intercept | 28,976 | Slope | -11.51 |
|---|---|---|---|---|---|
| Trend Line | 5,746 | 5,734 | 5,711 | 5,700 | 5,688 |

| Weighted Average | 2018 | 2019 | 2021 | 2022 | 2023 |
|---|---|---|---|---|---|
| Sum of Count Stations | 23,320 | 24,030 | 24,520 | 24,760 | 25,160 |




| Growth Rate | 1.7% | Intercept | -654,188 | Slope | 335.81 |
|---|---|---|---|---|---|
| Trend Line | 23,485 | 23,821 | 24,492 | 24,828 | 25,164 |

# 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 | EBLn1 | WBLn1 | 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 | NBR | WBLn1 | 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 | NBR | WBLn1 | 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 | NBR | WBLn1 | 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 | EBLn1 | WBLn1 | 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 | NBR | WBLn1 | 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 | NBR | WBLn1 | 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 | NBR | WBLn1 | 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 | EBLn1 | WBLn1 | 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 | NBR | WBLn1 | 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 | NBR | WBLn1 | 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 | NBR | WBLn1 | 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 | EBLn1 | WBLn1 | 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 | NBR | WBLn1 | 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 | NBR | WBLn1 | 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 | 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 | NBR | WBLn1 | 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 | EBLn1 | WBLn1 | 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 | NBR | WBLn1 | 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 | EBLn1 | WBLn1 | 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 | EBLn1 | WBLn1 | 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 | EBLn1 | WBLn1 | 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 | NBR | WBLn1 | 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 | EBLn1 | WBLn1 | 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 | EBLn1 | WBLn1 | 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**

| | Harmony Road Northbound | | | | Harmony Road Southbound | | | | Private Driveway Eastbound | | | | Scott Road Westbound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Condition | 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**

| | Harmony Road Northbound | | | | Harmony Road Southbound | | | | Private Driveway Eastbound | | | | Scott Road Westbound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Condition | 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**

| | Harmony Road Northbound | | | | Harmony Road Southbound | | | | - Eastbound | | | | 821 Harmonry Road Driveway Westbound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Condition | 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**

| | Harmony Road Northbound | | | | Harmony Road Southbound | | | | - Eastbound | | | | 821 Harmonry Road Driveway Westbound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Condition | 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

| | Harmony Road Northbound | | | | Harmony Road Southbound | | | | Farriers Lane Eastbound | | | | - Westbound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Condition | 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

| | Harmony Road Northbound | | | | Harmony Road Southbound | | | | Farriers Lane Eastbound | | | | - Westbound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Condition | 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 Northbound | | | | Harmony Road Southbound | | | | Site Driveway 1 Eastbound | | | | Oconee Custom Signs Northern Driveway 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 Northbound | | | | Harmony Road Southbound | | | | Site Driveway 1 Eastbound | | | | Oconee Custom Signs Northern Driveway 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 Northbound | | | | Harmony Road Southbound | | | | Site Driveway 2 Eastbound | | | | Oconee Custom Signs Southern Driveway 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 Northbound | | | | Harmony Road Southbound | | | | Site Driveway 2 Eastbound | | | | Oconee Custom Signs Southern Driveway 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**

| | Harmony Road Northbound | | | | Harmony Road Southbound | | | | Site Driveway 3 Eastbound | | | | - Westbound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Condition | 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**

| | Harmony Road Northbound | | | | Harmony Road Southbound | | | | Site Driveway 3 Eastbound | | | | - Westbound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Condition | 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 |

TAX MAP GRID

## GEOGRAPHIC FEATURE LEGEND

- Eatonton Limits
- County Boundary
- Roads
- Parcels
- Parcel_Hooks

Zoning

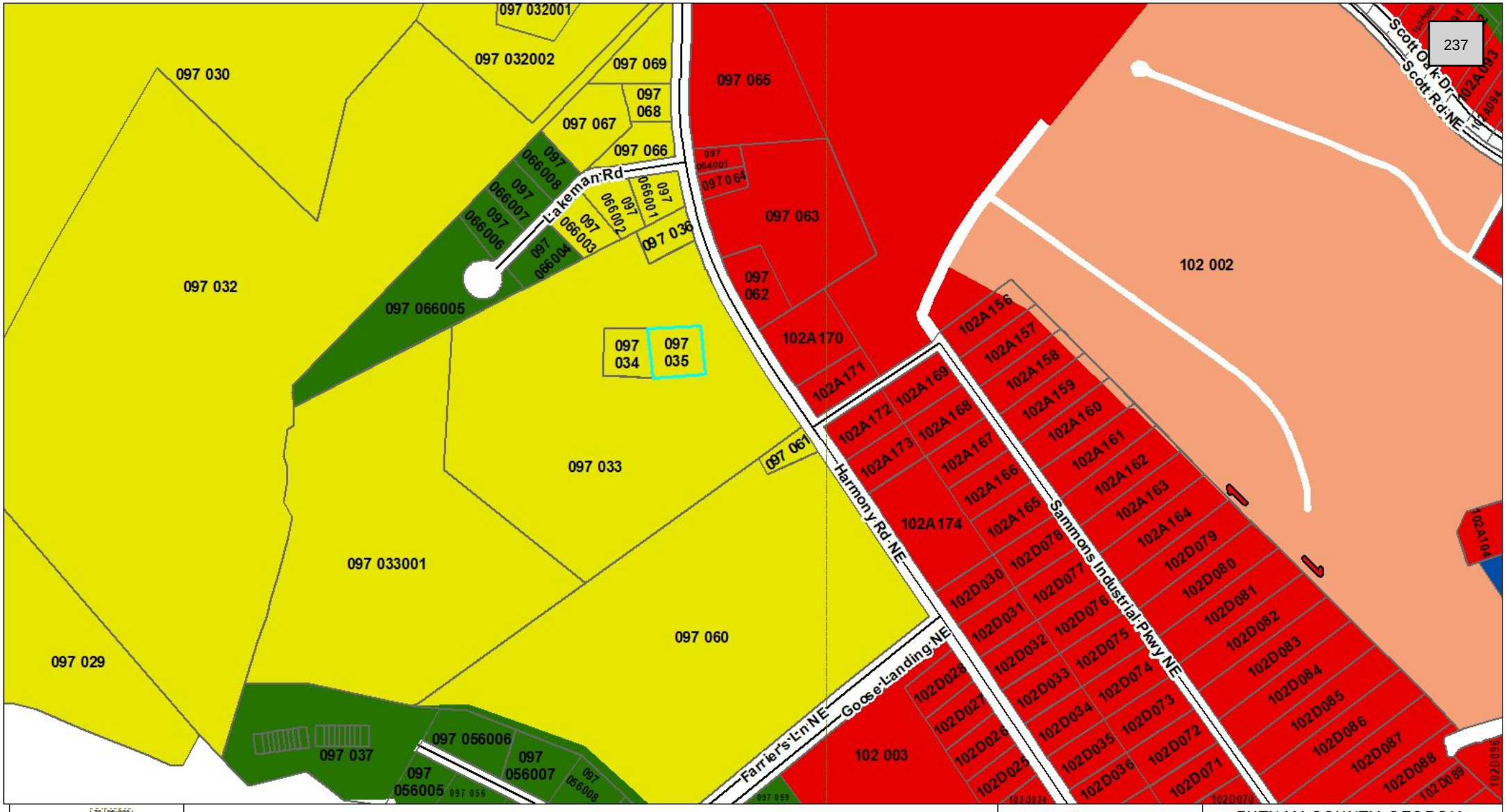
| | | | | | | |
|---|---|---|---|---|---|---|
| Overlay District | A-2 CITY | C-2 CITY | I-2 CITY | R - 1 CITY | R-1 | RM-3 |
| No Code | C-1 | I-M | MHP | R - 2 CITY | R-1R | R-PUD |
| AG | C-1 CITY | I-1 CITY | PUBLIC | R - 3 CITY | R-2 | C-PUD |
| A-1 CITY | C-2 | I-M | PUBLIC CITY | R - 4 CITY |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

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

PUTNAM COUNTY, GEORGIA
ZONING MAPS

# MAP 097

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




TAX MAP GRID

## GEOGRAPHIC FEATURE LEGEND

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

MGRC IT GIS Services
Middle Georgia Regional Commission
175 Emery Hwy
Suite C
Macon, Georgia 31217
(478) 751-6160
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

# PUTNAM COUNTY PLANNING & DEVELOPMENT

117 Putnam Drive, Suite B ◊ Eatonton, GA 31024

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


**Staff Recommendations**
**Thursday, December 4, 2025 ◊ 6:30 PM**
*Putnam County Administration Building – Room 203*

TO: Planning & Zoning Commission

FROM: Lisa Jackson

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

Request

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].*** 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; 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.

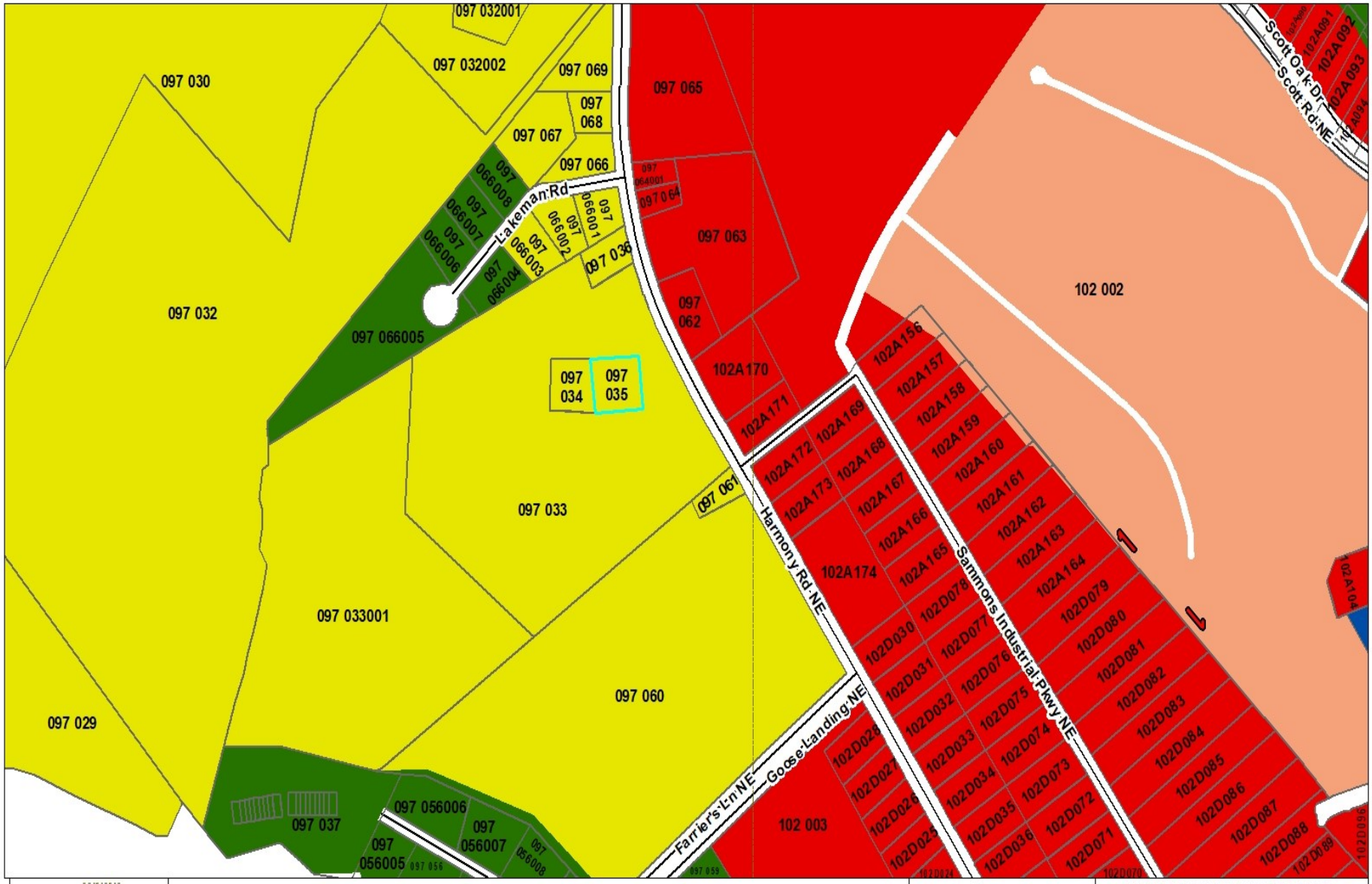
The applicant is proposing to rezone this 26.32-acre tract from AG to R-PUD to establish an assisted living/memory care facility surrounded by semi-assisted single family cottage style homes. The subject property is located along Harmony Road and is directly adjacent to the Harmony 40, LLC subdivision. 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.




TAX MAP GRID

## GEOGRAPHIC FEATURE LEGEND

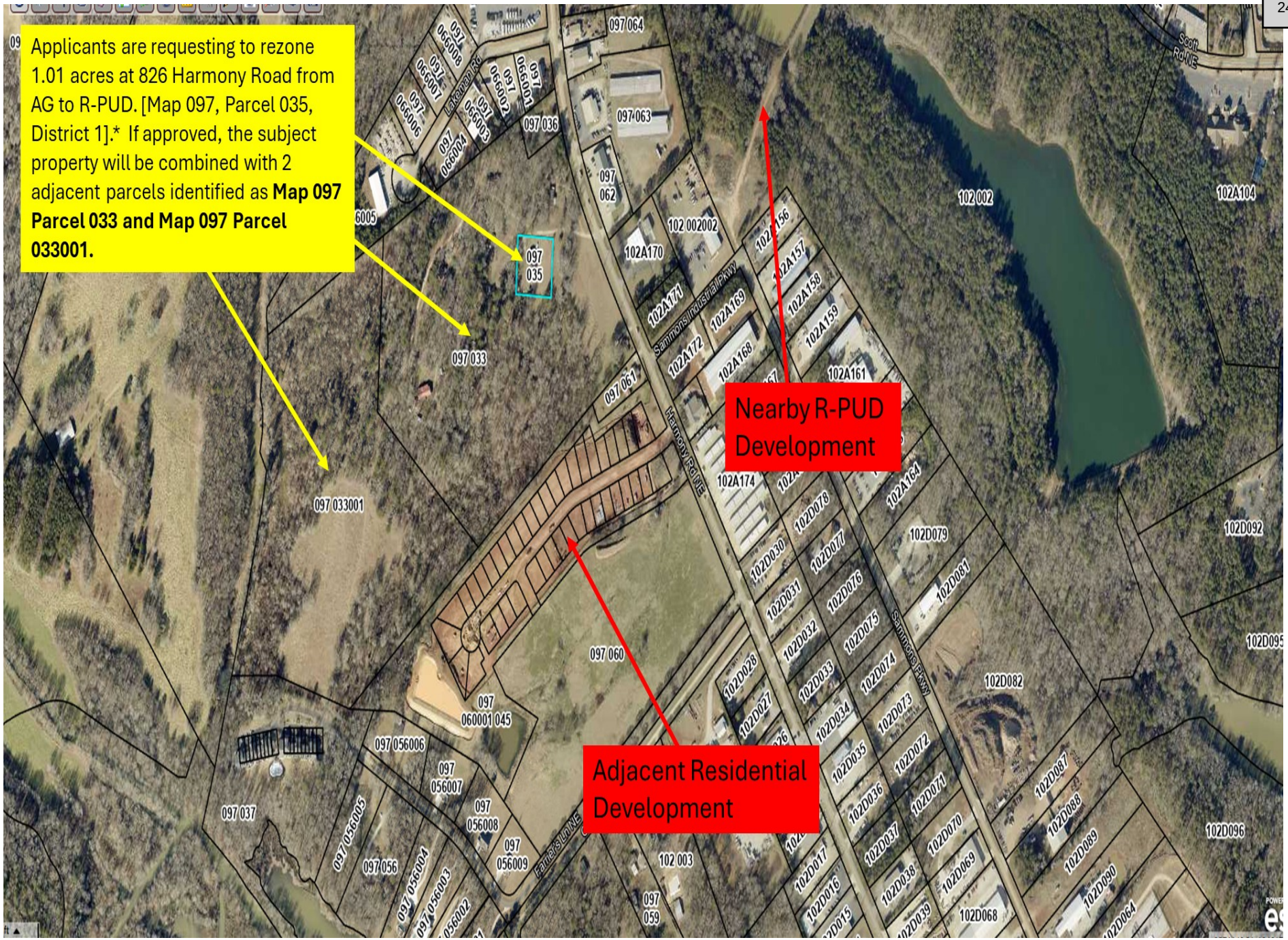
- Eatonton Limits
- County Boundary
- Roads
- Parcels
- Parcel_Hooks
- Agriculture/Forestry
- Commercial
- Industrial
- Mixed Use
- Park/Recreation/Conservation
- Public/institutional
- Residential
- Transportation/Communication/Utilities
- Undeveloped/Vacant

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

PUTNAM COUNTY, GEORGIA
FUTURE LAND USE MAPS

# MAP 097

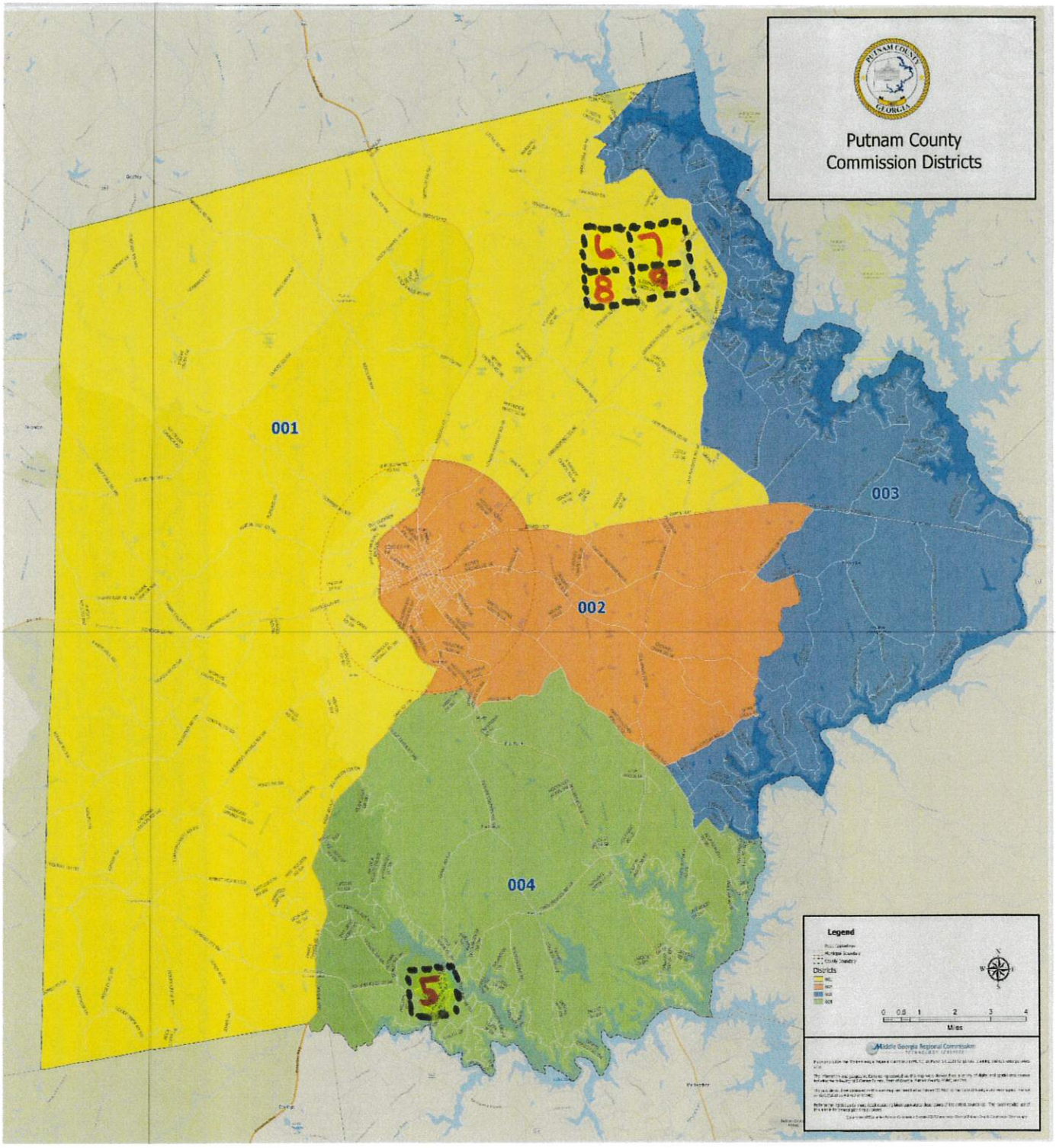
MAP SCALE: 1 " = 400 '  SCALE RATIO: 1:4,800  DATE: AUGUST 2025




**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].***

**File Attachments for Item:**

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] (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

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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:

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    - **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:

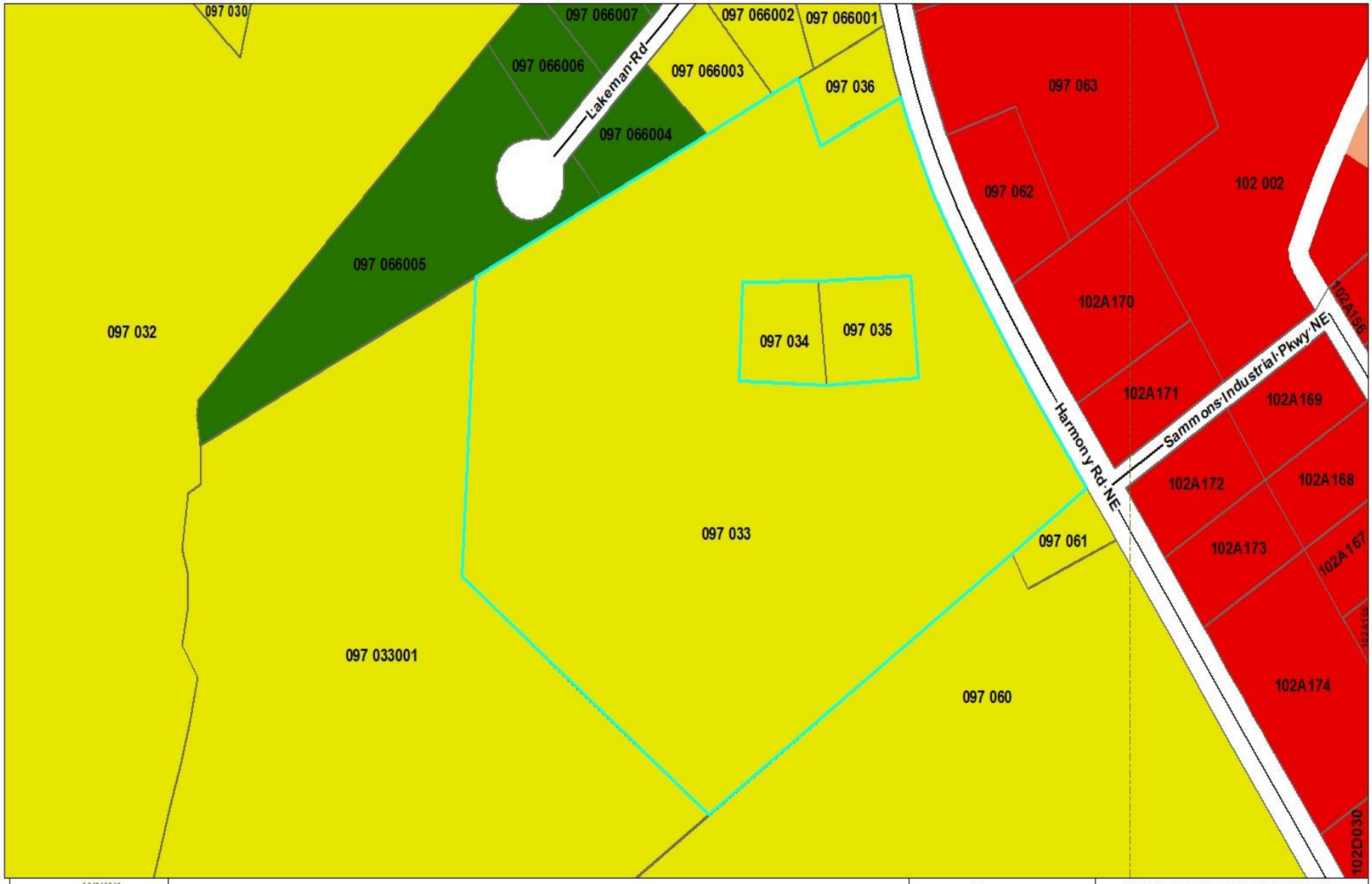
1. **Conduct a comprehensive assessment of the County's main arterial roads to evaluate existing conditions, growth trends, and development pressures.**
2. **Develop a list of community-compatible land uses that are appropriate for properties fronting these arterial corridors.**
3. **Adopt this list 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,***




TAX MAP GRID

**GEOGRAPHIC FEATURE LEGEND**

- Eatonton Limits
- County Boundary
- Roads
- Parcels
- Parcel_Hooks
- Agriculture/Forestry
- Commercial
- Industrial
- Mixed Use
- Park/Recreation/Conservation
- Public/institutional
- Residential
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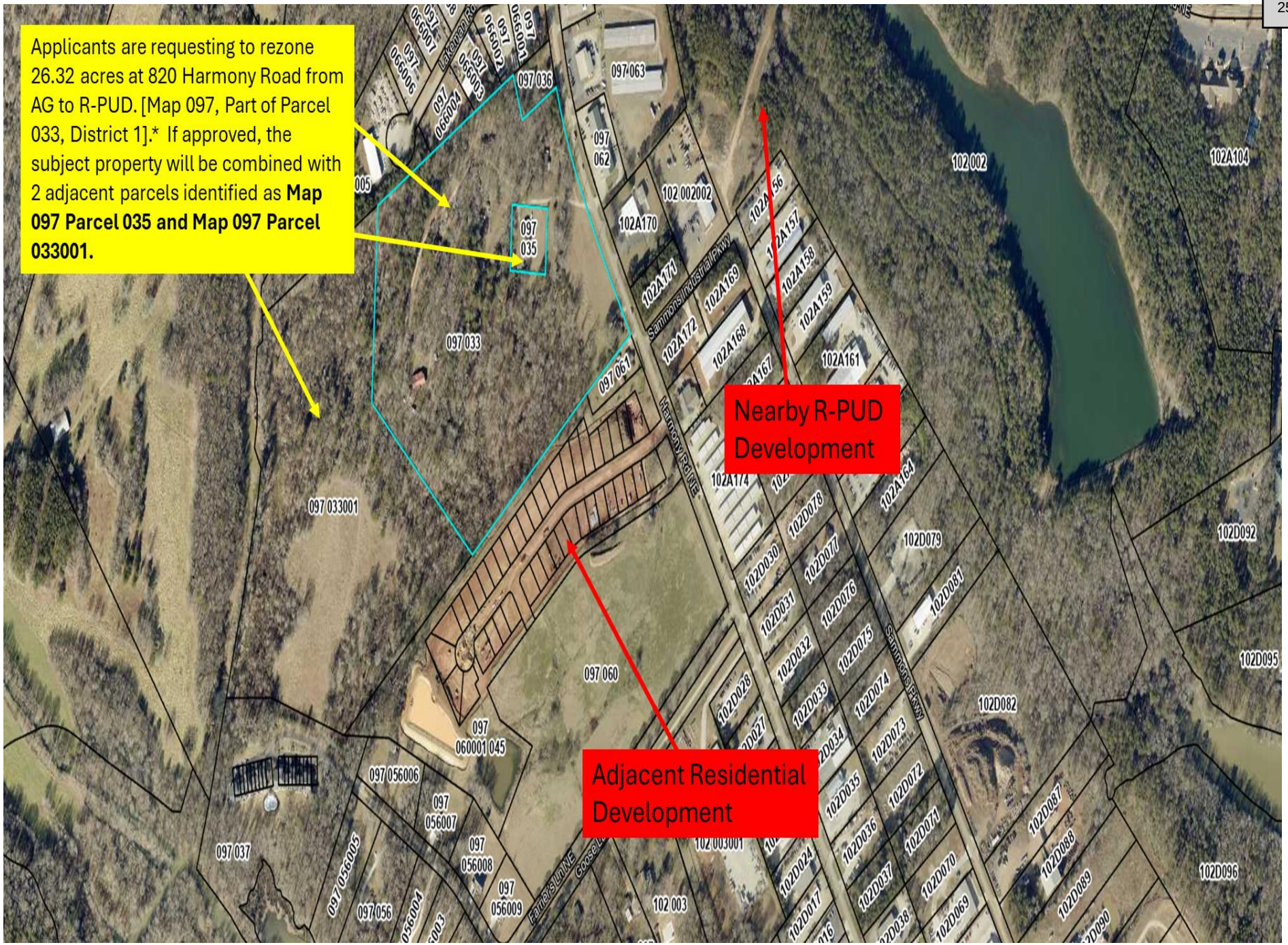
MGRC IT GIS Services
Middle Georgia Regional Commission
175 Emery Hwy
Suite C
Macon, Georgia 31217
(478) 751-8160
Web:
www.middlegeorgiarc.org

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
097 035
097 033
097 033001
097 060
097 060001 045
097 062
097 063
097 061
097 036
097 037
097 056006
097 056007
097 056008
097 056009
097 056005
097 056
102 002
102 002002
102 003001
102 003
102A104
102A156
102A157
102A158
102A159
102A161
102A164
102A167
102A168
102A169
102A170
102A171
102A172
102A174
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102D031
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102D074
102D075
102D076
102D077
102D078
102D079
102D081
102D082
102D087
102D088
102D089
102D090
102D092
102D095
102D096
Harmony Rd NE
Sammons Industrial Pkwy
Sammons Pkwy
Father's Lp NE

# PUTNAM COUNTY PLANNING & DEVELOPMENT

117 Putnam Drive, Suite B ◊ Eatonton, GA 31024
Tel: 706-485-2776 ◊ 706-485-0552 fax ◊ www.putnamcountyga.us

☑ REZONING

APPLICATION NO. 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) _____ (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): 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.): _____
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 Executor of Sharp Estate
Signature (Property Owner) (Date) 5.29.25

Notary Public

JOSEPH STOCKDALE NOTARY PUBLIC EXPIRES GEORGIA June 12, 2027 JASPER COUNTY

Ross Mundy 5/29/25
Signature (Applicant) (Date)

Notary Public

JOSEPH STOCKDALE NOTARY PUBLIC EXPIRES GEORGIA June 12, 2027 JASPER COUNTY

**Office Use**

Paid: $ 600.00 (cash) ____ (check) ____ (credit card) ✓
Receipt No. 219368047I8 Date Paid: 8/7/25
Date Application Received: 8/6/25
Reviewed for completeness by: Angie 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

**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 ½ 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;

**W I T N E S S E T H :**

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.

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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:

Tempy Irene Davis Sharp (Seal)
Tempy Irene Davis Sharp, Executrix of the
Last Will and Testament of Billy Jackson Sharp

Unofficial Witness

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

KELLIE MIXON WEBB NOTARY PUBLIC GREENE COUNTY EXPIRES GEORGIA May 22, 2024



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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 ~~XXXXXXXXXXXXXXXXXX~~ 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, containing 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 hereinbefore described plat.

The property conveyed herein is bound on north by Estate of N.C. & Lula A. Mealor, 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 $ -0-
Date Feb 16 1983
Elizabeth 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:

(Unofficial witness)

N. Dudley Horton, Jr. (Seal)

(Notary Public)

My comm. expires 4-24, 1986.

( Notary Seal Affixed P

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, O.C.S.C.

474



https://search.gsccca.org/Imaging/HTML5Viewer.aspx?id=6308196&key1=5S&key2=474&county=117&countyname=PUTNAM&userid=585346&appid=4 1/1

RECEIVED AUG 06 2025

**IN THE PROBATE COURT OF PUTNAM COUNTY**
**STATE OF GEORGIA**

| | | |
|---|---|---|
| **IN RE: ESTATE OF** | ) | |
| | ) | |
| **TEMPY IRENE DAVIS SHARP,** | ) | **ESTATE NO. 23ES0011** |
| **DECEASED** | ) | |

## 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 20th day of January, 2023.

Brandy T. Clusmus
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

Eff. July 2021

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

(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;

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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 i. 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 Penmye 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.



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# 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;



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(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 surveyd 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 surveyd 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



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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 personable 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.

Tempy Irene Davis Sharp (Seal)
Tempy Irene Davis Sharp, Testatrix



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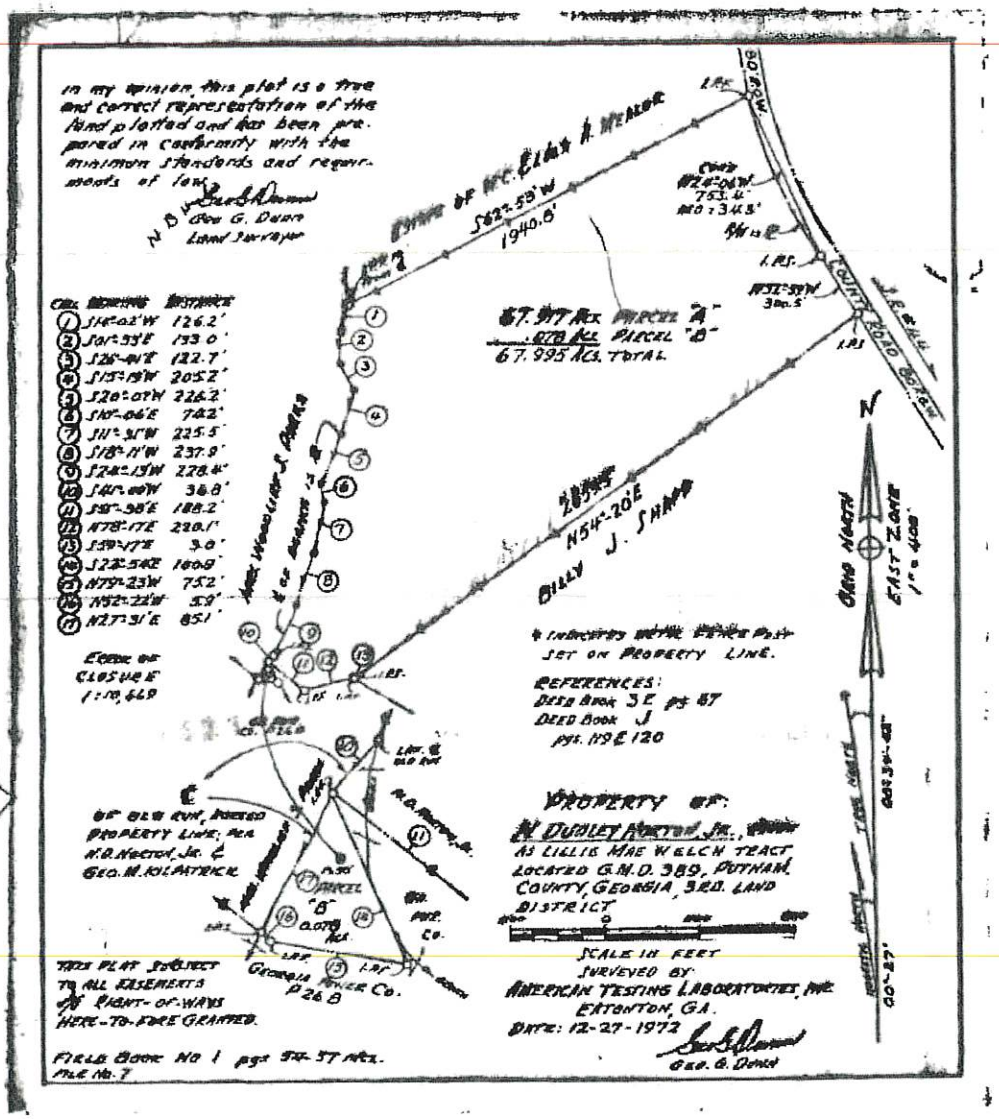
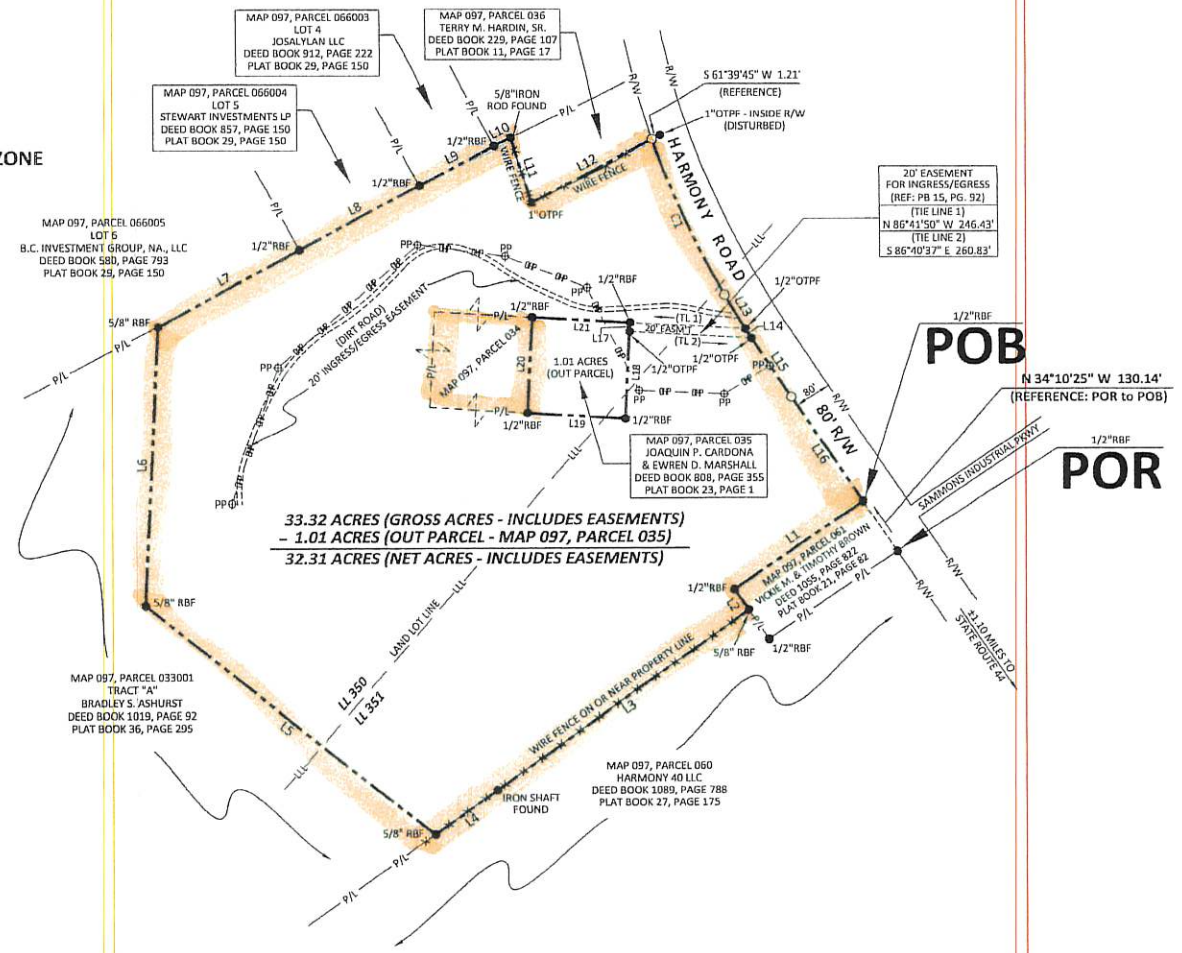

In my opinion this plat is a true and correct representation of the land platted and has been prepared in conformity with the minimum standards and requirements of law.
Geo. G. Dunn
Land Surveyor
67.917 Acs. PARCEL "A"
.078 Acs. PARCEL "B"
67.995 Acs. TOTAL
Billy J. Shaw
Property of:
N. Dudley Hector, Jr.,
As Lillie Mae Welch Tract
Located G.M.D. 389, Putnam County, Georgia, 3rd. Land District
Scale in Feet
Surveyed by:
American Testing Laboratories, Inc.
Eatonton, Ga.
Date: 12-27-1972
Geo. G. Dunn
Georgia Power Co.
This plat subject to all easements & right-of-ways here-to-fore granted.
Field Book No 1 pgs 54-57 Acs.
File No. 7

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<br>PUTNAM COUNTY<br>PLANNING & DEVELOPMENT<br>DATE: 10-5-23<br>SIGNATURE: Rod Jackson |

GRID NORTH - GEORGIA WEST ZONE




**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 |
|---|---|---|
| L1 | S 55°45'59" W | 334.80' |
| L2 | S 34°10'12" E | 53.71' |
| L3 | S 54°23'54" W | 664.86' |
| L4 | S 54°20'00" W | 165.49' |
| L5 | N 51°18'02" W | 792.17' |
| L6 | N 03°00'36" E | 603.53' |
| L7 | N 61°43'56" E | 345.25' |
| L8 | N 61°41'16" E | 294.45' |
| L9 | N 61°43'13" E | 183.31' |
| L10 | N 62°09'57" E | 40.06' |
| L11 | S 16°53'35" E | 149.96' |

**PROPERTY COURSE LINE TABLE CONT'D.**

| LINE | BEARING | DISTANCE |
|---|---|---|
| L12 | N 61°39'45" E | 294.46' |
| L13 | S 30°58'25" E | 84.82' |
| L14 | S 32°21'13" E | 24.58' |
| L15 | S 33°14'58" E | 153.29' |
| L16 | S 33°48'43" E | 272.60' |
| L17 | S 03°29'41" W | 19.88' |
| L18 | S 03°19'24" W | 189.88' |
| L19 | N 86°38'30" W | 209.96' |
| L20 | N 03°22'53" E | 209.60' |
| L21 | S 86°41'13" E | 209.81' |

**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 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

GEORGIA PROFESSIONAL LAND SURVEYOR NO. 3490 JOSEPH D. TYSON

**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 |
| ● | RBF (UNLESS OTHERWISE NOTED) |
| ◉ | RBS (UNLESS OTHERWISE NOTED) |
| ⊠ | CONCRETE R/W MARKER FOUND |
| ■ | CONCRETE MONUMENT FOUND |
| OTPF | OPEN TOP PIPE FOUND |
| RBF | REBAR FOUND |
| RBS | REBAR SET |
| C/L | CENTERLINE |
| P/L | PROPERTY LINE |
| LLL | 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 | OHP |
| 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.

0 100 200 400 600

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.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, 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

JOSEPH STOCKDALE NOTARY PUBLIC JASPER COUNTY EXPIRES GEORGIA June 12, 2027

PiedmontWater
COMPANY

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,

W. J. Matthews
CTO

P.O. Box 913 • Greensboro, Georgia 30642
404-235-4035 • 800-248-7689 • FAX 404-235-4977

# PUTNAM COUNTY PLANNING & DEVELOPMENT

117 Putnam Drive, Suite B ◊ Eatonton, GA 31024
Tel: 706-485-2776 ◊ 706-485-0552 fax ◊ www.putnamcountyga.us


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

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

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

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

1. Name: Ross Mundy

2. Address: 1527 Princeton Bend Way Bogart, GA 30622

3. Have you given contributions that aggregated $250.00 or more within two years immediately preceding the filing of the attached application to a candidate that will hear the proposed application? _____Yes __X__No If yes, who did you make the contributions to? : _____.

Signature of Applicant: Ross Mundy

Date: 05 / 29 / 2025

INTERNET TAX RECEIPT

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 |

Date Paid: 2/19/2025

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

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

GRAPHIC SCALE
0 50' 100' 200'
1 INCH= 100 FT.

NORTH

| REVISION LOG: | | |
|---|---|---|
| NO. | DATE | REMARKS |

PROJECT NAME & ADDRESS
HARMONY RD
EATONTON, GA. 31024

BULLARD LAND PLANNING
1235 PROSPECT RD 30043
LAWRENCEVILLE, GEORGIA
CONTACT: BOBBY BULLARD
(678) 344-1293~(770) 978-8857 FAX
bpoobby@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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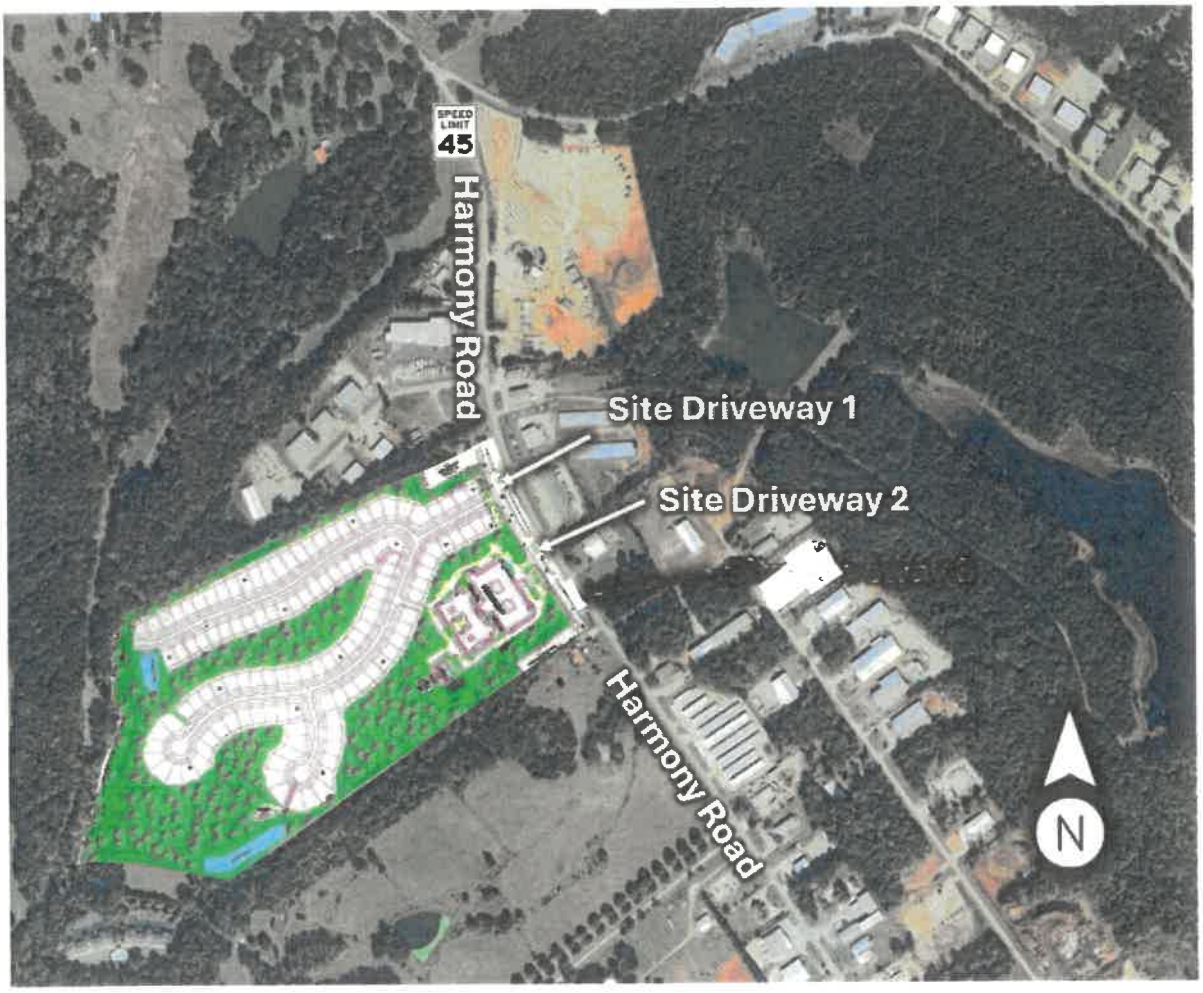
# 1.0 INTRODUCTION

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.

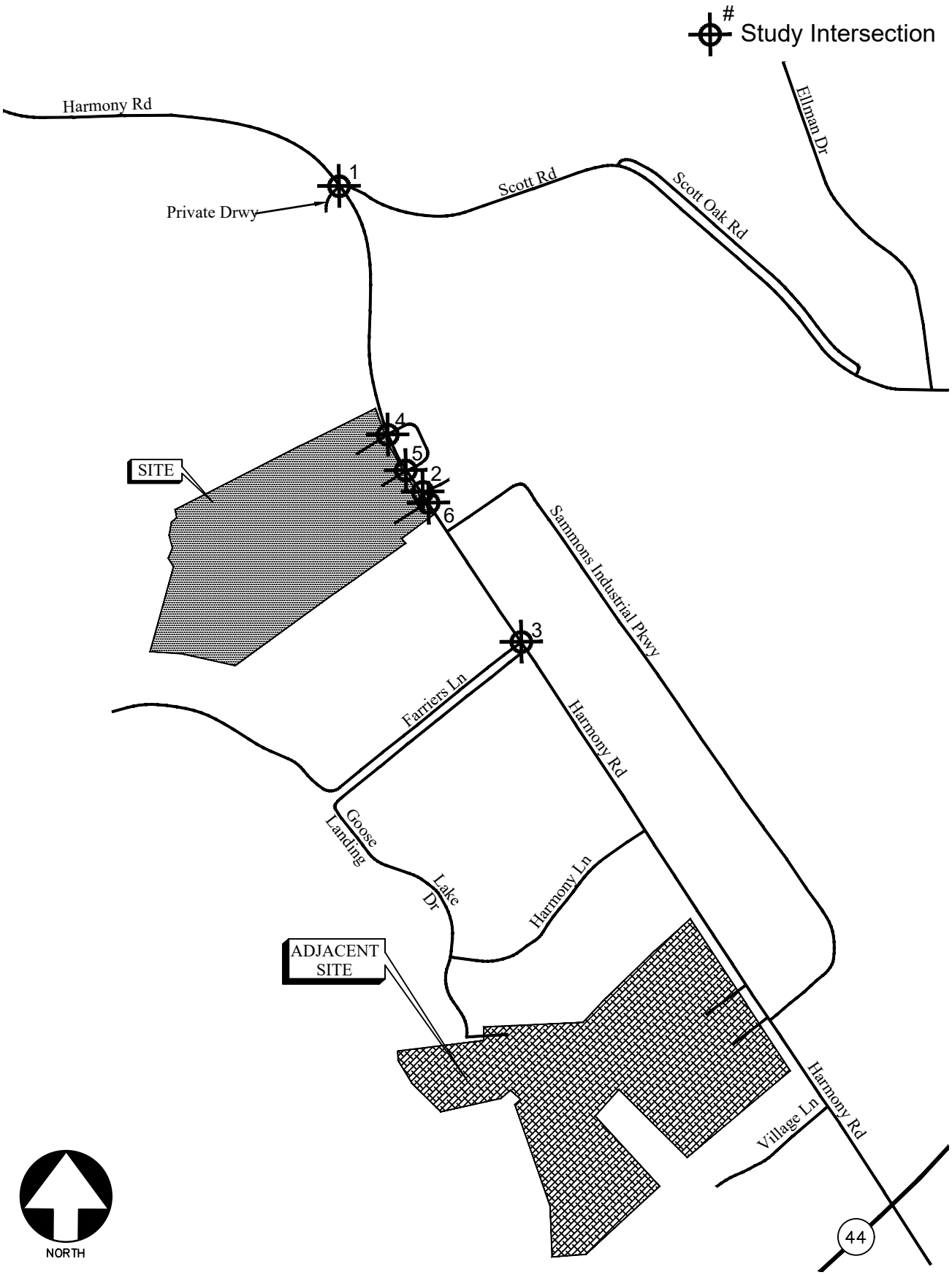



The development proposes two full access driveways on Harmony Road.

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.

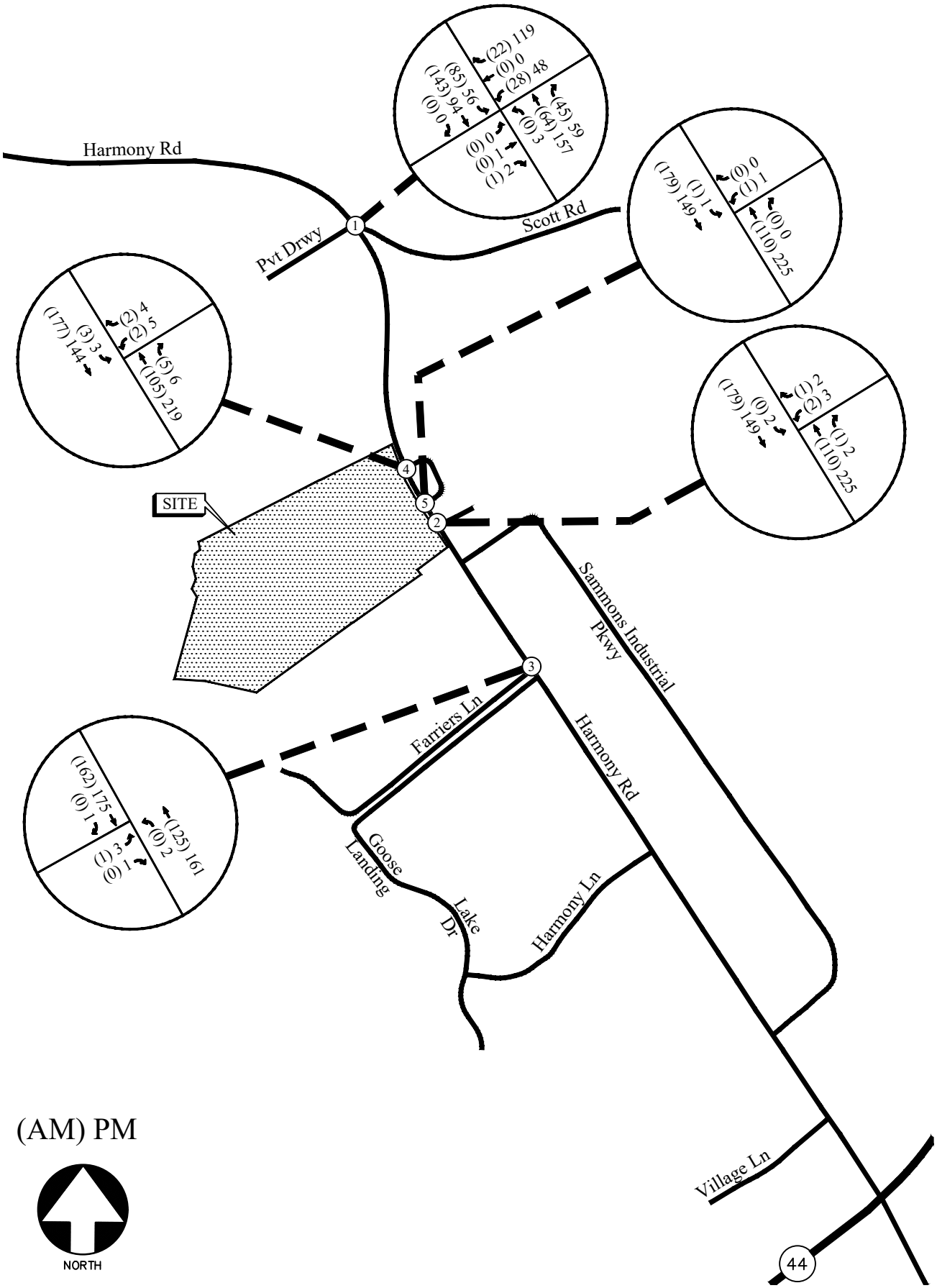
# 4.0 EXISTING 2025 TRAFFIC ANALYSIS

## 4.1 Existing Traffic Volumes

Existing traffic counts were obtained at the following study intersections:

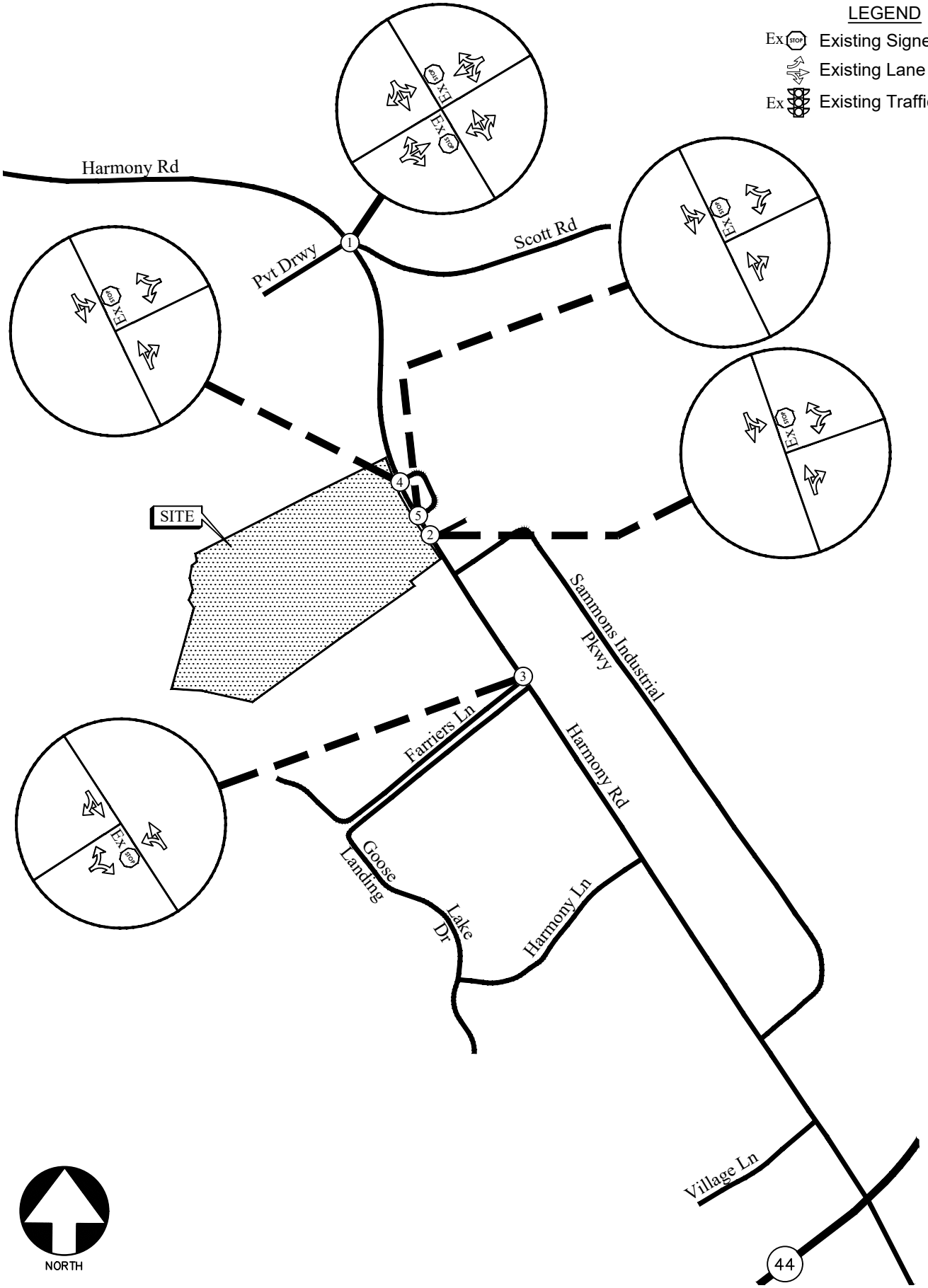
1. Harmony Road at Scott Road
2. Harmony Road at Rock Eagle Store Fixtures Driveway
3. Harmony Road at Farriers Lane
4. Harmony Road at Oconee Custom Signs Northern Driveway
5. Harmony Road at Oconee Custom Signs Southern Driveway

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.**




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**

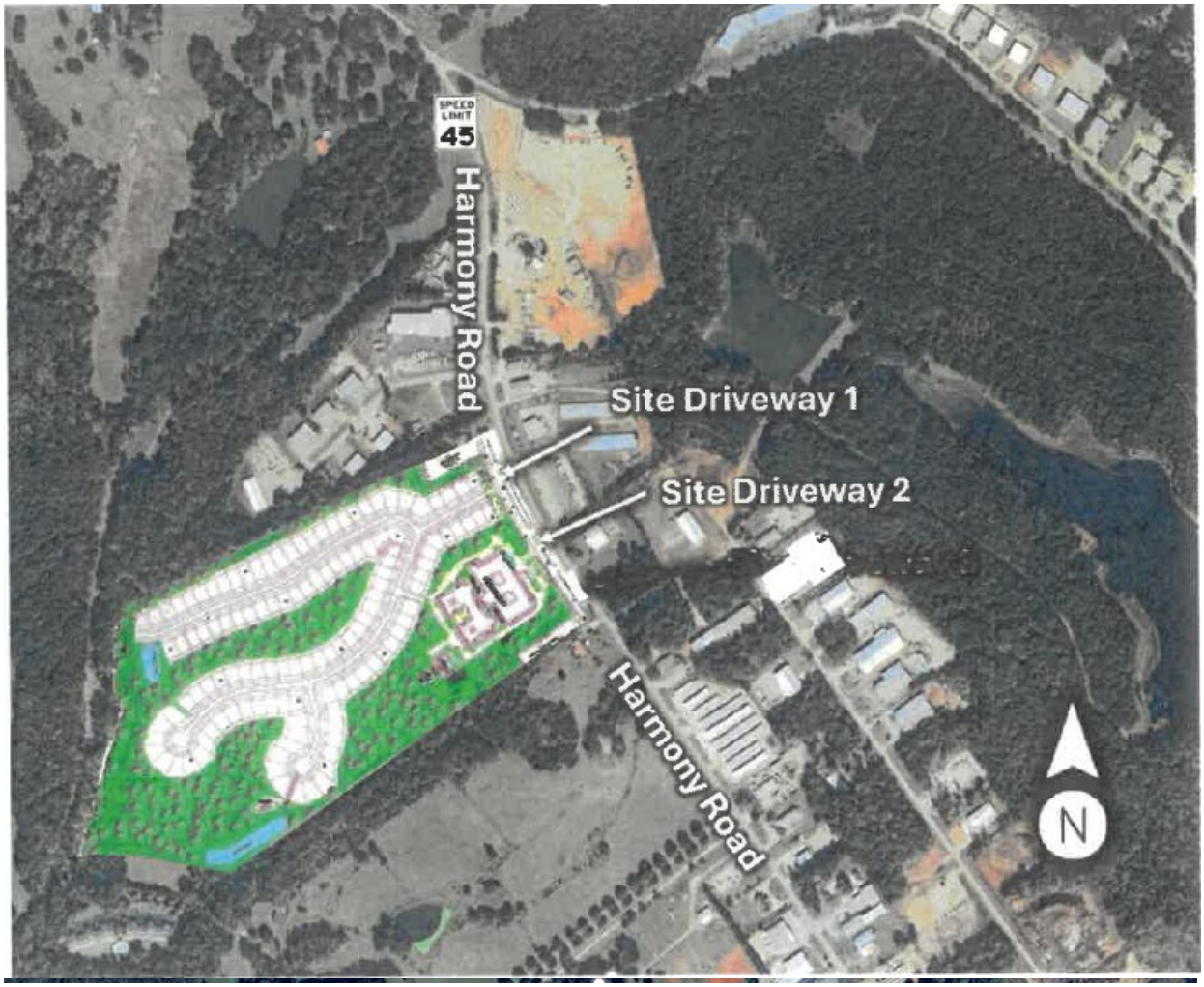
| | Intersection | Traffic Control | LOS (Delay) | |
|---|---|---|---|---|
| | | | AM Peak Hour | PM Peak Hour |
| 1 | **Harmony Road @ Scott Road / Private Driveway**<br>-Eastbound Approach<br>-Westbound Approach<br>-Northbound Left<br>-Southbound Left | Stop Controlled on EB and WB Approaches | A (9.0)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

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) 30' (TH)
SIDE SETBACK = 5'
REAR SETBACK = 20'
BUFFERS = 50' WHERE SHOWN ON PLANS

PROPOSED OPEN SPACE: 27.8 ACRES/42.8%

DEVELOPMENT 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

## 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.

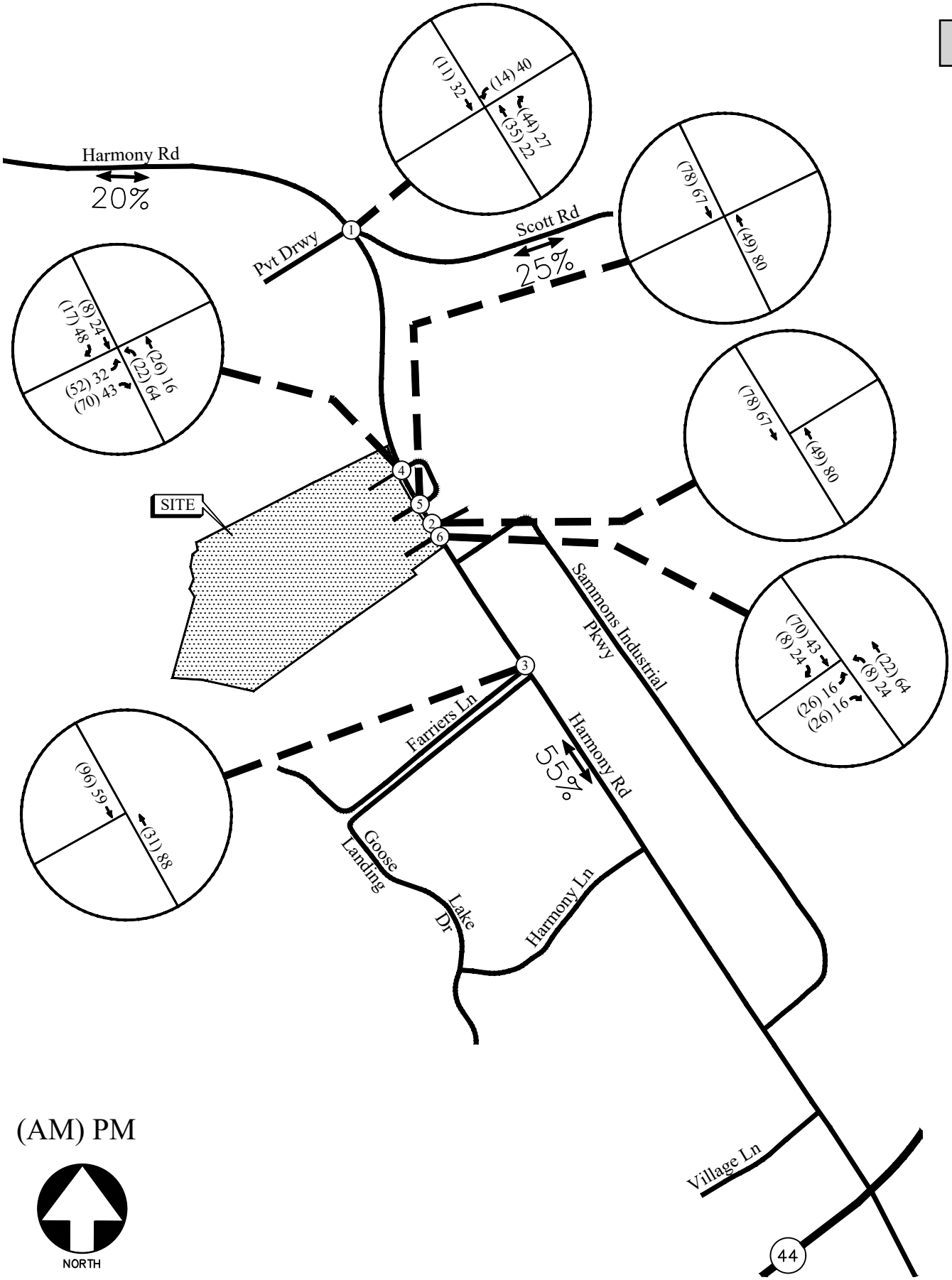
### *5.2.1 Nearby Planned Mixed-Use Development at 842 Harmony Road*

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.

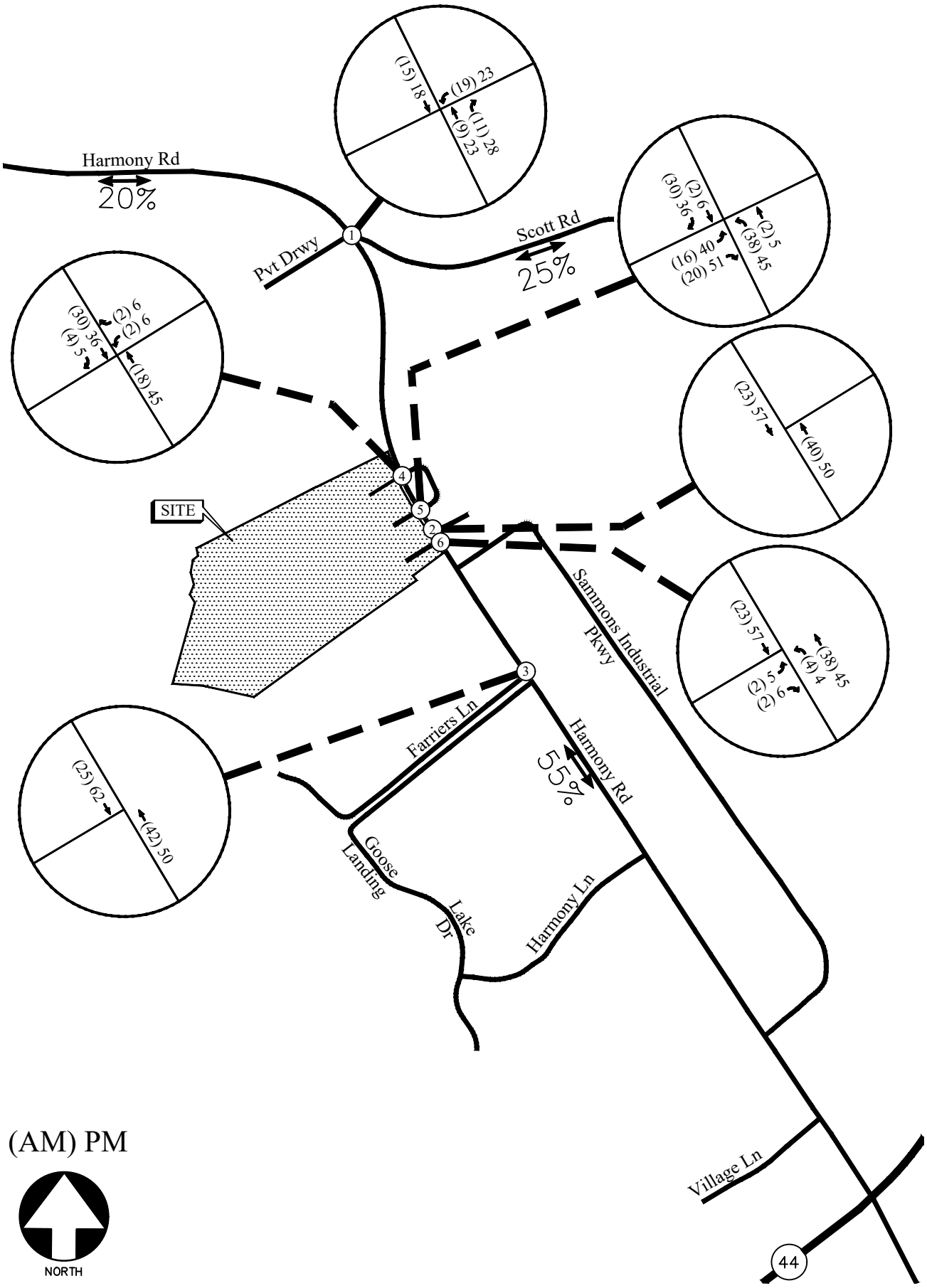
TABLE 5 – TRIP GENERATION (ADJACENT SITE)

| 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

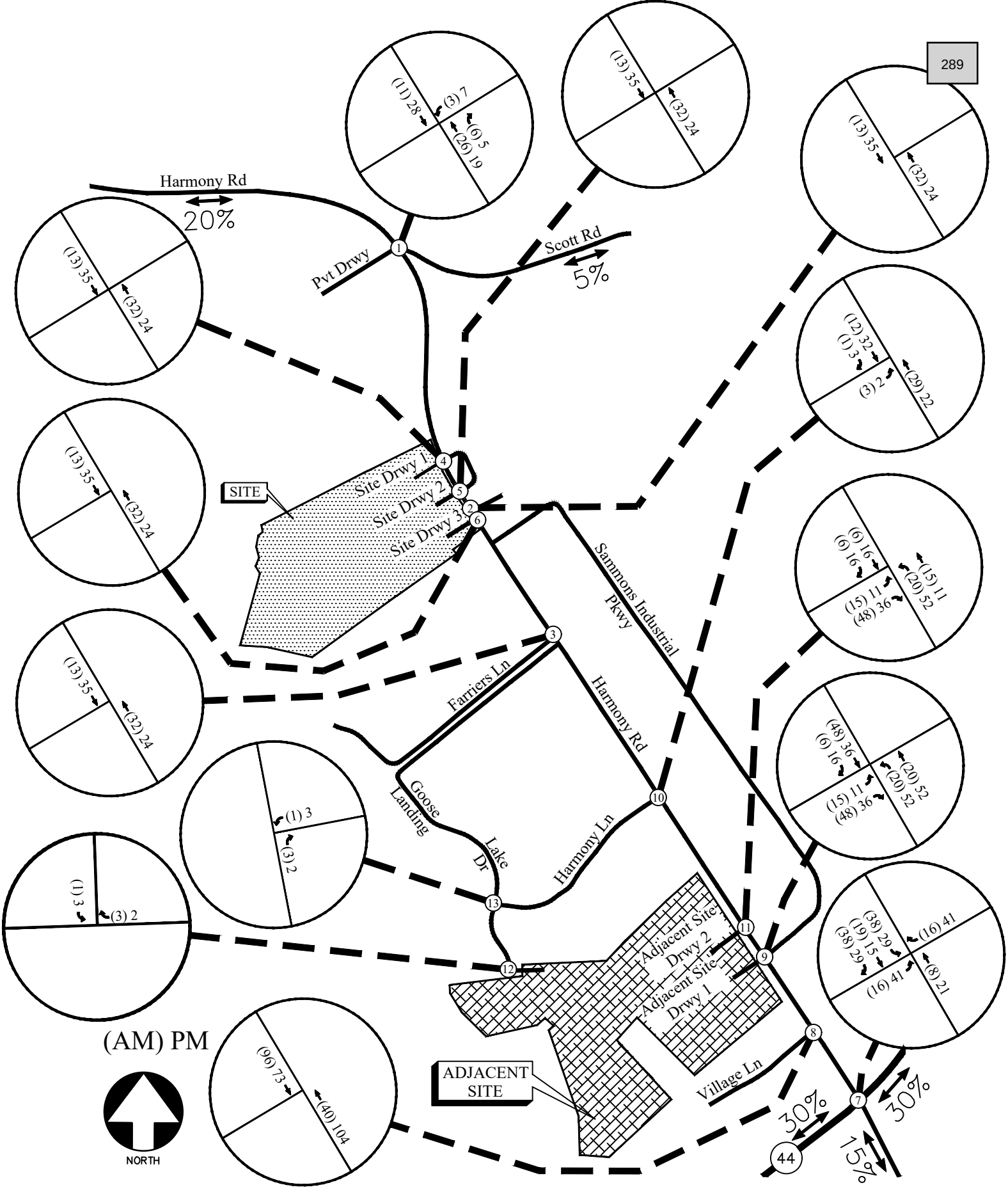
**A&R Engineering Inc.**




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

FIGURE 5B

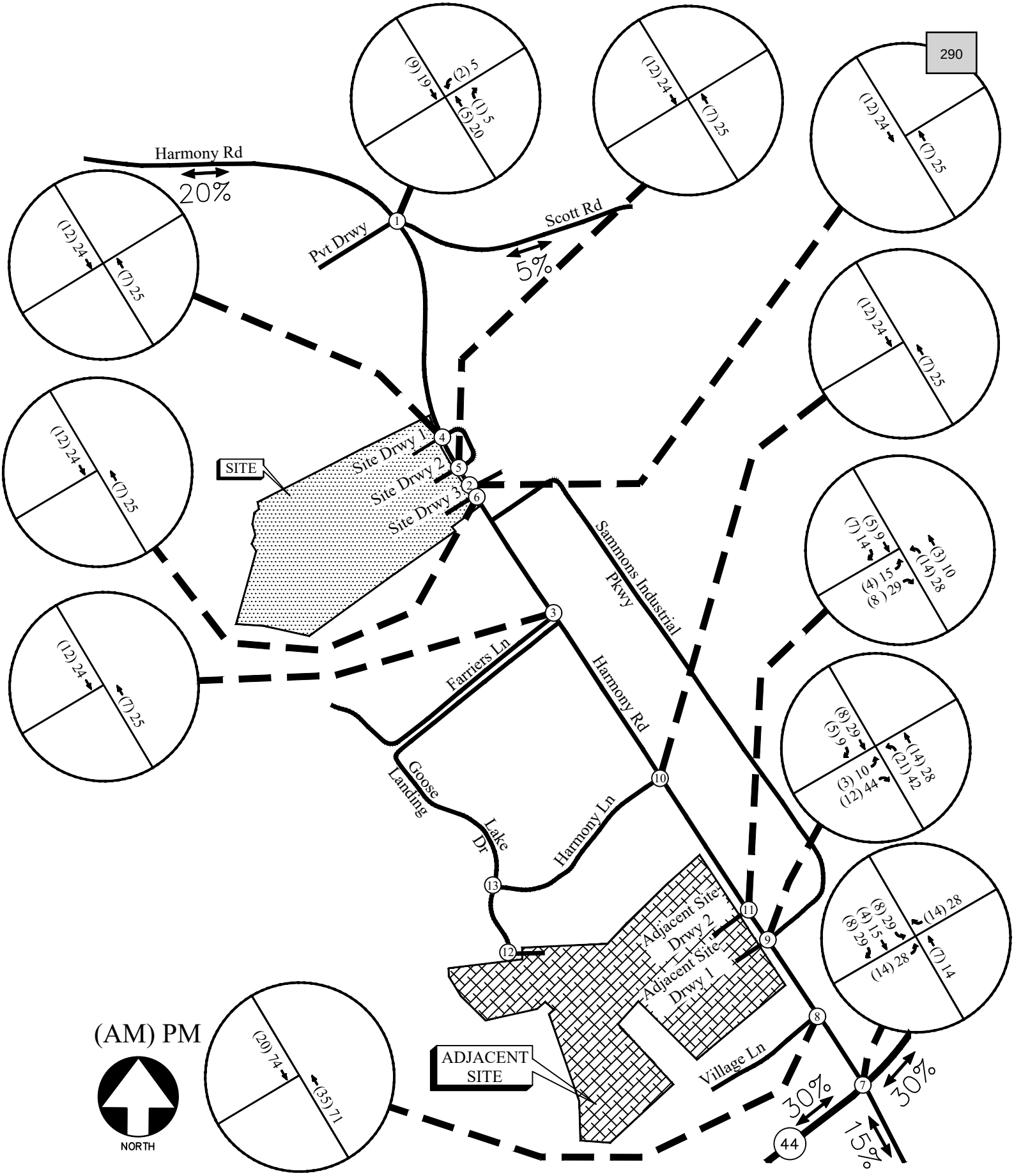
**A&R Engineering Inc.**




TRIP DISTRIBUTION AND SITE-GENERATED WEEKDAY PEAK HOUR VOLUMES (ADJACENT SITE - RESIDENTIAL)

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

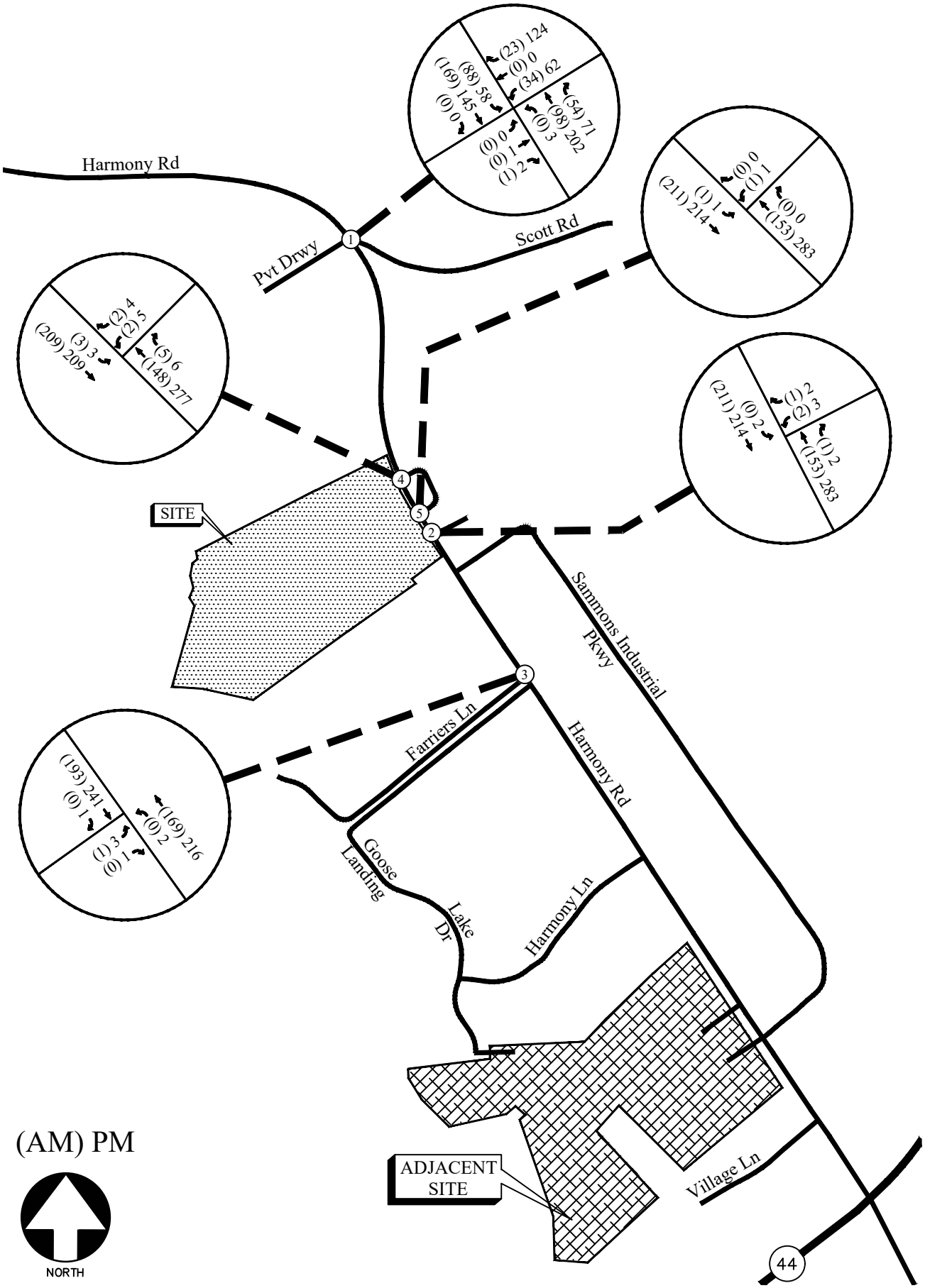
The "No-Build" (or background) conditions provide an assessment of how traffic will operate in the study horizon year without the study site being developed as proposed, with projected increases in through traffic volumes due to normal annual growth. The Future "No-Build" volumes consist of the existing 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.

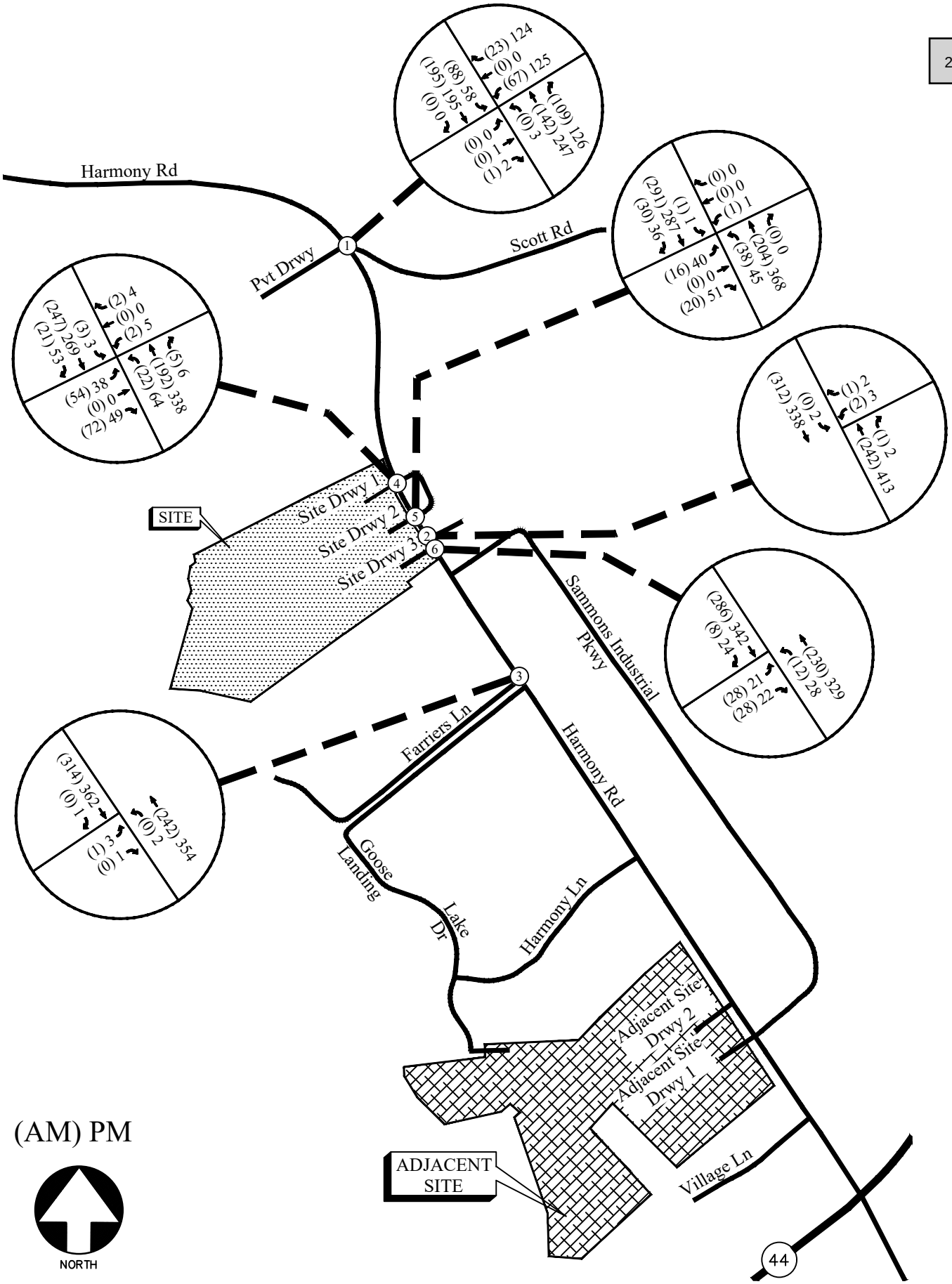
## 6.2 Future "Build" Conditions

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.

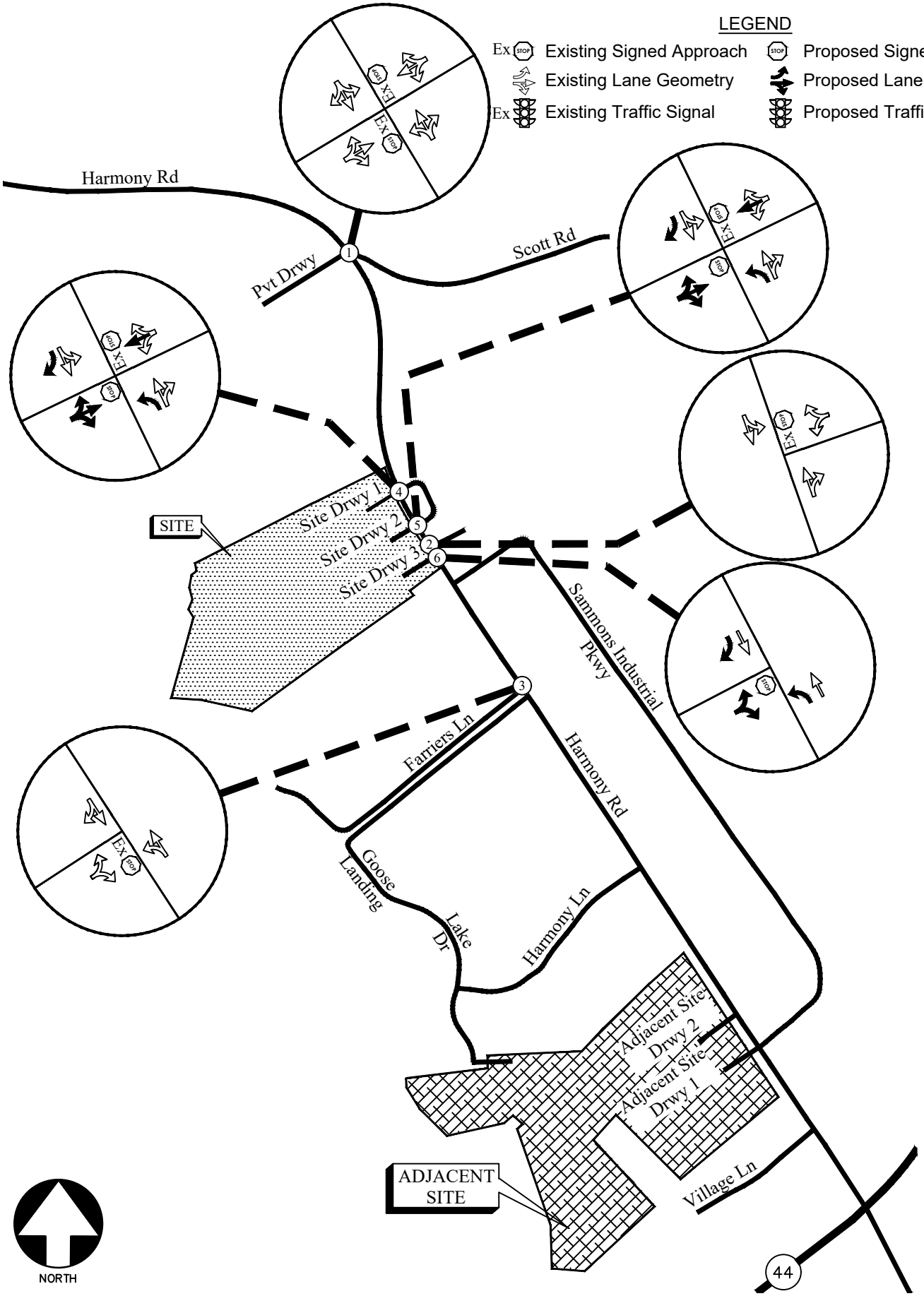
## 6.4 Future Traffic Operations

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** | **Harmony Road @ Scott Road / Private Driveway** | | | | |
| | -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** | **Harmony Road @ Rock Eagle Store Fixtures Driveway** | | | | |
| | -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** | **Holly Springs Parkway @ Farriers Lane** | | | | |
| | -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** | **Harmony Road @ Oconee Custom Signs Northern Driveway / Site Driveway 1** | | | | |
| | -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** | **Harmony Road @ Oconee Custom Signs Southern Driveway / Site Driveway 2** | | | | |
| | -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** | **Harmony Road @ Site Driveway 3** | | | | |
| | -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

| | 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 |
| 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 | |

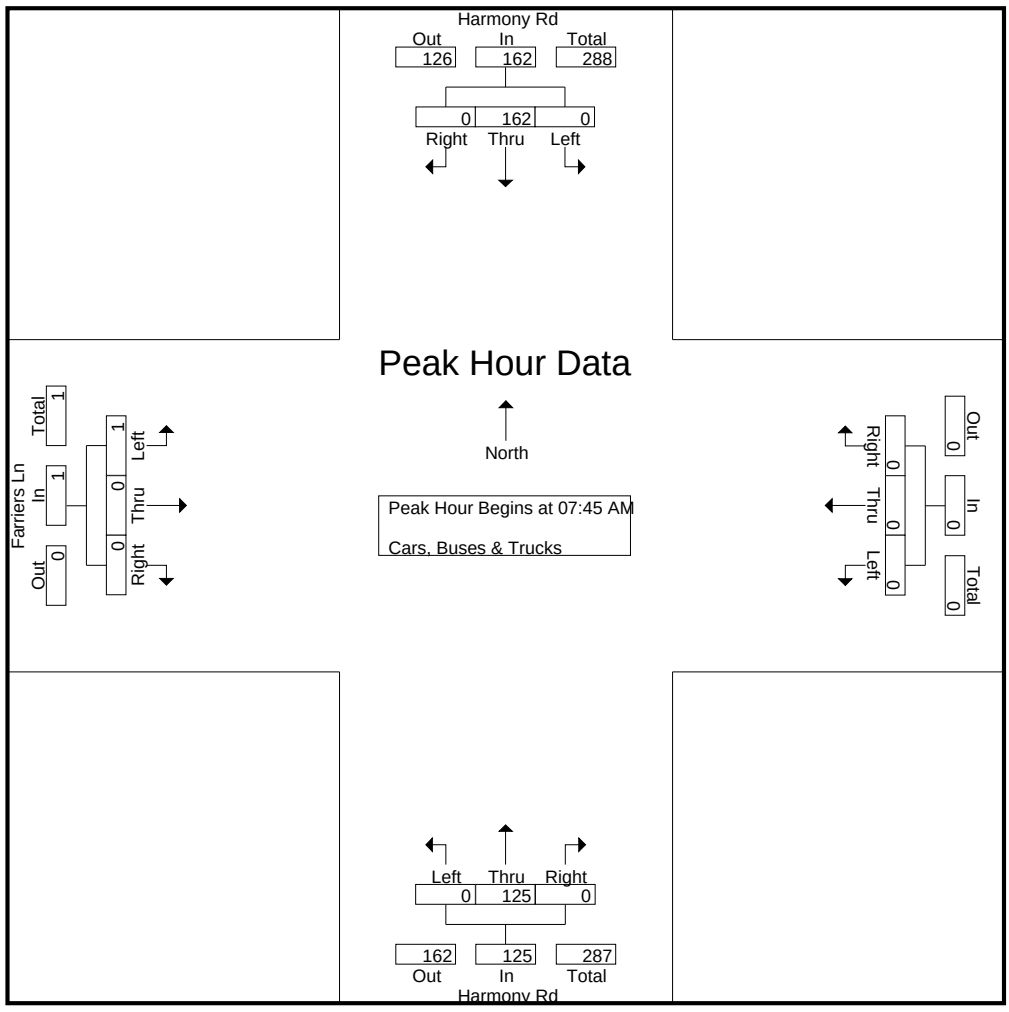
# A & R Engineering, Inc.

**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 |



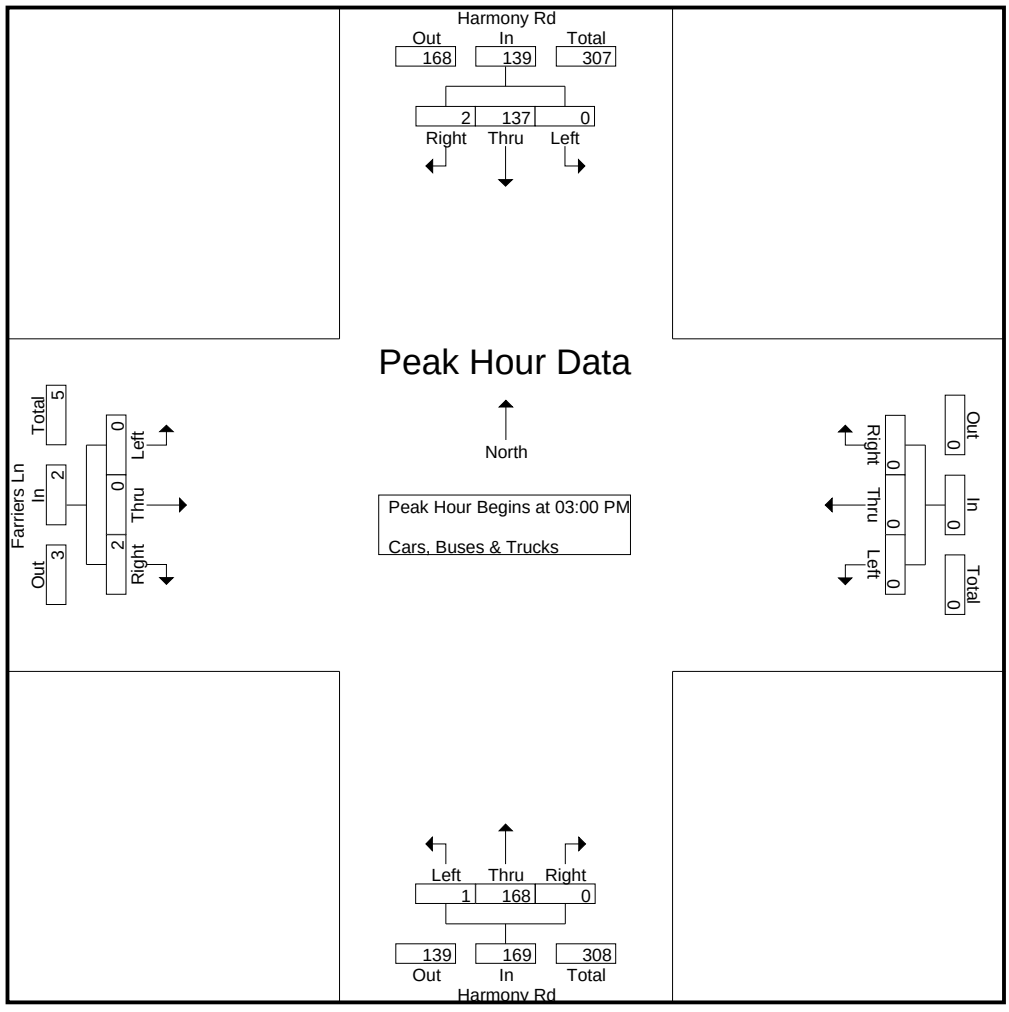
# A & R Engineering, Inc.

**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 |



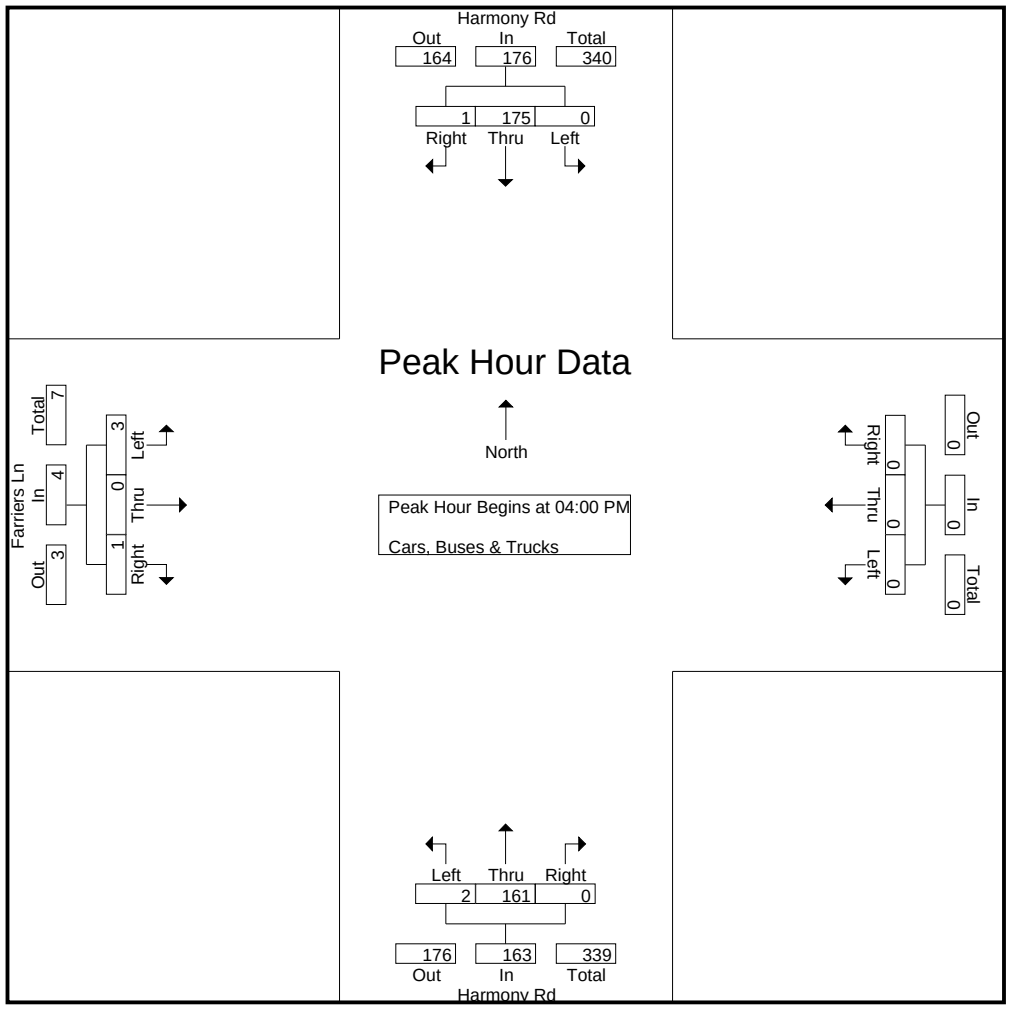
# A & R Engineering, Inc.

**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 : 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 | |

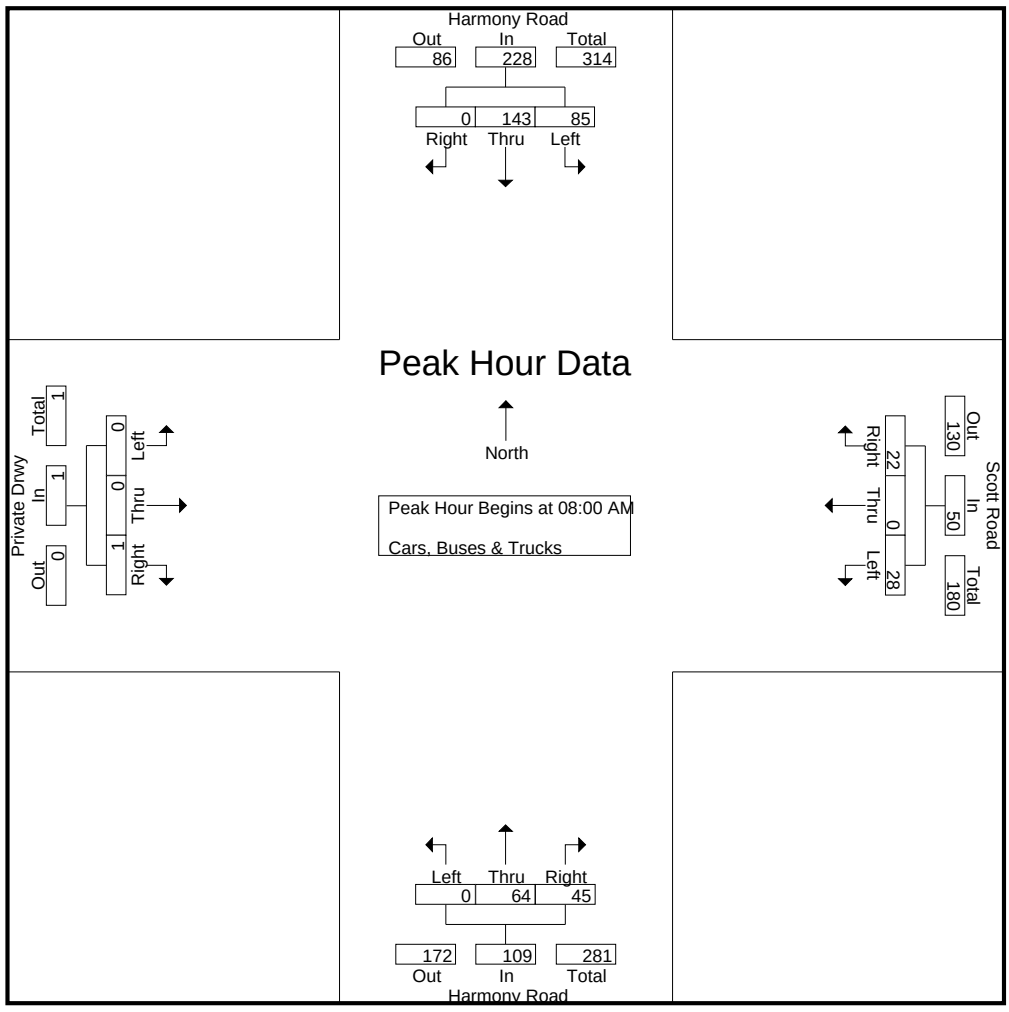
# A & R Engineering, Inc.

**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 |



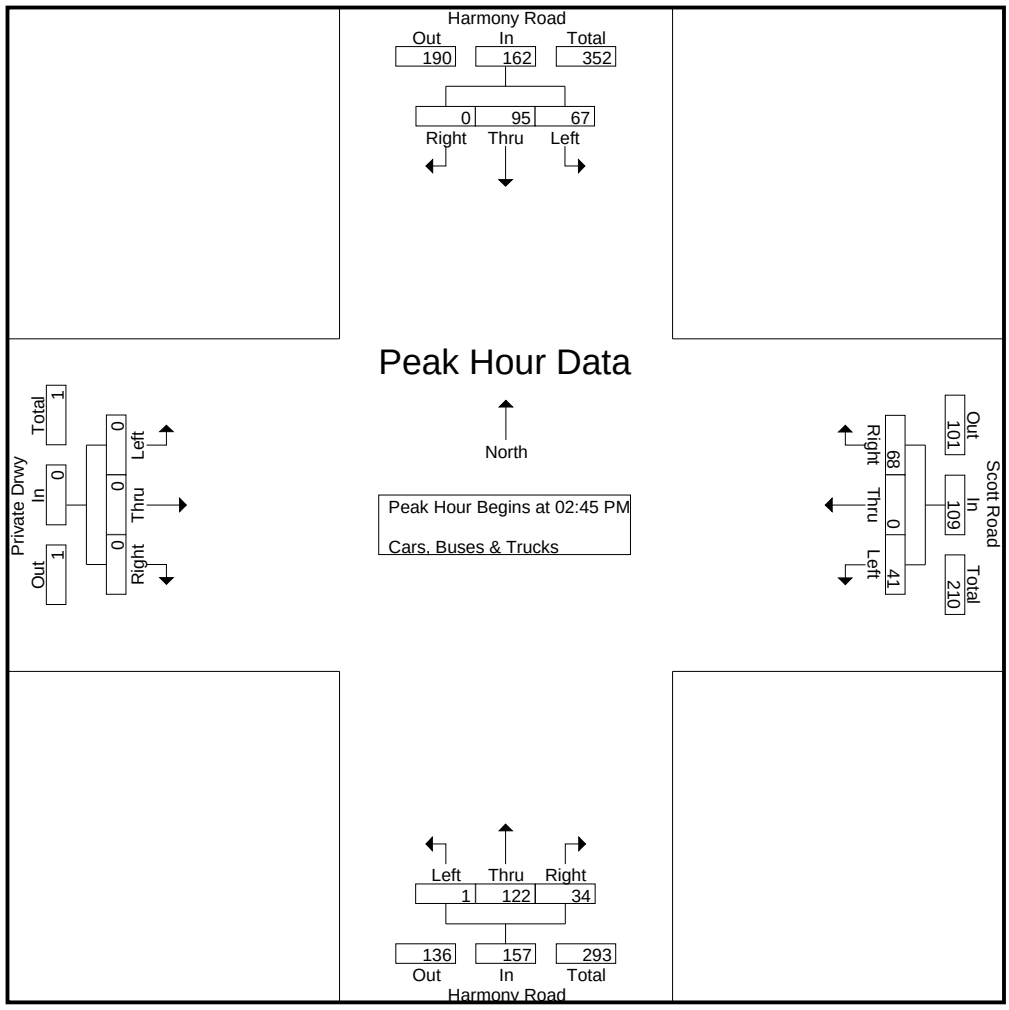
# A & R Engineering, Inc.

**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 : 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 |



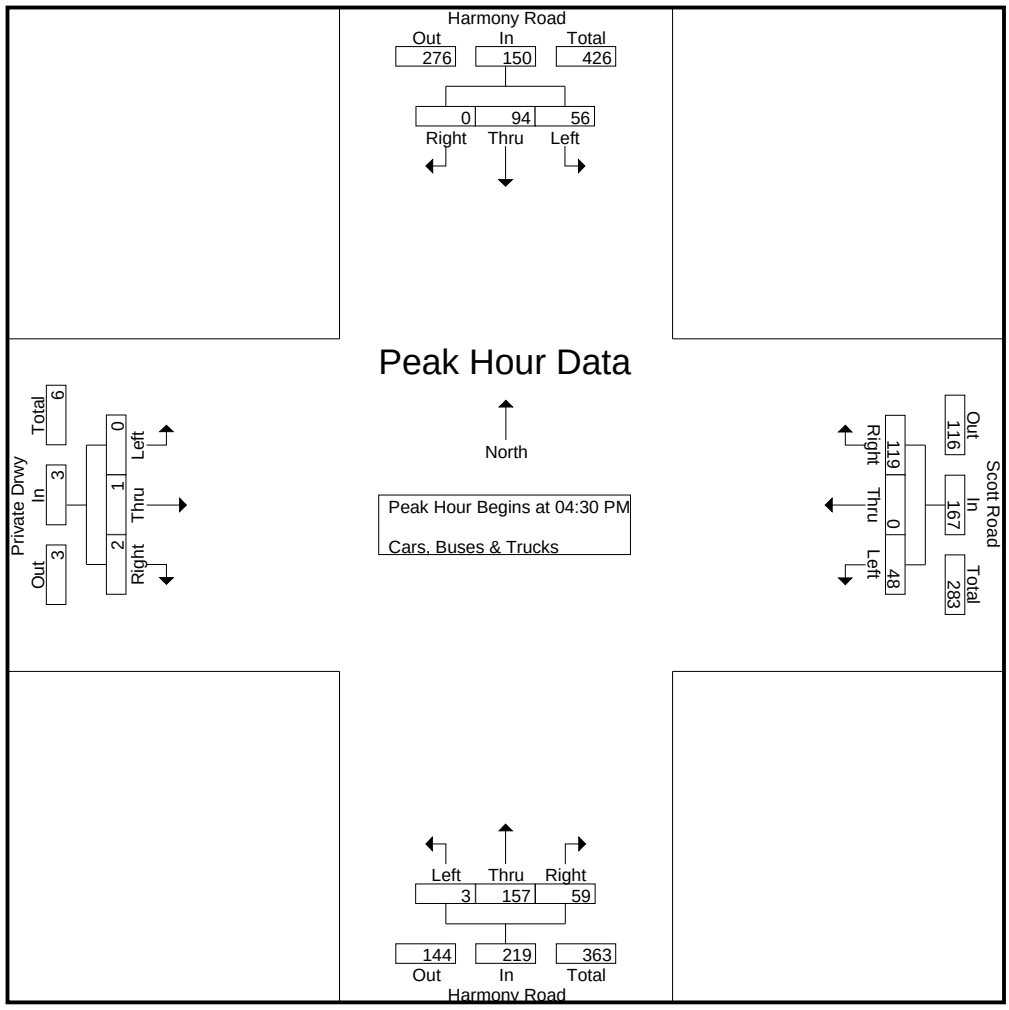
# A & R Engineering, Inc.

**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 : 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 |



# A & R Engineering, Inc.

**2160 Kingston Court Suite 'O'**
**Marietta, GA 30067**

TMC Data
Harmony Rd @ 821 Harmonry 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 Harmonry 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 | |

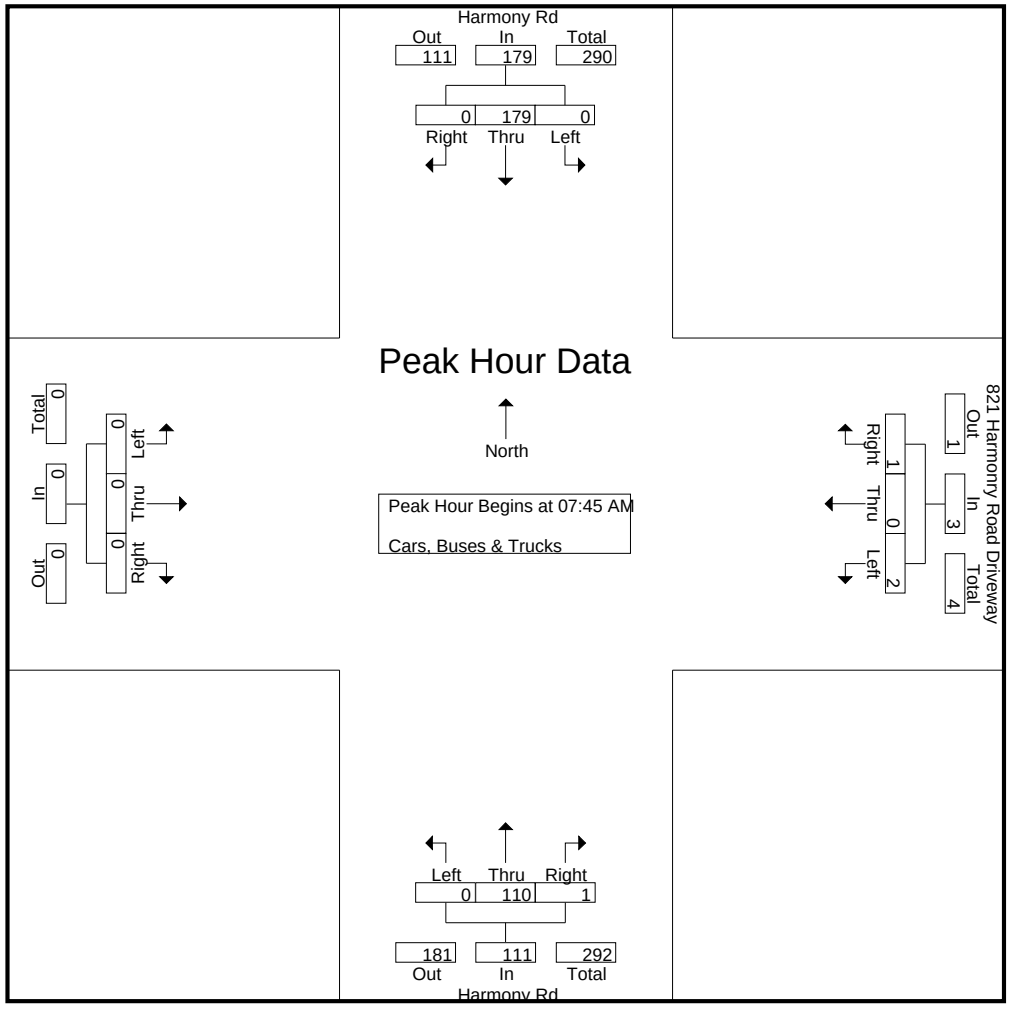
# A & R Engineering, Inc.

**2160 Kingston Court Suite 'O'**
**Marietta, GA 30067**

TMC Data
Harmony Rd @ 821 Harmonry 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 Harmonry 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 |



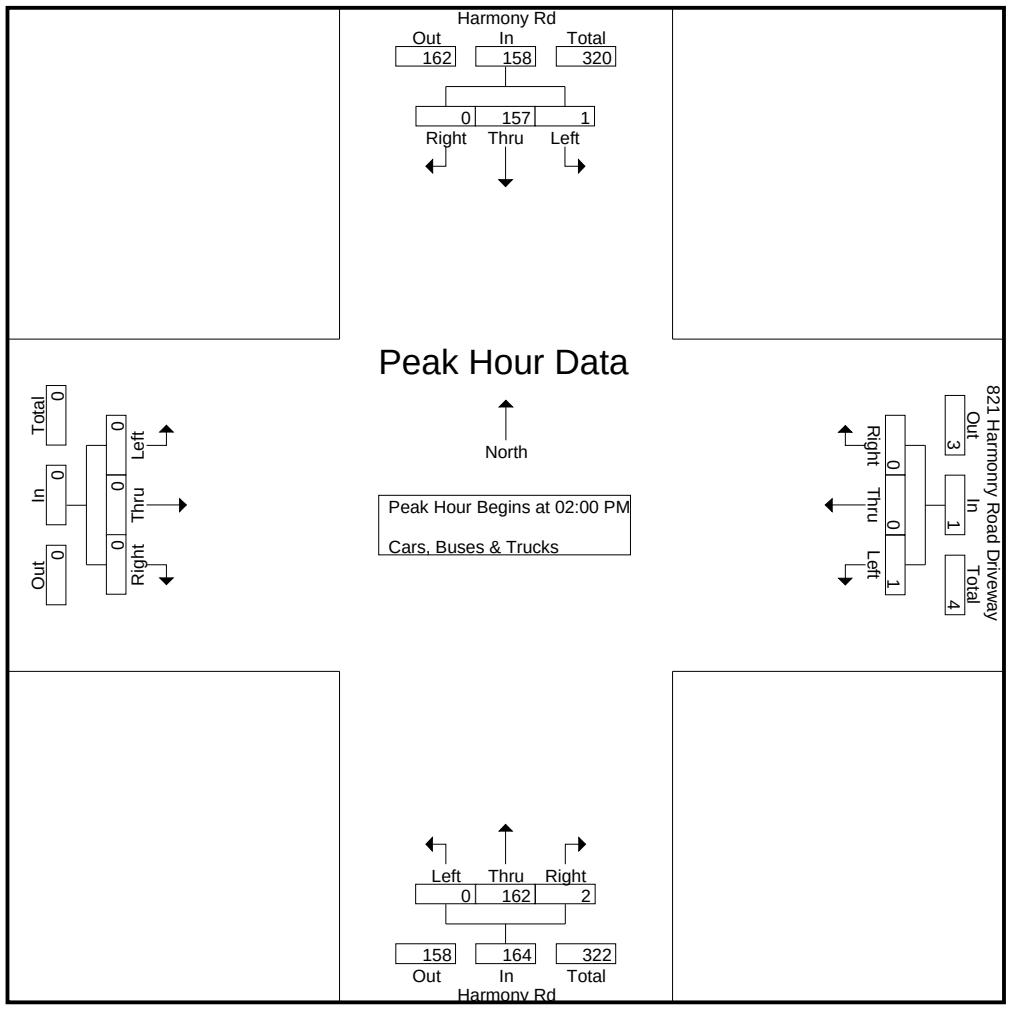
# A & R Engineering, Inc.

**2160 Kingston Court Suite 'O'**
**Marietta, GA 30067**

TMC Data
Harmony Rd @ 821 Harmonry 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 Harmonry 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 |



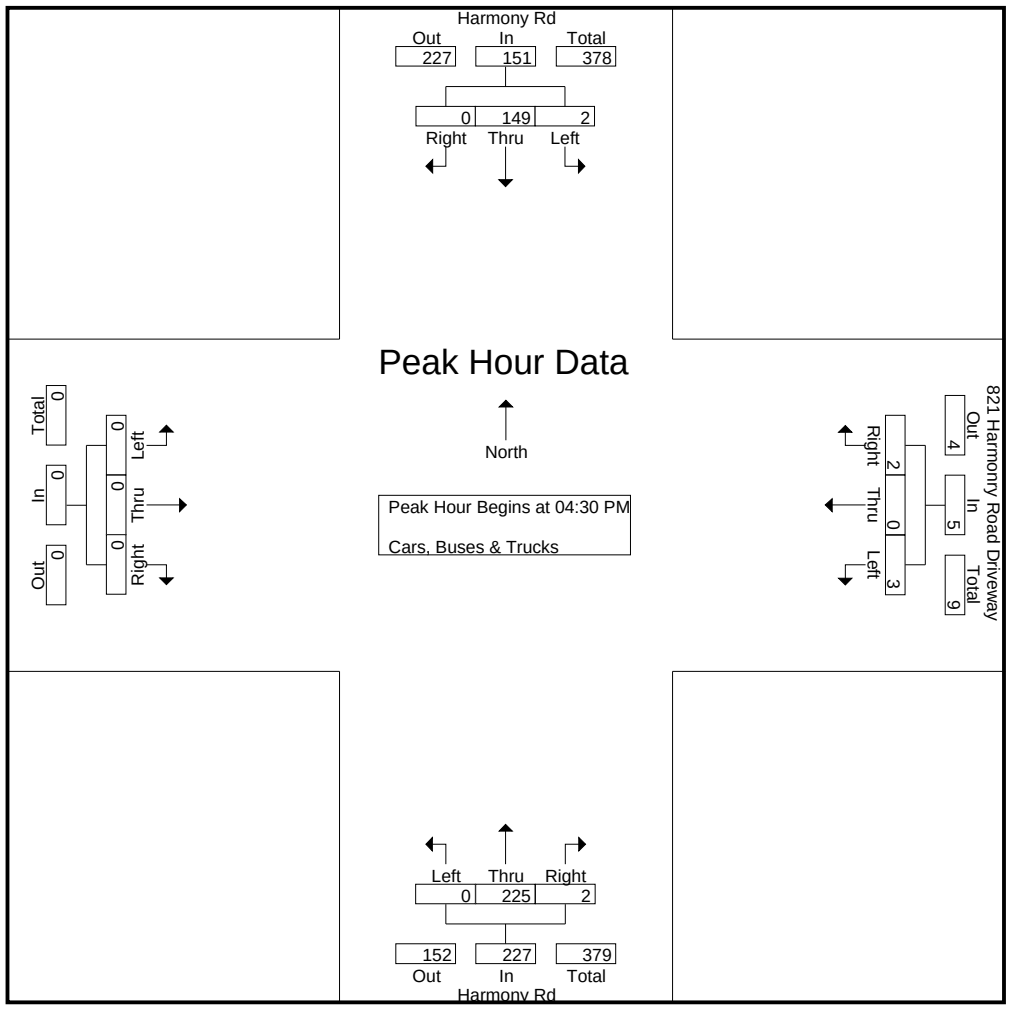
# A & R Engineering, Inc.

**2160 Kingston Court Suite 'O'**
**Marietta, GA 30067**

TMC Data
Harmony Rd @ 821 Harmonry 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 Harmonry 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 | |

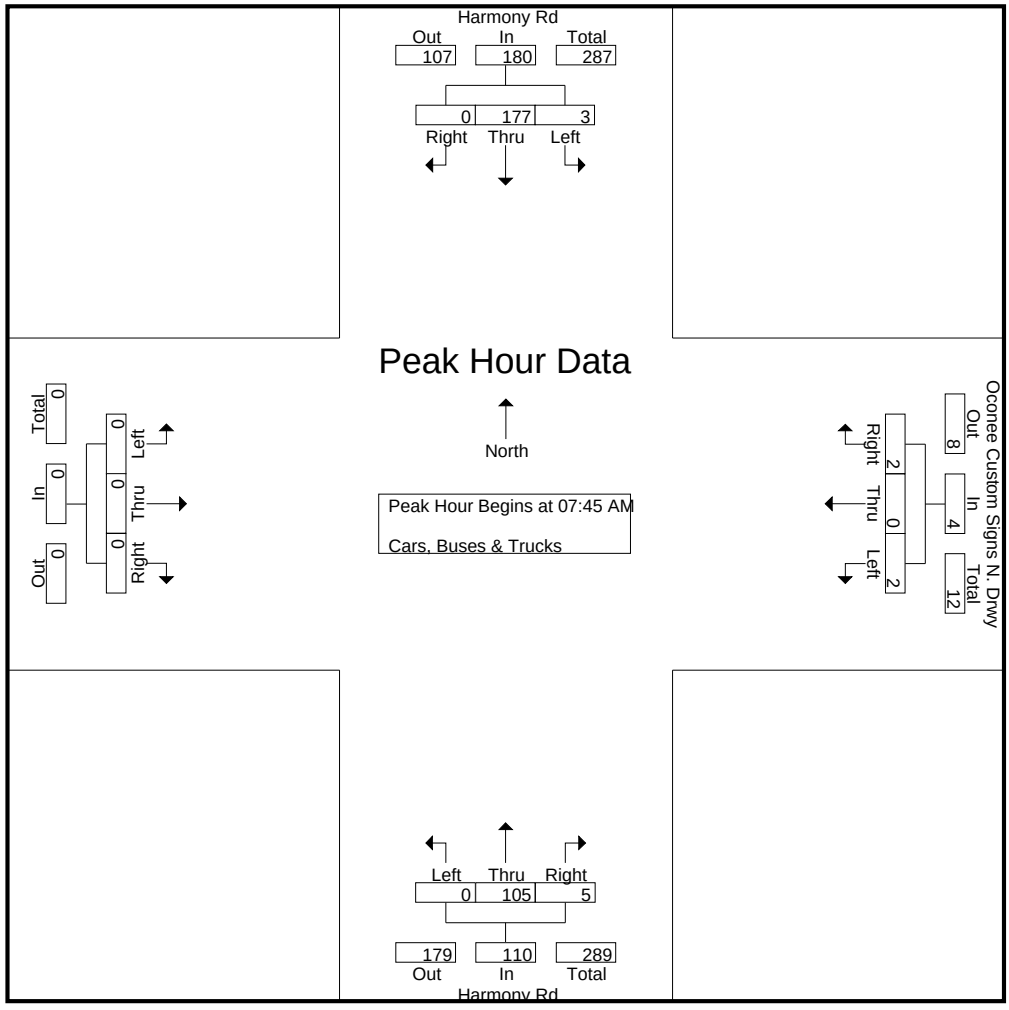
# A & R Engineering, Inc.

**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 |



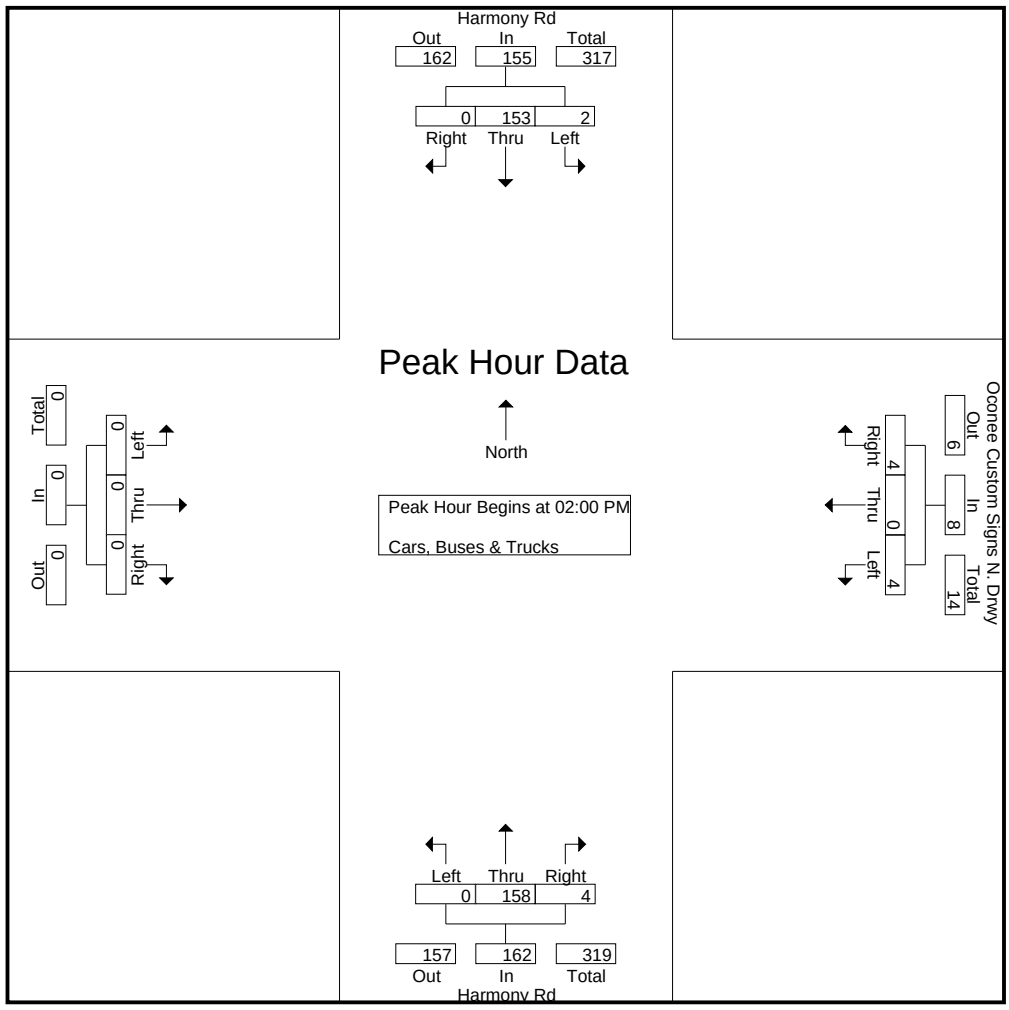
# A & R Engineering, Inc.

**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 : 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 |



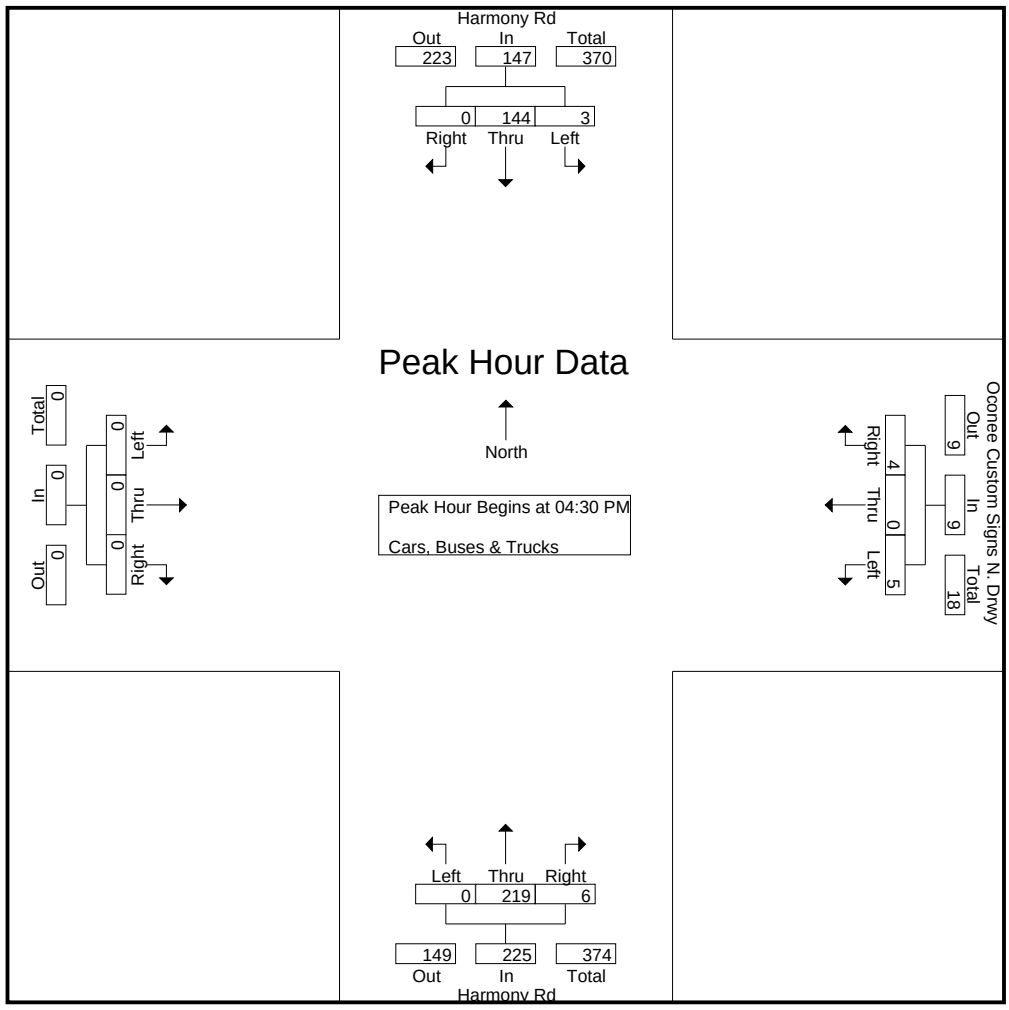
# A & R Engineering, Inc.

**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

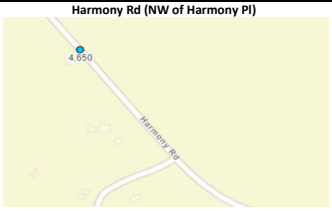
| | Harmony Rd Northbound | | | | Harmony Rd Southbound | | | | Eastbound | | | | Oconee Custom Signs N. Drwy Westbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | 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 |

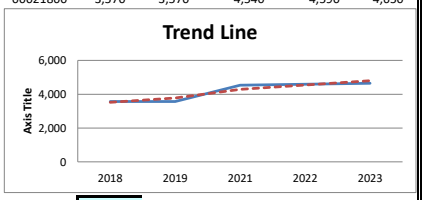


# LINEAR REGRESSION OF DAILY TRAFFIC

| 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 |

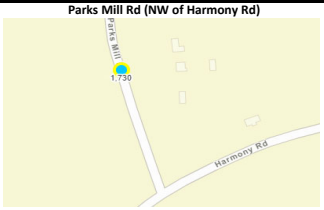
| Location | Traffic Counter | RCLINK | 2018 | 2019 | 2021 | 2022 | 2023 |
|---|---|---|---|---|---|---|---|
| Harmony Rd (NW of Harmony Pl) | 237-0181 | 00021800 | 3,570 | 3,570 | 4,540 | 4,590 | 4,650 |

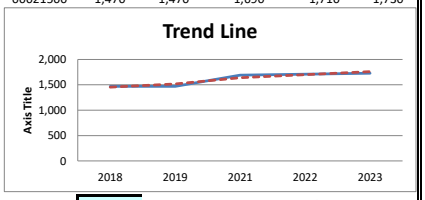



| Growth Rate | 8.1% | Intercept | -513,653 | Slope | 256.28 |
|---|---|---|---|---|---|
| Trend Line | 3,518 | 3,774 | 4,287 | 4,543 | 4,799 |

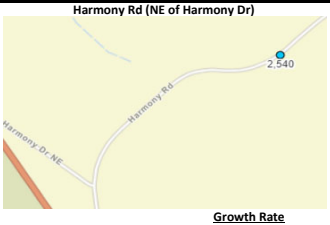
| Location | Traffic Counter | RCLINK | 2018 | 2019 | 2021 | 2022 | 2023 |
|---|---|---|---|---|---|---|---|
| Parks Mill Rd (NW of Harmony Rd) | 237-0176 | 00021500 | 1,470 | 1,470 | 1,690 | 1,710 | 1,730 |

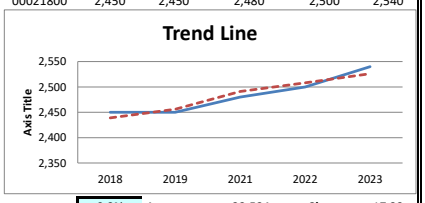



| Growth Rate | 4.9% | Intercept | -121,502 | Slope | 60.93 |
|---|---|---|---|---|---|
| Trend Line | 1,456 | 1,517 | 1,638 | 1,699 | 1,760 |

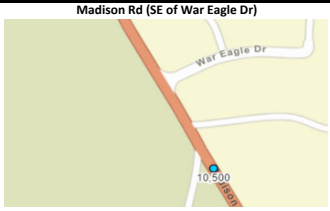
| Location | Traffic Counter | RCLINK | 2018 | 2019 | 2021 | 2022 | 2023 |
|---|---|---|---|---|---|---|---|
| Harmony Rd (NE of Harmony Dr) | 237-0183 | 00021800 | 2,450 | 2,450 | 2,480 | 2,500 | 2,540 |

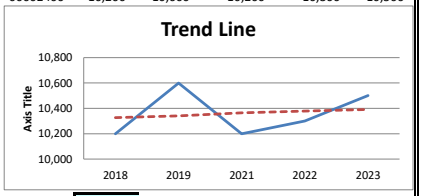



| Growth Rate | 0.9% | Intercept | -32,524 | Slope | 17.33 |
|---|---|---|---|---|---|
| Trend Line | 2,439 | 2,456 | 2,491 | 2,508 | 2,526 |

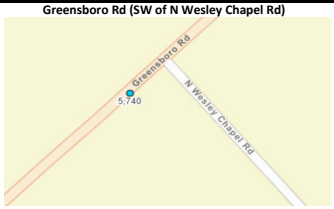
| Location | Traffic Counter | RCLINK | 2018 | 2019 | 2021 | 2022 | 2023 |
|---|---|---|---|---|---|---|---|
| Madison Rd (SE of War Eagle Dr) | 237-0131 | 00002400 | 10,200 | 10,600 | 10,200 | 10,300 | 10,500 |

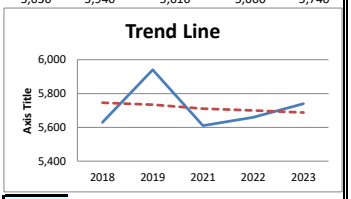



| Growth Rate | 0.2% | Intercept | -15,485 | Slope | 12.79 |
|---|---|---|---|---|---|
| Trend Line | 10,327 | 10,340 | 10,365 | 10,378 | 10,391 |

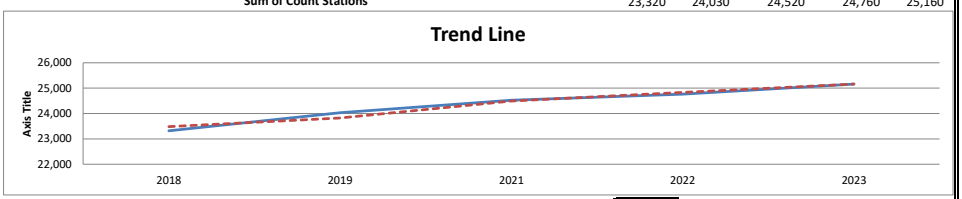
| Location | Traffic Counter | RCLINK | 2018 | 2019 | 2021 | 2022 | 2023 |
|---|---|---|---|---|---|---|---|
| Greensboro Rd (SW of N Wesley Chapel Rd) | 237-0143 | 00004400 | 5,630 | 5,940 | 5,610 | 5,660 | 5,740 |




| Growth Rate | -0.3% | Intercept | 28,976 | Slope | -11.51 |
|---|---|---|---|---|---|
| Trend Line | 5,746 | 5,734 | 5,711 | 5,700 | 5,688 |

| Weighted Average | 2018 | 2019 | 2021 | 2022 | 2023 |
|---|---|---|---|---|---|
| Sum of Count Stations | 23,320 | 24,030 | 24,520 | 24,760 | 25,160 |




| Growth Rate | 1.7% | Intercept | -654,188 | Slope | 335.81 |
|---|---|---|---|---|---|
| Trend Line | 23,485 | 23,821 | 24,492 | 24,828 | 25,164 |

# 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 | EBLn1 | WBLn1 | 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 | NBR | WBLn1 | 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 | NBR | WBLn1 | 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 | NBR | WBLn1 | 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 | EBLn1 | WBLn1 | 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 | NBR | WBLn1 | 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 | NBR | WBLn1 | 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 | NBR | WBLn1 | 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 | EBLn1 | WBLn1 | 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 | NBR | WBLn1 | 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 | NBR | WBLn1 | 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 | NBR | WBLn1 | 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 | EBLn1 | WBLn1 | 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 | NBR | WBLn1 | 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 | NBR | WBLn1 | 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 | 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 | NBR | WBLn1 | 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 | EBLn1 | WBLn1 | 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 | NBR | WBLn1 | 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 | EBLn1 | WBLn1 | 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 | EBLn1 | WBLn1 | 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 | EBLn1 | WBLn1 | 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 | NBR | WBLn1 | 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 | EBLn1 | WBLn1 | 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 | EBLn1 | WBLn1 | 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**

| | Harmony Road Northbound | | | | Harmony Road Southbound | | | | Private Driveway Eastbound | | | | Scott Road Westbound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Condition | 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**

| | Harmony Road Northbound | | | | Harmony Road Southbound | | | | Private Driveway Eastbound | | | | Scott Road Westbound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Condition | 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**

| | Harmony Road Northbound | | | | Harmony Road Southbound | | | | - Eastbound | | | | 821 Harmonry Road Driveway Westbound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Condition | 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**

| | Harmony Road Northbound | | | | Harmony Road Southbound | | | | - Eastbound | | | | 821 Harmonry Road Driveway Westbound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Condition | 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

| | Harmony Road Northbound | | | | Harmony Road Southbound | | | | Farriers Lane Eastbound | | | | - Westbound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Condition | 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

| | Harmony Road Northbound | | | | Harmony Road Southbound | | | | Farriers Lane Eastbound | | | | - Westbound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Condition | 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 Northbound | | | | Harmony Road Southbound | | | | Site Driveway 1 Eastbound | | | | Oconee Custom Signs Northern Driveway 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 Northbound | | | | Harmony Road Southbound | | | | Site Driveway 1 Eastbound | | | | Oconee Custom Signs Northern Driveway 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 Northbound | | | | Harmony Road Southbound | | | | Site Driveway 2 Eastbound | | | | Oconee Custom Signs Southern Driveway 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 Northbound | | | | Harmony Road Southbound | | | | Site Driveway 2 Eastbound | | | | Oconee Custom Signs Southern Driveway 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**

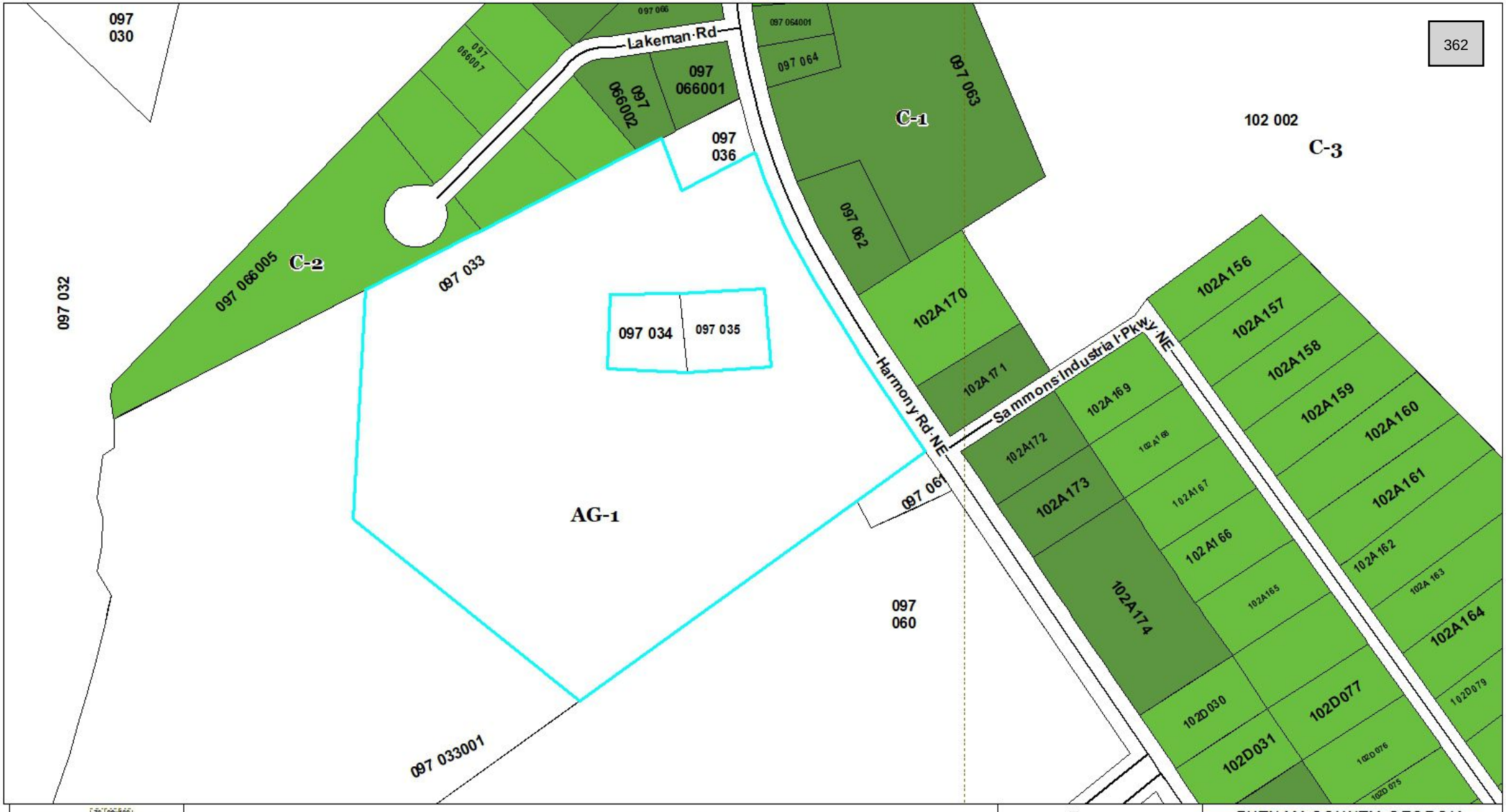
**6. Harmony Rd @ Site Drwy 3**

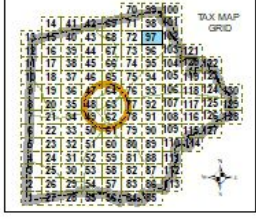
### A.M. Peak Hour

| | Harmony Road Northbound | | | | Harmony Road Southbound | | | | Site Driveway 3 Eastbound | | | | - Westbound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Condition | 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

| | Harmony Road Northbound | | | | Harmony Road Southbound | | | | Site Driveway 3 Eastbound | | | | - Westbound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Condition | 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 |




## GEOGRAPHIC FEATURE LEGEND

- Eatonton Limits
- County Boundary
- Roads
- Parcels
- Parcel_Hooks

Zoning

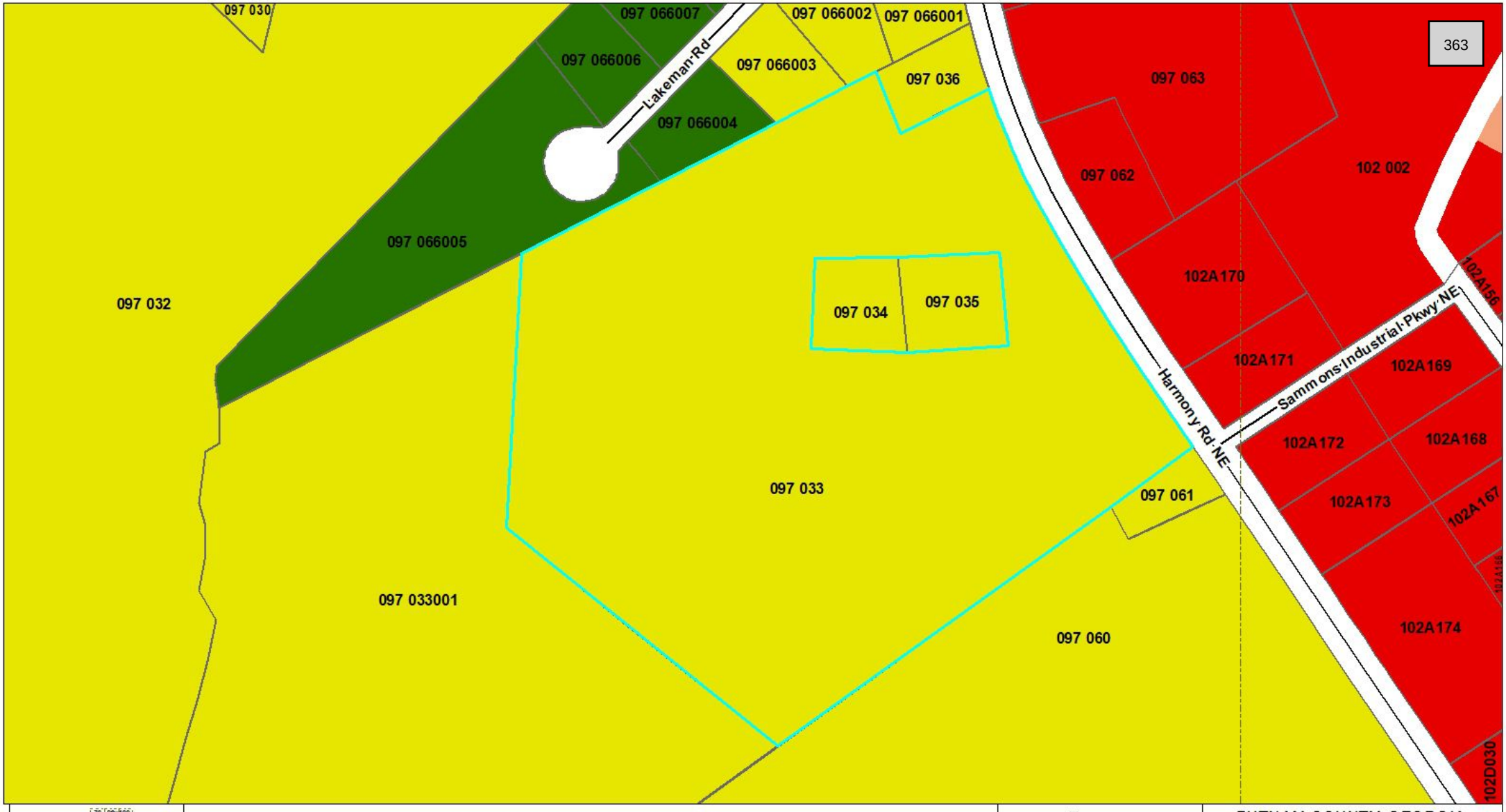
| | | | | | | |
|---|---|---|---|---|---|---|
| Overlay District | A-2 CITY | C-2 CITY | I-2 CITY | R - 1 CITY | R-1 | RM-3 |
| No Code | C-1 | I-M | MHP | R - 2 CITY | R-1R | R-PUD |
| AG | C-1 CITY | I-1 CITY | PUBLIC | R - 3 CITY | R-2 | C-PUD |
| A-1 CITY | C-2 | I-M | PUBLIC CITY | R - 4 CITY |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

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

PUTNAM COUNTY, GEORGIA
ZONING MAPS

# MAP 097

MAP SCALE: 1 " = 250 '  SCALE RATIO: 1:3,000  DATE: AUGUST 2025




TAX MAP GRID

## GEOGRAPHIC FEATURE LEGEND

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

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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

# PUTNAM COUNTY PLANNING & DEVELOPMENT

117 Putnam Drive, Suite B ◊ Eatonton, GA 31024

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


**Staff Recommendations**
**Thursday, December 4, 2025 ◊ 6:30 PM**
*Putnam County Administration Building – Room 203*

TO: Planning & Zoning Commission

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.

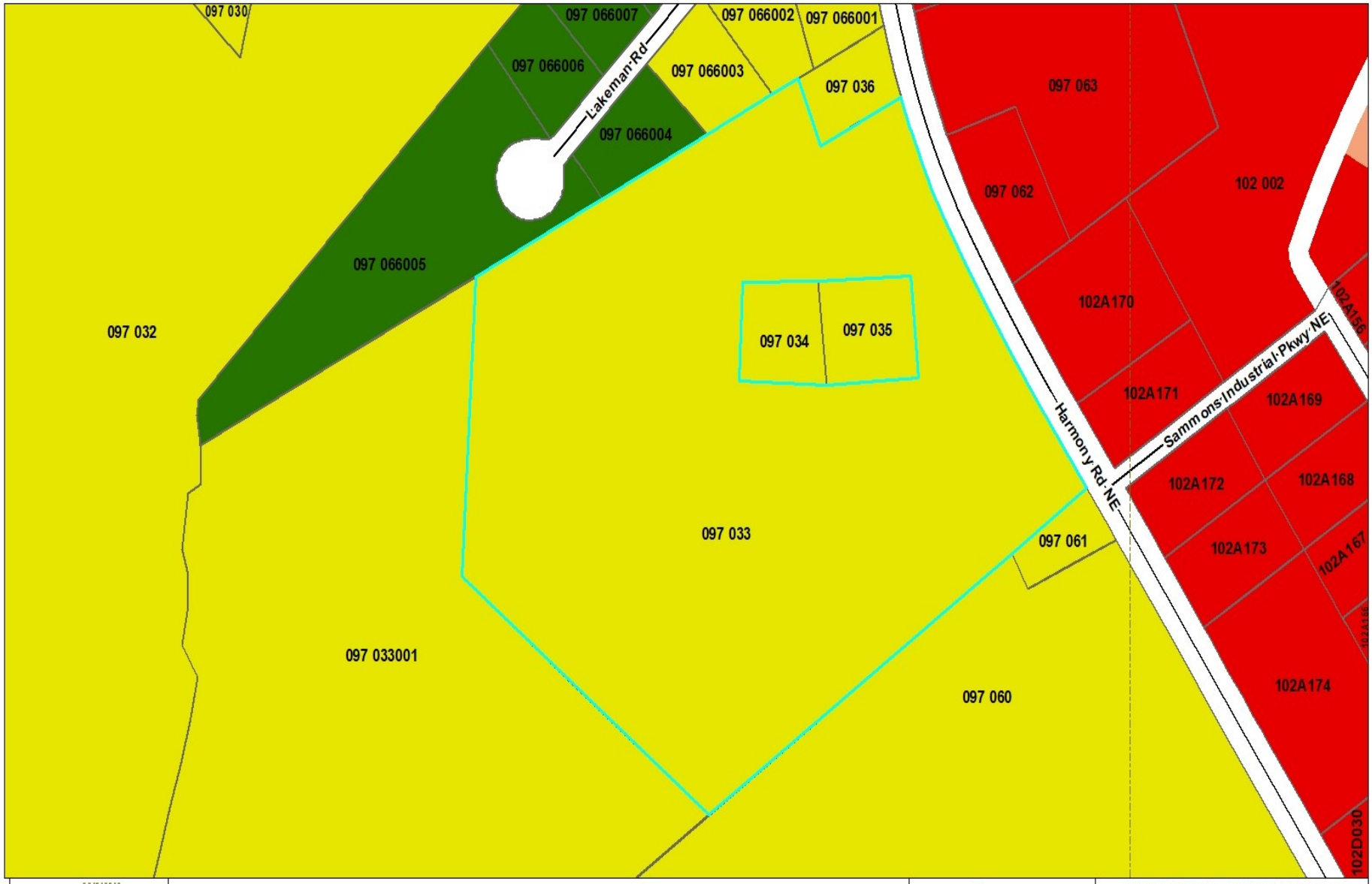
The applicant is proposing to rezone this 26.32-acre tract from AG to R-PUD to establish an assisted living/memory care facility surrounded by semi-assisted single family cottage style homes. The subject property is located along Harmony Road and is directly adjacent to the Harmony 40, LLC subdivision. 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.




TAX MAP GRID

**GEOGRAPHIC FEATURE LEGEND**

- Eatonton Limits
- County Boundary
- Roads
- Parcels
- Parcel_Hooks
- Agriculture/Forestry
- Commercial
- Industrial
- Mixed Use
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- Public/institutional
- Residential
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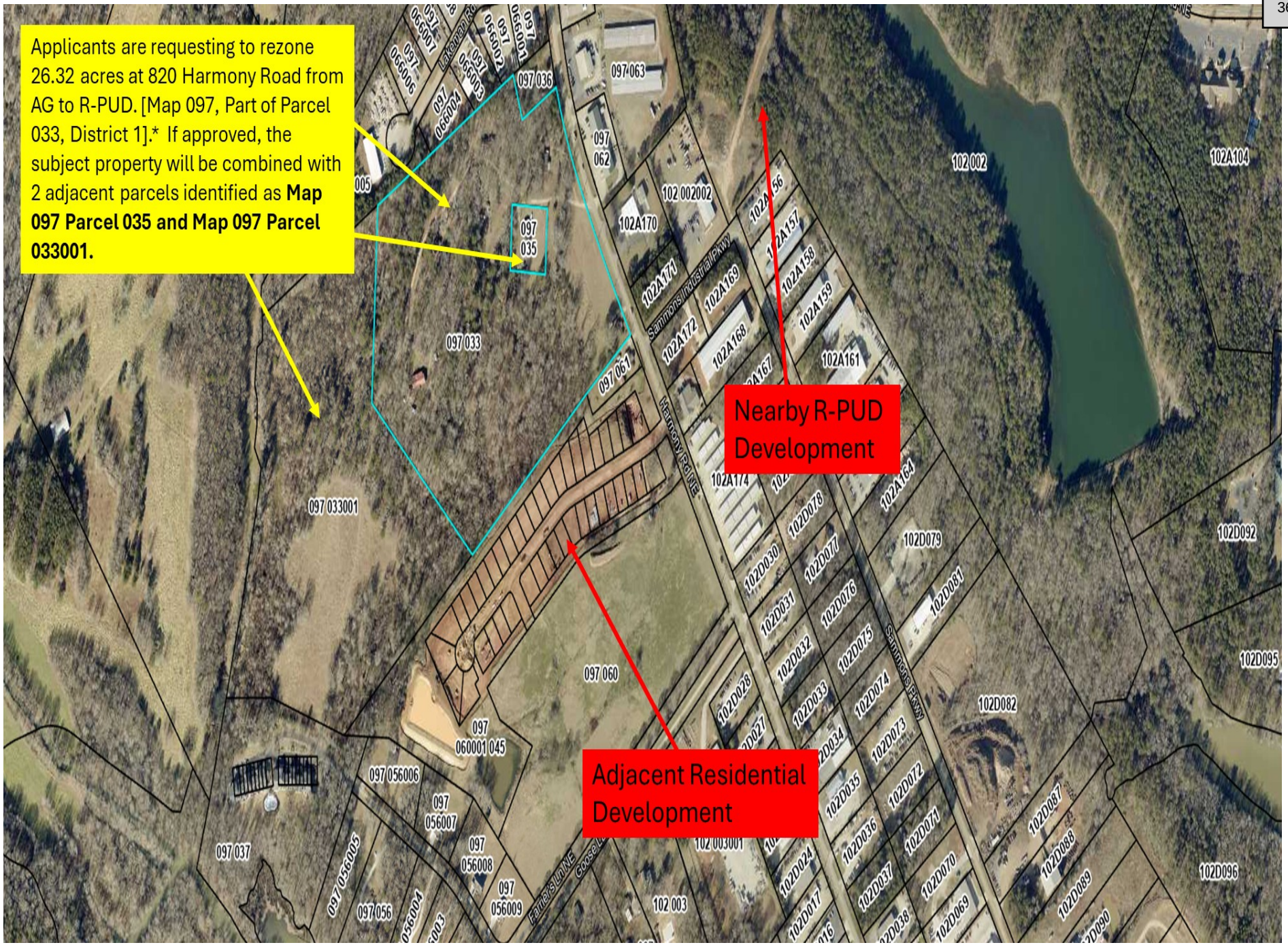
PUTNAM COUNTY, GEORGIA
FUTURE LAND USE MAPS

# MAP 097

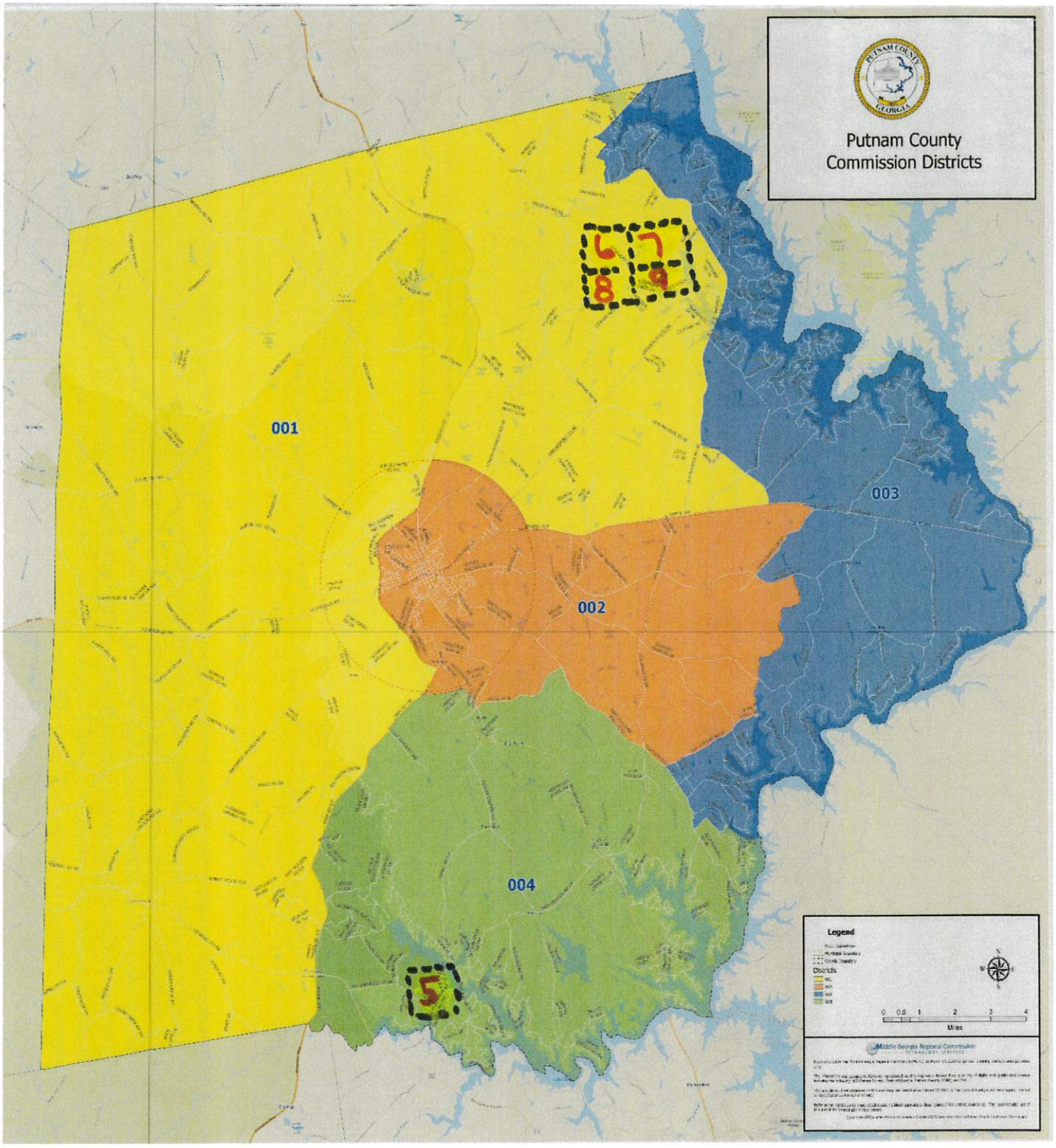
MAP SCALE: 1" = 208.33' SCALE RATIO: 1:2,500 DATE: AUGUST 2025




**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].***

**File Attachments for Item:**

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] (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

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**

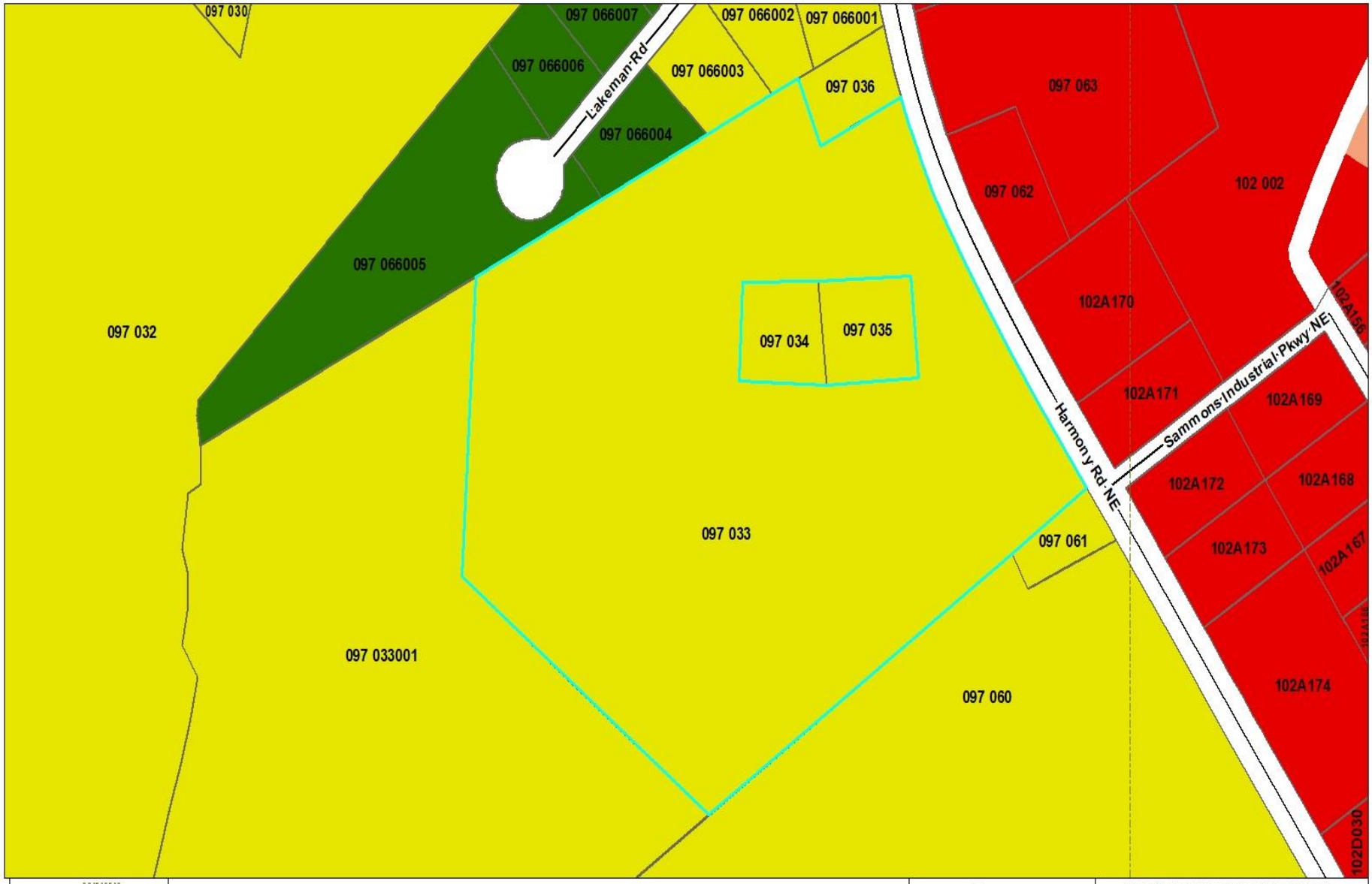
With the rapid pace of growth in Putnam County, particularly along Harmony Road, development pressures have become increasingly evident. Over the past five years, 16 rezoning applications have been submitted along this corridor, reflecting a steady shift toward a mix of residential and commercial uses. 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**

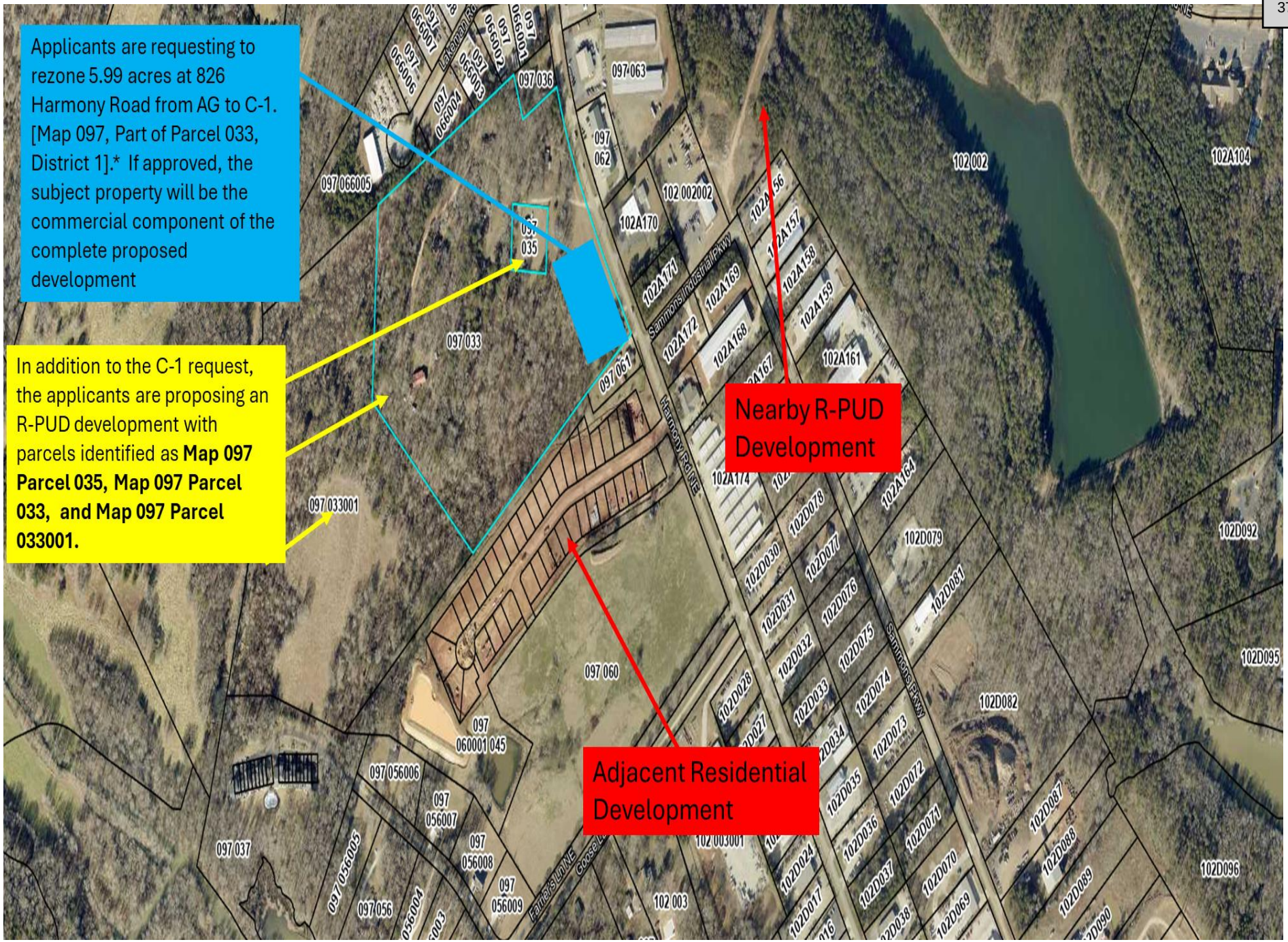
- Eatonton Limits
- County Boundary
- Roads
- Parcels
- Parcel_Hooks
- Agriculture/Forestry
- Commercial
- Industrial
- Mixed Use
- Park/Recreation/Conservation
- Public/institutional
- Residential
- Transportation/Communication/Utilities
- Undeveloped/Vacant

MGRC
IT GIS Services
Middle Georgia Regional Commission
175 Emery Hwy
Suite C
Macon, Georgia 31217
(478) 751-8160
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
097 033001
097 033
097 035
097 036
097 063
097 062
097 061
097 060
097 060001 045
097 056006
097 056007
097 056008
097 056009
097 056005
097 056004
097 056
097 037
097 066005
102 002
102 002002
102 003001
102 003
102A104
102A170
102A171
102A172
102A169
102A168
102A167
102A161
102A158
102A159
102A157
102A156
102A174
102A164
102D078
102D079
102D030
102D077
102D031
102D076
102D032
102D075
102D033
102D074
102D028
102D027
102D034
102D073
102D035
102D072
102D036
102D071
102D024
102D037
102D070
102D017
102D069
102D082
102D087
102D088
102D089
102D090
102D092
102D095
102D096
Harmony Rd NE
Sammons Industrial Pkwy
Sammons Pkwy
Farrell's Ln NE
Goose L

# PUTNAM COUNTY PLANNING & DEVELOPMENT

117 Putnam Drive, Suite B ◊ Eatonton, GA 31024
Tel: 706-485-2776 ◊ 706-485-0552 fax ◊ www.putnamcountyga.us

☑ REZONING

APPLICATION NO. 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.

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.)

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 Shapp Estate
Signature (Property Owner) (Date) 5.29.25

Notary Public

JOSEPH STOCKDALE NOTARY EXPIRES GEORGIA June 12, 2027 PUBLIC JASPER COUNTY

Ross Mundy 5/29/25
Signature (Applicant) (Date)

Notary Public

JOSEPH STOCKDALE NOTARY EXPIRES GEORGIA June 12, 2027 PUBLIC JASPER COUNTY

**Office Use**

Paid: $ 330.00 (cash) ____ (check) ____ (credit card) ✓
Receipt No. 219899039610 Date Paid: 8/2/25
Date Application Received: 8/6/25
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

**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 ½ 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;

**W I T N E S S E T H :**

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:

Tempy Irene Davis Sharp (Seal)
**Tempy Irene Davis Sharp, Executrix of the Last Will and Testament of Billy Jackson Sharp**

Unofficial Witness

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

KELLIE MIXON WEBB NOTARY PUBLIC GREENE COUNTY EXPIRES GEORGIA May 22, 2024

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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 XXXXXXXXXX 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 389th. District, G.M., Putnam County, Georgia, containing 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 hereinbefore described plat.

The property conveyed herein is bound on north by Estate of N.C. & Lula A. Mealor, 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 $ -0-
Date Feb 16 1983
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:

(Unofficial witness)

N. Dudley Horton, Jr. (Seal)

(Notary Public)

My comm. expires 4-24, 1986.

( Notary Seal Affixed P

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, D.C.S.C.

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**IN THE PROBATE COURT OF PUTNAM COUNTY**
**STATE OF GEORGIA**

| | | |
|---|---|---|
| **IN RE: ESTATE OF** | ) | |
| | ) | |
| **TEMPY IRENE DAVIS SHARP,** | ) | **ESTATE NO. 23ES0011** |
| **DECEASED** | ) | |

**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 20th day of January, 2023.

Brandy T. Clusmis
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

Eff. July 2021

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 i. 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 Pennye 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 surveyd 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 surveyd 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 personable 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.

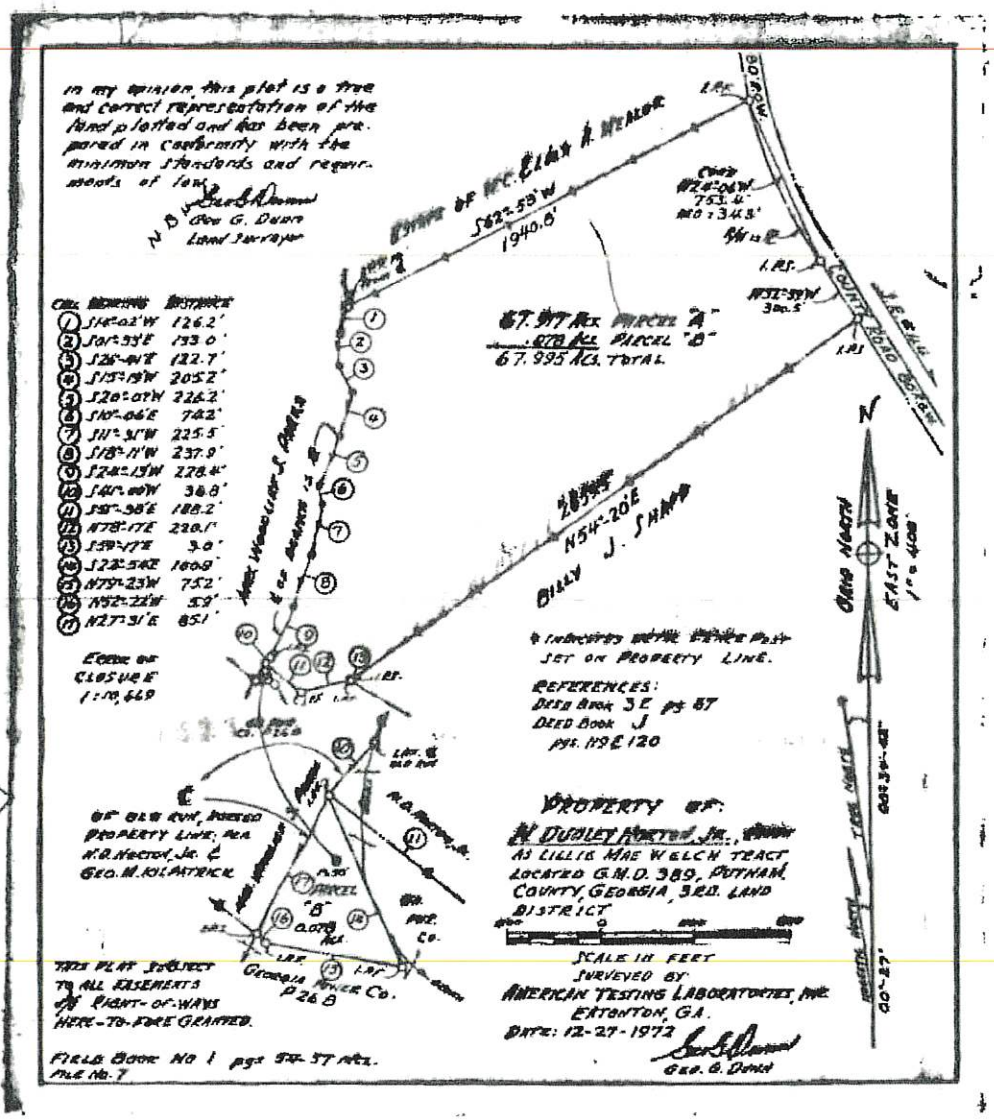
I relieve my Executor and any Trustee from giving bond, making an inventory or appraisal of my estate, and from making returns of his/her acts and doings to any court or beneficiary, and from furnishing annual statements of receipts and disbursements to any beneficiary. In the administration of my Estate, 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.

Tempy Irene Davis Sharp (Seal)
Tempy Irene Davis Sharp, Testatrix

52


In my opinion this plat is a true and correct representation of the land platted and has been prepared in conformity with the minimum standards and requirements of law.
Geo. G. Dunn
Land Surveyor
67.995 Acs. TOTAL
PROPERTY OF:
N. DUDLEY PORTER, JR.
AS LILLIE MAE WELCH TRACT
LOCATED G.M.D. 389, PUTNAM COUNTY, GEORGIA, 3RD. LAND DISTRICT
SCALE IN FEET
SURVEYED BY:
AMERICAN TESTING LABORATORIES, INC.
EATONTON, GA.
DATE: 12-27-1972
Geo. G. Dunn
Billy J. Shaw
Georgia Power Co.
Old Mill Road
GRID NORTH
EAST ZONE

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



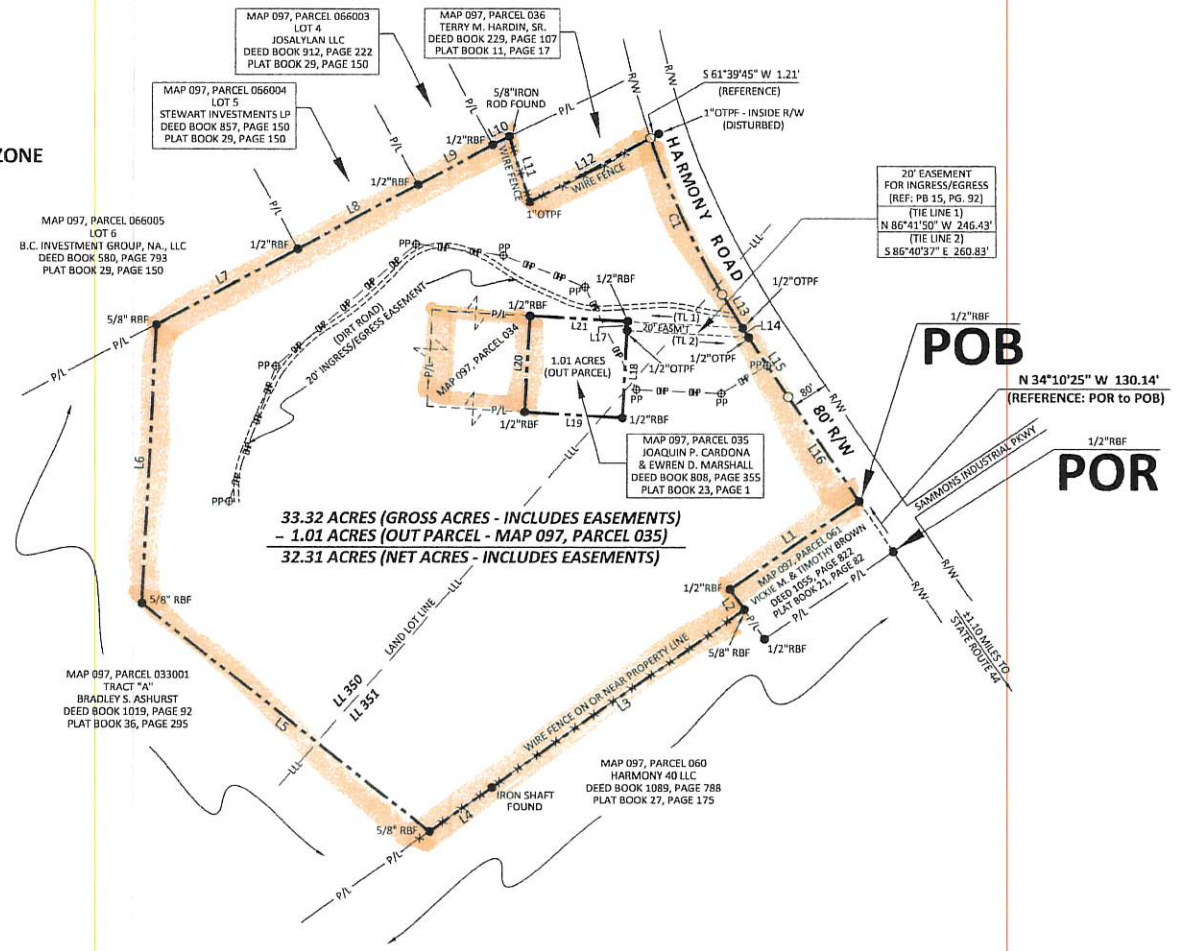
**APPROVAL**

*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 LENGTH | CHORD BEARING |
|---|---|---|---|---|
| C1 | 1856.24' | 371.98' | 371.36' | S 24°17'19" E |

**PROPERTY COURSE LINE TABLE**

| LINE | BEARING | DISTANCE |
|---|---|---|
| L1 | S 55°45'59" W | 334.80' |
| L2 | S 34°10'12" E | 53.71' |
| L3 | S 54°23'54" W | 664.86' |
| L4 | S 54°20'00" W | 165.49' |
| L5 | N 51°18'02" W | 792.17' |
| L6 | N 03°00'36" E | 603.53' |
| L7 | N 61°43'56" E | 345.25' |
| L8 | N 61°41'16" E | 294.45' |
| L9 | N 61°43'13" E | 183.31' |
| L10 | N 62°09'57" E | 40.06' |
| L11 | S 16°53'35" E | 149.96' |

**PROPERTY COURSE LINE TABLE CONT'D.**

| LINE | BEARING | DISTANCE |
|---|---|---|
| L12 | N 61°39'45" E | 294.46' |
| L13 | S 30°58'25" E | 84.82' |
| L14 | S 32°21'13" E | 24.58' |
| L15 | S 33°14'58" E | 153.29' |
| L16 | S 33°48'43" E | 272.60' |
| L17 | S 03°29'41" W | 19.88' |
| L18 | S 03°19'24" W | 189.88' |
| L19 | N 86°38'30" W | 209.96' |
| L20 | N 03°22'53" E | 209.60' |
| L21 | S 86°41'13" E | 209.81' |

RECEIVED JUN 0 3 2025

**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 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

GEORGIA PROFESSIONAL LAND SURVEYOR NO. 3490 JOSEPH D. TYSON

**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 |
| ● | RBF (UNLESS OTHERWISE NOTED) |
| ◉ | RBS (UNLESS OTHERWISE NOTED) |
| ⊠ | CONCRETE R/W MARKER FOUND |
| ■ | CONCRETE MONUMENT FOUND |
| OTPF | OPEN TOP PIPE FOUND |
| RBF | REBAR FOUND |
| RBS | REBAR SET |
| C/L | CENTERLINE |
| P/L | PROPERTY LINE |
| LLL | 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 | OHP |
| 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.

0 100 200 400 600

SCALE: 1" = 200'

JOB NUMBER: 23136P

# 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, 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

JOSEPH STOCKDALE NOTARY PUBLIC EXPIRES GEORGIA June 12, 2027 JASPER COUNTY

PiedmontWater
COMPANY

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,

W. J. Matthews
CTO

P.O. Box 913 • Greensboro, Georgia 30642
404-235-4035 • 800-248-7689 • FAX 404-235-4977

# PUTNAM COUNTY PLANNING & DEVELOPMENT

117 Putnam Drive, Suite B ◊ Eatonton, GA 31024
Tel: 706-485-2776 ◊ 706-485-0552 fax ◊ www.putnamcountyga.us


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

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

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

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

1. Name: Ross Mundy

2. Address: 1527 Princeton Bend Way Bogart, GA 30622

3. Have you given contributions that aggregated $250.00 or more within two years immediately preceding the filing of the attached application to a candidate that will hear the proposed application? _____Yes __X__No If yes, who did you make the contributions to? : _____.

Signature of Applicant: Ross Mundy

Date: 05 / 29 / 2025

INTERNET TAX RECEIPT

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 |

Date Paid: 2/19/2025

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

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 30043
LAWRENCEVILLE, GEORGIA
CONTACT: BOBBY BULLARD
(678) 344-1293~(770) 978-8857 FAX
bpoobby@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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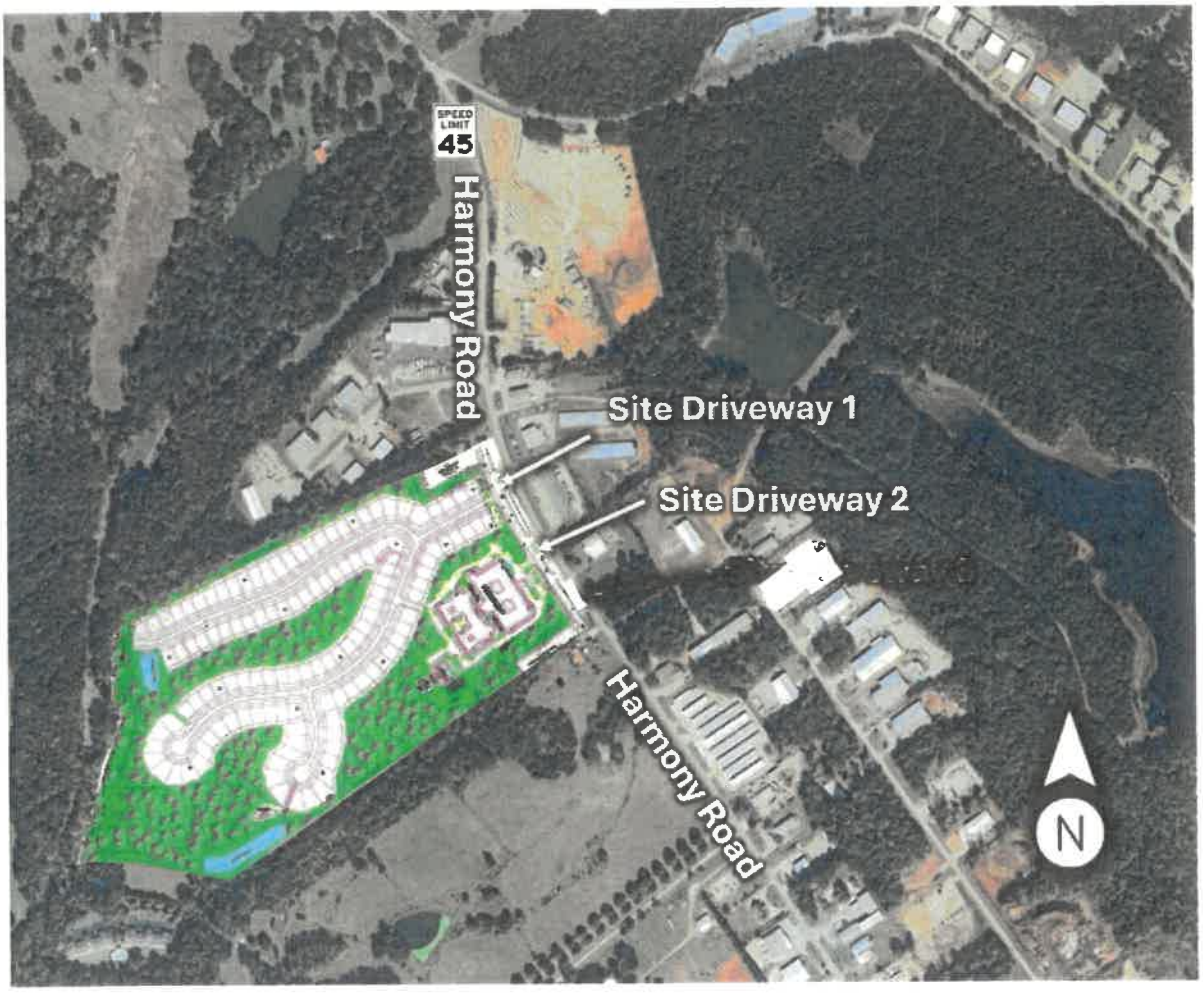
# 1.0 INTRODUCTION

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.

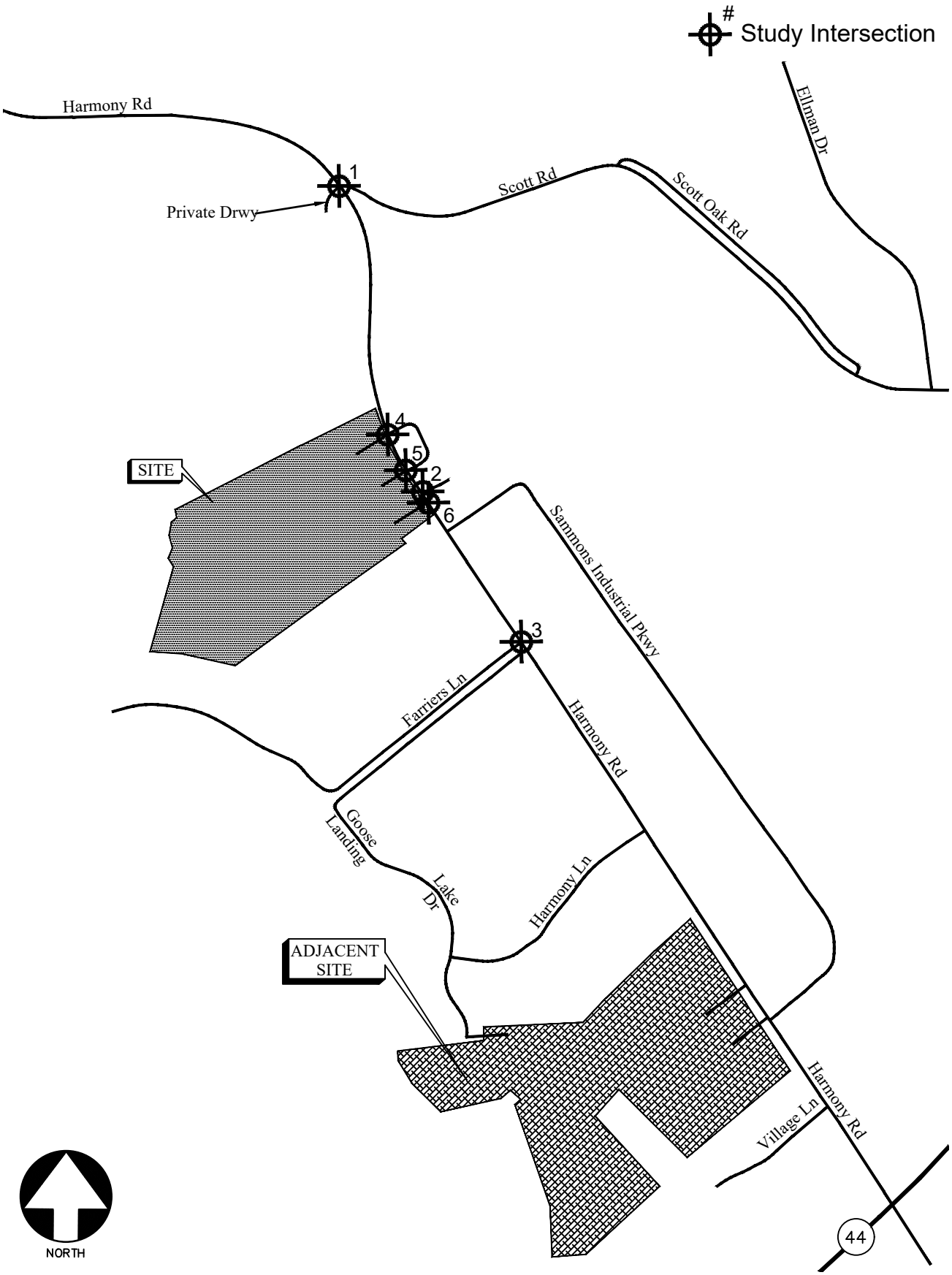



The development proposes two full access driveways on Harmony Road.

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.

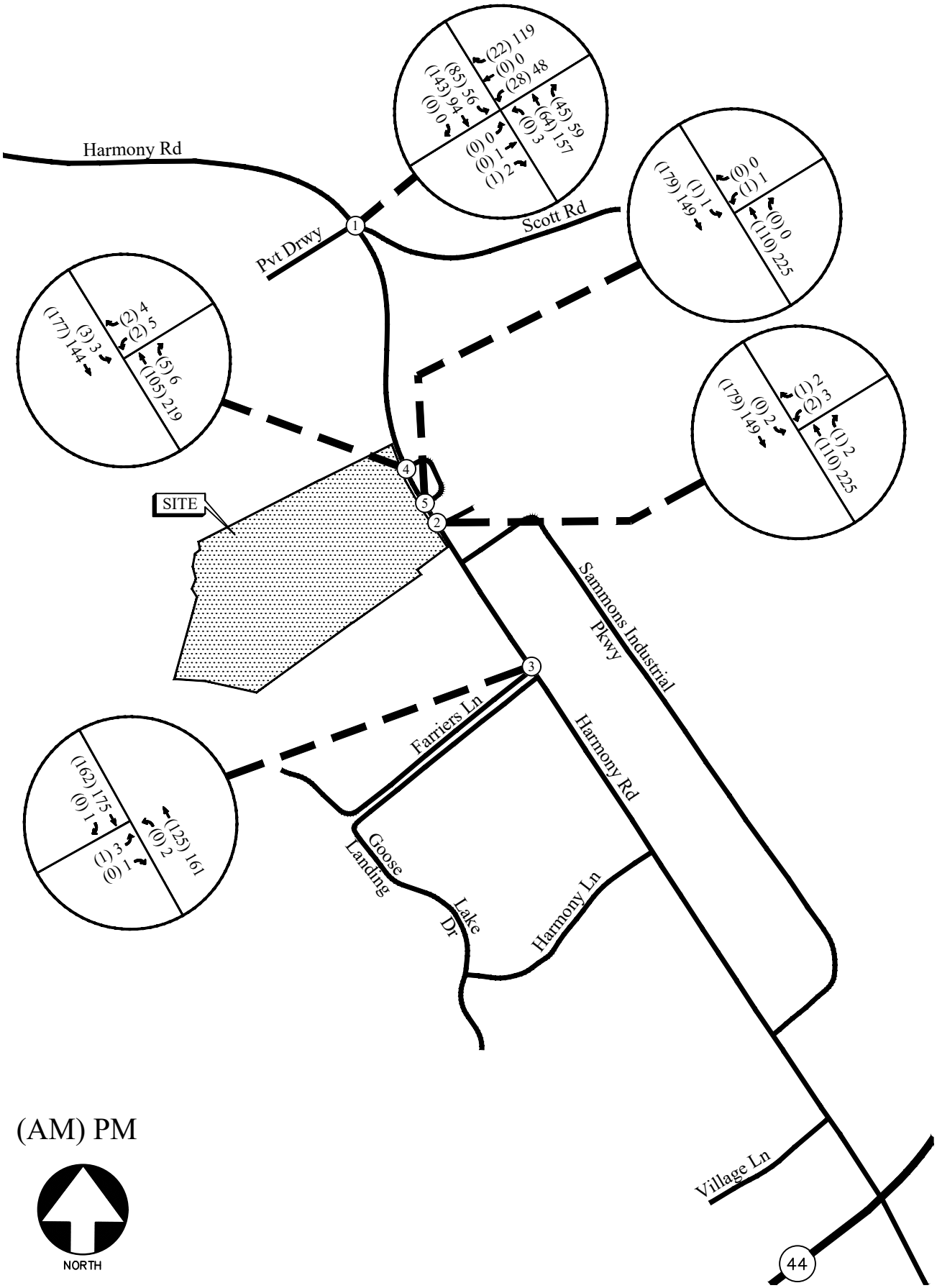
# 4.0 EXISTING 2025 TRAFFIC ANALYSIS

## 4.1 Existing Traffic Volumes

Existing traffic counts were obtained at the following study intersections:

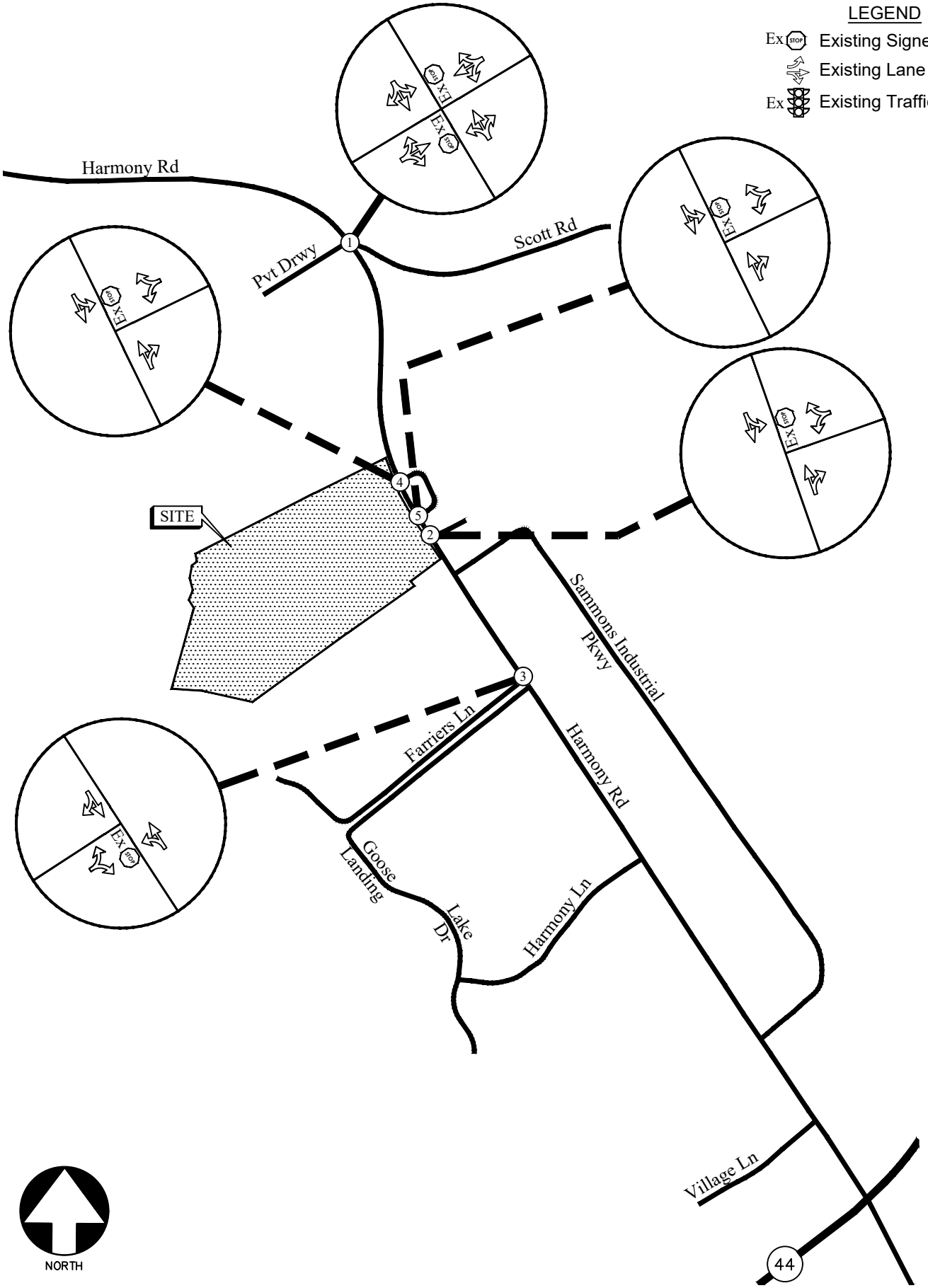
1. Harmony Road at Scott Road
2. Harmony Road at Rock Eagle Store Fixtures Driveway
3. Harmony Road at Farriers Lane
4. Harmony Road at Oconee Custom Signs Northern Driveway
5. Harmony Road at Oconee Custom Signs Southern Driveway

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.**




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

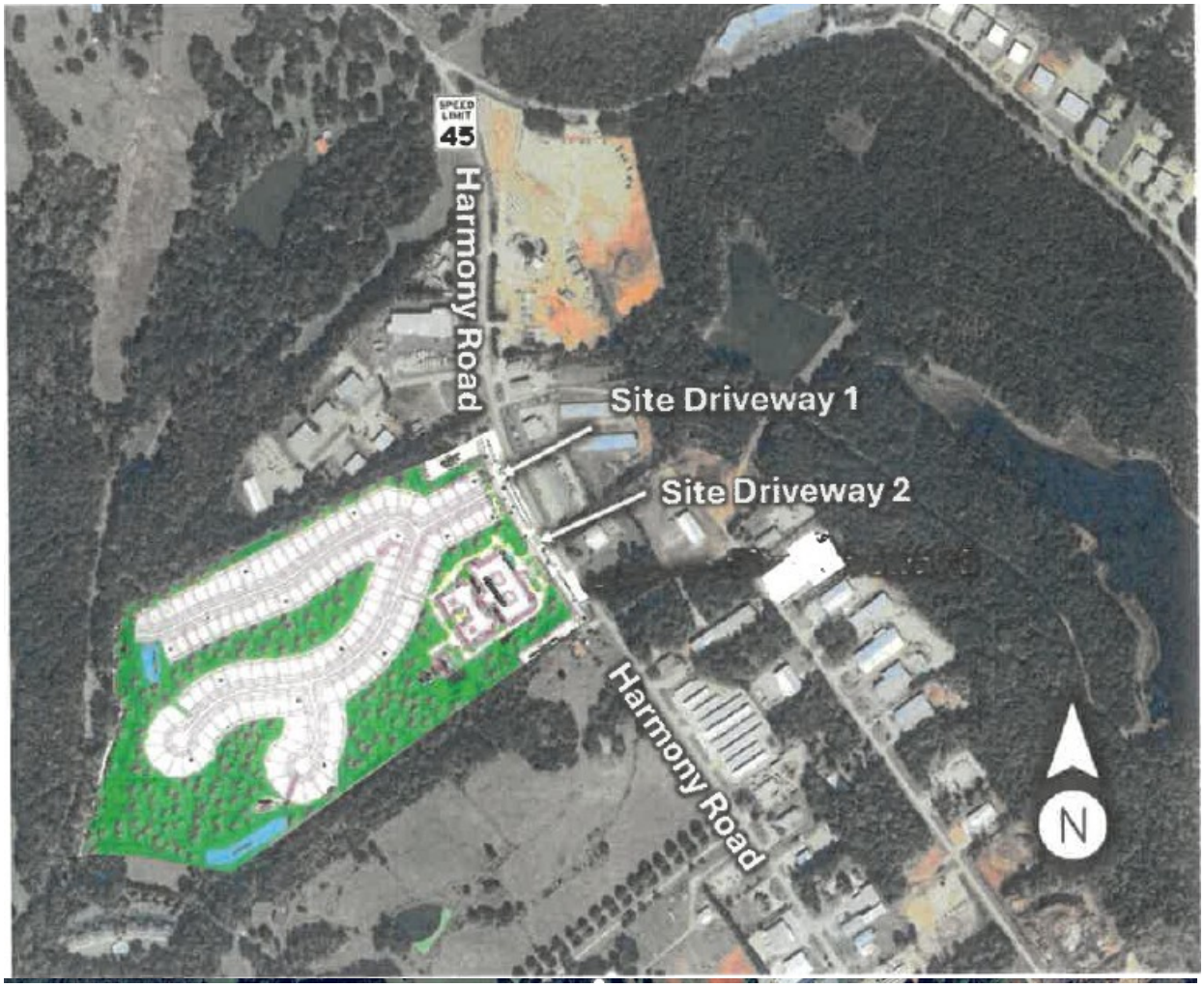
| | Intersection | Traffic Control | LOS (Delay) | |
|---|---|---|---|---|
| | | | AM Peak Hour | PM Peak Hour |
| 1 | **Harmony Road @ Scott Road / Private Driveway**<br>-Eastbound Approach<br>-Westbound Approach<br>-Northbound Left<br>-Southbound Left | Stop Controlled on EB and WB Approaches | A (9.0)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

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) 30' (TH)
SIDE SETBACK = 5'
REAR SETBACK = 20'
BUFFERS = 50' WHERE SHOWN ON PLANS

PROPOSED OPEN SPACE: 27.8 ACRES/42.8%

DEVELOPMENT 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

## 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.

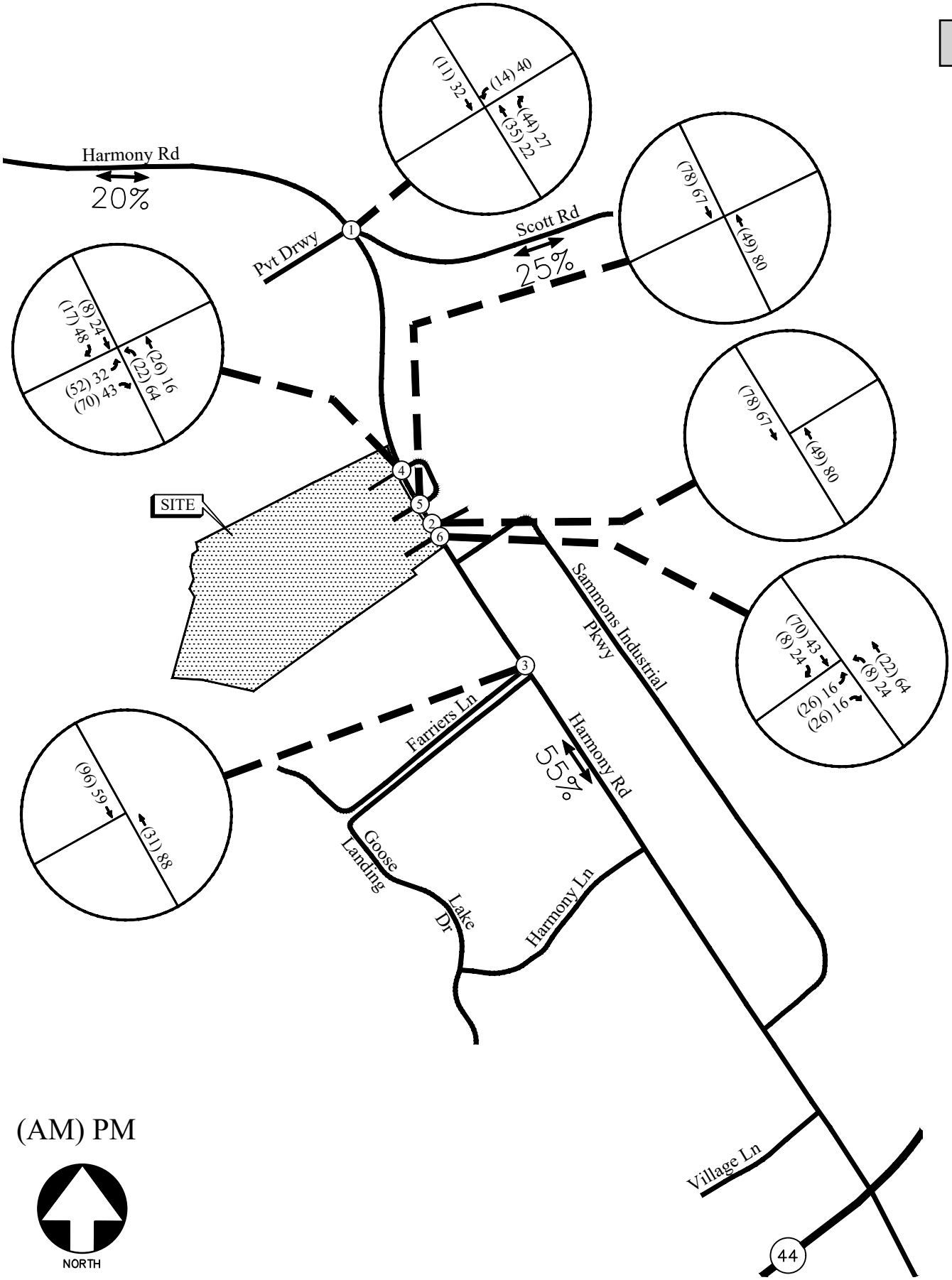
### *5.2.1 Nearby Planned Mixed-Use Development at 842 Harmony Road*

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)

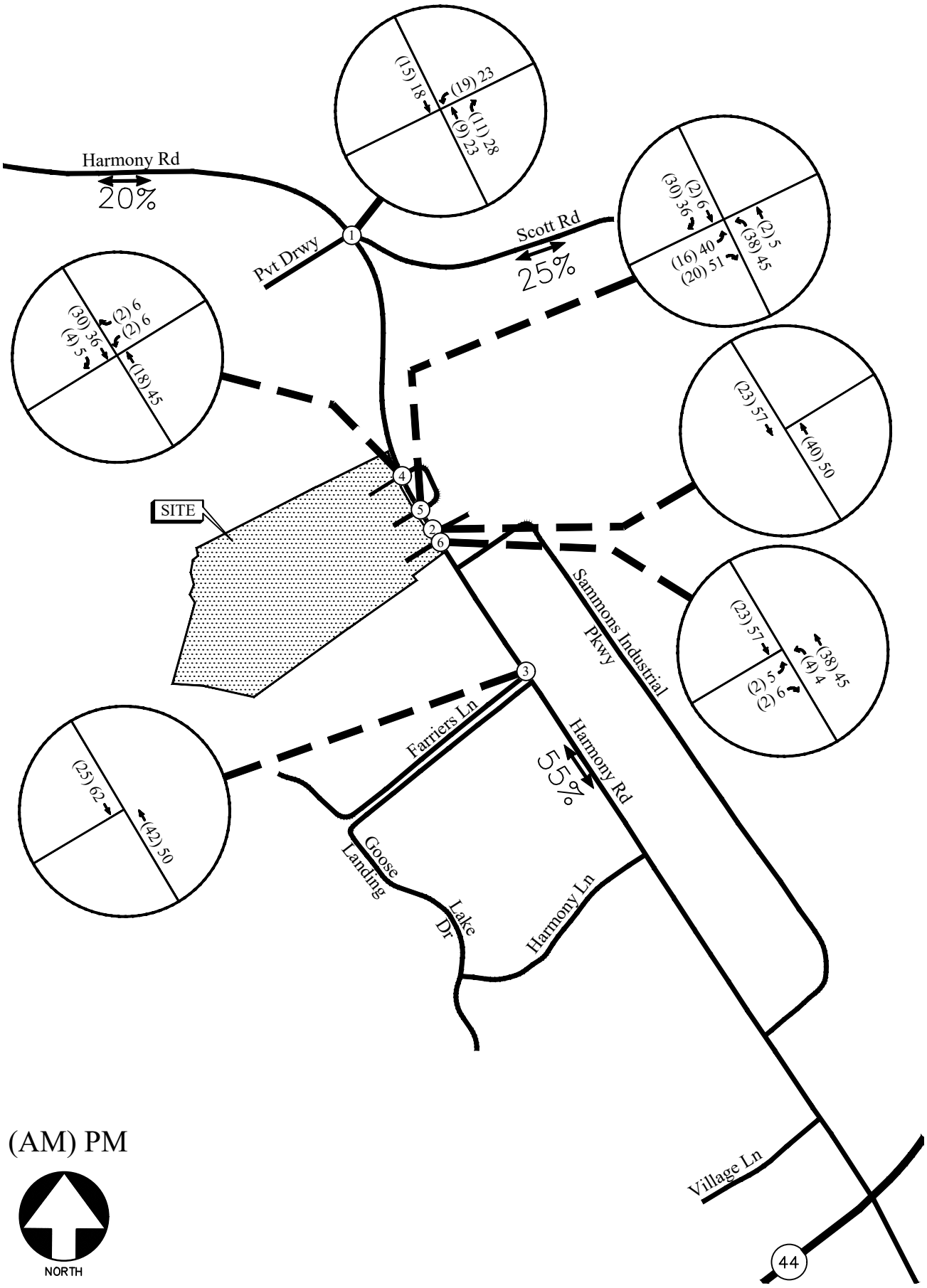
| Land Use | Size | AM Peak Hour | | | PM Peak Hour | | | 24-Hr |
|---|---|---|---|---|---|---|---|---|
| | | Enter | Exit | Total | Enter | Exit | Total | Two-Way |
| **ITE 210 – Single-Family Detached Housing** | 124 Units | 17 | 51 | 68 | 57 | 33 | 90 | 916 |
| Mixed-use reduction | | -1 | -1 | -2 | -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

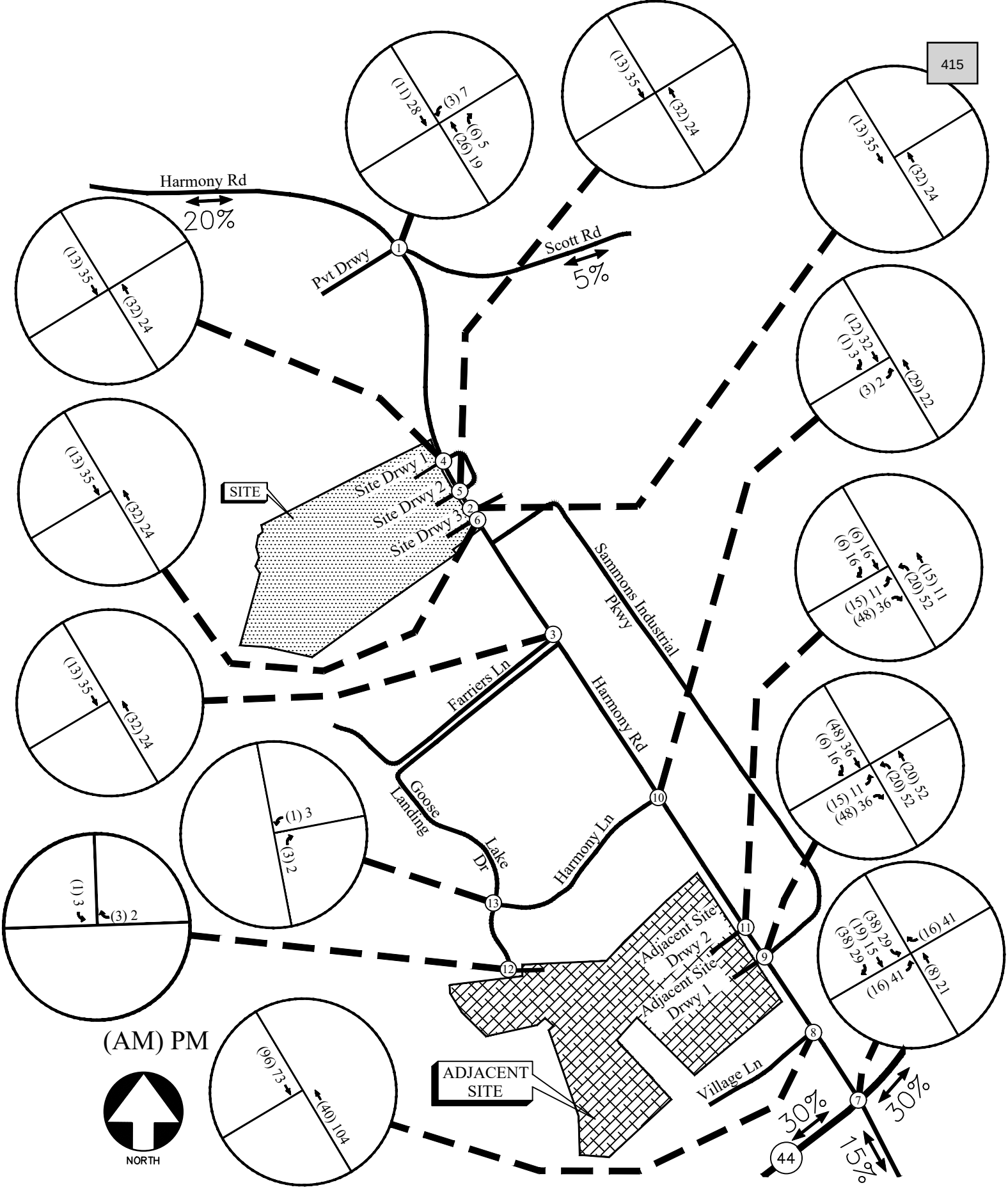
**A&R Engineering Inc.**




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

FIGURE 5B

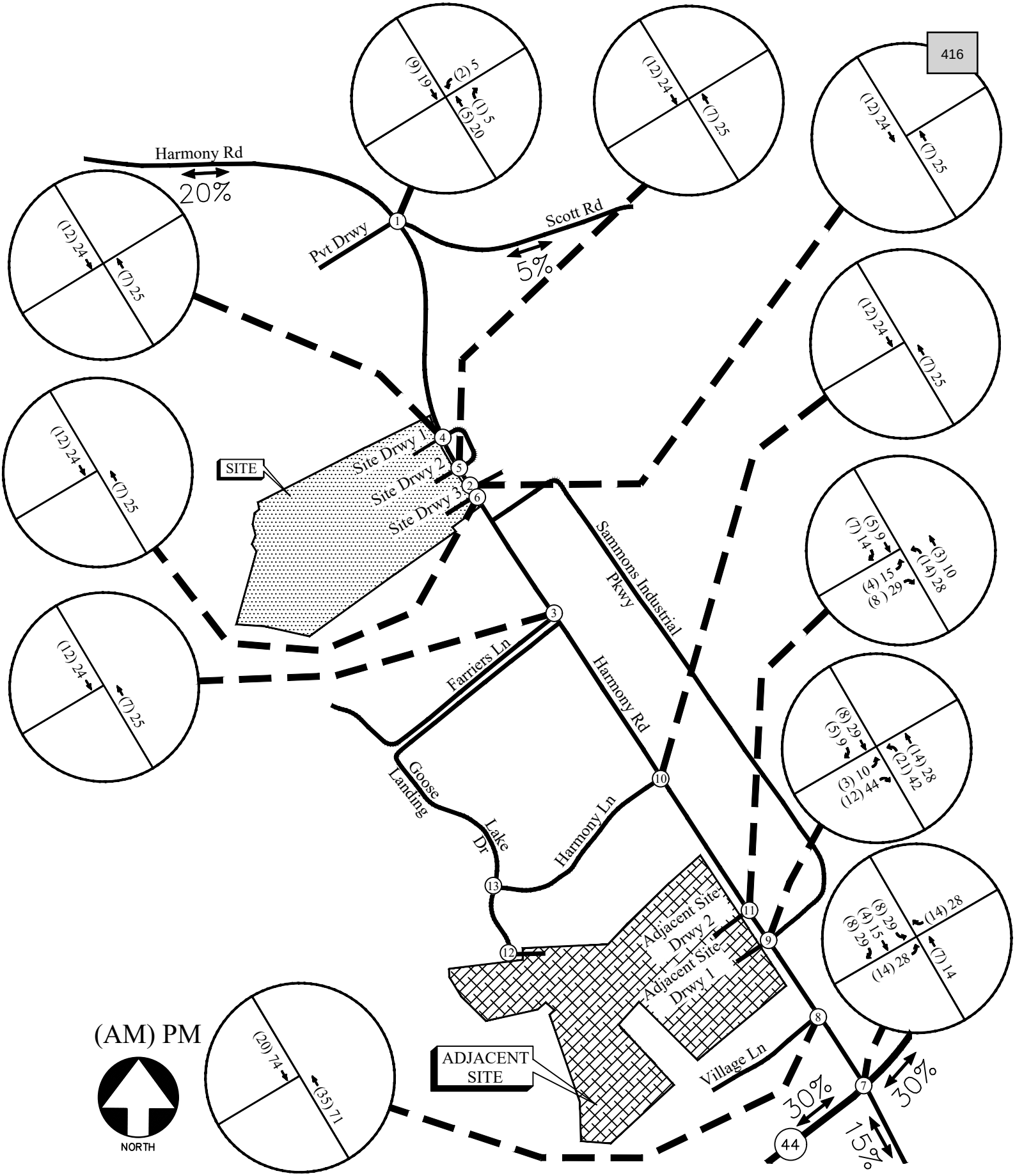
**A&R Engineering Inc.**




TRIP DISTRIBUTION AND SITE-GENERATED WEEKDAY PEAK HOUR VOLUMES (ADJACENT SITE - RESIDENTIAL)

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

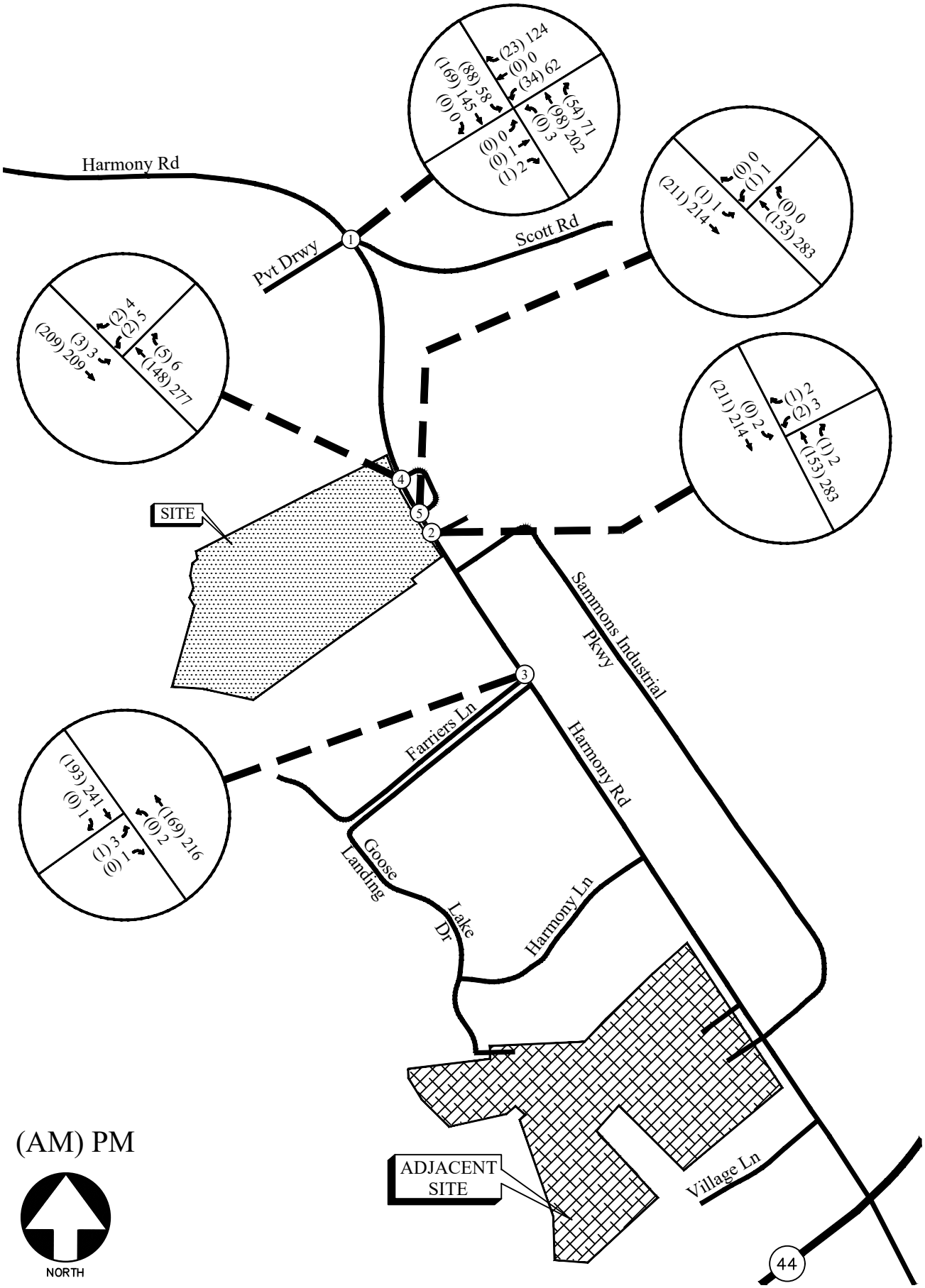
The "No-Build" (or background) conditions provide an assessment of how traffic will operate in the study horizon year without the study site being developed as proposed, with projected increases in through traffic volumes due to normal annual growth. The Future "No-Build" volumes consist of the existing 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.

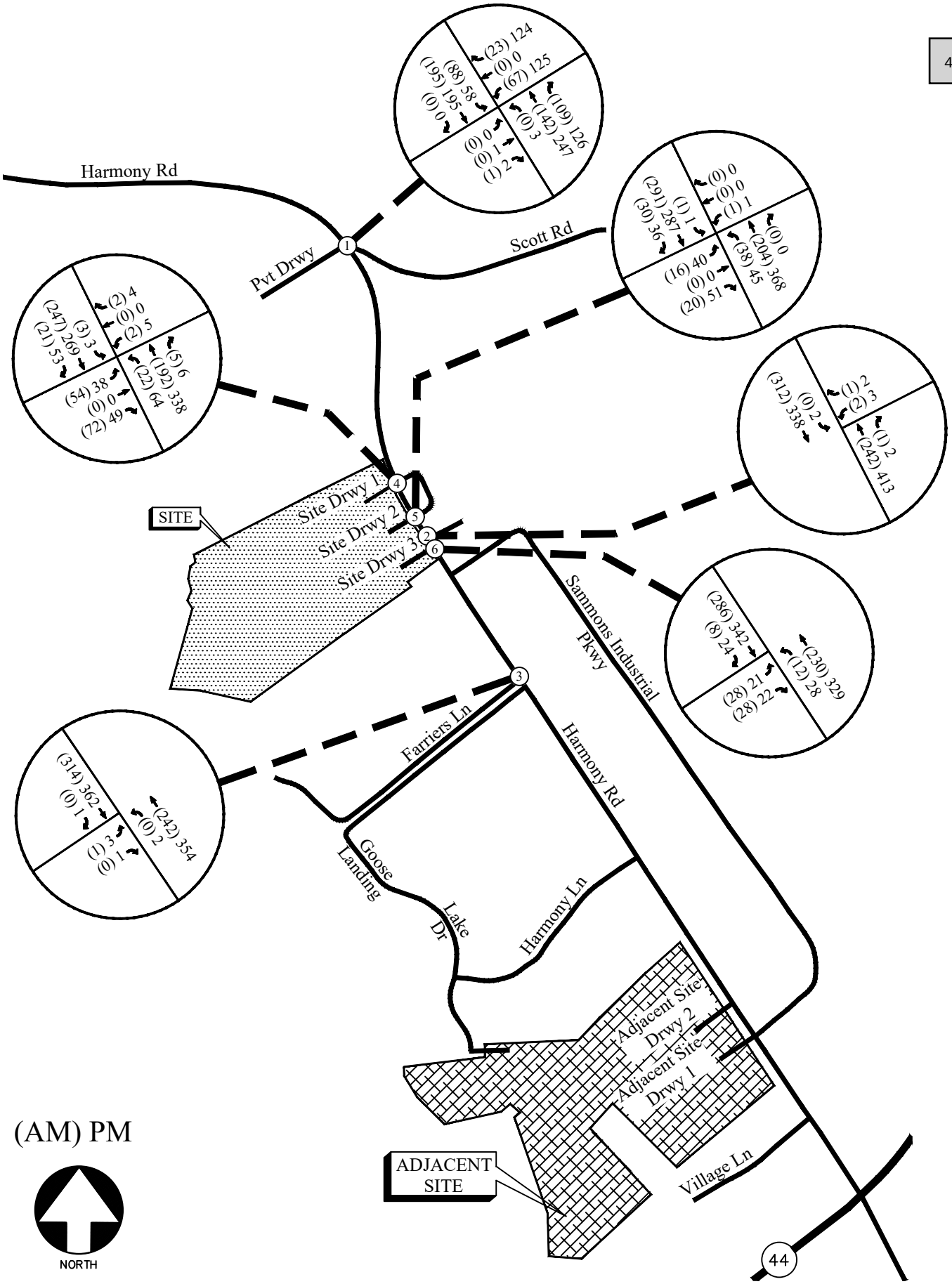
## 6.2 Future "Build" Conditions

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.

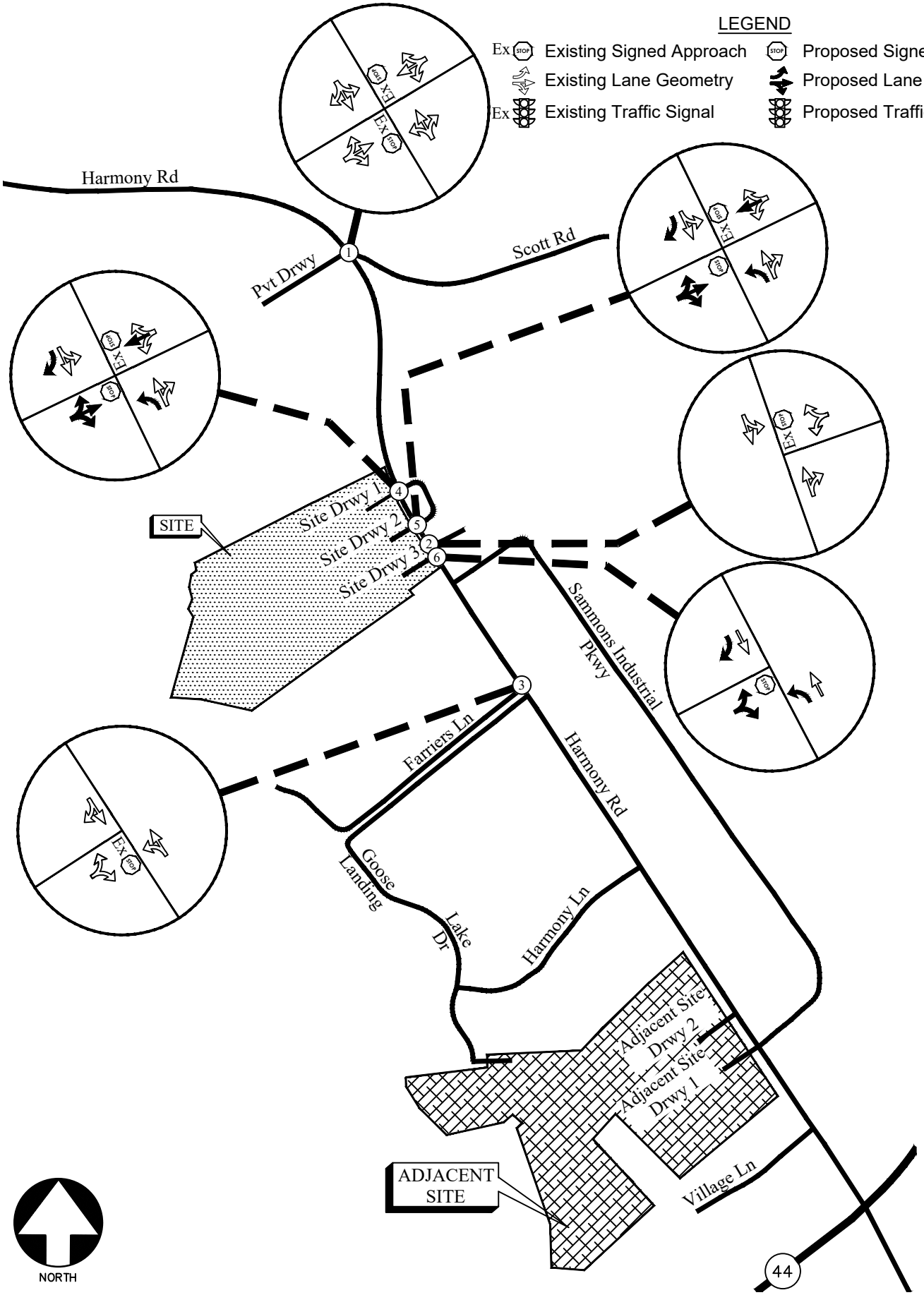
## 6.4 Future Traffic Operations

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** | **Harmony Road @ Scott Road / Private Driveway** | | | | |
| | -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** | **Harmony Road @ Rock Eagle Store Fixtures Driveway** | | | | |
| | -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** | **Holly Springs Parkway @ Farriers Lane** | | | | |
| | -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** | **Harmony Road @ Oconee Custom Signs Northern Driveway / Site Driveway 1** | | | | |
| | -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** | **Harmony Road @ Oconee Custom Signs Southern Driveway / Site Driveway 2** | | | | |
| | -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** | **Harmony Road @ Site Driveway 3** | | | | |
| | -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

| | 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 |
| 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 | |

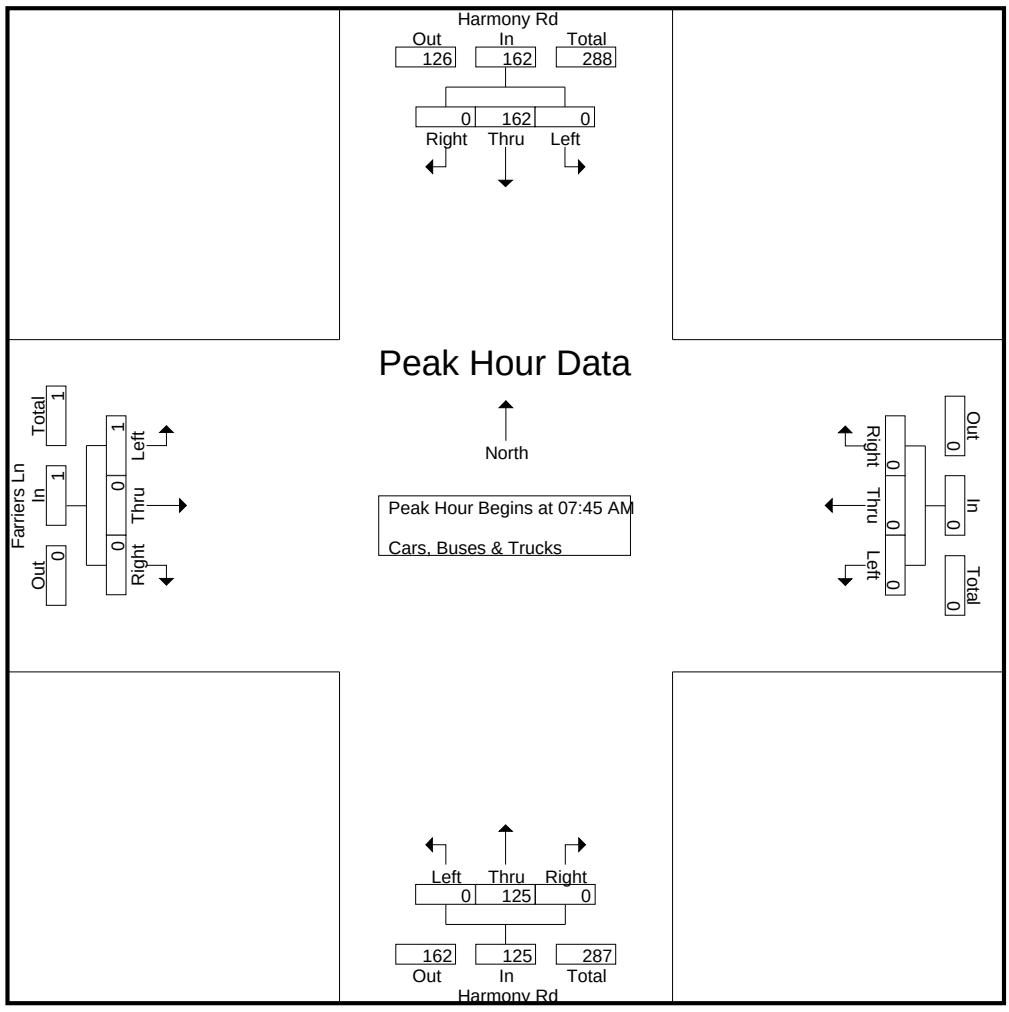
# A & R Engineering, Inc.

**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 |



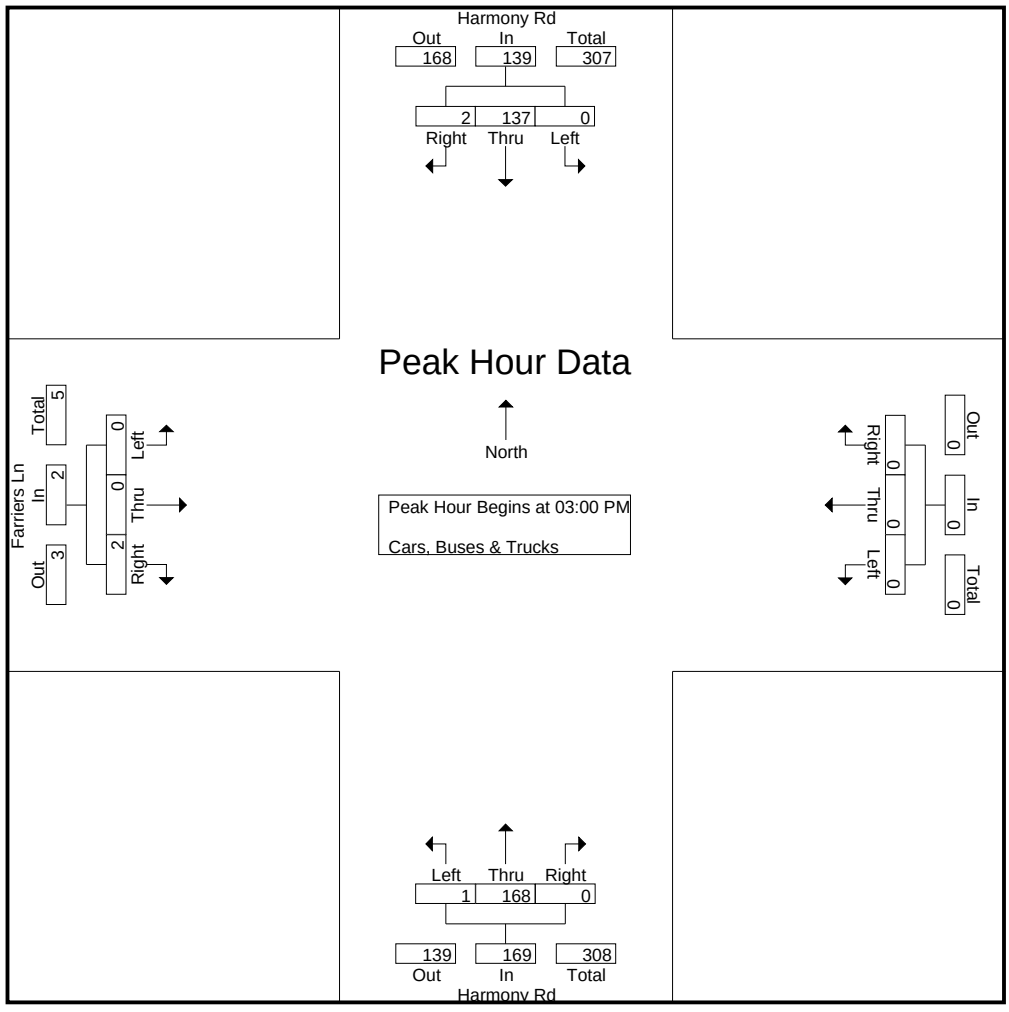
# A & R Engineering, Inc.

**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 |



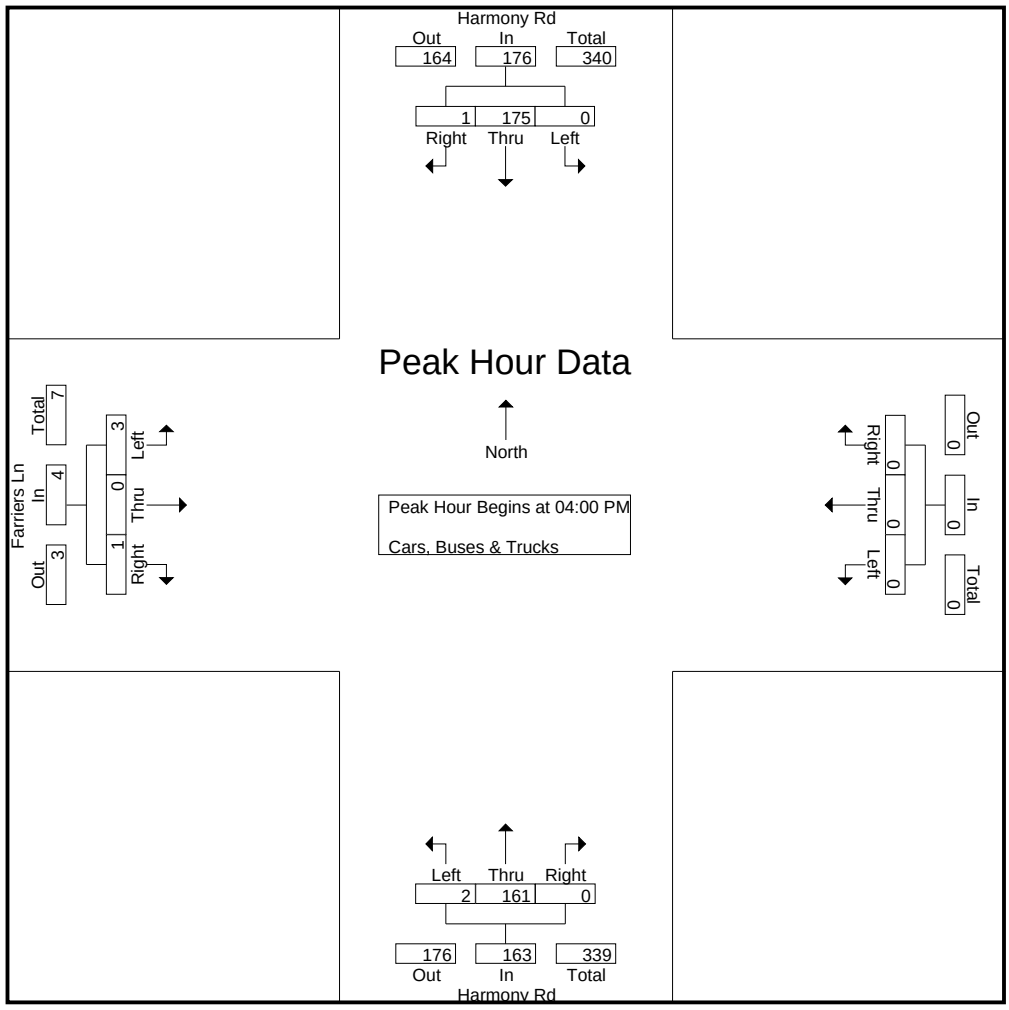
# A & R Engineering, Inc.

**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 : 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 | |

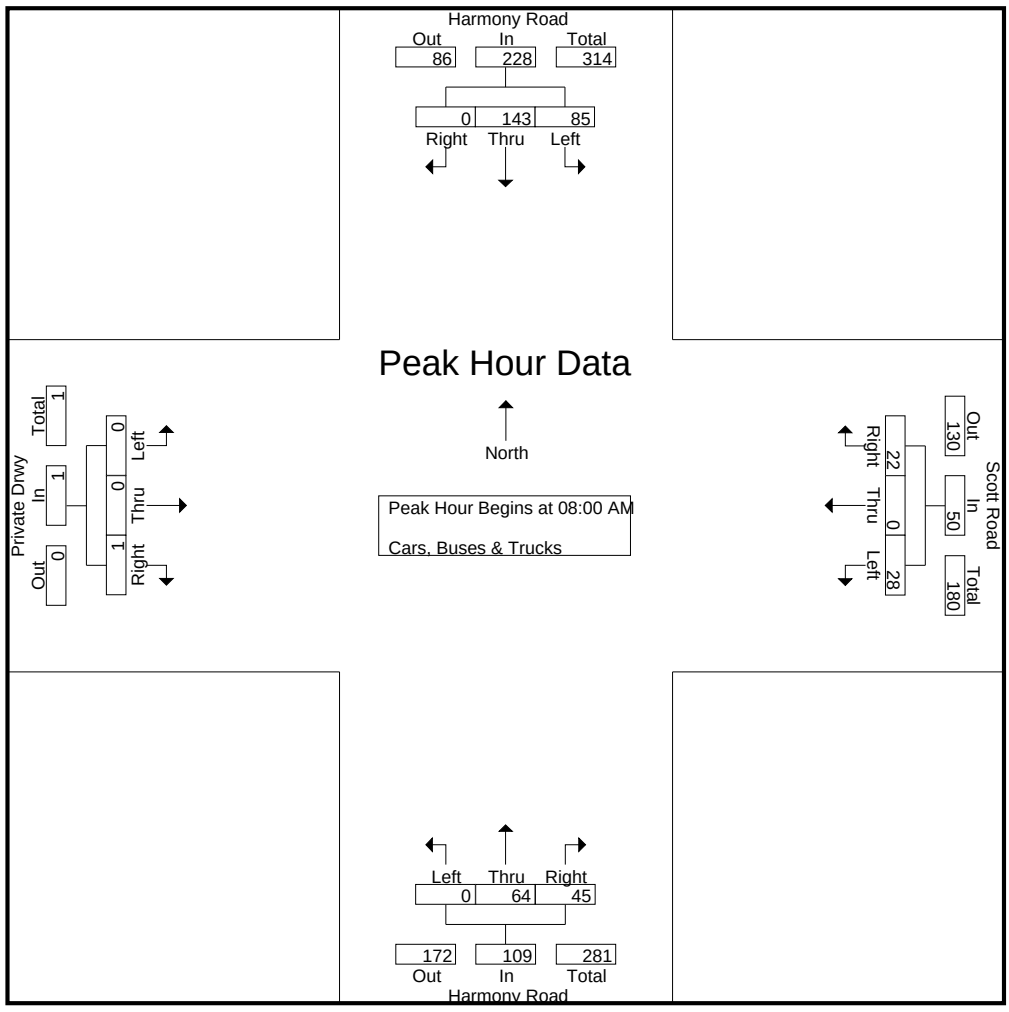
# A & R Engineering, Inc.

**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 |



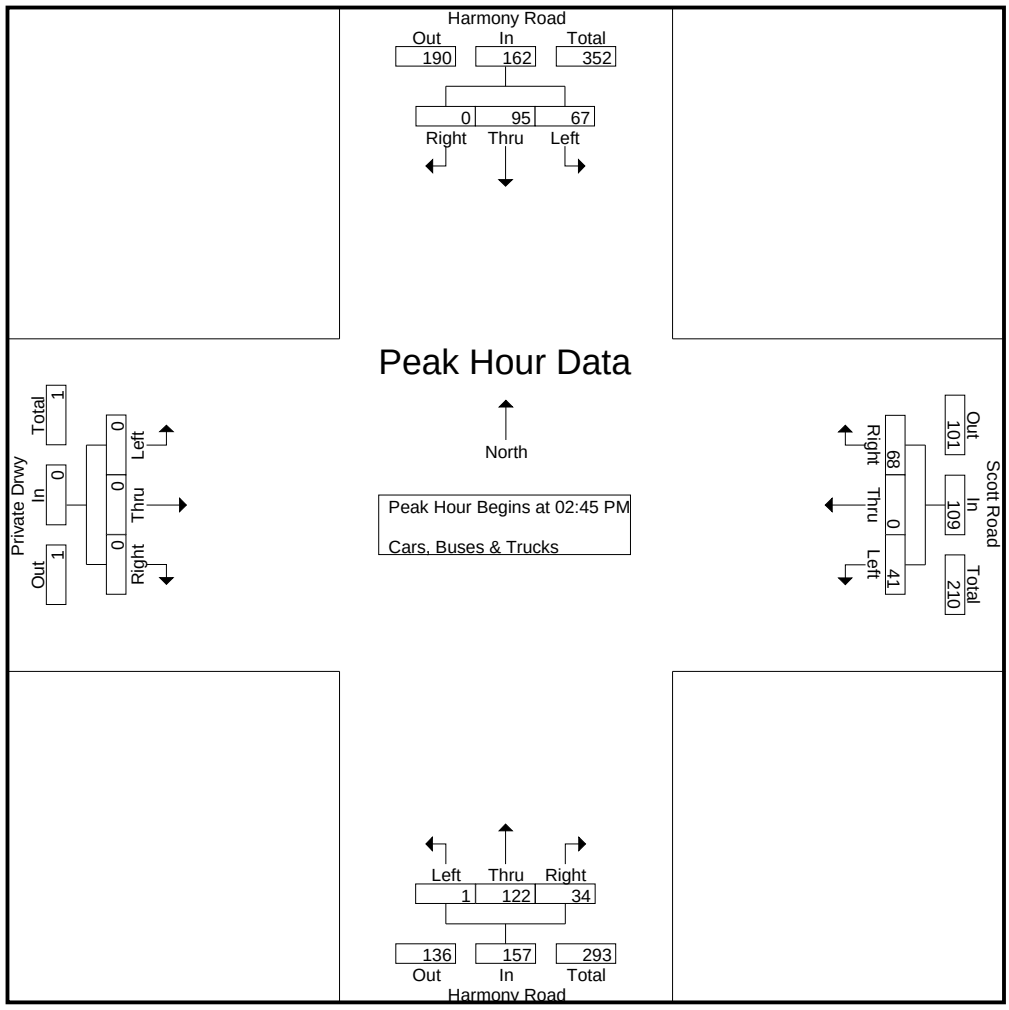
# A & R Engineering, Inc.

**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 : 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 |



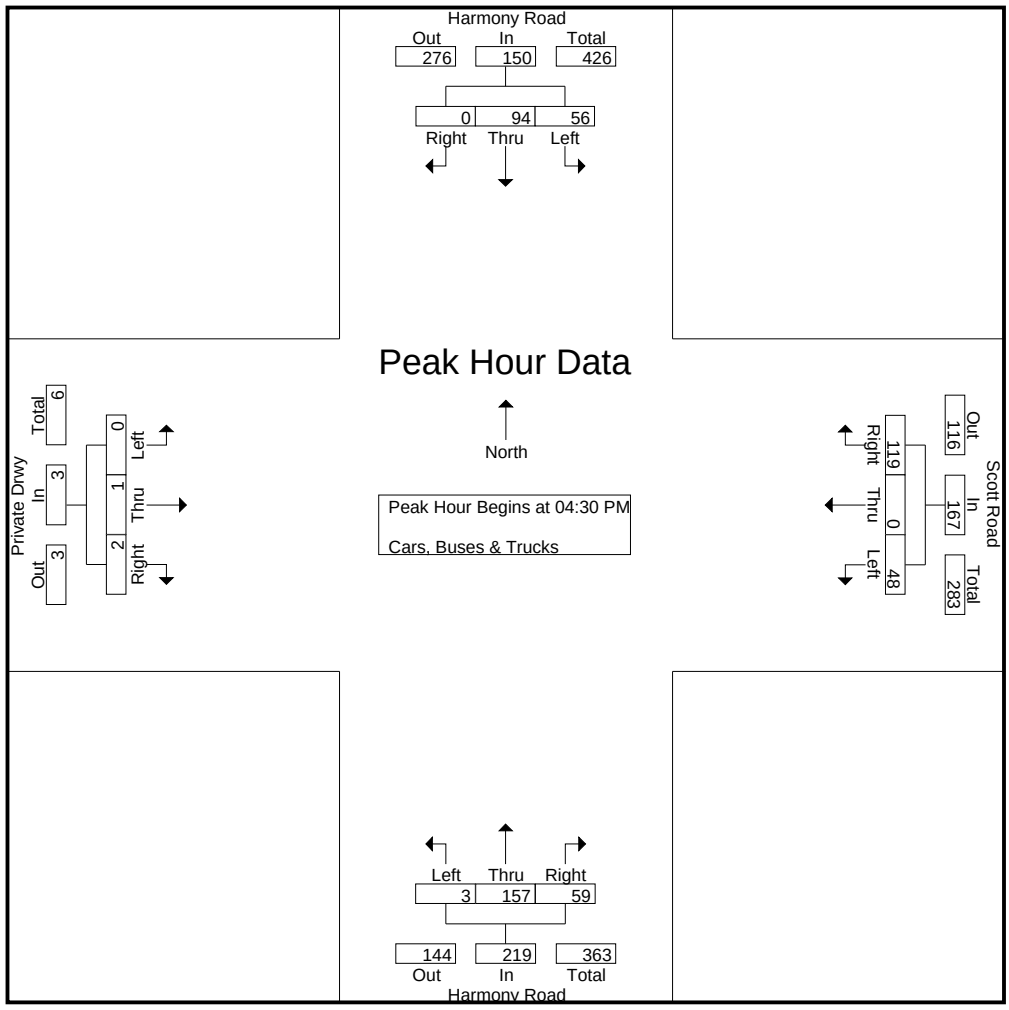
# A & R Engineering, Inc.

**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 : 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 |



# A & R Engineering, Inc.

**2160 Kingston Court Suite 'O'**
**Marietta, GA 30067**

TMC Data
Harmony Rd @ 821 Harmonry 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 Harmonry 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 | |

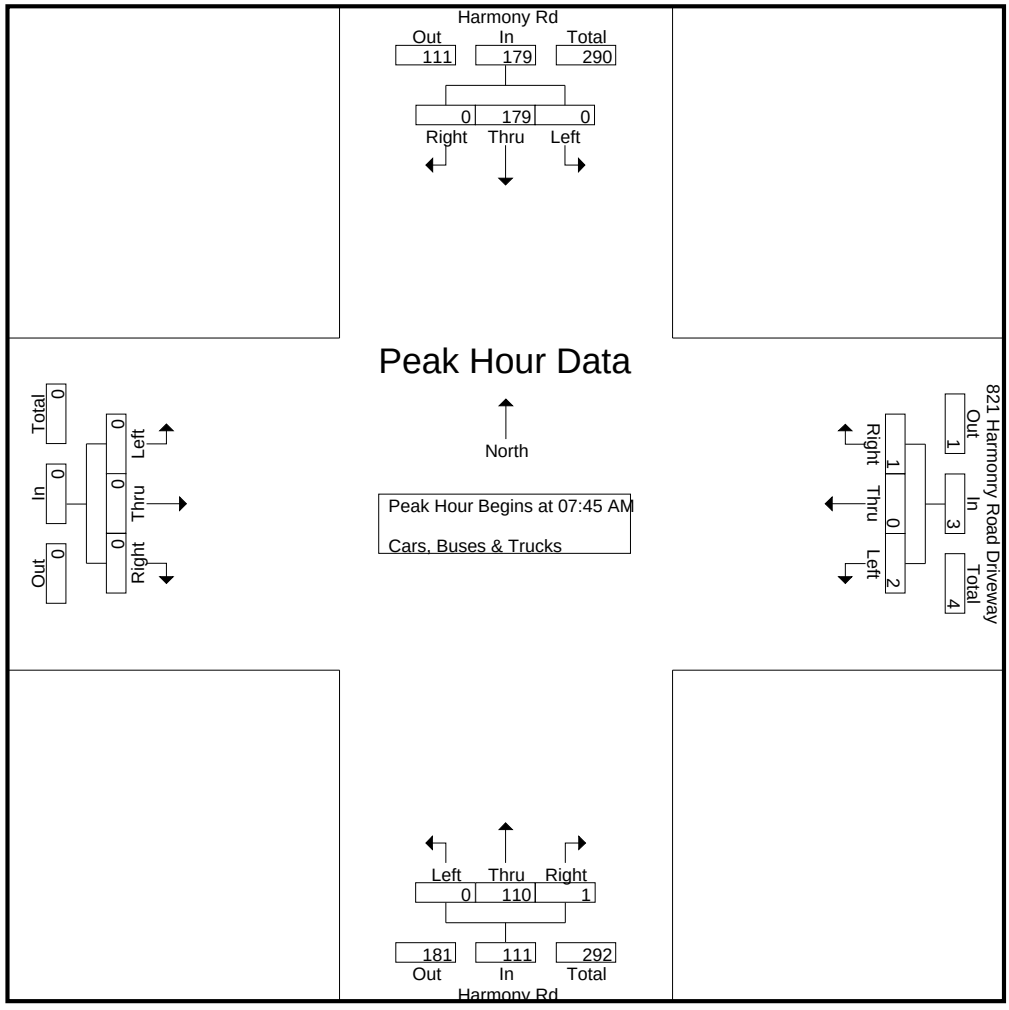
# A & R Engineering, Inc.

**2160 Kingston Court Suite 'O'**
**Marietta, GA 30067**

TMC Data
Harmony Rd @ 821 Harmonry 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 Harmonry 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 |



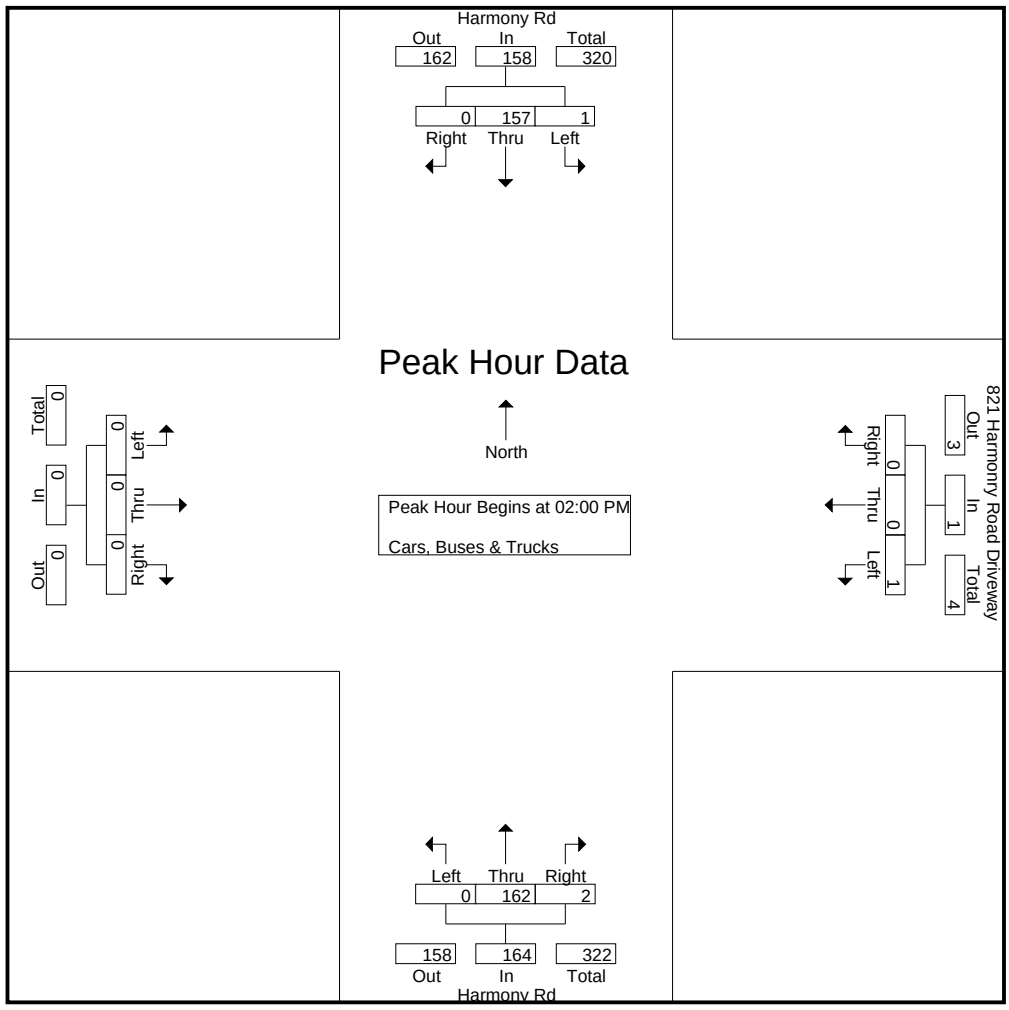
# A & R Engineering, Inc.

**2160 Kingston Court Suite 'O'**
**Marietta, GA 30067**

TMC Data
Harmony Rd @ 821 Harmonry 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 Harmonry 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 |



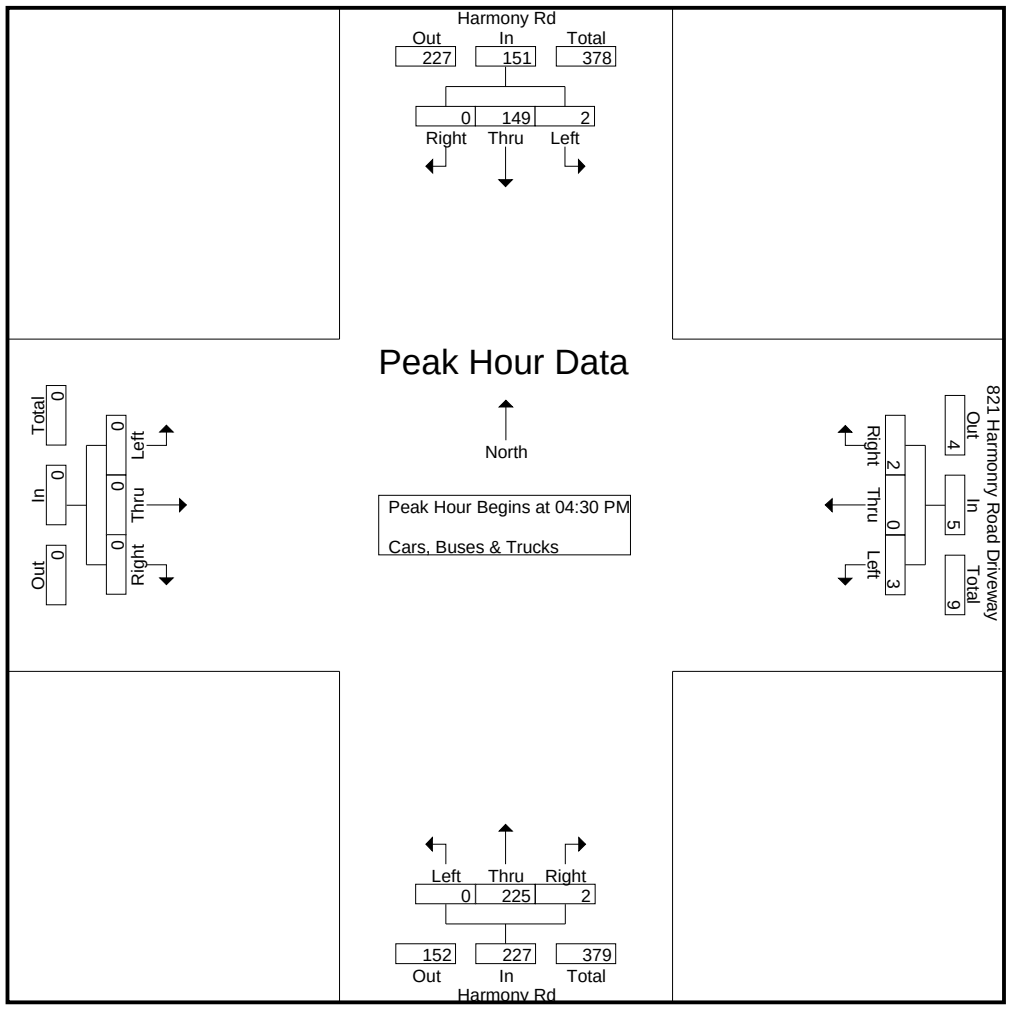
# A & R Engineering, Inc.

**2160 Kingston Court Suite 'O'**
**Marietta, GA 30067**

TMC Data
Harmony Rd @ 821 Harmonry 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 Harmonry 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 | |

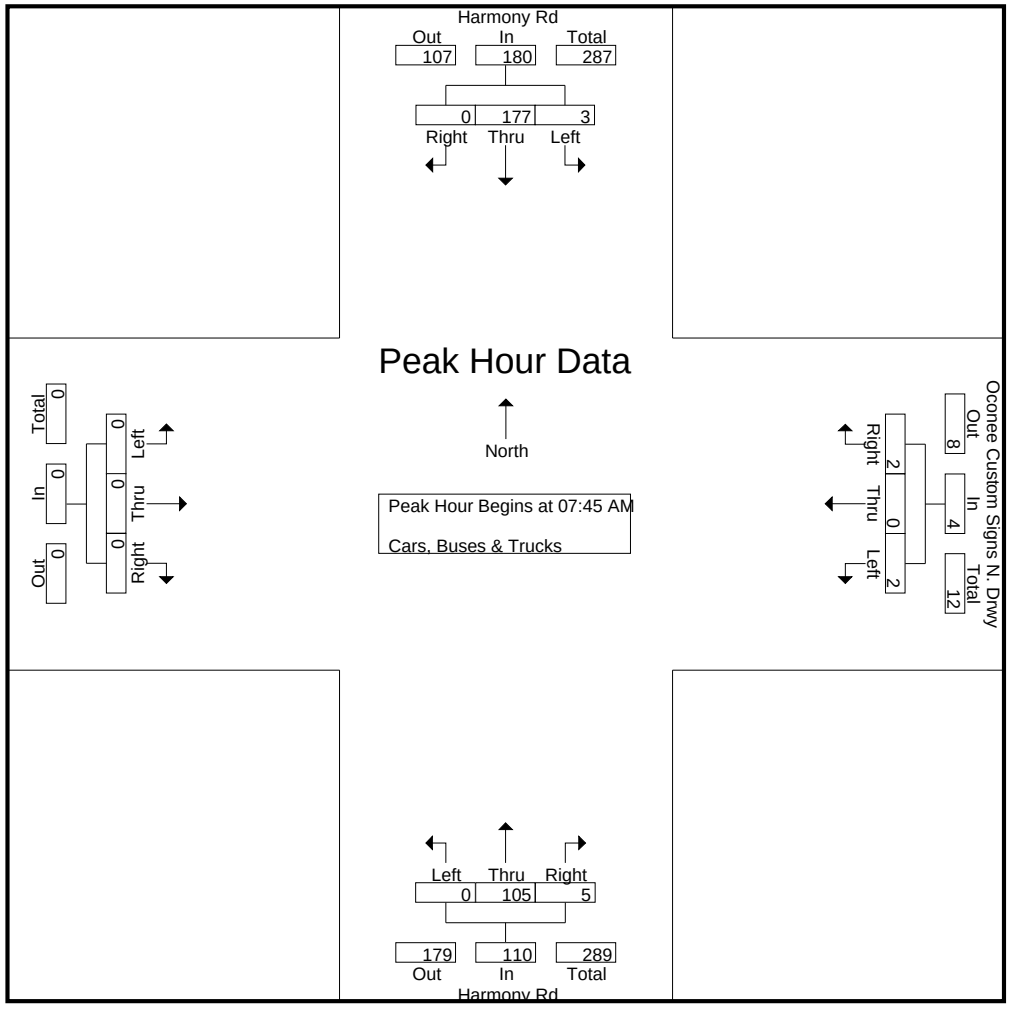
# A & R Engineering, Inc.

**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 |



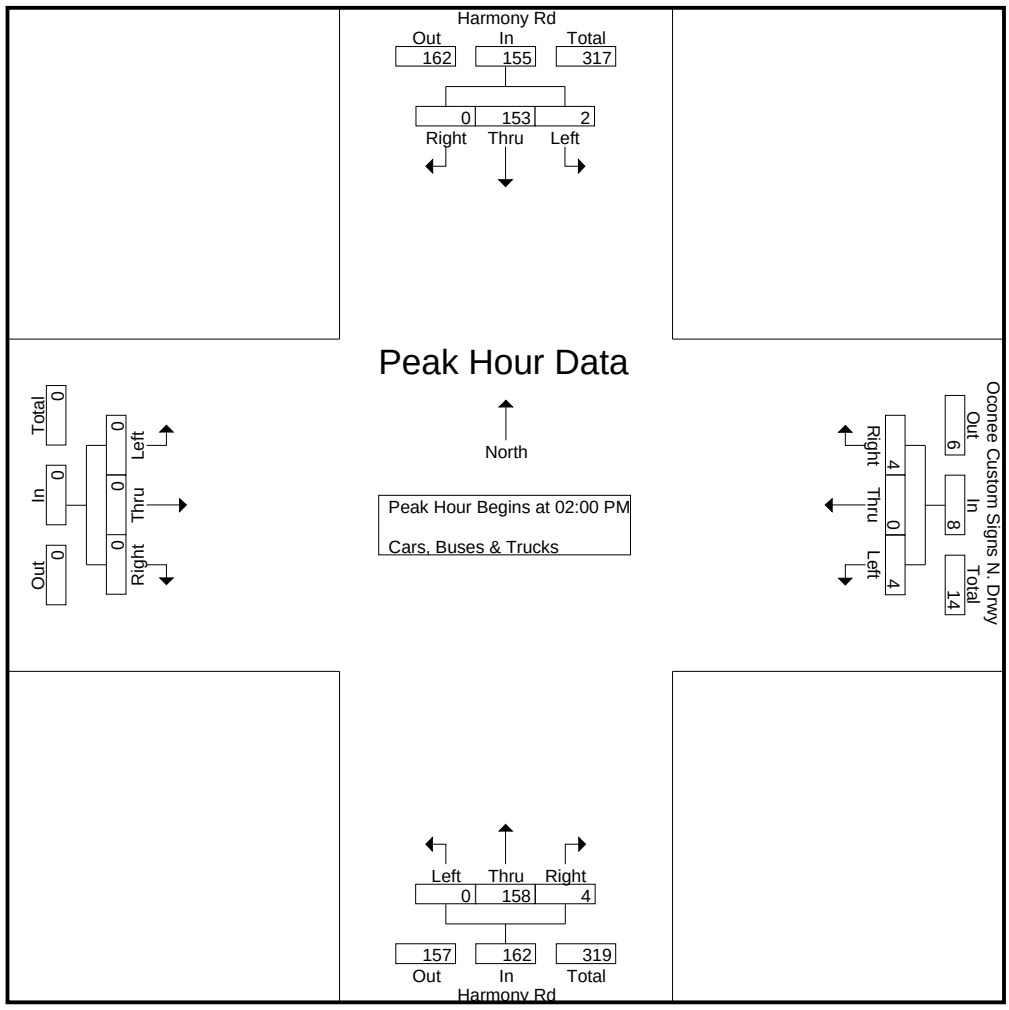
# A & R Engineering, Inc.

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 : 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 |



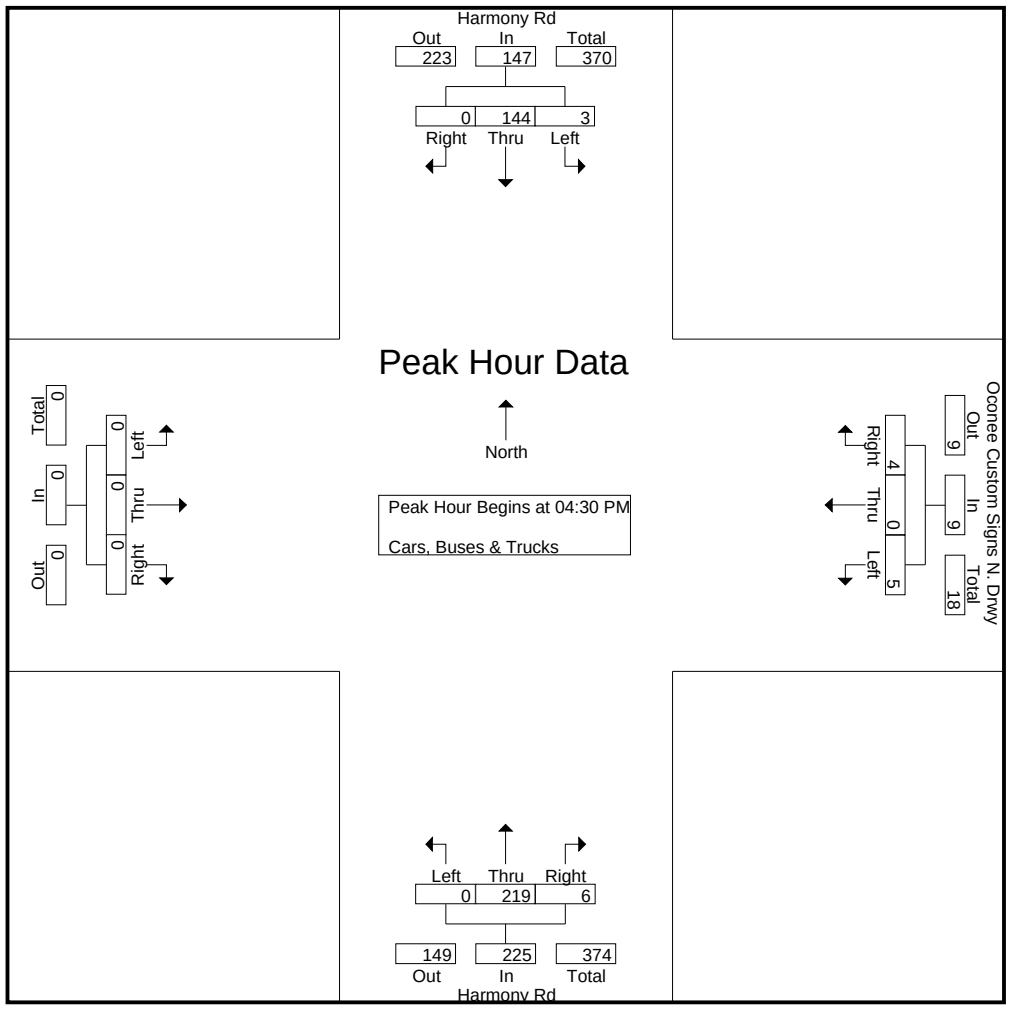
# A & R Engineering, Inc.

**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

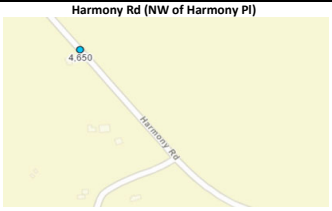
| | Harmony Rd Northbound | | | | Harmony Rd Southbound | | | | Eastbound | | | | Oconee Custom Signs N. Drwy Westbound | | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Start Time | Left | Thru | Right | App. Total | Left | Thru | Right | App. Total | Left | Thru | 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 |

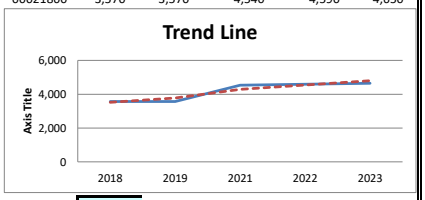


# LINEAR REGRESSION OF DAILY TRAFFIC

| 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 |

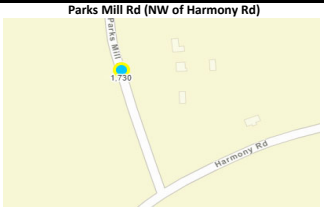
| Location | Traffic Counter | RCLINK | 2018 | 2019 | 2021 | 2022 | 2023 |
|---|---|---|---|---|---|---|---|
| Harmony Rd (NW of Harmony Pl) | 237-0181 | 00021800 | 3,570 | 3,570 | 4,540 | 4,590 | 4,650 |

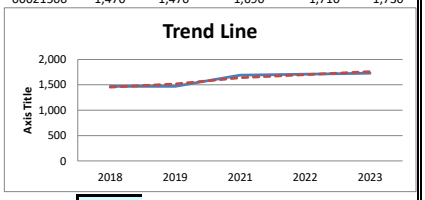



| Growth Rate | 8.1% | Intercept | -513,653 | Slope | 256.28 |
|---|---|---|---|---|---|
| Trend Line | 3,518 | 3,774 | 4,287 | 4,543 | 4,799 |

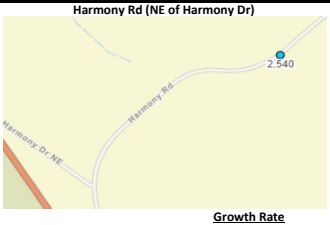
| Location | Traffic Counter | RCLINK | 2018 | 2019 | 2021 | 2022 | 2023 |
|---|---|---|---|---|---|---|---|
| Parks Mill Rd (NW of Harmony Rd) | 237-0176 | 00021500 | 1,470 | 1,470 | 1,690 | 1,710 | 1,730 |

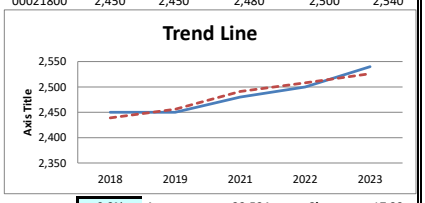



| Growth Rate | 4.9% | Intercept | -121,502 | Slope | 60.93 |
|---|---|---|---|---|---|
| Trend Line | 1,456 | 1,517 | 1,638 | 1,699 | 1,760 |

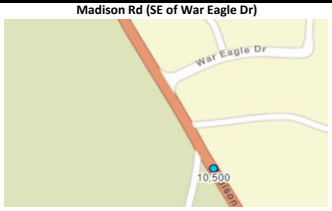
| Location | Traffic Counter | RCLINK | 2018 | 2019 | 2021 | 2022 | 2023 |
|---|---|---|---|---|---|---|---|
| Harmony Rd (NE of Harmony Dr) | 237-0183 | 00021800 | 2,450 | 2,450 | 2,480 | 2,500 | 2,540 |

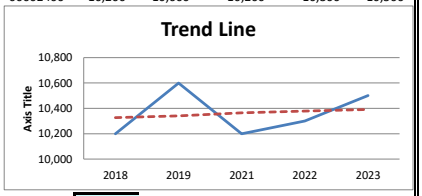



| Growth Rate | 0.9% | Intercept | -32,524 | Slope | 17.33 |
|---|---|---|---|---|---|
| Trend Line | 2,439 | 2,456 | 2,491 | 2,508 | 2,526 |

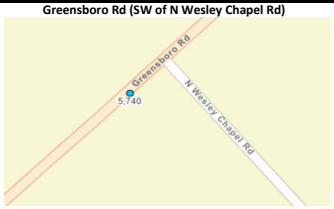
| Location | Traffic Counter | RCLINK | 2018 | 2019 | 2021 | 2022 | 2023 |
|---|---|---|---|---|---|---|---|
| Madison Rd (SE of War Eagle Dr) | 237-0131 | 00002400 | 10,200 | 10,600 | 10,200 | 10,300 | 10,500 |

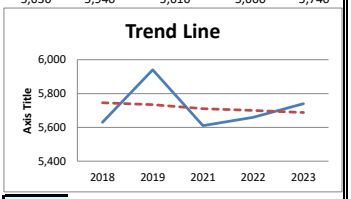



| Growth Rate | 0.2% | Intercept | -15,485 | Slope | 12.79 |
|---|---|---|---|---|---|
| Trend Line | 10,327 | 10,340 | 10,365 | 10,378 | 10,391 |

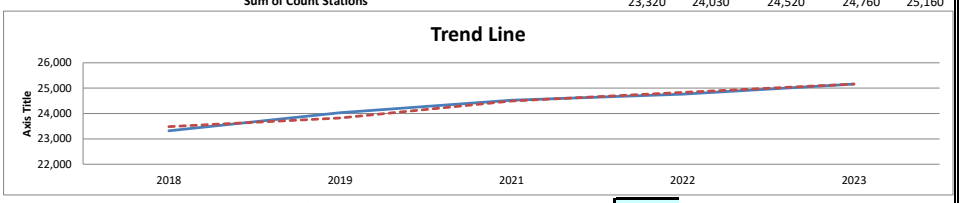
| Location | Traffic Counter | RCLINK | 2018 | 2019 | 2021 | 2022 | 2023 |
|---|---|---|---|---|---|---|---|
| Greensboro Rd (SW of N Wesley Chapel Rd) | 237-0143 | 00004400 | 5,630 | 5,940 | 5,610 | 5,660 | 5,740 |




| Growth Rate | -0.3% | Intercept | 28,976 | Slope | -11.51 |
|---|---|---|---|---|---|
| Trend Line | 5,746 | 5,734 | 5,711 | 5,700 | 5,688 |

| Weighted Average | 2018 | 2019 | 2021 | 2022 | 2023 |
|---|---|---|---|---|---|
| Sum of Count Stations | 23,320 | 24,030 | 24,520 | 24,760 | 25,160 |




| Growth Rate | 1.7% | Intercept | -654,188 | Slope | 335.81 |
|---|---|---|---|---|---|
| Trend Line | 23,485 | 23,821 | 24,492 | 24,828 | 25,164 |

# 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 | EBLn1 | WBLn1 | 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 | NBR | WBLn1 | 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 | NBR | WBLn1 | 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 | NBR | WBLn1 | 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 | EBLn1 | WBLn1 | 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 | NBR | WBLn1 | 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 | NBR | WBLn1 | 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 | NBR | WBLn1 | 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 | EBLn1 | WBLn1 | 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 | NBR | WBLn1 | 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 | NBR | WBLn1 | 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 | NBR | WBLn1 | 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 | EBLn1 | WBLn1 | 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 | NBR | WBLn1 | 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 | NBR | WBLn1 | 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 | 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 | NBR | WBLn1 | 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 | EBLn1 | WBLn1 | 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 | NBR | WBLn1 | 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 | EBLn1 | WBLn1 | 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 | EBLn1 | WBLn1 | 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 | EBLn1 | WBLn1 | 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 | NBR | WBLn1 | 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 | EBLn1 | WBLn1 | 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 | EBLn1 | WBLn1 | 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**

| | Harmony Road Northbound | | | | Harmony Road Southbound | | | | Private Driveway Eastbound | | | | Scott Road Westbound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Condition | 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**

| | Harmony Road Northbound | | | | Harmony Road Southbound | | | | Private Driveway Eastbound | | | | Scott Road Westbound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Condition | 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**

| | Harmony Road Northbound | | | | Harmony Road Southbound | | | | - Eastbound | | | | 821 Harmonry Road Driveway Westbound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Condition | 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**

| | Harmony Road Northbound | | | | Harmony Road Southbound | | | | - Eastbound | | | | 821 Harmonry Road Driveway Westbound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Condition | 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

| | Harmony Road Northbound | | | | Harmony Road Southbound | | | | Farriers Lane Eastbound | | | | - Westbound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Condition | 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

| | Harmony Road Northbound | | | | Harmony Road Southbound | | | | Farriers Lane Eastbound | | | | - Westbound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Condition | 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 Northbound | | | | Harmony Road Southbound | | | | Site Driveway 1 Eastbound | | | | Oconee Custom Signs Northern Driveway 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 Northbound | | | | Harmony Road Southbound | | | | Site Driveway 1 Eastbound | | | | Oconee Custom Signs Northern Driveway 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 Northbound | | | | Harmony Road Southbound | | | | Site Driveway 2 Eastbound | | | | Oconee Custom Signs Southern Driveway 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 Northbound | | | | Harmony Road Southbound | | | | Site Driveway 2 Eastbound | | | | Oconee Custom Signs Southern Driveway 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**

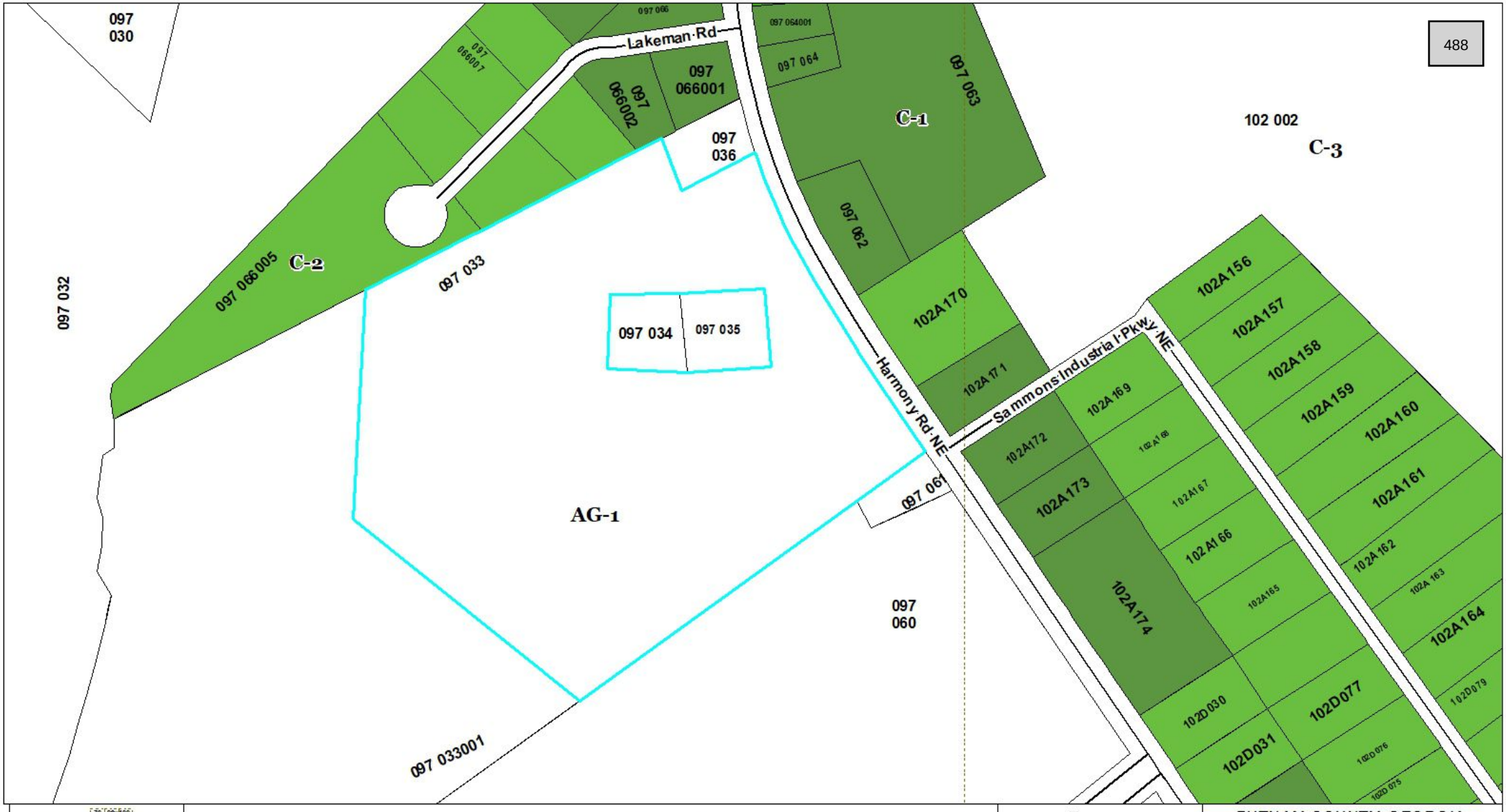
**6. Harmony Rd @ Site Drwy 3**

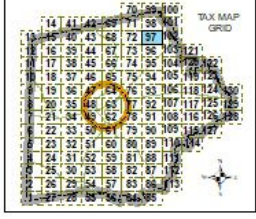
**A.M. Peak Hour**

| | Harmony Road Northbound | | | | Harmony Road Southbound | | | | Site Driveway 3 Eastbound | | | | - Westbound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Condition | 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**

| | Harmony Road Northbound | | | | Harmony Road Southbound | | | | Site Driveway 3 Eastbound | | | | - Westbound | | | |
|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|---|
| Condition | 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 |




## GEOGRAPHIC FEATURE LEGEND

- Eatonton Limits
- County Boundary
- Roads
- Parcels
- Parcel_Hooks

**Zoning**

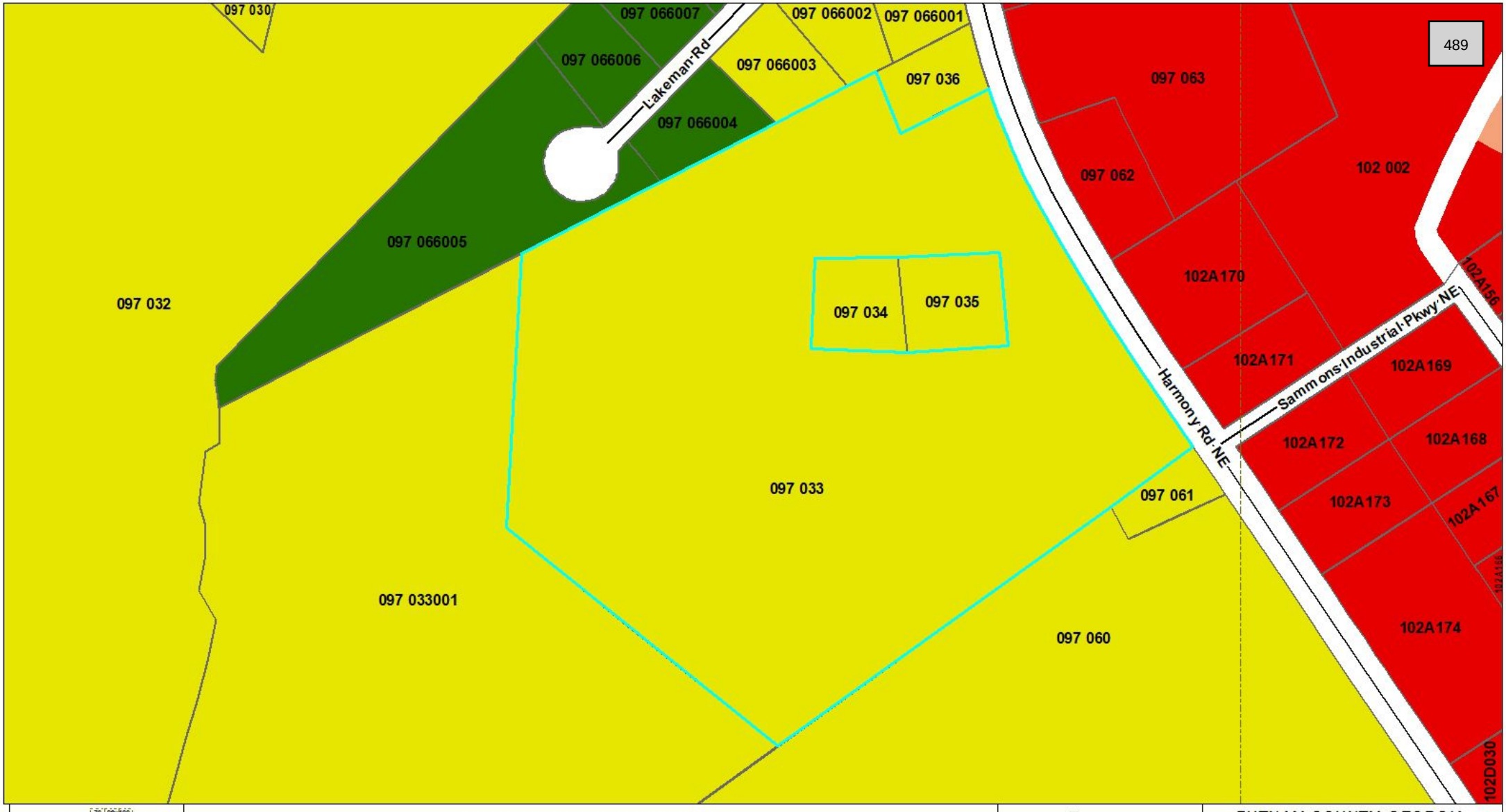
| | | | | | | |
|---|---|---|---|---|---|---|
| Overlay District | A-2 CITY | C-2 CITY | I-2 CITY | R - 1 CITY | R-1 | RM-3 |
| No Code | C-1 | I-M | MHP | R - 2 CITY | R-1R | R-PUD |
| AG | C-1 CITY | I-1 CITY | PUBLIC | R - 3 CITY | R-2 | C-PUD |
| A-1 CITY | C-2 | I-M | PUBLIC CITY | R - 4 CITY |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

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

PUTNAM COUNTY, GEORGIA
ZONING MAPS

# MAP 097

MAP SCALE: 1 " = 250 '  SCALE RATIO: 1:3,000  DATE: AUGUST 2025




TAX MAP GRID

## GEOGRAPHIC FEATURE LEGEND

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

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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

# PUTNAM COUNTY PLANNING & DEVELOPMENT

117 Putnam Drive, Suite B ◊ Eatonton, GA 31024

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


**Staff Recommendations**

**Thursday, December 4, 2025 ◊ 6:30 PM**

*Putnam County Administration Building – Room 203*

TO: Planning & Zoning Commission

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.

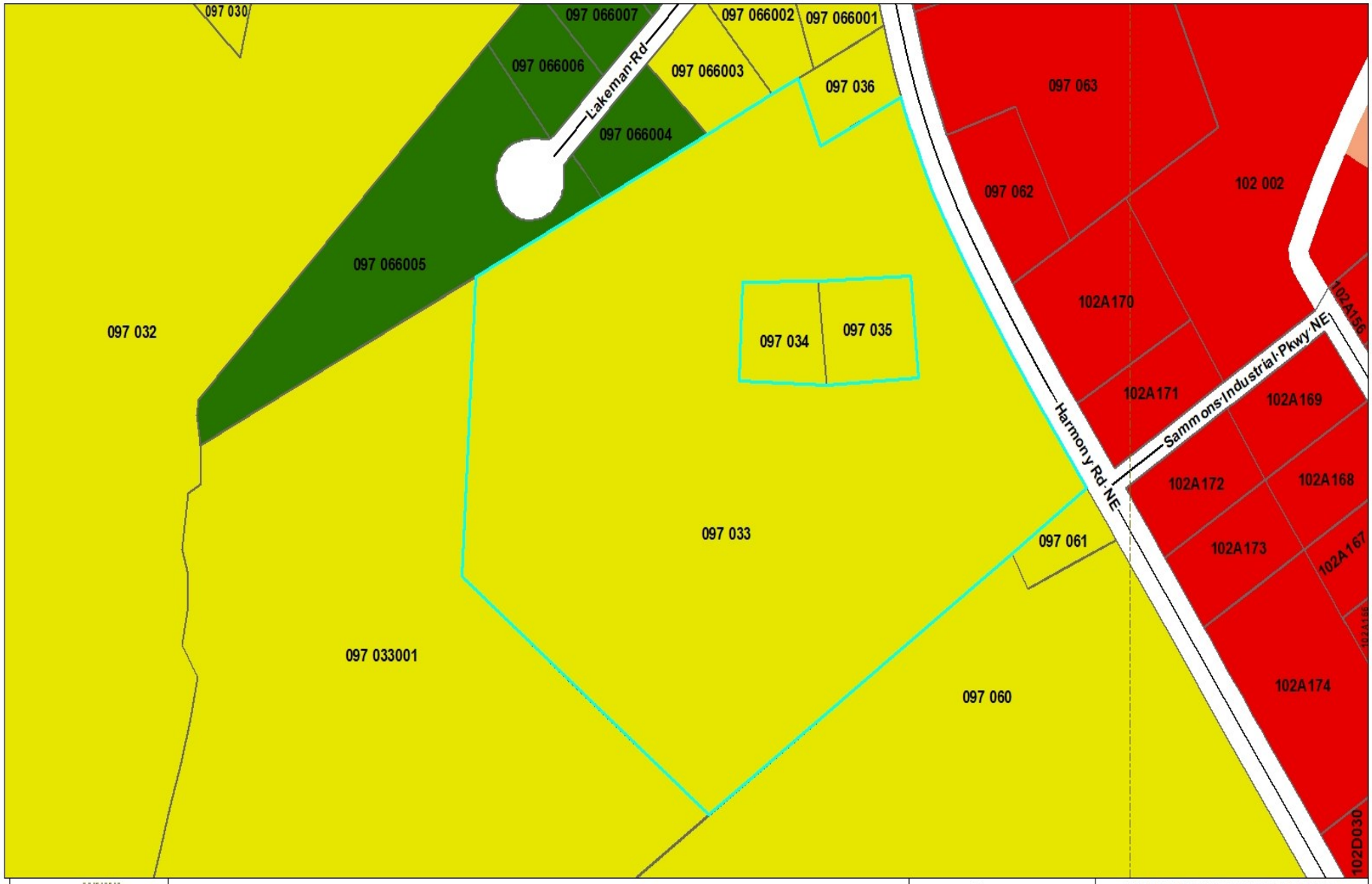
The applicant is proposing to rezone this 26.32-acre tract from AG to R-PUD to establish an assisted living/memory care facility surrounded by semi-assisted single family cottage style homes. The subject property is located along Harmony Road and is directly adjacent to the Harmony 40, LLC subdivision. 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.




TAX MAP GRID

**GEOGRAPHIC FEATURE LEGEND**

- Eatonton Limits
- County Boundary
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- Parcels
- Parcel_Hooks
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- Mixed Use
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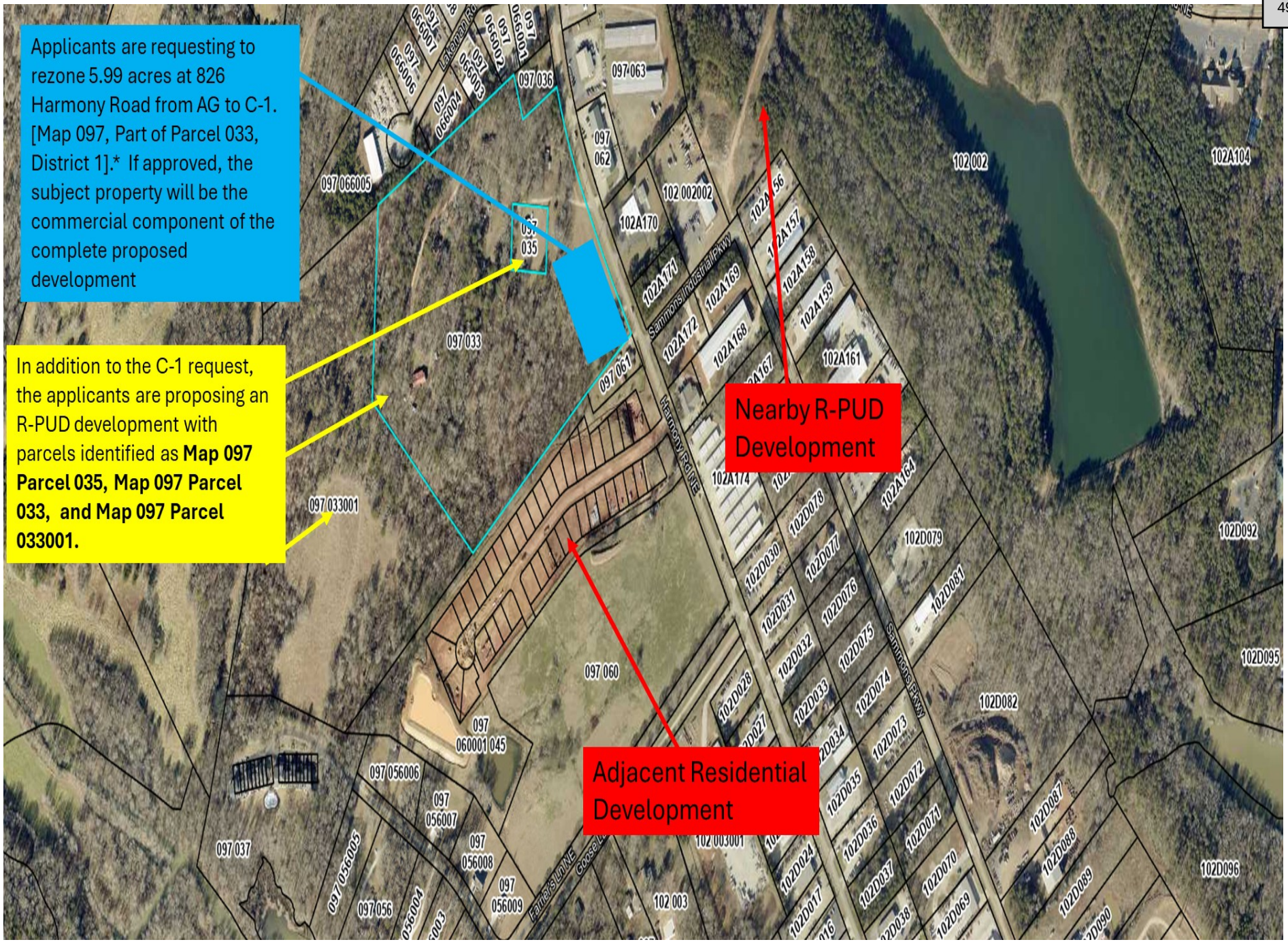
PUTNAM COUNTY, GEORGIA
FUTURE LAND USE MAPS

# MAP 097

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




**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].***

**File Attachments for Item:**

10. Proposed adoption of changes to the Putnam County Code of Ordinances - Chapter 2 (Administration) (staff-CA)

# PUTNAM COUNTY BOARD OF COMMISSIONERS

117 Putnam Drive, Suite A ◊ Eatonton, GA 31024
706-485-5826
www.putnamcountyga.us

## N O T I C E

The Board of Commissioners will hold a public hearing on Tuesday, February 17, 2026 at 6:00 p.m. in the Putnam County Administration Building, 117 Putnam Drive, Room 203, Eatonton, Georgia to hear the following:

**Proposed adoption of changes to the Putnam County Code of Ordinances – Chapter 2 (Administration)**

Proposed changes are available for inspection at the County Commissioners' Office, 117 Putnam Drive, Suite A, Eatonton, Georgia 31024 or may be accessed on the County's website: www.putnamcountyga.us – click on "Government", then "Commissioners", then "Public Hearings". Paper copies of the proposed changes also are available for a nominal charge by filing an open records request.

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.

The Board of Commissioners reserves the right to continue the hearing to another time and place in the event the number of people in attendance at the hearing, including the Board of Commissioners, staff, and members of the public exceeds the legal limits. Hearings will be conducted pursuant to O.C.G.A. 50-14-1 and Section 2-42 of the Putnam County Code of Ordinances.

01/29/2026 & 02/05/2026

## EXPLANATION OF DOCUMENTS:

**Red language equals added text.**
**~~Struck through language~~ equals deleted text.**

# Chapter 2 ADMINISTRATION

## *ARTICLE II. BOARD OF COMMISSIONERS*

### Sec. 2-36.3. County departments.

It is hereby established for Putnam County Government, the following departments:

(a) Animal services ~~control~~.

(b) Code enforcement

(c) Finance.

(d) Human resources

(e) Oconee Springs Park, The Edgewater.

(f) Planning and development.

(g) Public buildings.

(h) ~~County clerk's office.~~ Public information.

(i) Public safety (ambulance, fire, rescue).

(j) Public works.

(k) Recreation.

~~(l) Senior citizens center.~~

(m) Transit.

(n) Uncle Remus golf course.

(Ord. of 5-19-2009(2))

**Sec. 2-37. ~~Agenda.~~ Regular Meeting Agenda.**

The county manager shall prepare a detailed agenda on the subjects to be covered or acted on and/or objectives to be met for each regular scheduled meeting, ~~called meeting, public hearing, or work session, or any other special meeting~~. The detailed agenda shall be made available to each commissioner at least three business days before each regular scheduled board meeting~~, called meeting, public hearing, work session, or any other special meeting~~.

A commissioner may add items to the agenda for regular scheduled meetings by providing notice to the county manager at least four business days prior to such meeting ~~at any time~~ , though any item requiring action must be added at least five ~~four~~ business days prior to a meeting by providing notice to the county manager. ~~An action item added less than four business days may be discussed at the meeting and laid on the table for action at the next meeting.~~ In case of an emergency, the board may waive this requirement.

~~A copy of the agenda and a list of those members present shall be made available to the public for inspection within two business days of the adjournment of any meeting.~~

**Sec. 2-39. Minutes.**

The clerk of the board shall promptly record the minutes for each board meeting. The minutes shall serve as the official written record of the board meeting and shall be open for public inspection once approved as official by the board but in no case not later than immediately following the next regular meeting of the board. The minutes specify the names of commissioners present at the meeting, a description of each motion or other proposal made at the meeting, the name of the commissioner who proposed each motion, the name of the commissioner who seconded each motion, and a record of all votes. In the case of a roll call vote, the name of each commissioner voting for or against a proposal shall be recorded. ~~It shall be presumed that a commissioner has voted in the affirmative unless the minutes show otherwise. More~~ Detailed information may be included in the minutes at the request of the board.

The board must approve the minutes before they may be considered as an official record of the board. A copy of the minutes from the previous meeting shall be distributed to the commissioners at least three business days before the following meeting. ~~The minutes of the previous meeting shall be corrected and approved by the board at the beginning of each meeting. A majority vote is required for approval. Conflicts about the content of the minutes shall be brought to the clerk's attention prior to the board meeting and that section of the digital recording will be made available at the meeting prior to adoption of the minutes.~~ Upon being approved, the minutes shall be signed by the chairperson and attested by the clerk of the board of commissioners.

**Sec. 2-40. Order of business.**

All regular board meetings shall substantially follow an established order of business. The order shall be as follows:

(1) Call to order;

(2) Approval of agenda;

(3) Invocation;

(4) Pledge of allegiance;

(5) Special presentations;

(6) Public hearing, if necessary;

(7) Public comments;

(8) Consent agenda, approval of minutes;

(9) Other agenda items;

(10) County manager report;

(11) County attorney report;

(12) Commissioner announcements;

(13) Closed session, if necessary;

(14) Adjournment.

**Sec. 2-42. Public participation.**

Public participation in meetings of the board of commissioners shall be permitted in accordance with the provisions of this section.

(a) *Public comments.* The board may allow public comments on agenda items and any non-agenda items, except personnel. Individuals desiring to address the board of commissioners are required to sign in prior to the commencement of the meeting or public hearing. Such comments by any one person should not exceed three minutes. The chairperson shall have the right at any time to stop all public comments, when, in the chairperson's discretion, such input violates the provisions of this section. In addition, or as an alternative to speaking, written materials may be physically or electronically submitted to the board, though no county equipment or property shall be used for distribution or display of such materials other than for distribution to members of the board. While the chairperson may recognize board members or staff during public comment, there is no obligation to respond to or address comments made by members of the public.

(b) *Decorum.* Members of the public shall not make inappropriate or offensive comments at a board meeting and are expected to comply with the rules of decorum that are established for commissioners. Individuals violating any rules of the board may be ruled out of order by the chairperson or on a point of order made by a commissioner. The chairperson will rule on the point of order. An individual violating the rules of decorum may be removed from the meeting at the direction of the chairperson.

(c) *Public hearings.* The board may schedule public hearings for the purpose of soliciting public comment on any subject of interest to the board. Hearings may be held immediately prior to, during or following a meeting of the board or at such other places and times as the board may determine. The rules of public participation described in subsection (a) above shall apply at any public hearing. Hearings on zoning decisions shall be governed in accordance with the zoning policies and procedures of the county.

**Sec. 2-45. Reserved ~~Amendments to the rules~~.**

~~Any amendments to the rules of order must be submitted in accordance with section 1-14.~~

**Sec. 2-46. Regular meetings.**

Regular meetings of the board of commissioners shall be held at 10:00 a.m. on the first Friday of each month and at 5~~6~~:00 p.m. on the third Tuesday of each month. The regular meeting place will be the Putnam County Administration Building, at 117 Putnam Drive, Room 203 or such facility as established by the board of commissioners. Any change in meeting place will be advertised as required by law. A notice containing the foregoing information shall be posted and maintained in a conspicuous place available to the general public at the regular meeting place of the board. Meeting agenda will be posted 24 hours in advance.

**Sec. 2-47. Called ~~Special~~ meetings and rescheduled regular meetings.**

A regular meeting may be canceled, rescheduled or moved to a new location within the county by the chairperson for any reason. Called ~~Other special~~ meetings may be scheduled by the chairperson or at the request of a majority of commissioners. Whenever a rescheduled regular meeting or any other called ~~special~~ meeting is to be held at a time or place other than the regularly scheduled time or place, written notice of the change shall be posted for at least 24 hours in advance of the meeting at the regular meeting place. In addition, written or oral notice shall be given by the clerk at least 24 hours in advance of the meeting to either the legal organ of the county or a newspaper having general circulation at least equal to that of the legal organ~~, as well as to each member of the county governing authority~~.

**Sec. 2-50. Suspending the rules of order.**

~~Rules of order may be suspended in the case of an emergency.~~ A motion to suspend the rules requires a second, is debatable, and requires a two-thirds vote of the board. Rules governing quorums (section 2-32), voting methods and requirements (sections 2-33 and 2-34), the notification to commissioners of meetings (sections 2-46 and 2-47) and rules necessary for compliance with state law may not be suspended.

**Sec. 2-51. Committees.**

The chairperson, with the concurrence of the board, may create committees of members of the board to study any issue before the board. Any such committees may make recommendations to the board of commissioners but no committee shall be empowered to make any final decision on any matter before it for consideration. In addition to board members, committees may include other county elected officials, staff or citizens at large. Whenever a committee is created, its duties, any limitation on the scope of its duties, and the times, places, and periods of time for which the committee may operate shall be determined by the chairperson with the concurrence of the board. The chairperson or designee may ~~shall~~ serve as an ex officio member of all committees.

**Sec. 2-53. Appointment procedures.**

Unless otherwise provided for by state law, appointments to all boards, authorities, and commissions shall be conducted in accordance with the procedures contained in this section.

(a) The county clerk shall cause to be published in the county's legal organ an advertisement announcing any vacancies at least 14 days prior to any appointment.

(b) Following the appropriate advertising period, the county clerk, or designee, shall prepare and provide to the commission, a spreadsheet format list of all qualified candidates whose applications were received timely by the county clerk.

(c) Immediately after the agenda item has been called, the clerk will ~~verbally~~ announce the qualified candidates and present their application ~~resume~~. A visually projected image of the spreadsheet prepared in subsection (b) above may be substituted.

(d) For each vacant position, except as outlined in sections 14-4(b) and 66-150(b), each commissioner may nominate anyone on the qualified list. Each nomination must receive a second to be considered for a later vote. While it is desirable to have each district represented on all county boards, authorities, and commissions as well as to have as much representation across the entire county and its constituents as possible, the greater need is to have interested, qualified, and responsible applicants who will provide the greatest contribution to Putnam County in carrying out the necessary functions of these boards, authorities, and commissions. All candidates who have received a nomination and a second can be discussed by the commissioners.

Following discussion, a roll call vote will be taken. The proper response, to the call for a vote, is the name of the preferred candidate. The person receiving the majority vote of the commissioners will be the candidate selected. In those cases where there is not a tie and no one has received a majority vote, a second round of voting may be directed by the chairman.

(e) No member of any board, authority, or commission shall be an employee of Putnam County as defined in Section I.D. of the Putnam County Personnel Manual. For the purposes of this subsection, a county commissioner is not considered an employee of Putnam County.

(f) In the event that a position on one of the county's boards, authorities, commissions, or similarly established bodies becomes vacant prior to the expiration of its term, the vacancy shall be filled in the manner described above. If less than one year remains at the time an individual is appointed to fill such a vacancy, that individual shall also be reappointed to the position for the next successive term.

**Secs. 2-54—2-65. Reserved.**

**File Attachments for Item:**

11. Proposed adoption of changes to the Putnam County Code of Ordinances - Chapter 46 (Roads, Bridges, and Other Public Property) (TM/PCSO)

# PUTNAM COUNTY BOARD OF COMMISSIONERS

117 Putnam Drive, Suite A ◊ Eatonton, GA 31024
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## N O T I C E

The Board of Commissioners will hold a public hearing on Tuesday, February 17, 2026 at 6:00 p.m. in the Putnam County Administration Building, 117 Putnam Drive, Room 203, Eatonton, Georgia to hear the following:

**Proposed adoption of changes to the Putnam County Code of Ordinances – Chapter 46 (Roads, Bridges and Other Public Property)**

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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.

The Board of Commissioners reserves the right to continue the hearing to another time and place in the event the number of people in attendance at the hearing, including the Board of Commissioners, staff, and members of the public exceeds the legal limits. Hearings will be conducted pursuant to O.C.G.A. 50-14-1 and Section 2-42 of the Putnam County Code of Ordinances.

01/29/2026 & 02/05/2026

**EXPLANATION OF DOCUMENTS:**

**Red language equals added text.**
**~~Struck through language~~ equals deleted text.**

## Chapter 46, Article IV – Truck Routes

### Sec. 46-150. – Designated Truck Routes

(a) The following words, terms and phrases, when used in this section, shall have the meanings ascribed to them in this section, except where the context clearly indicates a different meaning:

(1) *Prohibited vehicle* means a vehicle designated by the Federal Highway Administration as being Class 6 through 13, and more particularly defined to include the following:

a. Three-axle single-unit trucks: All vehicles on a single frame including trucks, camping and recreational vehicles, motor homes, etc., with three axles.

b. Four or more axle single-unit trucks: All trucks on a single frame with four or more axles.

c. Four or fewer axle single-trailer trucks: All vehicles with four or fewer axles consisting of two units, one of which is a tractor or straight truck power unit.

d. Five-axle single-trailer trucks: All five-axle vehicles consisting of two units, one of which is a tractor or straight truck power unit.

e. Six or more axle single-trailer trucks: All vehicles with six or more axles consisting of two units, one of which is a tractor or straight truck power unit.

f. Five or fewer axle multi-trailer trucks: All vehicles with five or fewer axles consisting of three or more units, one of which is a tractor or straight truck power unit.

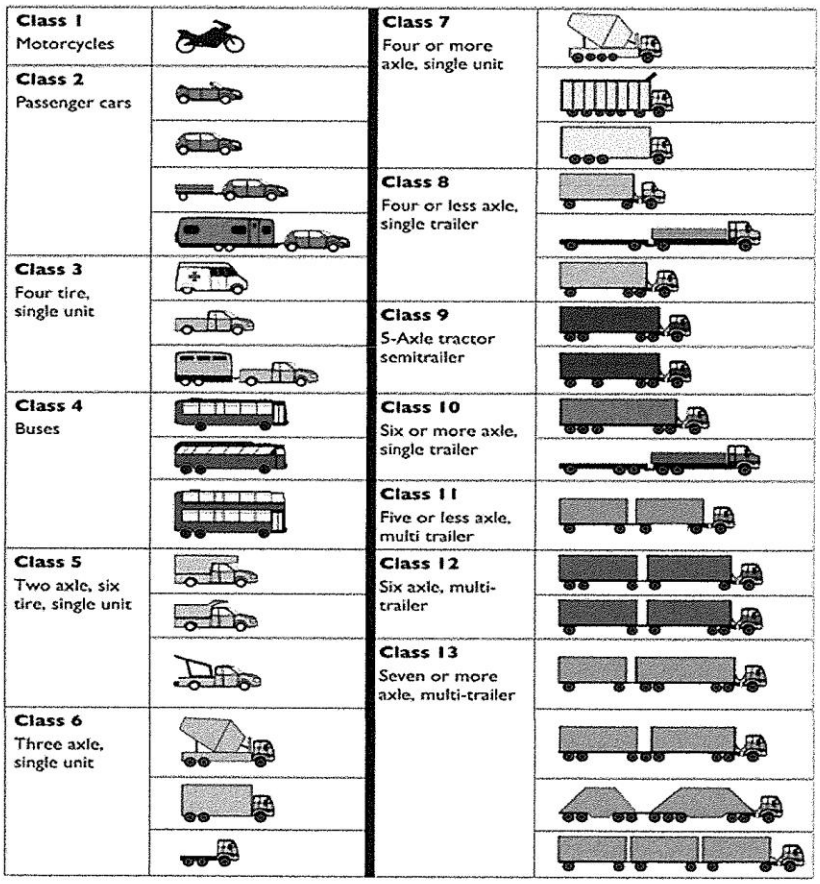
g. Six-axle multi-trailer trucks: All six-axle vehicles consisting of three or more units, one of which is a tractor or straight truck power unit.

h. Seven or more axle multi-trailer trucks: All vehicles with seven or more axles consisting of three or more units, one of which is a tractor or straight truck power unit.

i. Certain truck configurations utilize axles that can be lifted when the vehicle is empty or lightly loaded. Only axles in the dropped position shall be considered when classifying the vehicle. For enforcement purposes, the observed axle configuration at the time of violation will determine the class.

j. Prohibited vehicles include those vehicles designated as Class 6 through 13 vehicles in Figure 1 below:

Figure 1:



(2) *Designated truck routes*

The following roadways are defined as designated truck routes:

a. Georgia State Route 16

b. Georgia State Route 24

c. Georgia State Route 44

d. Georgia State Route 142

e. Georgia State Route 212

(3) *Non-designated truck routes* are defined as any county road that is not designated herein as a designated truck route.

(b) Prohibited vehicles shall only use designated truck routes listed in subsection (a)(2). Prohibited vehicles using non-designated truck routes will be in violation of this ordinance unless an exception listed in subsection (c) applies.

(c) The following exceptions apply to the prohibition listed in subsection (b):

a. If the point of origin or place of pickup or delivery of a prohibited vehicle is located on a non-designated truck route, then the vehicle may travel on non-designated truck routes only by the shortest, most direct route between such places and the nearest designated truck route. The route requiring the fewest miles of travel shall be considered the shortest, most direct route. The driver of such vehicle shall have in the cab of the truck a bill of lading, work order, or receipt for services that bears the address or an address along the line of the non-designated truck route. In lieu of a bill of lading, work order, or receipt of services, the county may accept at its discretion a letter provided to the driver bearing the signature of a person of authority on company letterhead that denotes the truck destination or delivery point along the line of non-designated truck route.

b. Prohibited vehicles going to or from the carrier's terminal facilities physically located on a non-designated truck route.

c. Prohibited vehicles traveling to or from a repair facility for service which is physically located on a non-designated truck route.

d. Bobtail truck, defined as only the tractor with no trailer and/or chassis attached, going to or from, and parking at, the driver's residence located on a non-designated truck route.

e. Wreckers on call, and emergency vehicles plainly marked with emergency equipment.

(d) Any person who violates this section shall be guilty of a violation and, upon conviction thereof, shall be punished by a fine of not less than $200 and not more than $1,000 and/or 60 days confinement in the county jail.

**File Attachments for Item:**

13. Consent Agenda

a. Approval of Minutes - January 20, 2026 Regular Meeting (staff-CC)

b. Approval of Minutes - January 20, 2026 Executive Session (staff-CC)

c. Approval of Minutes - January 22, 2026 Called Meeting (staff-CC)

d. Approval of Minutes - January 22, 2026 Town Hall Meeting (staff-CC)

e. Approval of Minutes - February 12, 2026 Town Hall Meeting (staff-CC)

f. Approval of 2026 Alcohol Licenses (staff-CC)

g. Approval of Revised Putnam County Transit FTA Procurement Policy (staff-Transit)

# PUTNAM COUNTY BOARD OF COMMISSIONERS

117 Putnam Drive, Suite A ◊ Eatonton, GA 31024

**Minutes**
**Tuesday, January 20, 2026 ◊ 6:00 PM**
*Putnam County Administration Building – Room 203*

The Putnam County Board of Commissioners met on Tuesday, January 20, 2026 at approximately 6:00 PM 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
Commissioner Jeff Wooten

*STAFF PRESENT*
County Attorney Adam Nelson
County Manager Paul Van Haute
County Clerk Lynn Butterworth

*STAFF ABSENT*
Deputy County Clerk Mercy Fluker

**Opening**
1. Welcome - Call to Order
Chairman Sharp called the meeting to order at approximately 6:00 p.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 McElhenney, Seconded by Commissioner Garrett.**
**Voting Yea: Commissioner McElhenney, Commissioner Garrett, Commissioner Hersey, Commissioner Wooten**

3. Invocation - Pastor Fred Lowe, Zion Covenant Fellowship Church
Pastor Fred Lowe, Zion Covenant Fellowship Church, gave the invocation.

4. Pledge of Allegiance (staff)
County Manager Van Haute led the Pledge of Allegiance.

**Regular Business Meeting**
5. Public Comments
Ms. Barb Vargo commented on employment and the 250th anniversary of the country.

6. Consent Agenda
   a. Approval of Minutes - December 16, 2025 Regular Meeting (staff-CC)
   b. Approval of 2026 Alcohol Licenses (staff-CC)

**Motion to approve the Consent Agenda.**
**Motion made by Commissioner Wooten, Seconded by Commissioner McElhenney.**
**Voting Yea: Commissioner McElhenney, Commissioner Garrett, Commissioner Wooten**
**Voting Abstaining: Commissioner Hersey**
(Copy of alcohol licenses made a part of the minutes on minute book pages _____ to _____.)

7. Chairman's Appointment of the Vice Chairman of the Board of Commissioners (BS)
Chairman Sharp appointed Commissioner Tom McElhenney as Vice Chairman of the Board of Commissioners for 2026.

8. Appointment to the Eatonton-Putnam Water and Sewer Authority (staff-CC)
Ms. Jennifer Ray commented on EPWSA membership.
Commissioner Hersey, seconded by Commissioner Garrett, nominated William Spani for appointment to the Eatonton-Putnam Water and Sewer Authority.
Commissioner Wooten, seconded by Commissioner Garrett, nominated David Stickley for appointment to the Eatonton-Putnam Water and Sewer Authority.
Commissioner McElhenney, seconded by Commissioner Garrett, nominated Jay Bowden for appointment to the Eatonton-Putnam Water and Sewer Authority.
**Chairman Sharp called for the vote. Commissioner McElhenney voted for Jay Bowden. Commissioner Garrett voted for Jay Bowden. Commissioner Hersey voted for William Spani. Commissioner Wooten voted for Jay Bowden.**
Mr. Jay Bowden was appointed to the Eatonton-Putnam Water and Sewer Authority.

9. Authorization for Chairman to sign Memorandum of Understanding Between Board of Regents of the University System of Georgia by and on behalf of The University of Georgia Cooperative Extension and Putnam County (staff-CM)
County Extension Agent Keith Fielder signed in to answer questions.
**Motion to authorize the Chairman to sign the Memorandum of Understanding between the Board of Regents of the University System of Georgia by and on behalf of The University of Georgia Cooperative Extension and Putnam County.**
**Motion made by Commissioner McElhenney, Seconded by Commissioner Hersey.**

**Motion amended to make sure all county references in the MOU are Putnam County.**
**Amended motion made by Commissioner Hersey, Seconded by Commissioner McElhenney.**

**Voting Yea on motion as amended: Commissioner McElhenney, Commissioner Garrett, Commissioner Hersey, Commissioner Wooten**
(Copy of MOU made a part of the minutes on minute book pages _____ to _____.)

10. Authorization for Chairman to sign a Resolution by the Governing Authority of Putnam County Setting Qualifying Fees for the 2026 Election and Authorizing Publication of the Same (staff-CC)

**Motion to authorize the Chairman to sign a Resolution by the Governing Authority of Putnam County Setting Qualifying Fees for the 2026 Election and Authorizing Publication of the Same.**
**Motion made by Commissioner McElhenney, Seconded by Commissioner Hersey.**
**Voting Yea: Commissioner McElhenney, Commissioner Garrett, Commissioner Hersey, Commissioner Wooten**
(Copy of resolution made a part of the minutes on minute book page _____.)

11. Authorization for Chairman to sign an updated Resolution for the Purpose of Naming an Open Records Officer and an Alternate Open Records Officer (staff-CC)

**Motion to authorize the Chairman to sign an updated Resolution for the Purpose of Naming an Open Records Officer and an Alternate Open Records Officer.**
**Motion made by Commissioner Garrett, Seconded by Commissioner Wooten.**
**Voting Yea: Commissioner McElhenney, Commissioner Garrett, Commissioner Hersey, Commissioner Wooten**
(Copy of resolution made a part of the minutes on minute book page _____.)

12. Authorization for staff to schedule a Public Hearing on proposed changes to the Putnam County Code of Ordinances - Chapter 46 (Roads, Bridges and Other Public Property) (TM/PCSO)

**Motion to authorize staff to schedule a Public Hearing on proposed changes to the Putnam County Code of Ordinances - Chapter 46 (Roads, Bridges and Other Public Property).**
**Motion made by Commissioner McElhenney, Seconded by Commissioner Wooten.**
**Voting Yea: Commissioner McElhenney, Commissioner Garrett, Commissioner Hersey, Commissioner Wooten**
(Copy of proposed changes made a part of the minutes on minute book pages _____ to _____.)

13. Authorization for staff to schedule a Public Hearing on proposed changes to the Putnam County Code of Ordinances - Chapter 2 (Administration) (Postponed from the December 5, 2025 BOC meeting) (staff-CA)

Comments on the proposed changes were made by: Mr. Billy Webster, Ms. Jennifer Ray, Mr. Bill Vargo, Ms. Barb Vargo, Mr. Charles Ray, Ms. Erin Olson, and Mr. Dale Bills.
**Motion to authorize staff to schedule a Public Hearing on proposed changes to the Putnam County Code of Ordinances - Chapter 2 (Administration) as shown in the meeting packet with the following change: remove the proposed changes to Section 2-42(a) related to public comments.**
**Motion made by Commissioner McElhenney, Seconded by Commissioner Wooten**

**Motion amended to keep the change in Section 2-42(a) regarding the use of county equipment.**
**Amended motion made by Commissioner McElhenney, Seconded by Commissioner Garrett**
**Vote on amended motion:**
**Voting Yea: Commissioner McElhenney, Commissioner Garrett, Commissioner Wooten**
**Voting Nay: Commissioner Hersey**

**Motion amended to remove the striking of the Recreation in Sections 2-141 through 2-150.**
**Amended motion made by Commissioner Hersey, Seconded by Commissioner Garrett**
**Vote on amended motion:**
**Voting Yea: Commissioner McElhenney, Commissioner Garrett, Commissioner Hersey, Commissioner Wooten**

**Motion amended to remove additions in Section 2-37 that read "one item" and "No items may be commented upon by a single commissioner for a period of time in excess of ten minutes (unless granted additional time by the chairperson)."**
**Amended motion made by Commissioner Garrett, Seconded by Commissioner Hersey**
**Vote on amended motion:**
**Voting Yea: Commissioner McElhenney, Commissioner Garrett, Commissioner Hersey, Commissioner Wooten**

**Vote on original motion as amended:**
**Voting Yea: Commissioner McElhenney, Commissioner Garrett, Commissioner Wooten**
**Voting Abstain: Commissioner Hersey**

14. Request to amend the approved minutes of the December 5, 2025 BOC Regular Meeting (RG)

Mr. Bill Vargo and Ms. Barb Vargo clarified their public comments made at the December 5, 2025 BOC meeting.

**Motion to authorize staff to make an annotation to the official minutes of the December 5, 2025 BOC meeting to change the Public Comment summary of Mr. and Mrs. Vargo's comments to the following:**
**"Mr. Bill Vargo commented on his property tax bill and a dispute with the Planning & Development department regarding a Georgia Power dredging permit.**
**Ms. Barbara Vargo also commented on a dispute with the Planning & Development department regarding a Georgia Power dredging permit."**
**Motion made by Commissioner Garrett, Seconded by Commissioner McElhenney.**
**Voting Yea: Commissioner McElhenney, Commissioner Garrett, Commissioner Hersey, Commissioner Wooten**

15. Discussion and possible action to rescind the motion of December 16, 2025 regarding adopting a C-PACER program (SH)

Ms. Barb Vargo commented in favor of the C-PACER program.

**Motion to rescind the motion of December 16, 2025 regarding authorization to sign a C-PACER Resolution and to schedule a Town Hall on the C-PACER program for Putnam County within 30 days.**
**Motion made by Commissioner Hersey, Seconded by Commissioner Garrett.**
**Voting Yea: Commissioner Hersey**
**Voting Nay: Commissioner McElhenney, Commissioner Garrett, Commissioner Wooten**

**Motion to have Commissioner Hersey work with the County Attorney to set out concerns with the C-PACER Resolution articulated at this meeting and amend the resolution and come back to the board with amended resolution and schedule a C-PACER town hall meeting within 30 days and to restrain the Chairman from signing any C-PACER IGA for 30 days.**
**Motion made by Commissioner Garrett, Seconded by Commissioner McElhenney**
**Voting Yea: Commissioner McElhenney, Commissioner Garrett, Commissioner Wooten**
**Voting Nay: Commissioner Hersey**

**Reports/Announcements**

16. County Manager Report

No report.

17. County Attorney Report

No report, but Executive Session needed for real estate and litigation.

18. Commissioner Announcements

Commissioner McElhenney: announced he attended ACCG training last Friday, encouraged other commissioners to attend trainings, and passed out the 2026 ACCG Training Calendar

Commissioner Garrett: announced he attended the Martin Luther King Jr. event at Butler Baker and explained that he would like to see a wider cross section of people and for the event to be held at the Courthouse like it used to be, and encouraged everyone to go see Hairspray at the Plaza

Commissioner Hersey: none

Commissioner Wooten: none

Chairman Sharp: thanked everyone for attending

**Executive Session**

19. Enter Executive Session as allowed by O.C.G.A, 50-14-4 for Personnel, Litigation, or Real Estate

**Motion to enter Executive Session as allowed by O.C.G.A, 50-14-4 for Litigation and Real Estate.**
**Motion made by Commissioner McElhenney, Seconded by Commissioner Garrett.**
**Voting Yea: Commissioner McElhenney, Commissioner Garrett, Commissioner Hersey, Commissioner Wooten**

Meeting closed at approximately 8:58 p.m.

20. Reopen meeting following Executive Session

**Motion to reopen the meeting.**
**Motion made by Commissioner McElhenney, Seconded by Commissioner Garrett.**
**Voting Yea: Commissioner McElhenney, Commissioner Garrett, Commissioner Hersey, Commissioner Wooten**

Meeting reconvened at approximately 9:26 p.m.

21. Execute Affidavit concerning the subject matter of the closed portion of the meeting sign affidavit

**Motion to execute the Affidavit concerning the subject matter of the closed portion of the meeting.**
**Motion made by Commissioner McElhenney, Seconded by Commissioner Wooten.**
**Voting Yea: Commissioner McElhenney, Commissioner Garrett, Commissioner Hersey, Commissioner Wooten**
(Copy of affidavit made a part of the minutes on minute book page _____.)

22. Action, if any, resulting from the Executive Session

No action taken.

**Closing**
23. Adjournment
**Motion to adjourn the meeting.**
**Motion made by Commissioner McElhenney, Seconded by Commissioner Wooten.**
**Voting Yea: Commissioner McElhenney, Commissioner Garrett, Commissioner Hersey, Commissioner Wooten**

Meeting adjourned at approximately 9:28 p.m.

ATTEST:

Lynn Butterworth
County Clerk

B. W. “Bill” Sharp
Chairman

# PUTNAM COUNTY BOARD OF COMMISSIONERS

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)
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The draft minutes of the January 20, 2026 Executive Session are available for Commissioner review in the Clerk's office.

# PUTNAM COUNTY BOARD OF COMMISSIONERS

117 Putnam Drive, Suite A ◊ Eatonton, GA 31024

**Called Meeting Minutes**
**Thursday, January 22, 2026 ◊ 4:00 PM**
*Putnam County Administration Building – Room 203*

The Putnam County Board of Commissioners met for a called meeting with the Putnam Development Authority on Thursday, January 22, 2026 at approximately 4:00 PM 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
Commissioner Jeff Wooten

*STAFF PRESENT*
County Attorney Adam Nelson
County Manager Paul Van Haute
County Clerk Lynn Butterworth
Deputy County Clerk Mercy Fluker

**Opening**
1. Welcome
Chairman Sharp called the called meeting to order at approximately 4:02 p.m.
(Copy of agenda made a part of the minutes on minute book page _____.)

The following members and staff of the Putnam Development Authority were present:
Chairman Walt Rocker
Attorney Kevin Brown
Economic Development Director Matt Poyner
Secretary/Treasurer Patty Burns
Member Mylle Mangum
Vice Chairman John Wojtas

Chairman Sharp explained the rules and announced that the meeting will conclude by 5:45 p.m. due to the Town Hall Meeting beginning at 6:00 p.m. He explained that each of the Putnam Development Authority members were chosen by at least 3 commissioners and thanked them for serving.

**Called Meeting**

2. Discussion on strategic operational activities

At Commissioner McElhenney's request, County Attorney Nelson explained the creation of the Putnam Development Authority by the General Assembly in 1968, and the power still held by the Governor's office to remove members. Each commissioner began the discussion by stating comments, questions, and concerns about the Putnam Development Authority. The members and staff of the Putnam Development Authority responded with their comments, questions, and concerns as well, to which the commissioners concluded the discussion with their final statements.

Next steps agreed upon by all parties include more open communication between the Putnam Development Authority and the public, and more formalized communication between the Putnam Development Authority and the Board of Commissioners.

**Closing**

3. Adjournment

**Motion to adjourn the meeting.**
**Motion made by Commissioner Wooten, Seconded by Commissioner Garrett.**
**Voting Yea: Commissioner McElhenney, Commissioner Garrett, Commissioner Hersey, Commissioner Wooten**

Meeting adjourned at approximately 5:33 p.m.

ATTEST:

Mercy Fluker
Deputy County Clerk

B. W. "Bill" Sharp
Chairman

# PUTNAM COUNTY BOARD OF COMMISSIONERS

117 Putnam Drive, Suite A ◊ Eatonton, GA 31024

**Town Hall Meeting Minutes**
**Thursday, January 22, 2026 ◊ 6:00 PM**
*Putnam County Administration Building – Room 203*

The Putnam County Board of Commissioners met for a public Town Hall Meeting on Thursday, January 22, 2026 at approximately 6:00 PM in the Putnam County Administration Building, 117 Putnam Drive, Room 203, Eatonton, Georgia.

The purpose of this meeting was to discuss development processes in Putnam County. Residents were able to hear updates from commissioners and staff and ask questions regarding this important issue.

*PRESENT*
Chairman Bill Sharp
Commissioner Tom McElhenney
Commissioner Richard Garrett
Commissioner Steve Hersey
Commissioner Jeff Wooten

*STAFF PRESENT*
County Attorney Adam Nelson
Planning and Development Director Lisa Jackson
County Manager Paul Van Haute
County Clerk Lynn Butterworth
Deputy County Clerk Mercy Fluker

**Opening**
1. Welcome
Chairman Sharp called the Town Hall meeting to order at approximately 6:02 p.m.
Chairman Sharp explained the rules and announced that the meeting will conclude by 7:30 p.m., then turned the meeting over to County Attorney Adam Nelson to begin the discussion.

2. Discussion regarding development in Putnam County
County Attorney Nelson explained the work that has been done so far to create draft amendments to development ordinances and the goal to get those proposed amendments on the table for adoption.

The commissioners and staff discussed several draft ordinances, including: Sec. 28-61, 28-66 – Preliminary Plat Expiration, Bonding; Sec. 53 – Technology Uses; Sec 66-111 – 66-113 – C-C Commercial Crossroads District; Sec. 66-114 – PUD; Sec. 66-132 (x) – Build to Rent Developments; and Sec. 66-165 – Rezoning Factors-Use Zoning.

The following people commented/asked questions:
Mr. George Kelecheck
Mr. Charles Gray
Mr. Bill Vargo
Ms. Jennifer Ray
Ms. Sherri Johnson
Ms. Barbara Bowden
Mr. Steve Miller
Mr. Ryan Deidrichsen
Mr. Charles Ray
Ms. Kim Gentle
Mr. Ben Prew
Ms. Karen Henry-Garrett
Mr. Casey Marvitt
Mr. Josh Sprayberry

Chairman Sharp thanked everyone for attending.

No action was taken.

**Closing**
3. Adjournment
**Motion to adjourn the Town Hall meeting.**
**Motion made by Commissioner McElhenney, Seconded by Commissioner Garrett.**
**Voting Yea: Commissioner McElhenney, Commissioner Garrett, Commissioner Hersey, Commissioner Wooten**

Town Hall meeting adjourned at approximately 7:44 p.m.

ATTEST:

Mercy Fluker
Deputy County Clerk

B. W. “Bill” Sharp
Chairman

# PUTNAM COUNTY BOARD OF COMMISSIONERS

117 Putnam Drive, Suite A ◊ Eatonton, GA 31024

**Town Hall Meeting Minutes**
**Thursday, February 12, 2026 ◊ 10:00 AM**
*Putnam County Administration Building – Room 203*

The Putnam County Board of Commissioners met for a public Town Hall Meeting on Thursday, February 12, 2026 at approximately 10:00 AM in the Putnam County Administration Building, 117 Putnam Drive, Room 203, Eatonton, Georgia.

The purpose of this meeting was to discuss the C-PACER program. Residents were able to hear updates from commissioners and staff and ask questions regarding this important issue.

*PRESENT*
Chairman Bill Sharp
Commissioner Tom McElhenney
Commissioner Richard Garrett
Commissioner Jeff Wooten

*ABSENT*
Commissioner Steve Hersey

*STAFF PRESENT*
County Attorney Adam Nelson (arrived late)
County Manager Paul Van Haute
County Clerk Lynn Butterworth
Deputy County Clerk Mercy Fluker

**Opening**
1. Welcome
Chairman Sharp called the Town Hall meeting to order at approximately 10:07 a.m. He explained the rules and asked County Manager Van Haute to open the discussion.
(Copy of agenda/notice made a part of the minutes on minute book page _____.)

**Town Hall Meeting**
2. Discussion regarding C-PACER
County Manager Van Haute invited the parties with knowledge on the C-PACER program to come forward and speak first.

The following representatives provided information on the program:
Mr. Dante Handel, C-PACE Alliance/The Southern Group
Mr. Jared Schlosser, Peachtree Group
Mr. Ryan Doyle, Nuveen Green Capital

The commissioners and staff asked questions and discussed the details of the program with the residents in attendance.

The following individuals commented/asked questions:
Mr. Charles Gray
Ms. Barb Vargo
Mr. Bill Vargo
Mr. David Dubois
Mr. Don Sadler
Mr. Dale Bills
Ms. Erin Olson
Mr. Josh Sprayberry

Commissioner Garrett left at approximately 11:24 a.m.

Chairman Sharp thanked the audience for attending.
No action was taken.

**Closing**
3. Adjournment
Chairman Sharp adjourned the Town Hall Meeting at approximately 11:29 a.m.

ATTEST:

Mercy Fluker
Deputy County Clerk

B. W. “Bill” Sharp
Chairman

# PUTNAM COUNTY BOARD OF COMMISSIONERS

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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 |
|---|---|---|---|
| Josh Sprayberry | Anchors Marina | 1054 Lake Oconee Parkway Eatonton, GA 31024 | Renewal – Retail Beer/Wine |
| Jarrod Clark | Seed Orchard, LLC dba The Turn | 463 Cuscowilla Drive Eatonton, GA 31024 | Renewal - Pouring |
| Jarrod Clark | Seed Orchard, LLC dba Cuscowilla Clubhouse | 465 Cuscowilla Drive Eatonton, GA 31024 | Renewal - Pouring |
| Jarrod Clark | Seed Orchard, LLC dba Cuscowilla on Lake Oconee – Club 97 | 126 Cuscowilla Drive Eatonton, GA 31024 | Renewal – Retail Beer/Wine |
| Darin Simmons | DOP Holdings, LLC dba The Meat Locker | 182 Pea Ridge Road Eatonton, GA 31024 | Renewal – Retail Beer/Wine |
| Natalie Jones | Convenience Stores Inc. dba JP Harmony Oconee | 1001 Greensboro Road Eatonton, GA 31024 | Renewal – Retail Beer/Wine |
| Ginger Ryser | Silver Moon Inc dba The Silver Moon | 1077 Lake Oconee Parkway Eatonton, GA 31024 | Renewal - Pouring |
| John Nguyen | Pho & More, Inc dba Pho & More | 113 A Harmony Crossing Suite 8 Eatonton, GA 31024 | NEW - Pouring |
| Nancy Faulconer | Nancy Faulconer, Inc. dba Who Cares Bar | 1116 Lake Oconee Parkway #2070 Eatonton, GA 31024 | Renewal - Pouring |

# Putnam County Board of Commissioners
# Putnam County Transit
# FTA PROCUREMENT POLICY

**Adopted by Board of Commissioners**
**July 15, 2025**

**Revised**
**February 17, 2026**

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# 1. INTRODUCTION

## 1.1. Purpose

This policy establishes guidelines and minimum standards that Putnam County Transit ("the Agency") will use in the management of its third-party contracts. This manual is intended to ensure that Putnam County Transit complies with Federal Transit Administration (FTA) and the Georgia Department of Transportation's standards to ensure full and open competition and equitable treatment of all potential sources for all purchases made with funding derived from the Federal, state, and local governments. In all purchasing activity, the goal of Putnam County Transit is to ensure maximum open and free competition consistent with:

- 2 CFR § 200.318 – 200.327;
- FTA Circular 4220.1G "Third Party Contracting Guidance" or the latest version thereof

## 1.2. Applicability

This manual applies to all procurements undertaken and financed, in whole or in part, with FTA financial assistance provided to Putnam County Transit to support **open market procurements**. An open market solicitation is used to purchase a good or service by soliciting from any available source. Most grantee procurement activity will be undertaken on the open market. Open market procurements exclude:

- Employment Contracts;
- Real Estate Contracts; and
- Intergovernmental Agreements (IGAs)

The goal of this procurement policy is to provide an atmosphere in which all procurement transactions will be conducted in a manner providing full and open competition. Putnam County Transit will avoid the following situations considered to be restrictive of competition:

- Application of unreasonable requirements placed on firms in order for them to qualify to do business;
- Imposition of geographic preference standards in the selection of vendors;
- Imposition of unnecessary experience and excessive bonding requirements;
- Use of noncompetitive pricing practices between firms or between affiliated companies;
- Employment of noncompetitive awards to any person or firm on retainer contracts;
- Failure to recognize organizational conflicts of interest, which means that because of other activities, relationships, or contracts, a contractor is unable, or potentially unable, to render impartial assistance or advice to the Putnam County Transit; a contractor's objectivity in performing the contract work is or might be otherwise impaired; or a contractor has an unfair competitive advantage;
- Use of "brand name" specifications without listing its salient characteristics and not allowing "an equal" product to be offered; and
- Any arbitrary action in the procurement process.

Putnam County Transit will conduct procurements in a manner that does not give in-State or local geographical preferences in the evaluation of bids or proposals, except in those cases where applicable Federal statutes expressly mandate or encourage geographic preference. This does not pre-empt Georgia licensing laws from being considered in those disciplines that are regulated by the State of Georgia. Geographic location may be a selection criterion in procurements for architectural and engineering (A&E) services if an appropriate number of qualified firms, given the nature and size of the project, are able to compete for the contract.

### 1.3. Third-Party Contracting Capacity

Federal regulations (2 CFR § 200.318(a) and FTA guidance found in Circular 4220.1G, Chapter III, § 3a) require Putnam County Transit to have written procurement procedures. This policy is designed to meet FTA and GDOT's requirements in this regard.

### 1.4. Relationship to Other Agency Policies

The purpose of these purchasing policies and procedures is two-fold. First, the agency has established these policies and procedures to conform to the provisions of Federal procurement regulations that govern the agency's use of FTA and GDOT funds. Second, these policies and procedures assure that materials, supplies, services, and equipment required for the efficient and effective operation of the transit program are procured with regard to an analysis of price, quality, quantity, terms, and delivery specifications. These policies and procedures pertain only to the agency's purchases made with FTA funds for the transit program; purchases with local funds and for purposes other than transit should follow the applicable Georgia law.

These policies may not answer all questions related to purchasing; if any employee of Putnam County Transit has a question regarding these procedures, GDOT should be contacted for clarification and guidance.

When Putnam County Transit undertakes any purchase utilizing FTA funds, this policy shall supersede any existing purchasing policy promulgated by the agency. When any conflict exists between this policy and the existing policies of the agency, the procedures in this policy shall prevail. If any employee of Putnam County Transit determines that a conflict exists between these policies and state and local law, Putnam County Transit shall contact GDOT and communicate the conflict.

# 2. CODE OF ETHICS AND CONFLICT OF INTEREST POLICY

## 2.1. Purpose

Federal grant management rules (2 CFR § 200.318(c)(1)) require each recipient to maintain written standards of conduct governing the performance of its employees engaged in the award and administration of contracts. This policy must address:

- Personal conflicts of interest
- Gifts; and
- Violations.

## 2.2. Definition of Key Terms

As used herein, the following definitions apply:

**Conflict of Interest** – A situation in which an employee, board member, officer, or agent has a private or personal interest sufficient to appear to influence the objective exercise of his or her official duties. A conflict of interest represents a divergence between a person covered by this policy and their private interests and their professional obligations to Putnam County Transit such that an independent observer might reasonably question whether the individual's professional actions or decisions are determined by considerations of personal gain, financial or otherwise.

**Financial Interest** – An officer, agent, board member, his or her partner, employee, or their immediate family, is considered as having a financial interest in a company if: they receive more than $10,000 in consulting income, salaries, or equity in the company; they have more than 5 percent equity in the company; they have intellectual property rights in or receive royalties from the company; or they serve as a director, officer, partner, trustee, manager or employee of the company.

**Immediate Family** – Immediate family includes an employee's spouse, grandparent, parent, brother, sister, child or grandchild, and his or her partner.

## 2.3. Applicability

No employee, elected official, agent, or other individual under an employment contract with Putnam County Transit, or his or her immediate family member, partner, or organization that employs or is about to employ any of the foregoing may participate in the selection, award, or administration of a contract supported with FTA assistance if a conflict of interest, real or apparent, would be involved.

Such a conflict would arise when any of those previously listed individuals has a financial or other interest in the firm selected for the award.

### 2.4. Gifts

Any contractor, subcontractor, or supplier who has a contract with Putnam County Transit; has performed under such a contract within the past year; or anticipates bidding on such a contract in the future shall be prohibited from making gifts or providing favors to any individual defined in Section 2.2. who is charged with the duty of:

- Preparing plans, specifications, or estimates for public contracts; or
- Awarding or administering public contracts; or
- Inspecting or supervising construction.

Putnam County Transit also prohibits all covered individuals defined in Section 2.2. who perform the functions listed above from receiving or accepting any such gift or favor.

### 2.5. Employee Conflicts of Interest

#### 2.5.1. Conflicts of Interest

It shall be a breach of ethical standards for any Putnam County Transit employee to participate directly or indirectly in a procurement when the employee knows:

- The employee or any member of the employee's immediate family, board member, officer, agent, his or her partner, has a financial interest pertaining to the procurement;
- A business or organization in which the employee, or any member of the employee's immediate family, has a financial interest pertaining to the procurement; or
- Any other person, business, or organization with whom the employee or any member of the employee's immediate family is negotiating or has an arrangement concerning prospective employment is involved in the procurement.

#### 2.5.2. Discovery of Actual or Potential Conflict of Interest (Disqualification and Waiver)

Upon discovery of an actual or potential conflict of interest, an employee participating directly or indirectly in a procurement shall:

- Promptly file a written statement of disqualification with the County Manager; and
- Withdraw from further participation in the procurement.

The employee may, at the same time, request from the County Manager, an advisory opinion as to what further participation, if any, the employee may have in the procurement. It shall be at the sole discretion of the County Manager to determine if the employee may have any further participation in the procurement and, if so, the extent to which the employee may participate. Any employee who fails to comply with the provisions of this paragraph may be subject to disciplinary action.

### 2.5.3. Employee Disclosure Requirements

A Putnam County Transit employee, who has reason to believe that he/she or his/her immediate family have an interest that may be affected by his/her official acts or actions as a Putnam County Transit employee or by the official acts or actions of Putnam County Transit, shall disclose the precise nature and value of such interest in a written disclosure statement to the County Manager. The employee's disclosure statement will be reviewed by the County Manager and the County Manager will respond to the employee in writing with an opinion as to the propriety of said interest.

In the event that the County Manager has reason to believe that he/she or his/her immediate family has an interest that may be affected by his/her official acts or actions as a Putnam County Transit employee or by the official acts or actions of Putnam County Transit, he/she shall disclose the precise nature and value of such interest in a written disclosure statement.

### 2.5.4. Confidential Information

A Putnam County Transit employee may not directly or indirectly make use of, or permit others to make use of, for the purpose of furthering a private interest, confidential information acquired by virtue of their position or employment with Putnam County Transit.

### 2.5.5. Solicitation Provision

Putnam County Transit shall insert the following provisions in all formal competitive solicitation documents for products and services:

> *These policies shall apply to Putnam County Transit employees involved in procurement. It is a breach of ethical standards for any Putnam County Transit employee to participate directly or indirectly in a procurement when the employee knows:*
>
> - *The employee or any member of the employee's immediate family has a financial interest pertaining to the procurement;*
> - *A business or organization in which the employee, or any member of the employee's immediate family, has a financial interest pertaining to the procurement; or*
> - *Any other person, business, or organization with whom the employee or any member of the employee's immediate family is negotiating or has an arrangement concerning prospective employment is involved in the procurement.*
>
> *In addition, any persons acting as members of an evaluation committee for any procurement shall, for the purposes of the procurement, be bound by the conditions of this Section. Throughout the bid/proposal evaluation process and subsequent contract negotiations, offerors shall not discuss or seek specific information about this procurement, including but not limited to, the contents of submissions, the evaluation process, or the contract negotiations, with members of any evaluation committee, governing board, or other Putnam County Transit employees other than the designated County Manager."*

### 2.6. Organizational Conflicts of Interest

The County Manager and technical personnel are encouraged to work closely with the legal counsel to review all situations that appear to have the potential for an organizational conflict of interest.

Organizational conflicts of interest may result in bias and potentially provide an unfair competitive advantage to a potential offeror. An organizational conflict of interest occurs due to the type of work to be performed under a third-party contract, or because of other activities or relationships such as:

- A contractor is unable, or potentially unable, to render impartial assistance or advice to the agency;
- A contractor's objectivity in performing contract work is or might otherwise be impaired; or
- A contractor has an unfair competitive advantage.

Bias arises when a contractor is placed in a situation where there may be an incentive to distort advice or decisions. Whenever a contract is awarded that involves the rendering of advice, the question must always be asked as to whether the potential for a conflict of interest exists for the contractor rendering the advice. Putnam County Transit will utilize a "Conflict of Interest Disclosure Statement," in its solicitation when contracting for services of this nature.

# 3. PUTNAM COUNTY TRANSIT RESPONSIBILITIES UNDER FEDERAL LAW

## 3.1. Third-Party Contracting Capacity

Putnam County Transit must maintain adequate technical capacity to carry out its FTA-assisted projects and comply with Federal rules. Putnam County Transit's third-party contracting capability must be adequate to undertake its procurements effectively and efficiently in compliance with applicable Federal, state, and local requirements.

## 3.2. Contract Administration System

Putnam County Transit must maintain a contract administration system to ensure that it and its third-party contractors comply with the terms, conditions, and specifications of their contracts or purchase orders and applicable Federal, state, and local requirements. See Section 6 of this policy for a full discussion of contract administration.

### 3.2.1. Written Procurement Procedures

Putnam County Transit must maintain and follow written procurement procedures that address:

(a) Solicitations – Requirements for Putnam County Transit solicitations are addressed in Section 5.

(b) Necessity – Requirements related to Putnam County Transit's need for products or services are addressed in Section 3.5.

(c) Environmental and Energy Efficiency Preferences – Requirements related to preference for products and services that conserve natural resources, protect the environment, and are energy efficient are addressed in Sections 3.11.

(d) Procurement Methods – Descriptions of the procurement methods that Putnam County Transit may use are included in Section 5.

(e) Legal Restrictions – Descriptions of Federal and state restrictions on Putnam County Transit's acquisitions are included in Section 5.

Third-Party Contract Provisions – Specific third-party contract provisions required for each contract and flow-down requirements to subcontracts must be included in all contracts.

(1) Sources – Descriptions of the availability and use of various sources of products and services are addressed in Section 4.
(2) Resolution of Third-Party Contracting Issues – Procedures related to the resolution of third-party contracting issues are included in Section 6.6.2.

### 3.2.2. Adequate Third-Party Contract Provisions

Putnam County Transit must include provisions in all of its third-party contracts that are adequate to form a sound and complete agreement.

### 3.2.3. Industry Contracts

Putnam County Transit shall not use an industry-developed contract or a contract that is provided by a bidder or offeror unless it has first evaluated the benefits of the contract. Putnam County Transit shall ensure that such contracts include all required Federal provisions but do not include terms and conditions that may be unfavorable to Putnam County Transit.

### 3.2.4. Revenue Contracts

Putnam County Transit may enter into a revenue contract with a third party to generate revenues in connection with a transit-related activity, or to create business opportunities utilizing an FTA-funded asset. Any such contract opportunity will follow competitive selection procedures and principles outlined herein.

### 3.2.5. Record Keeping

Putnam County Transit must prepare and maintain adequate and readily accessible project performance and financial records, covering procurement transactions as well as other aspects of project implementation. Putnam County Transit must maintain these records for five (5) years after Putnam County Transit and its lower-tier subrecipients, if any, have made final payment and all other pending matters are closed. Specific recordkeeping requirements include:

(a) Written Record of Procurement History – Putnam County Transit must maintain and make available to GDOT and FTA written records detailing the history of each procurement. For all procurements above the micro-purchase level, Putnam County Transit must maintain records relating to:

(1) Procurement Method – Putnam County Transit must provide its rationale for the method of procurement it used for each contract, including a sole source justification for any acquisition that does not qualify as competitive;
(2) Contract Type – Putnam County Transit must state the reasons for selecting the contract type it used;
(3) Contractor Selection – Putnam County Transit must state its reasons for contractor selection or rejection;
(4) Contractor Responsibility – Putnam County Transit must provide a written determination of responsibility for the successful contractor;
(5) Cost or Price – Putnam County Transit must evaluate and state its justification for the contract cost or price; and
(6) Reasonable Documentation – Putnam County Transit must retain documentation commensurate with the size and complexity of the procurement.

(7) Vendor Verification – Putnam County Transit must include verification of acceptance with a selected vendor/supplier/manufacturer through the Federal System of Award Management (SAM) for each project and associated project file.

(b) Access to Records – Putnam County Transit must provide FTA and GDOT officials, the Comptroller General, or any of their representatives, access to and the right to examine and inspect all records, documents, and papers, including contracts, related to any FTA project financed with Federal assistance.

(c) Use of Technology/Electronic Commerce – Putnam County Transit may use an electronic commerce system to conduct third-party procurements. If Putnam County Transit uses an electronic commerce system, then the following requirements apply:

(1) Sufficient System Capacity – Putnam County Transit's system must have sufficient system capacity necessary to accommodate all Federal requirements for full and open competition.
(2) Written Procedures – Before any solicitation takes place, Putnam County Transit must establish adequate written procedures to ensure that all information FTA/GDOT requires for project administration is entered into the system and can be made readily available to GDOT as needed.

### 3.3. Determination of Needs

Putnam County Transit must maintain and follow adequate procedures for determining the types and amounts of products and services it needs to acquire. Putnam County Transit shall comply with the following requirements when determining the types and amounts of products and services it needs to acquire:

### 3.4. Eligibility

All products and services to be acquired with FTA funds must be eligible under the Federal law authorizing the FTA assistance award and any regulations thereunder. All products and services to be acquired with FTA funds must also be eligible for support within the scope of the underlying grant or cooperative agreement from which the FTA assistance to be used is derived.

### 3.5. Necessity

Putnam County Transit shall adhere to the following standards for avoiding the purchase of duplicative and/or unnecessary products and services it does not need.

### 3.5.1. Unnecessary Reserves

Putnam County Transit shall limit the acquisition of Federally-assisted property and services to the amount it needs to support its operations.

### 3.5.2. Acquisition for Assignment Purposes

Putnam County Transit shall contract only for its current and reasonably expected public transportation needs and shall not add quantities or options to third-party contracts solely to permit assignment to another party at a later date. These limits on assignments, however, do not preclude joint procurements that are entered into simultaneously by two or more parties to obtain advantages unavailable for smaller procurements.

(a) General Prohibition – Putnam County Transit may contract only for its current and reasonably expected public transportation needs and may not add quantities or options to third-party contracts solely to permit assignment to another party at a later date.

(b) Changes in the Recipient's Needs – GDOT and FTA recognize that the quantity of property or services a recipient reasonably believes it may need at the time of contract award may change. Putnam County Transit's later needs might decrease due to changed circumstances or honest mistakes. In those situations, Putnam County Transit may assign its unneeded contract authority to another entity that would like to acquire the property or services.

(c) Exceptions – These limits on assignments, however, do not preclude:

(1) Joint Procurements – Putnam County Transit and one or more other FTA recipients may enter into a single procurement at the same time to obtain advantages unavailable for smaller procurements.
(2) Participation in GDOT Sponsored Vehicle Procurements – Putnam County Transit may enter into contracts developed by the State of Georgia to acquire vehicles. See Section 4.3 of this policy for a full discussion of state government purchasing schedules and contracts.

(d) Procurement Size – For every procurement, Putnam County Transit shall consider whether to consolidate or break out the procurement to obtain the most economical purchase. Absent efforts to foster greater opportunities for Disadvantaged Business Enterprises (DBEs), small and minority firms, and women's business enterprises, Putnam County Transit shall not split a larger procurement merely to gain the advantage of micro-purchase or small purchase procedures.

(e) Options – Putnam County Transit shall justify, as needed, all option quantities included in every solicitation and contract. An option is a unilateral right in a contract by which, for a specified time, Putnam County Transit may acquire additional equipment, supplies, or services than originally procured. An option may also extend the term of the contract. If Putnam County Transit elects to use options in a procurement, Putnam County Transit shall include option prices in the evaluation of bid prices or cost proposals. If Putnam

County Transit fails to evaluate option prices in its award evaluation, and subsequently elects to exercise an option, it shall be treated as a sole source award.

(f) Lease of Rolling Stock – For rolling stock and related equipment, the Fixing America's Surface Transportation (FAST) Act removed the requirement to demonstrate the cost-effectiveness of leasing compared to purchasing described above in subsection (f). The FAST Act, however, now requires Putnam County Transit to submit a report to FTA within three years of executing a rolling stock lease that includes: (1) An evaluation of the overall costs and benefits of leasing rolling stock; and (2) A comparison of the expected short-term and long-term maintenance costs under a lease versus maintenance costs when buying rolling stock.

(g) Specifications – Putnam County Transit's procurement specifications shall clearly describe the products or services to be procured and shall state how the proposals will be evaluated. Putnam County Transit's procurement specifications shall not be exclusionary, discriminatory, unreasonably restrictive, or otherwise in violation of Federal or Georgia laws or regulations.

## 3.6. Contractor Responsibilities

Putnam County Transit, in awarding contracts, financed in whole or in part, with FTA financial assistance, shall follow the guidance in this section to evaluate contractor capabilities to perform the contract.

In addition to the Federal rules (2 CFR § 200.318(h)) that require contract awards be made only to responsible contractors, Federal transit law at 49 U.S.C. § 5325(j) limits third-party contractor awards to those contractors capable of successfully performing under the terms and conditions of the proposed contract. Before selecting a contractor for an award, Putnam County Transit must consider such matters as contractor integrity, compliance with public policy, record of past performance, and financial and technical resources.

### 3.6.1. Debarment and Suspension

Debarment and suspension regulations and guidance include the following provisions.

#### 3.6.1.1. DOT Debarment and Suspension Regulations

U.S. Department of Transportation (DOT) regulations, "Nonprocurement Suspension and Debarment," 2 CFR Part 1200 apply to each third party contract at any tier of $25,000 or more, to each third party contract at any tier for a federally required audit (irrespective of the contract amount), and to each third party contract at any tier that must be approved by an FTA official irrespective of the contract amount (2 CFR § 1200). Putnam County Transit shall apply DOT's debarment and suspension requirements to itself and each third-party contractor at every tier to the extent required by DOT's regulations that incorporate the requirements of Office of Management and Budget (OMB), "Guidelines to Agencies on Governmentwide Debarment and Suspension (Nonprocurement)" (2 CFR § 180).

#### 3.6.1.2. System for Award Management

The System for Award Management (SAM) combines Federal procurement systems and will list any entity, or any of its principals, that are currently subject to an active exclusion meaning the entity is debarred, suspended, proposed for debarment, or declared ineligible for the award of contracts using Federal Transit Administration funds.

As a best practice, Putnam County Transit should print the screen with the results of the SAM.gov search to include in the procurement file. Alternatively, Putnam County Transit may collect a debarment and suspension certification from the prospective third-party contractor or include a clause in the third-party contract requiring disclosure. FTA notes that affirmative actions, such as checking SAM.gov or including a requirement for a signed certification, are preferred. As such, it shall be the policy of Putnam County Transit to verify that the prospective third-party vendor is not listed as a debarred contractor on SAM.

### 3.6.2. Lobbying Certification and Disclosure

If a third-party contract will exceed $100,000, before awarding the contract, Putnam County Transit will obtain a lobbying certification, and if applicable, a lobbying disclosure from a prospective third-party contractor (see DOT regulations, "New Restrictions on Lobbying," 49 CFR Part 20, modified as necessary by 31 U.S.C. Section 1352).

### 3.6.3. Required Contract Clauses

In addition to the requirements outlined above, various requirements may apply to Putnam County Transit third-party contracts, depending upon the type of procurement and the anticipated dollar value of said contract. It is the responsibility of Putnam County Transit to assess each procurement and determine the applicable third-party terms and conditions that should be included in the solicitation and contract documents. Federal regulations at 2 CFR § 200, Appendix II and FTA Circular 4220.1G contain guidance on the applicability of these contract terms and conditions.

## 3.7. Bonding

Some procurements may require Putnam County Transit to require the vendor to submit a bid bond, performance bond, or payment bond (typically construction projects). When bonding is required, the following conditions will apply.

### 3.7.1. Thresholds

For construction or facility improvement contracts or subcontracts exceeding the Simplified Acquisition Threshold, GDOT may accept the bonding policy and requirements of the agency provided that GDOT has made a determination that the Federal interest is adequately protected. If such a determination has not been made, the minimum requirements must be as follows:

#### 3.7.1.1. Bid Guarantee

A bid guarantee from each bidder equivalent to five percent of the bid price. The "bid guarantee" must consist of a firm commitment such as a bid bond, certified check, or other negotiable instrument accompanying a bid as assurance that the bidder will, upon acceptance of the bid, execute such contractual documents as may be required within the time specified.

#### 3.7.1.2. Performance Bond

A performance bond on the part of the contractor for 100 percent of the contract price. A "performance bond" is one executed in connection with a contract to secure fulfillment of all the contractor's obligations under such contract.

#### 3.7.1.3. Payment Bond

A "payment bond" is one executed in connection with a contract to assure payment as required by law of all persons supplying labor and material in the execution of the work provided for in the contract. FTA has determined that payment bonds in the following amounts are adequate to protect Federal interest and will accept a local bonding policy that meets the following minimums:

- Less Than $1 Million. Fifty percent of the contract price if the contract price is not more than $1 million
- More Than $1 Million but Less Than $5 Million. Forty percent of the contract price if the contract price is more than $1 million but not more than $5 million
- More Than $5 Million. Two and one-half million dollars if the contract price is more than $5 million

### 3.7.2. Acceptable Sureties

Federal rules for non-governmental recipients require the non-governmental recipient to obtain construction bonds from companies holding certificates of authority as acceptable sureties under Department of the Treasury regulations, "Surety Companies Doing Business with the United States," (31 CFR § 223). For a current list of approved sureties, see the Department of the Treasury's Listing of Approved Sureties (Department Circular 570). As FTA encourages governmental recipients to require similarly acceptable sureties, it shall be the policy of Putnam County Transit to such accept sureties.

### 3.7.3. Reduced Bonding

Putnam County Transit recognizes that bonding costs can be expensive. Putnam County Transit will accept a local bonding policy that conforms to the minimums described in Section 3.4.1. If bonding levels are sought at levels less than these amounts, Putnam County Transit must obtain the prior approval of GDOT/FTA. GDOT/FTA shall approve such requests only if it determines that Putnam County Transit's bonding policy adequately protects the Federal interest in the project.

### 3.7.4. Excessive Bonding

Putnam County Transit will adhere to FTA's rules on excessive bonding requirements (FTA Circular 4220.1G, Chapter IV, § 2h(1)(f)). However, if Putnam County Transit determines it has a material risk of loss because of a failure of the prospective contractor, bonding requirements may exceed those outlined in Section 3.7.1 only with the prior approval of GDOT/FTA.

### 3.8. Preference for U.S. Property—Build America, Buy America

Buy America regulations require that all iron, steel, and manufactured products used in an FTA-funded project be produced in the United States. Rolling stock is included in the category of manufactured products. Originally, the iron and steel requirements applied to all construction materials made primarily of iron or steel used in infrastructure projects.

On November 15, 2021, President Biden signed the Infrastructure Investment and Jobs Act (IIJA or the Bipartisan Infrastructure Law), Pub. L. No. 117-58, which includes the Build America, Buy America Act (BABA). Specifically, BABA expands the coverage of Buy America preferences to all manufacturing processes for construction materials used in federally assisted infrastructure projects.

Any other FTA-funded contract entered into by Putnam County Transit for any activity related to an infrastructure project with includes the construction, alteration, maintenance or repair of infrastructure such as the structures, facilities, and equipment for public transportation requires that all construction materials are manufactured in the U.S.

Construction materials include non-ferrous metals, plastic and polymer-based products (including polyvinylchloride, composite building materials, and polymers used in fiber optic cables), glass (including optic glass), fiber optic cable (including drop cable), optical fiber, lumber, engineered wood, and drywall. Minor additions of articles, materials, supplies or binding agents to a construction material do not change the categorization of the construction material. Construction materials do not include cement and cementitious materials, aggregates such as stone, sand, or gravel, or aggregate binding agents or additives.

### 3.9. Accessibility

Facilities to be used in public transportation service must comply with 42 U.S.C. Sections 12101 *et seq*. and DOT regulations, "Transportation Services for Individuals with Disabilities (ADA)," 49 CFR § 37; and Joint ATBCB/DOT regulations, "Americans with Disabilities (ADA) Accessibility Specifications for Transportation Vehicles," 36 CFR § 1192 and 49 CFR § 38. Notably, DOT incorporated by reference the ATBCB's "Americans with Disabilities Act Accessibility Guidelines" (ADAAG), revised July 2004, which include accessibility guidelines for buildings and facilities, and are incorporated into Appendix A to 49 CFR Part 37. DOT also added specific provisions to Appendix A modifying the ADAAG, with the result that buildings and facilities must comply with both the ADAAG and amendments thereto in Appendix A to 49 CFR Part 37.

### 3.10. Contracting with Small and Minority Businesses, Women's Business Enterprises, and Labor Surplus Area Firms

Putnam County Transit must take all necessary affirmative steps to assure that minority businesses, women's business enterprises, and labor surplus area firms are used when possible. Affirmative steps must include:

- Placing qualified small and minority businesses and women's business enterprises on solicitation lists;
- Assuring that small and minority businesses, and women's business enterprises are solicited whenever they are potential sources;
- Dividing total requirements, when economically feasible, into smaller tasks or quantities to permit maximum participation by small and minority businesses, and women's business enterprises;
- Establishing delivery schedules, where the requirement permits, which encourage participation by small and minority businesses, and women's business enterprises;
- Using the services and assistance, as appropriate, of such organizations as the Small Business Administration and the Minority Business Development Agency of the Department of Commerce; and
- Requiring the prime contractor, if subcontracts are to be let, to take the affirmative steps listed above.

### 3.11. Solid Waste Disposal Act and Recovered Materials

Putnam County Transit shall comply with section 6002 of the Solid Waste Disposal Act, as amended by the Resource Conservation and Recovery Act of 1976 as amended, 42 U.S.C. 6962. The requirements of Section 6002 include procuring only items designated in the guidelines of the Environmental Protection Agency (EPA) at 40 CFR part 247 that contain the highest percentage of recovered materials practicable, consistent with maintaining a satisfactory level of competition, where the purchase price of the item exceeds $10,000 or the value of the quantity acquired during the preceding fiscal year exceeded $10,000; procuring solid waste management services in a manner that maximizes energy and resource recovery; and establishing an affirmative procurement program for procurement of recovered materials identified in the EPA guidelines. The agency should, to the greatest extent practicable and consistent with law, purchase, acquire, or use products and services that can be reused, refurbished, or recycled; contain recycled content, are biobased, or are energy and water efficient; and are sustainable. This may include purchasing compostable items and other products and services that reduce the use of single-use plastic products.

# 4. SOURCES OF ACQUISITIONS

## 4.1. Force Account

Force account means the use of Putnam County Transit's own labor forces and equipment to undertake a project (typically construction, renovation, or repair). The use of force account labor is a project management function, rather than a procurement and contract administration function, except in the general sense of the agency's ability to perform work with its own forces rather than contracting with another entity to acquire the property or services it needs, and the cost implications of the recipient's decision. Putnam County Transit does not charge force account labor to its FTA grants.

## 4.2. Joint Procurements

Putnam County Transit may participate in joint procurements whereby Putnam County Transit and one or more other entities agree from the outset to use a single solicitation document and enter into a single contract with a vendor for delivery of products or services. The following requirements apply to Putnam County Transit's participation in joint procurements:

- Solicitation documents may not be drafted to accommodate the needs of other parties that may later want to participate in the benefits of the contract.

- Putnam County Transit is responsible for ensuring that the joint procurement solicitation and contract comply with all Federal requirements and that the solicitation document and contract include all required clauses and certifications.

## 4.3. State or Local Government Purchasing Schedules or Purchasing Contracts

### 4.3.1. Definition

FTA uses the term "state or local government purchasing schedule" to mean an arrangement that a State or local government has established with several or many vendors in which those vendors agree to provide essentially an option to the State or local government, and its subordinate government entities, to acquire specific property or services in the future at established prices. These arrangements are somewhat similar to the General Services Administration's (GSA) Cooperative Purchasing Program available for Federal Government use.

### 4.3.2. Small Quantity Conditions for Rolling Stock

For Section 5339-funded procurements, Putnam County Transit will use the innovative procurement tools authorized under section 3019 of the FAST Act to the extent practicable. If Putnam County Transit conducts a stand-alone procurement (i.e., not part of a state contract or joint/cooperative procurement) for fewer than five buses, it must prepare a written justification for not using an authorized "innovative procurement tool" pursuant to 49 USC § 5339(a)(10)(B).

### 4.3.3. Applicability of Federal Provisions

When obtaining property or services in this manner, Putnam County Transit must ensure all Federal requirements, required clauses, and certifications (including Buy America) are properly followed and included, whether in the master intergovernmental contract or the recipient's purchase document. While GDOT takes all precautions to ensure that such provisions are in the original solicitation and contract documents, it is ultimately Putnam County Transit's responsibility to ensure such documents and certifications are obtained.

If such requirements, clauses, and certifications were not included in the original purchase solicitation and contracts, Putnam County Transit may request the vendor to append the required Federal clauses in the purchase order or other document that effects the Putnam County Transit's procurement. When this method is used, Putnam County Transit shall obtain Buy America certification before entering into the purchase order. This method cannot be used to circumvent FTA's Buy America requirements.

### 4.3.4. Federal Supply Schedules

Purchases by Putnam County Transit from Federal Supply Schedules established by the U.S. General Services Administration (GSA) are limited to the purchase of information technology (IT) products and products and services to facilitate recovery from a major disaster. The following requirements apply to Putnam County Transit purchases from GSA schedules:

- Putnam County Transit is authorized to use GSA schedules for purchases of products and services to facilitate recovery from a major disaster that is declared by the President of the United States. Upon declaration of a major disaster by the President, Putnam County Transit may purchase products and services from GSA schedules both in advance and in the aftermath of the emergency event. Putnam County Transit shall be responsible for ensuring that the products and services acquired will only be used for recovery.
- Putnam County Transit must ensure that all Federal requirements, required clauses, and certifications are properly followed and included, whether in the master intergovernmental contract or Putnam County Transit's purchase document.
- Putnam County Transit is required to evaluate the reasonableness of prices obtained from GSA schedules. GSA schedule pricing may not be used as a sole or single source for procurement. Putnam County Transit may only use GSA schedule pricing as one of the multiple pricing sources solicited in accordance with its requirements for small purchases described in Section 5.

### 4.3.5. Existing Contracts

Putnam County Transit may use existing contract rights as an acquisition source. An "existing contract" means a contract that, when formed, was intended to be limited to the original parties thereto.

#### 4.3.5.1. Permissible Actions

Within the conditions set forth below, Putnam County Transit may use existing contract rights held by another recipient of FTA assistance:

(a) Exercise of Options – Putnam County Transit may use contract options held by another recipient of FTA assistance with the following limitations:

(1) Consistency with the Underlying Contract – Putnam County Transit must ensure that the terms and conditions of the option it seeks to exercise are substantially similar to the terms and conditions of the option as stated in the original contract at the time it was awarded.
(2) Price – Putnam County Transit may not exercise an option unless it has determined that the option price is better than prices available in the open market, or that when it intends to exercise the option, the option is more advantageous.
(3) Awards Treated as Sole Source Procurements – The following actions constitute sole source awards:
    i. Failure to Evaluate Options Before Awarding the Underlying Contract – If a contract has one or more options and those options were not evaluated as part of the original contract award, exercising those options after contract award will result in a sole source award.
    ii. Negotiating a Lower Option Price – Exercising an option after Putnam County Transit has negotiated a lower or higher price will also result in a sole source award unless that price can be reasonably determined from the terms of the original contract, or that price results from Federal actions that can be reliably measured.

(b) Assignment of Contract Rights ("Piggybacking") – If Putnam County Transit finds that it has inadvertently acquired contract rights in excess of its needs, it may assign those contract rights to another GDOT agency if the original contract contains an assignability provision that permits the assignment of all or a portion of the specified deliverables under the terms originally advertised, competed, evaluated, and awarded, or contains other appropriate assignment provisions. Putnam County Transit may use contractual rights through assignment from another recipient of FTA assistance after first determining the contract price remains fair and reasonable, and the contract provisions are adequate for compliance with all Federal requirements. Putnam County Transit need not perform a second price analysis if a price analysis was performed for the original contract; however, Putnam County Transit must determine whether the contract price or prices originally established are still fair and reasonable before using those rights. Putnam County Transit shall be responsible for ensuring the contractor's compliance with FTA's Buy America requirements and execution of all the required pre-award and post-delivery Buy America review certifications. Before proceeding with the assignment, however, Putnam County Transit shall review the original contract to be sure that the quantities the assigning recipient acquired, coupled with the quantities that Putnam County Transit seeks, do not exceed the amounts available under the assigning recipient's contract.

#### 4.3.5.2. Impermissible Actions

Putnam County Transit may not use Federal assistance to finance:

(a) Improper Contract Expansion – A contract has been improperly expanded when it includes a larger scope, greater quantities, or options beyond the recipient's reasonably anticipated needs. A contract has also been improperly expanded when excess capacity has been added primarily to permit assignment of those contract rights to another entity.

(b) Cardinal Changes – A significant change in contract work that causes a major deviation from the original purpose of the work or the intended method of achievement, or causes a revision of contract work so extensive, significant, or cumulative that, in effect, the contractor is required to perform very different work from that described in the original contract, is a cardinal change or "tag-on". A change within the scope of the contract is not a cardinal change or "tag-on".

## 4.4. The Open Market

Putnam County Transit will acquire most of the property and services it needs through procurements in the open market using procedures described in Section 5 of this Manual.

# 5. PROCEDURES FOR OPEN MARKET PROCUREMENTS

## 5.1. Solicitation of Competitive Price Quotes, Bids or Proposals

Compliance with the solicitation procedures described in Section 5.4 below will fulfill FTA requirements for "full and open competition."

## 5.2. Receipt and Evaluation of Unsolicited Proposals

Putnam County Transit may enter into contracts based on an unsolicited proposal when authorized by applicable State law or regulation. Receipt of an unsolicited proposal does not, by itself, justify a contract award without providing for full and open competition. Unless the unsolicited proposal offers a proprietary concept that is essential to contract performance, Putnam County Transit must seek competition. To satisfy the requirement for full and open competition, Putnam County Transit must take the following actions before entering into a contract resulting from an unsolicited proposal:

- Publicize its receipt of the unsolicited proposal;
- Publicize an adequate description of the products or services offered without improperly disclosing proprietary information or disclosing the originality of thought or innovativeness of the products or services sought;
- Publicize its interest in acquiring the products or services described in the proposal;
- Provide an adequate opportunity for interested parties to comment or submit competing proposals; and
- Publicize its intention to award a contract based on the unsolicited proposal or another proposal submitted in response to the publication.

If it is impossible to describe the products or services offered without revealing proprietary information or disclosing the originality of thought or innovativeness of the products or services sought, Putnam County Transit may make a sole source award to the offeror. A sole source award may not be based solely on the unique capability of the offeror to provide the specific products or services proposed.

## 5.3. Prequalification

Putnam County Transit may prequalify bidders, offerors, and products for procurement purposes; however, Putnam County Transit is not required to do so. The decision of whether to require prequalification for eligibility to participate in procurement shall be made separately for every procurement and shall be approved by the County Manager.

If Putnam County Transit opts to prequalify bidders, offerors, and products for procurement purposes, the following conditions apply:

- Putnam County Transit must ensure that all prequalification lists it uses are current;
- Putnam County Transit must ensure that all prequalification lists it uses include enough qualified sources to provide maximum full and open competition; and

- Putnam County Transit must permit potential bidders or offerors to qualify during the solicitation period (from the issuance of the solicitation to its closing date). Putnam County Transit is not required to hold a particular solicitation open to accommodate a potential supplier that submits products for approval before or during that solicitation nor must Putnam County Transit expedite or shorten prequalification evaluations of bidders, offerors, or products presented for review during the solicitation period.

### 5.4. Solicitation Requirements and Restrictions

Every procurement solicitation that Putnam County Transit issues above the micro-purchase level (currently established in Federal guidance at $10,000), must include the following information and be advertised in a manner that ensures adequate and open competition.

#### 5.4.1. Description of the Property or Services

The solicitation and the contract awarded thereunder must include a clear and accurate description of Putnam County Transit's technical requirements for the products or services to be acquired in a manner that provides for full and open competition.

##### 5.4.1.1. Descriptive Elements

Putnam County Transit will prepare descriptions of property, goods, or services in terms of functions to be performed or level of performance required, including the range of acceptable characteristics or minimum acceptable standards. Detailed product specifications should be avoided if at all possible; however, there is no prohibition against their use when appropriate.

##### 5.4.1.2. Quantities

Additional quantities or options above Putnam County Transit's needs at the time of acquisition may not be added to contracts solely to allow the assignment of those quantities or options at a later date.

##### 5.4.1.3. Brand Name or Equal

When it is impractical or uneconomical to provide a clear and accurate description of the technical requirements of the property to be acquired, a “brand name or equal” description may be used to define the performance or other salient characteristics of a specific type of property. The salient characteristics of the named brand that bidders or offerors must provide must be identified.

#### 5.4.2. Prohibited Practices

Solicitations with requirements that contain features that unduly restrict competition may not be used. Putnam County Transit shall not:

- Impose unreasonable business requirements for bidders or offerors.
- Impose unnecessary experience requirements for bidders and offerors.

- Use prequalification procedures that conflict with the prequalification standards described in Section 5.3.
- Make a noncompetitive award to any person or firm on a retainer contract with Putnam County Transit if that award is not for the property or services specified for delivery under the retainer contract.
- Impose unreasonable restrictive bonding requirements on bidders and offerors in excess of FTA and state requirements.
- Specify only a "brand name" product without allowing offers of an "equal" product, or allowing an "equal" product without listing the salient characteristics that the "equal" product must meet to be acceptable for award.
- Specify in-state or local geographical preferences, aside from recognized exceptions. Federal regulations prohibit local geographic preferences, even if imposed by state or local laws. Federal regulations and guidelines will always supersede state and local laws when the two conflict. The following are federally allowable exceptions:
    - Use of labor for construction (4220.1g VI.2.e.(8)ii).
    - Selection criterion in the procurement of Architectural and Engineering (A&E) services if an appropriate number of qualified firms are eligible to compete for the contract in view of the nature and size of the project (4220.1g VI.2.e.(8)iii).
    - Selection criterion of labor for major disaster or emergency relief projects awarded under the Stafford Act (4220.1g VI.2.e.(8)v).
- Engage in practices that result in organizational conflicts of interest. An organizational conflict of interest occurs when any of the following circumstances arise:
    - Lack of Impartiality or Impaired Objectivity – When the bidder or offeror is unable, or potentially unable, to provide impartial and objective assistance or advice to Putnam County Transit Transit due to other activities, relationships, contracts, or circumstances.
    - Unequal Access to Information – When the bidder or offeror has an unfair competitive advantage through obtaining access to nonpublic information during the performance of an earlier contract.
    - Biased Ground Rules – When during the conduct of an earlier procurement, the bidder or offeror has established the ground rules for a future procurement by developing specifications, evaluation factors, or similar documents.
- Support or acquiesce in noncompetitive pricing practices between firms or between affiliated companies.
- Take any arbitrary action in the procurement process.

### 5.4.3. Evaluation Factors

All solicitations issued by Putnam County Transit shall identify all factors to be used in evaluating bids or proposals. At the discretion of the County Manager, the relative order of importance and/or weights may be communicated to prospective offerors.

### 5.4.4. Permissible Contract Types

Putnam County Transit shall state the type of contract that will be awarded in all solicitation documents. The following types of contracts will typically be executed with the successful vendor:

#### 5.4.4.1. Firm Fixed Price

A firm fixed price contract includes a price that remains fixed irrespective of the contractor's cost experience in performing the contract. A firm fixed price contract may include an economic price adjustment provision, incentives, or both.

#### 5.4.4.2. Cost Reimbursement

A cost-reimbursement contract provides for payment of the contractor's allowable incurred costs, to the extent prescribed in the contract. Allowable costs may include incentives if the recipient believes they can prove helpful. Cost-reimbursement contracts are suitable for use only when uncertainties involved in contract performance do not permit costs to be estimated with sufficient accuracy to use any type of fixed-price contract.

### 5.4.5. Prohibitive or Restricted Contract Types

The following contract types are prohibited or restricted:

#### 5.4.5.1. Cost Plus Percentage of Cost

Cost plus Percentage of Cost type contracts are prohibited.

#### 5.4.5.2. Time and Materials

Time and Materials type contracts may be used only after a written determination is made that no other contract type is suitable. In addition, the contract between Putnam County Transit and the Contractor must specify a ceiling price that the Contractor may not exceed except at its own risk.

### 5.4.6. Other Federal Requirements Affecting the Property or Services to be Acquired

The solicitation and resulting contract must identify those Federal requirements that will affect contract scope and performance.

### 5.4.7. Other Federal Requirements Affecting the Bidder or Offeror and the Contractor

The solicitation and resulting contract must identify all Federal requirements that a bidder or offeror must fulfill before and during contract performance.

### 5.4.8. Reservation of Right to Award to Other Than the Low Bidder or Offeror

The solicitation must specifically reserve Putnam County Transit the right to award a contract to other than the low bidder or offeror. If the solicitation documents do not specify this right, Putnam County Transit will be obligated to award the contract to the low bidder.

### 5.4.9. Reservation of Right to Reject All Bids or Offers

The solicitation must specifically reserve Putnam County Transit's right to reject all bids or offers.

## 5.5. Methods of Procurement

Putnam County Transit shall use competitive procedures appropriate for the acquisition undertaken. The procedures used must comply with Georgia and local law as well as with Federal requirements. Federal restrictions vary with the type of procurement method used. The following guidance is based on the requirements of 2 CFR § 200.318 – 200.327, supplemented by FTA policies that address the needs of FTA recipients.

### 5.5.1. Informal Procurements: Micro-Purchases

#### 5.5.1.1. Definition

Micro-purchases are those purchases of products and services that cost $15,000 or less, as defined by 2 CFR §200.67 (or current threshold established by Federal Acquisition Regulations (FAR)); for purposes of this policy, Putnam County Transit will use $15,000 as the threshold for relatively simple purchases as a means to expedite the completion of its lowest-dollar small purchase transactions and minimize the associated administrative burden and cost.

#### 5.5.1.2. Approval Authority

Micro-purchases must be approved in writing by one of the following Putnam County Transit employees:

- County Manager

#### 5.5.1.3. Competition

Putnam County Transit may acquire products and services valued at less than $15,000 without obtaining competitive quotations. Micro-purchases should be distributed equitably among qualified suppliers.

Micro-purchases are exempt from FTA's Buy America requirements. Davis-Bacon prevailing wage requirements, however, will apply to construction contracts exceeding $2,000, even though the recipient uses micro-purchase procurement procedures.

#### 5.5.1.4. Prohibited Divisions

The size or dollar value of procurements may not be divided or reduced merely to come within the micro-purchase limit. The only allowable exception to this restriction is for the express purpose of fostering greater participation of DBEs, small and minority firms, and women's business enterprises in Putnam County Transit's Federally-assisted procurements.

#### 5.5.1.5. Documentation

Every micro-purchase must be accompanied by a written determination that the price is fair and reasonable and a description of how that determination was made.

### 5.5.2. Informal Procurements: Small Purchases

#### 5.5.2.1. Definition

FTA defines small purchases are those purchases of products and services, including construction services, that cost greater than $15,000 but not more than $350,000. For purposes of this policy, Putnam County Transit will consider small purchases those that cost greater than $15,000 but not more than $350,000.

#### 5.5.2.2. Approval Authority

Small purchases must be approved in writing by one of the following Putnam County Transit employees:

- County Manager

#### 5.5.2.3. Required Competition

Price or rate quotations must be obtained from an adequate number of qualified sources (i.e., at least two). It is the responsibility of Putnam County Transit to ensure that an adequate number of quotations, bids, or proposals are received.

#### 5.5.2.4. Prohibited Divisions

The size or dollar value of procurements may not be divided or reduced merely to come within the small purchase limit. The only allowable exception to this restriction is for the express purpose of fostering greater participation of DBEs, small and minority firms, and women's business enterprises in Putnam County Transit's Federally-assisted procurements

#### 5.5.2.5. Documentation

Every small purchase must be documented in the grantee's written procurement history file. The level of documentation is stipulated in Section 3.2.5(a).

For small purchases, price quotations may be oral or written.

#### 5.5.2.6. Special Considerations

Putnam County Transit may acquire products and services directly from State contract vendors in lieu of competitively procuring such products and services itself through the small purchase method of procurement.

Putnam County Transit reserves the right to use formal purchase methods, even if small purchase thresholds are met, if the County Manager believes it is in the best interests of the Putnam County Transit to do so.

### 5.5.3. Formal Procurements

#### 5.5.3.1. Definition

Formal purchases are those purchases of products and services that cost greater than the current Federal threshold of $350,000. For purposes of this policy, Putnam County Transit will use formal procedures for all purchases over $350,000.

#### 5.5.3.2. Approval Authority

Large purchases must be approved in writing by the following Putnam County Transit employees or officials:

- County Manager; or
- Chairman of the Board.

#### 5.5.3.3. Formal Procurement Methods

There are two primary methods of procurement for large purchases of products and services:

- Sealed Bid method; and
- Competitive Proposal method.

#### 5.5.3.4. Required Competition

Formal bids and competitive proposals must be publicly advertised.

For formal purchases by the sealed bid method of procurement, two or more responsible bidders must be willing and able to compete effectively for the business.

For formal purchases by the competitive proposal method of procurement, two or more offerors must be willing and able to submit an offer or proposal.

#### 5.5.3.5. Required Documentation

Every formal purchase must, at a minimum, be supported by a written independent cost estimate, formal bids or proposals, a written cost or price analysis as appropriate, a written justification and detailed rationale for contractor selection (including application of evaluation criteria), and a written determination of the responsibility of the contractor. Additional documentation requirements are dependent upon the formal procurement method that is utilized to make the purchase.

#### 5.5.3.6. Special Considerations

Putnam County Transit may acquire products and services via state contract in lieu of competitively procuring such products and services itself through the sealed bid and competitive proposal methods of procurement.

#### 5.5.3.7. Procedural Methods for Sealed Bids

The sealed bid method of procurement is a formal method in which bids are publicly solicited and a firm fixed price contract is awarded to the responsible bidder whose bid, conforming to all the material terms and conditions of the Invitation for Bids (IFB), is lowest in price. The vehicle through which bids are solicited is an IFB. The IFB document contains technical specifications for the product or service to be purchased, a description of the procedures for submitting a bid, and the forms on which bids must be submitted.

(a) When Appropriate – The sealed bid method of procurement is the preferred method for acquiring products and services that, including construction services, cost greater than $350,000. The sealed bid method of procurement may also be used for small purchases if it is determined to be appropriate. The sealed bid method of procurement is appropriate if the following conditions apply:

(1) Precise Specifications – A complete, adequate, precise, and realistic specification or purchase description is available.
(2) Adequate Sources – Two or more responsible bidders are willing and able to compete effectively for the business.
(3) Fixed Price Contract – The procurement generally lends itself to a firm fixed-price contract.
(4) Price Determinative – The successful bidder can be selected on the basis of price and those price-related factors listed in the solicitation including, but not limited to, transportation costs, life cycle costs, and discounts expected to be taken. Apart from responsibility determinations, contractor selection may not be determined on the basis of other factors whose costs cannot be measured at the time of award.
(5) Discussions Unnecessary – Discussions with one or more bidders after bids have been submitted are expected to be unnecessary as the award of the contract will be made based on price and price-related factors alone.

(b) Requirements for Sealed Bids – The following requirements apply to the sealed bid method of procurement:
(1) Publicity – The Invitation for Bids must be publicly advertised.
i. The County Manager shall ensure that sufficient time is allowed to prepare bids before the date of bid opening.
ii. Notice of bidding opportunities may be provided in other ways in addition, but not as a substitute, to a published notice. The methods may include, but not necessarily be limited to:
a. Direct notice, based on compiled vendor lists or from pre-qualification lists, sent to prospective offerors; or

b. Use of advertisement by electronic means.

(2) Adequate Sources – Bids must be solicited from an adequate number of known suppliers.

(3) Adequate Specifications – The Invitation for Bids, including any specifications and pertinent attachments, must describe the property or services sought in sufficient detail that a prospective bidder will be able to submit a proper bid.

(4) Sufficient Time – Bidders must be allowed sufficient time to prepare bids before the date of bid opening.

(5) Public Opening – All bids must be publicly opened at the time and place prescribed in the Invitation for Bids.

(6) Fixed Price Contract – A firm fixed price contract must be awarded in writing to the lowest responsive and responsible bidder unless the Invitation for Bids specifically allows for the award of a fixed price incentive contract or the inclusion of an economic price adjustment provision.

(7) Rejection of Bids – Any or all bids may be rejected if there is a sound, documented business reason.

#### 5.5.3.8. Competitive Proposals

The competitive proposal method of procurement is a formal method in which written proposals are publicly solicited and a contract is awarded to the responsible offeror whose proposal, taking into consideration price and other factors, is considered to be the most advantageous to Putnam County Transit or that is considered to be the "best value" to Putnam County Transit. The vehicle through which proposals are solicited is Request for Proposals (RFP). The RFP document contains technical specifications for the product or service to be purchased, a description of the procedures for submitting a proposal, criteria to be used in the Putnam County Transit's evaluation of proposals, and the forms on which proposals must be submitted, if applicable.

(a) When Appropriate – The competitive proposal method of procurement is appropriate for the acquisition of products and services that cost greater than $350,000 when the nature of the procurement does not lend itself to sealed bidding and Putnam County Transit expects that more than one source will be willing and able to submit a proposal. The competitive proposal method of procurement may also be used for small purchases if it is determined to be appropriate. The competitive proposal method of procurement may not be used for the procurement of construction services. The competitive proposal method of procurement is appropriate when any of the following circumstances are present:

(1) Type of Specifications – The products or services to be acquired are described in a performance or functional specification, or if described in detailed technical specifications, other circumstances such as the need for discussions or the importance of basing contract award on factors other than price alone are present.

(2) Uncertain Number of Sources – Uncertainty about whether more than one bid will be submitted in response to an Invitation for Bids.

(3) Price Alone Not Determinative – Due to the nature of the procurement, contract award need not be based exclusively on price or price-related factors.
(4) Discussions Expected – Separate discussions with individual offerors are expected to be necessary after they have submitted their proposals.

(b) Requirements for Competitive Proposals – The following requirements apply to the competitive proposal method of procurement:
(1) Publicity – The Request for Proposals must be publicly advertised.
(2) Evaluation Factors – All evaluation factors and their relative importance must be specified in the solicitation, but numerical or percentage ratings or weights need not be disclosed.
(3) Adequate Sources – Proposals must be solicited from an adequate number of qualified sources.
(4) Evaluation Method – A specific method must be established and used to conduct technical evaluations of the proposals received and to determine the most qualified offeror.
(5) Price and Other Factors – An award must be made to the responsible offeror whose proposal is most advantageous to Putnam County Transit or that represents the "best value" to Putnam County Transit with price and other factors considered.
(6) Best Value – Putnam County Transit may award a contract to the offeror whose proposal provides the greatest value to Putnam County Transit. To do so, the solicitation must inform potential offerors that the award will be made on a "best value" basis and identify what factors will form the basis for the award. Putnam County Transit must base its determination of which proposal represents the "best value" on an analysis of the tradeoff of qualitative technical factors and price or cost factors.

#### 5.5.3.9. Two-Step Procurements

Putnam County Transit may use two-step procurement procedures in both sealed bid and competitive proposal procurements, provided the opportunity for full and open competition is retained.

(a) Review of Technical Qualifications and Approach – The first step is a review of the prospective contractors' technical approach to Putnam County Transit's request and their technical qualifications to carry out that approach followed by the establishment of a competitive range consisting of prospective contractors that demonstrate a technically satisfactory approach and have satisfactory qualifications.

(b) Review of Bids and Proposals Submitted by Qualified Prospective Contractors – The second step consists of soliciting and reviewing complete bids or proposals, including price, submitted by each prospective contractor determined to be qualified. Absent exceptional circumstances, bids or proposals must be solicited from at least three qualified prospective contractors.

### 5.5.3.10. Architectural and Engineering (A&E) Services and Other Services

FTA's enabling legislation at 49 U.S.C. § 5325(b)(1) requires the use of the qualifications-based procurement procedures contained in the "Brooks Act," 40 U.S.C. § 1101 through 1104, to acquire A&E services.

(a) Qualifications-Based Procurement Procedures Required – Putnam County Transit must use qualifications-based procurement procedures to acquire architectural and engineering (A&E) services as well as certain other services that are directly in support of, directly connected to, directly related to, or lead to construction, alteration, or repair of real property. In addition to A&E services, other services that must be procured by qualifications-based procurement procedures include:

- Program management;
- Construction management;
- Feasibility studies;
- Preliminary engineering;
- Design, architectural, engineering;
- Surveying, mapping; and
- Other related services.

The nature of the work to be performed and its relationship to construction, not the nature of the prospective contractor, determine whether qualifications-based procurement procedures may be used.

(b) Qualifications-Based Procurement Procedures Prohibited – Unless FTA determines otherwise in writing, qualifications-based procurement procedures may not be used to acquire other types of services if those services are not directly in support of, directly connected to, directly related to, or do not lead to construction, alteration, or repair of real property. Qualifications-based procurement procedures may not be used for actual construction, alteration, or repair of real property.

(c) Qualifications-Based Procurement Procedures – The following procedures apply to qualifications-based procurements:

(1) Qualifications – Unlike other two-step procurement procedures in which price is an evaluation factor, an offeror's qualifications are evaluated to determine contract award.
(2) Price – Price is excluded as an evaluation factor.
(3) Most Qualified – Price negotiations are first conducted with only the most qualified offeror.
(4) Next Most Qualified - Only after failing to agree on a fair and reasonable price may negotiations be conducted with the next most qualified offeror. Then, if necessary, negotiations with successive offerors in descending order may be conducted until contract award can be made to the offeror whose price the recipient believes is fair and reasonable.

## 5.6. Noncompetitive Procurements

Normally, Putnam County Transit must provide for full and open competition when soliciting bids or proposals. Federal regulations at 2 CFR § 200.320(c)(1) – (5), however, acknowledge that under certain circumstances, a recipient may conduct procurements without providing for full and open competition.

### 5.6.1. When Appropriate

Noncompetitive procurement procedures may only be used when the procurement is inappropriate for small purchase procedures, sealed bids, or competitive proposals, and at least one of the following circumstances are present:

#### 5.6.1.1. Sole Source

When Putnam County Transit requires products or services available from only one responsible source, and no other products or services will satisfy its requirements, Putnam County Transit may make a sole source award. In addition, when Putnam County Transit requires an existing contractor to make a change to its contract that is beyond the scope of that contract, Putnam County Transit will consider the change a sole source award that must be justified. Sole source awards are only appropriate when one of the following conditions apply:

(a) Unsolicited Proposal – Putnam County Transit may negotiate a sole-source award with an offeror that presents an unsolicited proposal that makes available a unique and innovative idea or approach not available from another source. Unique or innovative concept means a new, novel, or changed concept, approach, or method that is the product of original thinking, the details of which are kept confidential or are patented or copyrighted and is available to the agency only from one source and has not in the past been available to the agency from another source.
(b) Patents or Restricted Data Rights – Patent or data rights restrictions preclude competition.
(c) Substantial Duplication Costs – In the case of a follow-on contract for the continued development or production of highly specialized equipment and major components thereof, when it is likely that award to another contractor would result in substantial duplication of costs that are not expected to be recovered through competition.
(d) Unacceptable Delay – In the case of a follow-on contract for the continued development or production of a highly specialized equipment and major components thereof, when it is likely that award to another contractor would result in unacceptable delays in fulfilling agency's needs.

#### 5.6.1.2. Single Bid or Proposal

(a) Single Bid or Proposal – Upon receiving a single bid or proposal in response to a solicitation, Putnam County Transit should determine if competition was adequate.

This should include a review of the specifications for undue restrictiveness and might include a survey of potential sources that chose not to submit a bid or proposal.

(1) Adequate Competition – Competition is adequate when the reasons for a single response were caused by conditions beyond Putnam County Transit's control. After documenting the determination of adequate competition in the procurement file, the procurement process may continue with the single response.
(2) Inadequate Competition – Competition is inadequate when the reasons for a single response were caused by conditions within Putnam County Transit's control. In such situations, Putnam County Transit must correct all deficiencies in the procurement process that caused competition to be inadequate (e.g., unduly restrictive specification, inadequate advertisement/ dissemination) and then reissue the solicitation.

#### 5.6.1.3. Procurement Procedures

The following requirements apply when Putnam County Transit completes a procurement utilizing less than full and open competition:

a) Potential Sources – Putnam County Transit must solicit offers from as many potential sources as is practicable under the circumstances.
b) Sole Source Justification – Putnam County Transit must justify all sole source procurements in writing. Sole source procurement justifications must describe the reasons why a sole source procurement is appropriate, state which of the authorized justifications listed in Section 5.6.1.1 are applicable, include a cost or price analysis as appropriate (see Section 5.9.2.), and be signed by the County Manager. If Putnam County Transit decides to solicit an offer from only one source, Putnam County Transit must justify its decision in writing. The written justification must include the same elements as a sole source justification except that it must state which of the authorized justifications listed in Section 5.6.1.1 are applicable to the sole source purchase.

Exception for Procurement Activities Using Non-FTA Funds – When it is determined by the County Manager to be in the best interest of Putnam County Transit, noncompetitive procurement procedures may be utilized to acquire professional or other transportation-related services that do not involve the use of FTA financial assistance. Any such determination must be made in writing and signed by the County Manager.

### 5.6.2 When Prohibited

Less than full and open competition is not justified based on:

(1) Failure to Plan – Putnam County Transit's lack of advance planning, resulting in limited competition, is not justification for a sole source or single bid award.
(2) Limited Availability of Federal Assistance – Concerns about the amount of Federal assistance available to support the procurement;

## 5.7. Evaluation Requirements

The following standards shall apply to all evaluations of bids or proposals conducted by Putnam County Transit.

### 5.7.1. General

When evaluating bids or proposals received in response to a solicitation, Putnam County Transit shall consider all evaluation factors specified in the solicitation documents and shall evaluate the bids or offers proposals only on the evaluation factors included in those solicitation documents. Putnam County Transit may not modify its evaluation factors after bids or proposals have been received without re-opening the solicitation.

### 5.7.2. Options

The following standards shall apply when awarding contracts that include options:

#### 5.7.2.1. Evaluation Required

In general, Putnam County Transit must evaluate bids or offers for any option quantities or periods contained in a solicitation if it intends to exercise those options after the contract is awarded. The price associated with exercising the option needs to be defined at the outset, either as a specific price, percentage increase of the base price, or some other calculable method. If the options were not evaluated as part of the award, the exercise of the options is considered a sole-source procurement.

#### 5.7.2.2. Evaluation Not Required

Putnam County Transit need not evaluate bids or offers for any option quantities when Putnam County Transit does not intend to exercise those options after the contract is awarded.

#### 5.7.2.3. Evaluators

In addition to evaluators with experience in technical or public policy matters related to the procurement, other evaluators may also include auditors and financial experts to the extent that the County Manager determines would be necessary or helpful. If Putnam County Transit lacks qualified personnel within its organization, it may solicit evaluators from other transit organizations or may contract for evaluation services. If it does so, the procurement procedures in this policy will apply to those contracts and to those contractors selected to perform evaluation functions on behalf of the recipient.

## 5.8. Contract Award Requirements

The following standards shall apply to all contract award decisions made by Putnam County Transit:

### 5.8.1. Award to Other Than the Lowest Bidder or Offeror

Putnam County Transit may award a contract to other than the lowest bidder if the award furthers an objective consistent with the purposes of 49 U.S.C. Chapter 53, including improved long-term operating efficiency and lower long-term costs. Putnam County Transit may also award a contract to other than the offeror whose price proposal is lowest, when stated in the evaluation factors of the solicitation. In both cases, Putnam County Transit must include a statement in its solicitation document reserving the right to award the contract to other than the low bidder or offeror.

#### 5.8.1.1. Award Only to a Responsible Bidder or Offeror

Putnam County Transit may only award contracts to responsible contractors possessing the ability, willingness, and integrity to perform successfully under the terms and conditions of the contract and who demonstrate that its proposed subcontractors also qualify as responsible. Putnam County Transit must consider such matters as contractor integrity, compliance with public policy, record of past performance, and financial and technical resources when making a determination of contractor responsibility. Putnam County Transit must also ensure that the contractor is not listed as a debarred or suspended contractor on the System for Award Management (SAM), which is maintained by the General Services Administration (GSA), at the time of contract award. Entities that are listed as debarred or suspended contractors on SAM may not be determined to be responsible contractors by Putnam County Transit. For every procurement action above the micro-purchase level, Putnam County Transit must make a written determination of the responsibility of the contractor and include such determination in the applicable contract file (See Section 3.6).

To designate a prospective contractor "responsible" as required by 49 U.S.C. § 5325, Putnam County Transit, at a minimum, must determine and ensure that the prospective contractor satisfies the following criteria described herein. In addition to being otherwise qualified and eligible to receive the contract award under applicable laws and regulations, a responsible contractor:

(a) Integrity and Ethics – Has a satisfactory record of integrity and business ethics, in compliance with 49 U.S.C. Section 5325(j)(2)(A).

(b) Debarment and Suspension – Is neither debarred nor suspended from Federal programs under DOT regulations, "Nonprocurement Suspension and Debarment," 2 CFR Parts 180 and 1200, or under the FAR at 48 CFR Chapter 1, Part 9.4.

(c) Affirmative Action and DBE – Is in compliance with the Common Grant Rules' affirmative action and FTA's Disadvantaged Business Enterprise requirements.

(d) Public Policy – Is in compliance with the public policies of the Federal Government, as required by 49 U.S.C. § Section 5325(j)(2)(B).

(e) Administrative and Technical Capacity – Has the necessary organization, experience, accounting, and operational controls, and technical skills, or the ability to obtain them, in compliance with 49 U.S.C. Section 5325(j)(2)(D).

(f) Licensing and Taxes – Is in compliance with applicable licensing and tax laws and regulations.

(g) Financial Resources – Has, or can obtain, sufficient financial resources to perform the contract, as required by 49 U.S.C. Section 5325(j)(2)(D).

(h) Production Capability – Has, or can obtain, the necessary production, construction, and technical equipment and facilities.

(i) Timeliness – Is able to comply with the required delivery or performance schedule, taking into consideration all existing commercial and governmental business commitments.

(j) Performance Record – Is able to provide a:

(1) Current Performance – Satisfactory current performance record; and
(2) Past Performance – Satisfactory past performance given its records of long-time performance or performance with a predecessor entity, including:

i. Sufficient Resources. Key personnel with adequate experience, a parent firm with adequate resources and experience, and key subcontractors with adequate experience and past performance,
ii. Adequate Past Experience. Experience in carrying out similar work with particular attention to management approach, staffing, timeliness, technical success, budgetary controls, and other specialized considerations as described in the recipient's solicitation, and
iii. Any Past Deficiencies Not the Fault of the Bidder or Offeror. A prospective bidder or offeror that is or recently has been seriously deficient in contract performance is presumed to be non-responsible unless the recipient determines that the circumstances were properly beyond the bidder or offeror's control, or unless the bidder or offeror has taken appropriate corrective action. Past failure to apply sufficient tenacity, perseverance, and effort to perform acceptably is strong evidence of non-responsibility. Failure to meet the quality requirements of a contract is a significant factor to consider in determining satisfactory performance. GDOT expects Putnam County Transit to consider the number of the bidder or offeror's contracts involved and the extent of deficient performance in each contract when making this determination.

#### 5.8.1.2. Rejection of Bids and Proposals

Putnam County Transit may reject all bids or proposals submitted in response to an Invitation for Bids or Request for Proposals. Putnam County Transit must include a statement in its solicitation document reserving the right to reject all bids or proposals.

(a) Extent and Limits of Contract Award – The selection of a contractor to participate in one aspect of a project does not, by itself, constitute a sole source selection of the contractor's wholly owned affiliates to perform other work in connection with the project.

## 5.9. Independent Cost Estimate and Cost and Price Analysis

### 5.9.1. Independent Cost Estimate

For every procurement above the Simplified Acquisition Threshold, Putnam County Transit shall make a written independent estimate of cost *prior to* receiving price quotes, bids, or proposals.

The Independent Cost Estimate ("ICE") can range from a simple budgetary estimate to a complex estimate based on inspection of the product itself and review of such items as drawings, specifications, and prior data, such as cost data from prior procurements. The pre-solicitation ICE should inform the post-bid cost or price analysis. The ICE can assist in determining the reasonableness or unreasonableness of price and/or the estimated costs to perform the work. If the recipient intends to require a breakdown of estimated costs, the in-house independent cost estimate should be broken down into the various cost elements.

The ICE is essentially the recipient's estimate of what the item or service "should cost." Available resources for completion of an ICE include: (1) the use of published price lists, (2) historical pricing information from contracts awarded by the recipient's agency, (3) comparable purchases by other agencies, (4) engineering estimates, and (5) independent third party estimates (e.g., an A/E construction cost estimate).

### 5.9.2. Cost or Price Analysis

Putnam County Transit shall perform a cost or price analysis in connection with every procurement over $250,000 and for all contract modifications. The cost or price analysis shall be based on the facts surrounding the particular procurement transaction. A cost analysis examines the reasonableness of the contractor's proposed costs to deliver the contract. A price analysis considers the overall price of the contract to the recipient. A price analysis will suffice if the agency documents the price reasonableness of the proposed award based on catalog or market price of a commercial product sold in substantial quantities to the general public or based on prices set by law or regulation.

#### 5.9.2.1. Price Analysis

If Putnam County Transit determines that competition was adequate, a written price analysis, rather than a cost analysis, is required to determine the reasonableness of the proposed contract price.

#### 5.9.2.2. Cost Analysis

Putnam County Transit must perform or obtain a cost analysis when:

(a) A price analysis will not provide sufficient information to determine the reasonableness of the contract cost.

(b) When the offeror submits elements of the estimated cost.

(c) When price competition is inadequate, such as for a sole source procurement, or contract modifications.

(d) In the event of a change order.

In the case of situations described above in (b) – (d), a price analysis may be performed in lieu of a cost analysis if the agency documents the price reasonableness of the proposed award based on a catalog or market price of a commercial product sold in substantial quantities to the general public or based on prices set by law or regulation.

## 5.10. Estimated Costs

Costs or prices based on estimated costs for contracts under the Federal award are allowable only to the extent that costs incurred or cost estimates included in negotiated prices would be allowable for the non-Federal entity under subpart E of 2 CFR § 200. Putnam County Transit may reference its own cost principles that comply with the Federal cost principles.

# 6. CONTRACT ADMINISTRATION REQUIREMENTS AND CONSIDERATIONS

## 6.1. Putnam County Transit Staff Responsibilities

Prior to the execution of third party contracts, Putnam County Transit shall designate a Project Manager to serve as Putnam County Transit's principal contact with the contractor and as the primary administrator of the contract. The designated Project Manager for each contract shall have responsibility for directing and overseeing the work performed by the contractor; reviewing and approving deliverables and invoices from the contractor; determining percentage of contract completion for progress payments (if applicable); making recommendations on the exercise of contract options (if applicable); recommending contract changes; preparing justifications for contract changes; performing independent cost estimates and cost or price analyses for contract changes; making recommendations on approval or rejection of subcontractors; assisting with the resolution of contract disputes; making recommendations on contract termination or other contractor disciplinary actions; maintaining complete contract files; and other contract administration duties that may be necessary.

## 6.2. Administrative Restrictions on the Acquisition of Property and Services

The following Federal laws and regulations impose administrative requirements, many of which will affect specific third-party procurements.

### 6.2.1. Legal Eligibility

The property or services acquired must be eligible for support under the restrictions accompanying the Federal statute authorizing the Federal assistance to be used.

### 6.2.2. Scope of the Project

The property or services acquired must be eligible for support within the scope of the underlying grant or cooperative agreement from which the Federal assistance to be used is derived.

### 6.2.3. Period of Performance

Putnam County Transit will use sound business judgment and be judicious in establishing and extending a contract’s period of performance.

#### 6.2.3.1. General Standards

The period of performance generally should not exceed the time necessary to accomplish the purpose of the contract. Putnam County Transit will also consider competition, pricing, fairness, and public perception. Putnam County Transit's procurement files will document its rationale for determining the performance period designated for each contract.

#### 6.2.3.2. Time Extensions

Consistent with the general tone of FTA Circular 4220.1G, contract time extensions shall be considered in light of whether they are permissible changes or impermissible cardinal changes. Once Putnam County Transit awards a third-party contract, an extension of the contract term length that amounts to a cardinal change will require a sole source justification.

#### 6.2.3.3. Authority to Extend

The County Manager for the contract shall recommend all contract time; prior to making a recommendation for a contract time extension. The County Manager shall prepare a written justification and cost analysis (if applicable) for the contract time extension and shall negotiate the appropriate contract modification with the contractor.

## 6.3. Contract Modifications and Change Orders

A contract modification is any written change in the terms of the contract. Putnam County Transit is responsible for issuing, evaluating, and making necessary decisions involving any change to its third-party contracts, and any change orders or modifications it may issue.

Change orders may be limited in scope; generally, all changes will be consistent with the scope of the contract. It is the responsibility of Putnam County Transit to evaluate the change order and determine if the change is consistent with the scope of the original contract. If determined to be outside the scope of the original contract, then Putnam County Transit shall consider the change to be a cardinal change in the scope of work. These changes shall be considered to be a sole source award and be subject to the requirements set forth in this policy for sole source awards.

There are different modifications, as follows:

### 6.3.1. Bilateral Contract Modification

A bilateral contract modification represents a contract change that must be signed by both parties and is sometimes referred to as a supplemental agreement. This type of modification is used to:

- Make negotiated equitable adjustments to the contract price, delivery schedule, or other contract terms resulting from the issuance of a change order
- Define letter contracts
- Reflect other agreements of the parties modifying the terms of the contract

### 6.3.2. Unilateral Contract Modification

A unilateral contract modification only requires authorization by Putnam County Transit. Such changes are used to make administrative changes, issue change orders, make changes authorized by clauses other than a bilateral modification, or issue termination notices.

### 6.3.3. Change Orders for Construction Projects

Putnam County Transit shall provide and maintain competent and adequate engineering supervision at the construction site to ensure that the complete work conforms to the approved plans and specifications.

### 6.3.4. Authority

The Transit Director shall have authority to approve all contract modifications that do not alter the scope of work greater than $,000. Changes that impact project costs above this level shall be approved by the County Manager.

### 6.3.5. Necessity to Perform Cost or Price Analysis

If a contract modification is construed to meet the definition of a “cardinal change” in the scope of work, Putnam County Transit is obligated to conduct a cost or price analysis in conjunction with the contract modification.

## 6.4. Federal Cost Principles

Federal rules require project costs to conform to applicable Federal cost principles for allowable costs. In general, costs must be necessary and reasonable, allocable to the project, authorized or not prohibited by Federal law or regulation, and must comply with Federal cost principles applicable to the recipient.

OMB guidance for grants and agreements, “Uniform Administrative Requirements, Cost Principles, and Audit Requirements for Federal Awards,” 2 CFR § 200, applies to project costs incurred Putnam County Transit.

## 6.5. Payment Provisions

Putnam County Transit will follow the provisions of this section when using FTA funds to support its third-party contracts.

### 6.5.1. Financial Support for the Project

Costs may only be incurred by Putnam County Transit if GDOT has awarded a financial assistance contract to Putnam County Transit.

#### 6.5.1.1. Progress Payments

Progress payments are payments for contract work that has not been completed. Putnam County Transit may use GDOT assistance to support progress payments provided the recipient obtains adequate security for those payments and has sufficient written documentation to substantiate the work for which payment is requested.

#### 6.5.1.2. Adequate Security for Progress Payments

Adequate security for progress payments may include taking title, obtaining a letter of credit, or taking equivalent measures to protect the recipient's financial interest in the progress payment. Adequate security should reflect the practical realities of different procurement scenarios and factual circumstances. Putnam County Transit should always consider the costs associated with providing security (for example, the recipient may need to acquire bonds or letters of credit in the commercial marketplace) and the impact of those costs on the contract price, as well as the consequences of incomplete performance.

#### 6.5.1.3. Adequate Documentation

Sufficient documentation is required to demonstrate completion of the amount of work for which progress payments are made.

## 6.6. Protections Against Performance Difficulties

Putnam County Transit shall include provisions in its third-party contracts that will reduce potential problems that might occur during contract performance, as follows:

### 6.6.1. Changes

Putnam County Transit shall include provisions that address changes and changed conditions in all third-party contracts except for routine supply contracts.

### 6.6.2. Remedies

Putnam County Transit shall include provisions that address remedies in its third-party contracts. Provisions related to remedies may include provisions for:

#### 6.6.2.1. Liquidated Damages

Putnam County Transit may use liquidated damages if Putnam County Transit reasonably expects to suffer damages through delayed contract completion, or if weight requirements are exceeded, and the extent or amount of such damages are uncertain and would be difficult or impossible to determine. Rate and measurement standards must be calculated to reasonably reflect Putnam County Transit's costs should the standards not be met and must be specified in the solicitation and contract. The assessment for damages may be established at a specific rate per day for each day beyond the contract's delivery date or performance period. A measurement other than a day or another period of time, however, may be established if that measurement is appropriate, such as weight requirements in a rolling stock purchase. The contract file must include a record of the calculation and rationale for the amount of damages established. Any liquidated damages recovered must be credited to the project account.

#### 6.6.2.2. Violation or Breach

Third-party contracts exceeding $250,000 must include administrative, contractual, or legal remedies for violations or breaches of the contract by the third-party contractor.

#### 6.6.2.3. Suspension of Work

Putnam County Transit may include provisions pertaining to suspension of work in its third-party contracts.

#### 6.6.2.4. Termination

Termination for cause and termination for convenience provisions must be included in third party contracts exceeding $10,000.

## 6.7. Contents of Complete Contract Files

The following documents shall comprise the contents of a complete contract file for procurements above the micro-purchase level:

### 6.7.1. Written Record of Procurement History

Putnam County Transit shall maintain written records detailing the history of the procurement, including records relating to:

#### 6.7.1.1. Procurement Method

Putnam County Transit must provide its rationale for the method of procurement it used for each contract, including a sole source justification for any acquisition that does not qualify as competitive.

#### 6.7.1.2. Contract Type

Putnam County Transit must state the reasons for selecting the contract type it used.

#### 6.7.1.3. Contractor Selection

Putnam County Transit must state its reasons for contractor selection or rejection, including written justification and evaluation documents.

#### 6.7.1.4. Contractor Responsibility

Putnam County Transit must provide a written determination of responsibility for the successful contractor.

#### 6.7.1.5. Cost or Price

Putnam County Transit must evaluate and state its justification for the contract cost or price, including the independent cost estimate and cost or price analysis.

#### 6.7.1.6. Reasonable Documentation

Putnam County Transit must retain documentation commensurate with the size and complexity of the procurement, including documents related to solicitation, receipt and evaluation of offers, and contract award, negotiation, and execution.

## 6.8. Access to Records

Federal rules (49 U.S.C. § 5325(g)) provide FTA and GDOT officials, the Comptroller General, or any of their representatives, access to and the right to examine and inspect all records, documents, and papers, including contracts, related to any FTA project financed with Federal assistance authorized by 49 U.S.C. Chapter 53.

## 6.9. Contract Administration and Close-Out Documents

Putnam County Transit shall maintain written records detailing the performance and close-out of the contract, including records relating to:

### 6.9.1. Contractor Performance

Putnam County Transit must maintain documents related to contractor adherence to budget and schedule, compliance with contract terms and conditions, DBE participation, progress reports, disputes, and disciplinary actions.

### 6.9.2. Contract Deliverables

Putnam County Transit must maintain copies of all contract deliverables and records relating to approval, rejection, and requested modifications of contract deliverables.

### 6.9.3. Contract Changes

Putnam County Transit must maintain copies of all contract modifications, including documentation related to the determination of need, written justification and rationale, cost analysis, negotiation, and execution.

### 6.9.4. Contract Payments

Putnam County Transit must retain documentation of invoices, approval of payments, requests for modifications to invoices, determination of the percentage of contract completion for partial payments (if applicable), and ownership of title to partial work products.

### 6.9.5. Contract Close-Out

Putnam County Transit must retain documentation related to contractor performance and evaluation, approval of final deliverables and payments, transfer of title to complete work products to Putnam County Transit, and contract audit and final reconciliation.

## 6.10. Protest Procedures

### 6.10.1. Statement of Policy

Putnam County Transit is responsible for resolving all contractual and administrative issues, including protests of evaluations and contract awards, arising out of its third-party procurements using good administrative practices and sound business judgment.

In general, GDOT will not substitute its judgment for that of Putnam County Transit unless the matter is primarily a Federal concern. Nevertheless, GDOT and FTA can become involved in Putnam County Transit's administrative decisions when a Putnam County Transit protest decision is appealed to GDOT.

Putnam County Transit shall give timely notification to GDOT when it receives a third-party procurement protest and will keep FTA informed about the status of any such protest. Putnam County Transit shall disclose all information about any third-party procurement protest to GDOT upon request.

Putnam County Transit's procedure for addressing third-party procurement protests is described in Paragraph 6.10.3 below. Putnam County Transit shall insert its protest procedure in all solicitation documents for products and services having an estimated value of $100,000 or greater.

### 6.10.2. Putnam County Transit Staff Responsibilities

The following staff responsibilities shall be assigned in all protests:

- County Manager – Responsibilities include: ensuring that the Putnam County Transit Protest Procedure is included in all solicitation documents; and providing information to and assisting the legal counsel with the resolution of protests.

- Legal counsel – Responsibilities include: reviewing all procurement protests; and advising and assisting the agency as needed with the resolution of all procurement protests.

### 6.10.3. Solicitation Provision

Putnam County Transit shall insert the following provision in all solicitation documents:

#### 6.10.3.1. Pre-Proposal Protests

All protests concerning solicitation specifications, criteria, and/or procedures shall be submitted in writing (defined as being sent or received via letter or facsimile on official firm/agency

letterhead or by electronic mail) to the County Manager as specified below not later than ten (10) business days prior to the deadline for submission of bids/proposals.

The County Manager may, within his or her discretion, postpone the deadline for submission of bids/proposals, but in any case, shall provide a written response to all protests not later than five (5) business days prior to the deadline for submission of bids/proposals. If the deadline for submission of bids/proposals is postponed by the County Manager as the result of a protest the postponement will be announced through an addendum to the solicitation.

The decision by the County Manager shall be the final agency decision on the matter but shall be subject to judicial review as set forth by FTA below.

#### 6.10.3.2. Pre-Award Protests

With respect to protests made after the deadline for submission of bids/proposals but before contract award by Putnam County Transit, protests shall be limited to those protests alleging a violation of Federal or State law, a challenge to the bids/proposals evaluation and award process, Putnam County Transit's failure to have or follow its protest procedures or its failure to review a complaint or protest. Such protests shall be submitted in writing (defined as being sent or received via letter or facsimile on official firm/agency letterhead or by electronic mail) to the County Manager as specified below not later than five (5) business days after the Recommendation for Contract Award announcement by Putnam County Transit.

The County Manager may, within his or her discretion, postpone the award of the contract, but in any case, shall provide a written response to all protests not later than three (3) business days prior to the date that Putnam County Transit shall announce the contract award.

The decision by the County Manager shall be the final agency decision on the matter but shall be subject to judicial review as set forth or review by GDOT as specified below.

#### 6.10.3.3. Protests of the Evaluation Process

All bidders/proposers will be notified of the recommended award, upon a determination by the County Manager. This notice will be transmitted to each proposer at the address contained in its proposal form, electronic means or by hard copy. Any proposer whose proposal is valid at the time of the staff determination may protest the recommended award on one or more of the following grounds:

(a) That the recommended awardee does not meet the requirements of the solicitation;
(b) That the bid or proposal recommended for acceptance does not meet the criteria of the solicitation or award;
(c) That the evaluation process conducted by the agency is improper, illegal, or the decision to recommend award is arbitrary and capricious.

The protest must conform in all respects to the requirements set forth below. The protest must be received by agency at the address specified in the solicitation, no later

than five (5) calendar days after the date such notification is publicly posted or sent to the bidder or proposer, whichever is earlier. A written decision stating the grounds for allowing or denying the protest will be transmitted to the protestor and the proposer recommended for award in a manner that provides verification of receipt. Such decision shall be final, except as provided in Review of Protest by GDOT below or by applicable law or regulation.

### 6.10.4. Requirements for Protests

All protests must be submitted to Putnam County Transit in writing (defined as being sent or received via letter or facsimile on official firm/agency letterhead or by electronic mail), with sufficient documentation, evidence, and legal authority to demonstrate that the Protestor is entitled to the relief requested. The protest must be certified as being true and correct to the best knowledge and information of the Protestor, and be signed by the Protestor. The protest must also include a mailing address to which a response should be sent.

Protests received after the deadlines for receipt of protests specified above are subject to denial without any requirement for review or action by Putnam County Transit.

All protests must be directed in writing (defined as being sent or received via letter or facsimile on official firm/agency letterhead or by electronic mail) to the County Manager at the address shown in the solicitation documents.

### 6.10.5. Protest Response

The County Manager shall issue written responses to all protests received by the required protest response dates. All protest responses shall be transmitted by first-class U.S. Postal Service to the address indicated in the protest letter.

For convenience, Putnam County Transit will also send a copy of the response to a protest to the Protester by facsimile and/or electronic mail if a facsimile number and/or electronic mail address are indicated in the protest letter. The protest response transmitted by the U.S. Postal Service shall be the official Putnam County Transit response to the protest and Putnam County Transit will not be responsible for the failure of the Protester to receive the protest response by either facsimile or electronic mail.

### 6.10.6. Review of Protests by GDOT

All protests involving contracts financed with Federal assistance shall be disclosed to GDOT. Protesters shall exhaust all administrative remedies with Putnam County Transit prior to pursuing protests with GDOT. GDOT limits its reviews of protests to: a grantee's failure to have or follow its protest procedures; a grantee's failure to review a complaint or protest when presented an opportunity to do so; or violations of Federal law or regulation. Appeals to GDOT must be received within five (5) working days of the date the Protester has received actual or constructive notice of Putnam County Transit final decision or within five (5) working days of the date the Protester has identified other grounds for appeal to GDOT.

**File Attachments for Item:**

14. Appointment to the Putnam County Department of Family and Children Services Board (staff-CC)

Applicants for Putnam County Department of Family and Children Services Board

2/10/2026

| NAME | ADDRESS | DISTRICT | BACKGROUND | APPLICATION DATE |
|---|---|---|---|---|
| Penny Hodges | 549 Old Phoenix Road Unit 403 Eatonton, GA 31024 | 3 | Retired RN; BS Nursing | 1/18/2026 |
| Charles Hodges | 549 Old Phoenix Road Unit 403 Eatonton, GA 31024 | 3 | Retired Minister; Masters degree | 1/18/2026 |

# PUTNAM COUNTY BOARD APPLICATION

01/18/2026 8:34 PM (EST)

## PUTNAM COUNTY BOARD OF COMMISSIONERS

JAN 20 2025 at 11:15

117 Putnam Drive, Suite A ◊ Eatonton, GA 31024
706-485-5826
www.putnamcountyga.us

## APPLICATION FOR BOARDS, COMMITTEES, COUNCILS, COMMISSIONS & AUTHORITIES

| | |
|---|---|
| **Name:** | Penny Hodges |
| **Address:** | 549 Old Phoenix Road Unit 403 |
| **City:** | EATONTON |
| **State:** | GA |
| **Zip Code:** | 31024 |
| **Occupation:** | Retired RN |
| **Home Phone Number:** | [redacted] |
| **Cell Phone Number:** | |
| **E-mail Address:** | [redacted] |
| **I would like to apply for appointment to the following Board, Committee, Council, Commission or Authority:** | • Board of Health<br>• Department of Family & Children Services Board<br>• Board of Elections and Registration |
| **Which district do you live in?** | 3 |
| **Briefly explain your educational background:** | BS Nursing |
| **Are you an owner or officer in any business or corporation?** | No |
| **Please explain any previous experience with State or Local** | None |

| | |
|---|---|
| **Government:** | |
| **Briefly explain why you seek this appointment:** | Would like be involved in my community |
| **Applicant Consents** | • By selecting this box, I understand that this application is considered a public record.<br>• If appointed, I agree to serve. |
| **Signature:** | |
| **Application Date** | 01/18/2026 |

# PUTNAM COUNTY BOARD APPLICATION

01/18/2026 8:49 PM (EST)

## PUTNAM COUNTY BOARD OF COMMISSIONERS

JAN 20 2026 @ 11:14

117 Putnam Drive, Suite A ◊ Eatonton, GA 31024
706-485-5826
www.putnamcountyga.us

## APPLICATION FOR BOARDS, COMMITTEES, COUNCILS, COMMISSIONS & AUTHORITIES

| | |
|---|---|
| **Name:** | Charles Hodges |
| **Address:** | 549 Old Phoenix Rd Unit 403 |
| **City:** | EATONTON |
| **State:** | GA |
| **Zip Code:** | 31024 |
| **Occupation:** | Retired Minister |
| **Home Phone Number:** | [redacted] |
| **Cell Phone Number:** | |
| **E-mail Address:** | [redacted] |
| **I would like to apply for appointment to the following Board, Committee, Council, Commission or Authority:** | • Department of Family & Children Services Board<br>• Eatonton-Putnam Library Board<br>• Recreation Committee |
| **Which district do you live in?** | 3 |
| **Briefly explain your educational background:** | Masters degree |
| **Are you an owner or officer in any business or corporation?** | No |
| **Please explain any previous experience with State or Local** | None |

| | |
|---|---|
| **Government:** | |
| **Briefly explain why you seek this appointment:** | Looking for volunteer opportunities in my community |
| **Applicant Consents** | • By selecting this box, I understand that this application is considered a public record.<br>• If appointed, I agree to serve. |
| **Signature:** | |
| **Application Date** | 01/18/2026 |

# PUTNAM COUNTY BOARD OF COMMISSIONERS

117 Putnam Drive, Suite A ◊ Eatonton, GA 31024
706-485-5826
www.putnamcountyga.us

## N O T I C E

The Putnam County Board of Commissioners is seeking Putnam County residents who would be interested in serving on the **Putnam County Department of Family and Children Services Board**. Appointed board members receive a $35.00 per meeting per diem; board meetings are held every other month. Appointees must be from one of the following categories: pediatric health care providers, appropriate school personnel, emergency responders, law enforcement personnel, private child welfare service providers, alumni of the child welfare system, mental health care providers, former foster parents, or leaders within the faith-based community.

The role of the county board shall be to protect the well-being of this state's children while preserving family integrity. County boards may review the administration of all welfare and public assistance functions for the county, including such programs as temporary assistance for needy families (TANF), supplemental nutrition assistance program (SNAP), employment services, child protective services, foster care, and adoptions, and shall report no less than annually the effectiveness of the county department's provision of services, the needs of the community, and its recommendations for improved operations of the county department. County boards shall serve as an active liaison and a link between the county department and the local community. County boards shall support the overall mission of the Division of Family and Children Services of the department.

Interested persons should submit an **application** to the Putnam County Board of Commissioners, 117 Putnam Drive, Suite A, Eatonton, Georgia 3102. Applications will be accepted until the positions are filled. **The application needs to include a statement that you are not an elected officer of the state, county or any subdivision thereof, nor is a member of your immediate family an employee of the Putnam County Department of Family and Children Services.** The board application form can be found on the county website at www.putnamcountyga.us (in the "How Do I" section) or by calling 706-485-5826.

06/19/2025 & 06/26/2025

# DEPARTMENT OF FAMILY & CHILDREN SERVICES BOARD

| MEMBER | APPOINTED | TERM EXPIRES |
|---|---|---|
| Meghan Stubbs<br>179 Loch Way<br>Eatonton, GA 31024<br>706-454-5183 (work)<br>[redacted]<br>mstubbs@ovhealth.org | 12/05/2025 | 12/05/2030 |
| Angela Nelson-Williams<br>937 Church Street<br>Eatonton, GA 31024<br>[redacted]<br>[redacted] | 12/05/2025 | 12/05/2030 |
| Julie Breedlove<br>117 E River Bend Drive<br>Eatonton, GA 31024<br>404-819-4799 (work and cell)<br>[redacted] | 12/05/2025 | 12/05/2030 |
| Calandra L. Burke<br>721 Greensboro Road<br>Eatonton, GA 31024<br>404-859-2882 (work)<br>[redacted]<br>[redacted] | 12/05/2025 | 12/05/2030 |
| Vacant | | |

**See next page for member requirements**

5 year terms
Appointed by BOC

Last Updated 2/10/2026

Senate Bill 138 – Effective 7/1/15

- Terms of county board members are for five years and are staggered so that one term expires each year. A board member whose term has expired may continue to serve until a successor is appointed.
- Each board will have five to seven members who shall be appointed by the governing authority of the county.
- Appointments to fill vacancies on county boards caused by death, resignation, or disqualification before the expiration of a term are made for the remainder of the term.
- No person serving as a member of a county board of July 1, 2015, shall have such person's term of office shortened by this subsection.
- Board vacancies which occur for any reason, including but not limited to expiration of the term of office, shall be filled by new criteria.
- No elected officer of the state or any subdivision thereof shall be eligible for appointment to the county board.
- All appointments should be reflective of gender, race, ethnic, and age characteristics of the county population.
- Public Assistance recipients may not be appointed to the board since the appointment would create an illegal conflict of interest.
- As a matter of policy, the Division does not support the appointment of anyone who has immediate family members on the staff of the local office.
- The governing authority shall ensure that all appointments made on or after July 1, 2015 are made from the following categories:
    - Pediatric health care providers
    - Appropriate school personnel
    - Emergency responders
    - Law enforcement personnel
    - Private child welfare service providers
    - Alumni of the child welfare system
    - Mental health care providers
    - Former foster parents
    - Leaders within the faith-based community
- If the County Commissioners have a board member that they would like to reappoint, but who does not fit into one of the categories, they may send a letter to him explaining why it would be beneficial for that board member to remain on the board. He will review these individually. These can be sent to: Bobby Cagle, Director, Georgia Division of Family and Children Services, 2 Peachtree Street, Suite 19.472, Atlanta, GA 30303
- The role of the county board shall be to protect the well-being of this state's children while preserving family integrity.
- County boards may review the administration of all welfare and public assistance functions for the county, including such programs as temporary assistance for needy families (TANF), supplemental nutrition assistance program (SNAP), employment services, child protective services, foster care, and adoptions, and shall report no less than annually and not later than December 15 of each year to the director of the Division of Family and Children Services of the department the effectiveness of the county department's provision of services, the needs of the community, and its recommendations for improved operations of the county department.
- County boards shall serve as an active liaison and a link between the county department and the local community.
- County boards shall support the overall mission of the Division of Family and Children Services of the department.