

AGENDA
CITY COUNCIL REGULAR MEETING
G.L. Gilleland Council Chambers on 2nd Floor
Monday, October 3, 2022
5:00 P.M.

1. Call to Order
2. Roll Call
3. Invocation and Pledge
4. Announcements
5. Approval of the Agenda
6. Public Input
7. Consent Agenda
 - a. Approve Minutes
 - Regular Meeting and Work Session held September 19, 2022
 - Executive Session held September 19, 2022
 - b. Approve Use of Memorial Gardens for 2nd Annual Ghost Walk
8. Introduce the Downtown Development Manager – Amanda Edmondson

PUBLIC HEARING

9. ANX-C2200122: Jim Chapman Communities, Inc has petitioned to annex into the city limits of Dawsonville the 3-acre tract known as TMP 093 046 (tract 2), located at 922 Hwy 53 East, with a County Zoning of RSR (Residential Sub-Rural) to City Zoning R6 (Multiple-Family District). Public Hearing Dates: Planning Commission on September 12, 2022, and City Council on October 3, 2022. City Council for a decision on October 17, 2022.
10. ZA-C2200123: Jim Chapman Communities, Inc has petitioned a zoning amendment for TMP 093 043, 093 044, and 093 047; Located at 2120 Perimeter Road and 922 Hwy 53 East from R1 (Restricted Single-Family Residential District) to R6 (Multiple-Family Residential District). Public Hearing Dates: Planning Commission on September 12, 2022, and City Council October 3, 2022. City Council for a decision on October 17, 2022.

BUSINESS

11. Request for Refund of Building Permit Fee
12. Red Hawk Subdivision Road Dedication Request
13. Update Appraisal for Elliott Field Airport Property
14. Award Bids – Pickleball and Basketball Courts for Main Street Park

EXECUTIVE SESSION, IF NEEDED

ADJOURNMENT

The next scheduled City Council meeting is Monday, October 17, 2022

Those persons with disabilities who require reasonable accommodations in order to allow them to observe and/or participate in this meeting or who have questions regarding the accessibility of the meeting, should contact the Clerk at Dawsonville City Hall at 706-265-3256 at least two (2) business days prior to the meeting.



DAWSONVILLE CITY COUNCIL
EXECUTIVE SUMMARY FOR
AGENDA ITEM # 7

SUBJECT: CONSENT AGENDA

CITY COUNCIL MEETING DATE: 10/03/2022

PURPOSE FOR REQUEST:

**CONSIDERATION AND APPROVAL OF ITEMS BELOW; SEE ATTACHED
SUPPORTING DOCUMENTS**

- a. **Approve Minutes**
 - **Regular Meeting and Work Session held September 19, 2022**
 - **Executive Session held September 19, 2022**
 - b. **Approve Use of Memorial Gardens for 2nd Annual Ghost Walk**
-



DAWSONVILLE CITY COUNCIL
EXECUTIVE SUMMARY FOR
AGENDA ITEM # 7a

SUBJECT: APPROVE MINUTES

CITY COUNCIL MEETING DATE: 10/03/2022

BUDGET INFORMATION: GL ACCOUNT # NA

Funds Available from: Annual Budget Capital Budget Other

Budget Amendment Request from Reserve: Enterprise Fund General Fund

PURPOSE FOR REQUEST:

TO APPROVE THE MINUTES FROM:

- **REGULAR MEETING AND WORK SESSION HELD SEPTEMBER 19, 2022**
 - **EXECUTIVE MEETING HELD SEPTEMBER 19, 2022**
-

HISTORY/ FACTS / ISSUES:

OPTIONS:

AMEND OR APPROVE AS PRESENTED

RECOMMENDED SAMPLE MOTION:

REQUESTED BY: Beverly Banister, City Clerk

MINUTES
CITY COUNCIL REGULAR MEETING AND WORK SESSION
G.L. Gilleland Council Chambers on 2nd Floor
Monday, September 19, 2022
5:00 P.M.

1. **CALL TO ORDER:** Mayor Eason called the meeting to order at 5:00 pm.
2. **ROLL CALL:** Present were Councilmember John Walden, Councilmember Mark French, Councilmember Caleb Phillips, City Attorney Kevin Tallant, City Manager Bob Bolz, City Clerk Beverly Banister, Public Works Director Trampas Hansard, Utilities Operation Manager Jacob Barr, Finance Administrator Robin Gazaway and Interim Planning Director Diane Callahan.

Councilmember Illg was not present at the meeting.
3. **INVOCATION AND PLEDGE:** Invocation and pledge were led by Councilmember French.
4. **ANNOUNCEMENTS:** Mayor Eason reminded citizens the Farmer's Market is still open on Saturdays and the Mountain Moonshine Festival and the Second Annual Ghost Walk will occur during the month of October.
5. **APPROVAL OF THE AGENDA:** Motion to approve the agenda as presented made by J. Walden; second by C. Phillips. Vote carried unanimously in favor.
6. **PUBLIC INPUT:** None
7. **CONSENT AGENDA:** Motion to approve the consent agenda for the following items (a,b) made by M. French; second by C. Phillips. Vote carried unanimously in favor.
 - a. Approve Minutes
 - Regular Meeting and Work Session held August 15, 2022
 - Executive Session held August 15, 2022
 - b. Approve Low Income Household Water Assistance Program Agreement
8. **EMPLOYEE RECOGNITION:** The Mayor and Council presented Beverly Banister with the August 2022 Employee of the Month award. Stan Zaverukha and Steven McNeal received four-year service awards and Jacob Barr received an eleven-year service award.
9. **PROCLAMATION – CHASE ELLIOTT DAY:** Mayor Eason read the proclamation and presented it to Cindy Elliott.
10. **STATE RESOLUTION FOR THE 50TH ANNIVERSARY OF BURT'S PUMPKIN FARM:** Motion to approve the City's participation in the State's Resolution honoring the 50th Anniversary of Burt's Pumpkin Farm made by J. Walden; second by C. Phillips. Vote carried unanimously in favor.

BUSINESS

11. **STANDARD SPECIFICATIONS FOR ROADWAY AND DRAINAGE SYSTEMS AMENDMENT:** Motion to approve amendment to the Standard Specifications for Roadway and Drainage Systems, Division III, Section 1.11 Storm Water Infrastructure Inspection as presented made by C. Phillips; second by M. French. Vote carried unanimously in favor. (Exhibit "A")
12. **IMPACT FEE STUDY AGREEMENT WITH GEORGIA MOUNTAIN REGIONAL COMMISSION:** Motion to approve the agreement to perform an impact fee study with the Georgia Mountain Regional Commission made by M. French; second by J. Walden. Vote carried unanimously in favor.
13. **SPECIAL EVENT WITH ALCOHOL – BOOTLEGGERS BAR & GRILL, OCTOBER 21 – 23, 2022:** Motion to approve the special event permit with alcohol as presented made by C. Phillips; second by M. French. The City Council stated the area being used for alcohol will need to be completely fenced in. Vote carried unanimously in favor.
14. **FUNDING FOR DEVELOPMENT OF WELL #112:** Motion to approve pursuing the Population Grant from the Governor's Office of Planning and Budget for Water for the development of Well #112 made by M. French; second by J. Walden. Vote carried unanimously in favor.

MINUTES
CITY COUNCIL REGULAR MEETING AND WORK SESSION
G.L. Gilleland Council Chambers on 2nd Floor
Monday, September 19, 2022
5:00 P.M.

- 15. INTERGOVERNMENTAL AGREEMENT AMENDMENT REGARDING A TRAIL TO THE LIBRARY:** Motion to approve the amendment to the IGA made by C. Phillips; second by J. Walden. Vote carried unanimously in favor.

WORK SESSION

- 16. 2023 SOLID WASTE COLLECTION SERVICE RATE AND ESTABLISH SERVICE CHARGE:** Motion to approve the 2023 Solid Waste Collection Service Rate from Red Oak Sanitation of \$15.90 per can, per month and approve the service charge at cost plus \$4.00 for a total of \$19.90 per can, per month made by M. French; second by C. Phillips. Vote carried unanimously in favor.
- 17. 2023 MEETING CALENDAR REVIEW:** Motion to approve the 2023 Meeting Calendar as presented made by C. Phillips; second by M. French. Vote carried unanimously in favor.

STAFF REPORTS

- 18. BOB BOLZ, CITY MANAGER:** City Manager Bolz provided his report in the agenda packet and reported the leak adjustment for the previous month was \$651.33.
- 19. ROBIN GAZAWAY, FINANCE ADMINISTRATOR:** Finance Director Gazaway presented the financial reports representing fund balances and activity provided through August 31, 2022.

EXECUTIVE SESSION

At 5:22 p.m. a motion to close regular session and go into executive session for potential/pending litigation was made by J. Walden; second by C. Phillips. Vote carried unanimously in favor.

At 5:28 p.m. a motion to close executive session was made by C. Phillips; second by J. Walden. Vote carried unanimously in favor.

Motion to resume regular session was made by M. French; second by J. Walden. Vote carried unanimously in favor.

ADJOURNMENT:

At 5:30 p.m. a motion to adjourn the meeting was made by J. Walden; second by C. Phillips. Vote carried unanimously.

Approved this 3rd day of October 2022.

By: CITY OF DAWSONVILLE

Mike Eason, Mayor

Caleb Phillips, Councilmember Post 1

William Illg, Councilmember Post 2

John Walden, Councilmember Post 3

Mark French, Councilmember Post 4

Attest: _____
Beverly A. Banister, City Clerk

STATE OF GEORGIA
COUNTY OF DAWSON

AFFIDAVIT OF THE CITY OF DAWSONVILLE MAYOR AND COUNCIL

Mayor Michael Eason, Councilmember John Walden, Councilmember Caleb Phillips, Councilmember William IIIg, and Councilmember Mark French; being duly sworn, state under oath that the following is true and accurate to the best of their knowledge and belief:

1. The City of Dawsonville Council met in a duly advertised meeting on September 19, 2022.
2. During such meeting, the Board voted to go into closed session.
3. The executive session was called to order at 5²² p.m.
4. The subject matter of the closed portion of the meeting was devoted to the following matter(s) within the exceptions provided in the open meetings law: (check all that apply)

- Consultation with the City Attorney or other legal counsel to discuss pending or potential litigation, settlement, claims, administrative proceedings, or other judicial actions brought or to be brought by or against the City or any officer or employee or in which the City or any officer or employee may be directly involved as provided in O.C.G.A. § 50-14-2(1);
- Discussion of tax matters made confidential by state law as provided by O.C.G.A. § 50-14-2(2) and _____;
- Discussion of future acquisition of real estate as provided by O.C.G.A. § 50-14-3(b)(1);
- Discussion or deliberation on the appointment, employment, compensation, hiring, disciplinary action or dismissal, or periodic evaluation or rating of a City officer or employee as provided in O.C.G.A. § 50-14-3(b)(2);
- Other _____ as provided in: _____.

This 19th day of September; By the City of Dawsonville, Mayor and Council:

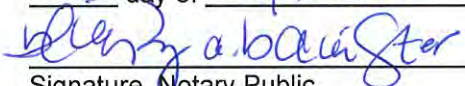

Mike Eason, Mayor


Caleb Phillips, Councilmember Post #1

absent
William IIIg, Councilmember Post #2


John Walden, Councilmember Post #3


Mark French, Councilmember Post #4

Sworn to and subscribed before me this
19 day of September, 20 22.

Signature, Notary Public



My Commission expires: Feb 18, 20 24

Current **Division III section 1.11 Storm water Infrastructure Dedication** requirements will be eliminated and the following storm water infrastructure inspections will be required.

Division III section 1.11 Storm Water Infrastructure Inspection.

1. The owner, developer and or contractor shall provide the City of Dawsonville 24 hour notification to perform a pre-construction meeting.
2. Owner, developer and or contractor will notify the City of Dawsonville 24 hour to conduct a visual storm drain inspection of each individual line prior to backfill installation.
3. The required visual inspections will verify foundation stability, depth, slope, type of pipe, class of pipe, bell to spigot installation, location and manhole structure exterior connection and seal.
4. The City will perform the storm drain inspection within 48-hour.
5. The City will allow a third-party storm drain inspection if one of the two following conditions apply and receives City approval for the third-party inspection. Condition number one: Unfavorable weather conditions expected within 48-hour. Condition number two: City representative can not perform the required inspection within 24 hours.
6. Visual inspection of all storm water infrastructure will be required prior to final plat approval.
7. Visual inspection of all storm water infrastructure will be required prior to bond release and City dedication.
8. For any infrastructure presented for dedication to the City of Dawsonville which infrastructure was inspected, if at all, prior to January 1, 2020, video inspection is required before the infrastructure may be accepted. For such video inspections:
 - a. Video inspection will verify the pipe line is clear of debris, obstructions, ponding water, exposed reinforcing steel, joint offset, joint separation, rips, tears, cracks, holes, deviation from line and grade, and other anomalies not consistent with properly installed pipe.
 - b. Any and all matters which need repair as shown on video inspection shall be repaired before the City will accept dedication.



DAWSONVILLE CITY COUNCIL
EXECUTIVE SUMMARY FOR
AGENDA ITEM # 7b

SUBJECT: APPROVE USE OF MEMORIAL GARDENS FOR 2ND ANNUAL GHOST WALK

CITY COUNCIL MEETING DATE: 10/03/2022

BUDGET INFORMATION: GL ACCOUNT # _____

Funds Available from: _____ Annual Budget _____ Capital Budget Other _____

Budget Amendment Request from Reserve: _____ Enterprise Fund _____ General Fund

PURPOSE FOR REQUEST:

TO REQUEST APPROVAL FOR THE DAWSONVILLE HISTORY MUSEUM TO UTILIZE MEMORIAL GARDENS DURING THEIR 2ND ANNUAL GHOST WALK ON OCTOBER 28TH AND 29TH FROM 7:00 PM TO 9:00 PM APPROXIMATELY.

HISTORY/ FACTS / ISSUES:

- **CITY COUNCIL APPROVED THE USE OF MEMORIAL GARDENS IN 2021 FOR THE SAME PURPOSE**
 - **TOUR INCLUDES THE GEORGIA RACING HALL OF FAME, OLD DAWSON COUNTY JAIL, DAWSON COUNTY'S HISTORIC COURTHOUSE AND MEMORIAL GARDENS.**
 - **PERMIT HAS BEEN SUBMITTED AND IS IN THE APPROVAL PROCESS. NO ROAD CLOSURES ARE NECESSARY AND NO ISSUES ARE EXPECTED FOR FINAL APPROVAL.**
-

OPTIONS:

RECOMMENDED SAMPLE MOTION:

REQUESTED BY: Bob Bolz, City Manager



DAWSONVILLE CITY COUNCIL
EXECUTIVE SUMMARY FOR
AGENDA ITEM # 8

SUBJECT: INTRODUCE THE DOWNTOWN DEVELOPMENT MANAGER –
AMANDA EDMONDSON

CITY COUNCIL MEETING DATE: 10/03/2022

BUDGET INFORMATION: GL ACCOUNT # _____

Funds Available from: _____ Annual Budget _____ Capital Budget Other _____

Budget Amendment Request from Reserve: _____ Enterprise Fund _____ General Fund

PURPOSE FOR REQUEST:

**TO INTRODUCE AMANDA EDMONDSON AS THE CITY'S NEW DOWNTOWN DEVELOPMENT
MANAGER**

HISTORY/ FACTS / ISSUES:

OPTIONS:

RECOMMENDED SAMPLE MOTION:

REQUESTED BY: Bob Bolz, City Manager



DAWSONVILLE CITY COUNCIL EXECUTIVE SUMMARY FOR AGENDA ITEM # 9

SUBJECT: ANX-C2200122

CITY COUNCIL MEETING DATE: 10/03/2022

BUDGET INFORMATION: GL ACCOUNT # _____

- Funds Available from: _____ Annual Budget: _____ Capital Budget: Other _____
 Budget Amendment Request from Reserve: _____ Enterprise Fund: _____ General Fund
-

PURPOSE FOR REQUEST: **PUBLIC HEARING**

ANX-C2200122: Jim Chapman Communities, Inc has petitioned to annex into the city limits of Dawsonville the 3-acre tract known as TMP 093 046 (tract 2), Located at 922 Hwy 53 East, with a County Zoning of RSR (Residential Sub-Rural) to City Zoning R6 (Multiple-Family Residential District). Public Hearing Dates: Planning Commission on September 12, 2022, and City Council on October 3, 2022. City Council for a decision on October 17, 2022.

HISTORY/ FACTS / ISSUES:

1. Property is Post 2 City Council Member in William Illg District.
 2. The subject property adjoins City Zoned R6 District to the South, County RSR District to the East, City R1 District to the West and County RSR district to the North.
 3. Applicant is requesting to annex three (3) acres.
 4. City water and sewer infrastructure adjoins property.
 5. City water and sewer capacity is available.
 6. Applicant submitted data to the Planning Department for the DRI submission and is currently in the review process by GMRC. Final decision will be delayed until DRI review is completed.
 7. Planning Commission denied the request on 09.12.2022.
 8. Dawson County Board of Commissioners heard the request no 09.16.2022. The board voted to send a letter objecting the proposed annexation to Mayor and City Council.
-

OPTIONS:

RECOMMENDED SAMPLE MOTION:

DEPARTMENT: Planning and Zoning

REQUESTED BY: Diane Callahan

Planning Department
415 Highway 53 E. Suite 100
Dawsonville, Georgia 30534



(706) 265-3256
www.dawsonville-ga.gov

Date: 09.16.2022

To: Mayor and Council

Reference: ANX C2200122 Planning and Zoning Department Summary

The planning and Zoning Department has provided the following pertinent information to help you decide on this request:

1. Property is in Post 2 City Council Member William Illg District.
2. The subject property adjoins City Zoned R6 District to the South, County RSR District to the East, City R1 District to the West and County RSR district to the North.
3. Applicant is requesting to annex three (3) acres.
4. City water and sewer infrastructure adjoins property.
5. City water and sewer capacity is available.
6. Applicant submitted data to the Planning Department for the DRI submission and is currently in the review process by GMRC. Final decision will be delayed until DRI review is completed.
7. Planning Commission denied the request on 09.12.2022.
8. Dawson County Board of Commissioners heard the request no 09.16.2022. The board voted to send a letter objecting the proposed annexation to Mayor and City Council.

Kindest regards,

Diane Callahan
Interim Planning Director

Planning and Zoning Department
415 Highway 53 E. Suite 100
Dawsonville, Georgia 30534



706.265.3256
www.dawsonville-ga.gov

August 11, 2022

Via Certified Mail 7019 1640 001 9716 2112

Mr. Billy Thurmond
Board of Commissioners
Dawson County
25 Justice Way, Suite 2313
Dawsonville, GA 30534

Re: Annexation of Property of JSW Gee Corner, LLC; ANX C2200122; TMP 093 046; 922 Hwy 53 West

Dear Mr. Thurmond,

Please be advised that the City of Dawsonville, Georgia, pursuant to authority vested in the Mayor and Council of the City of Dawsonville by Article 2, Chapter 36, Title 36 of the Official Code of Georgia Annotated, received a petition to annex the property referenced above. This annexation petition will be heard during the public hearing segment of the following: Planning Commission September 12, 2022 and City Council meeting October 3, 2022.

This letter has been sent to you by certified mail, return receipt requested, upon receipt of the Annexation Petition of JSW Gee Corner, LLC. Said notice is in compliance with O.C.G.A. §§ 36-36-6, and 36-36-111. Please see the attached copy of the annexation petition and map of the site proposed to be annexed, which are included to allow you to identify the subject area, as well as the intended use of the property.

Pursuant to O.C.G.A. § 36-36-113, upon receipt of this notice Dawson County has thirty (30) calendar days to raise an objection to the proposed use of the above referenced land, and to specify the basis therefore.

Finally, in accord with O.C.G.A. § 36-36-7, Dawson County has five (5) business days from the receipt of this notice to notify the City that there are County-owned public facilities within the area proposed for annexation.

Thank you for your time and attention to this matter, and I look forward to hearing from you regarding this issue. If I may be of assistance in this regard or any other, please do not hesitate to contact me.

Sincerely,

Stacy Harris
Zoning Administrative Assistance

Enclosures

cc: David Headley, County Manager
Dawson County Attorney



**City of Dawsonville
Planning and Zoning Department**
415 Highway 53 East, Suite 100
Dawsonville, GA 30534
Phone: (706) 265-3256

**Annexation Petition
Application**

ANNEXATION # ANX C2200122

RECEIVED
JAN 12 2022
BY: JH [Signature]

ZONING AMENDMENT APPLICATION AND FEES RECEIVED? YES NO

Applicant Name(s): Jim Chapman Communities, Inc.

Address: 2700 Cumberland Parkway SE, Suite 130 City: Atlanta State: GA Zip: 30339

E-Mail: [Redacted]

Cell Number(s) [Redacted]

Property Owner's Name(s): JSW Gee Corner, LLC

Address: 922 Hwy. 53 E City: Dawsonville State: GA Zip: 30534

E-Mail: _____

Property Owner's Telephone Number(s): _____

Address of Property to be Annexed: 922 Hwy. 53 E

TMP #: 093 046 Tract 2 Acre(s): 3 Survey Recorded in Plat Book # Page #: PB 87/8

Land Lot #: 56: 571 District #: 4 Section # 1 Legal Recorded in Deed Book # Page #: _____

Current Use of Property: Residential

County Zoning Classification: RSR City Zoning Classification: R-6

Land Use & Zoning Ordinance, Article VII. General Provisions Sec. 708. Annexation: Any land area subsequently added to the incorporated area of Dawsonville shall automatically be classified R-1 (single-family residential district) until or unless otherwise classified by amendment to the official zoning map.

Petition **MUST** include a completed application with signatures and **ALL** attachments.

- An 8 1/2 x 11 copy of the current RECORDED BOUNDARY SURVEY of said property showing the contiguity of said property to the existing corporate limits of the City of Dawsonville, GA.
- A copy of the current metes and bounds LEGAL DESCRIPTION that matches the boundary survey of the property being annexed.
- Survey must be signed and sealed by a Registered Land Surveyor.
- Survey must be signed, stamped recorded by Dawson County Clerk's of the Court office.

FEE SCHEDULE

** Fee Waived By CC on 12.20.21*

Annexation Fee	\$300.00
Administrative fee	\$100.00
Public Notice Certified Mail	\$7.33 per adjacent property owner

Office Use Only	
Date Completed Application Rec'd: <u>8.10.2022</u>	Amount Paid: \$ CK Cash
Date of Planning Commission Meeting: <u>09.12.2022</u>	Dates Advertised:
Date of City Council Meeting: <u>10.03.2022</u>	Rescheduled for next Meeting:
Date of City Council Meeting: <u>10.17.2022</u>	Approved by City Council: YES NO
Approved by Planning Commission: YES NO	Postponed: YES NO Date:



City of Dawsonville
 415 Highway 53 East, Suite 100
 Dawsonville, GA 30534
 Phone: (706) 265-3256

**Annexation Petition
 into the
 City of Dawsonville, GA**

Property Owner(s) Authorization

I / We the undersigned, being the owner(s) of real property of the territory described herein as
922 Hwy 53, Dawsonville, GA / 093 046 (Address/Tax Map Parcel) , respectfully request that the Mayor and
 City Council of the City of Dawsonville, Georgia annex this property into the City and extend the City boundaries to include the
 same.

Upon signature of this document, I / We the undersigned certify that all the information provided is true and accurate to the
 best of our knowledge.

William S. Wade

 Property Owner Signature

William S. Wade (JSW Gee Corner, LLC)

 Property Owner Printed Name

 Property Owner Signature
J. Carter

 Applicant Signature

 Property Owner Printed Name
Carter Richardson (Jim Chapman Communities, Inc.)

 Applicant Printed Name

 Applicant Signature

 Applicant Printed Name

State of Georgia
 County of DeKalb CO

Sworn to and subscribed before me
 this 11 day of JAN 2022

Melanie Ruth Burruss
 Notary Public, State of Georgia
Melanie Ruth Burruss
 Notary Public, DeKalb County, Georgia
 My Commission Expires 05/18/2025

Notary Seal

Annexation Application Received Date Stamp: Rec'd 01-12-2022 Completed Application with Signatures

Fees waived by CC on 12-20-21

Rec'd _____ Current Boundary Survey
 Rec'd _____ Legal Description
 Rec'd _____ ARC Population Estimate Information

Planning Commission Meeting Date (if rezone): _____
 Dates Advertised: _____
 1st City Council Reading Date: _____
 2nd City Council Reading Date: _____ Approved: YES NO
 Date Certified Mail to: _____ County Board of Commissioners & Chairman _____ County Manager _____ County Attorney

Letter Received from Dawson County Date: _____



City of Dawsonville
Planning and Zoning Department
 415 Highway 53 East, Suite 100
 Dawsonville, GA 30534
 Phone: (706) 265-3256

**Annexation Petition
 Application**

Application # ANX C2200122 TMP#: 093 046

It is the responsibility of the applicant to provide a list of adjacent property owners. This list must include the name and address of anyone who has property touching your property or who has property directly across the street from your property. (Use additional sheets if necessary)

****Please note**** This information should be obtained at the Planning Office using the Tax Map Parcel Map listing any parcel(s) adjoining or adjacent to parcel where rezone is being requested.

TMP # 093 033 1. Name(s): B & K Turner Family, LLP
 Address: 1090 Oakhaven Drive
Rosewell, GA 30075

TMP # 093 022 2. Name(s): Peachtree Village Partners, LLC
 Address: 2905 Piedmont Road, Suite C
Atlanta, GA 30305

TMP # 093 040 3. Name(s): Peachtree Dekalb Plaza, LLC
 Address: 2905 Piedmont Road, Suite A
Atlanta, GA 30305

TMP # 093 063 4. Name(s): Turner K Estate
 Address: 1090 Oakhaven Dr
Rosewell GA. 30075

TMP # 093 046 5. Name(s): Farmington woods LP
 Address: 3825 pace walk SE Ste 100
Atl GA 30339

TMP # 093 047 6. Name(s): Anderson Curtis & McCard Karen
 Address: 2120 Perimeter Rd
Dawsonville Ga. 30534

TMP # _____ 7. Name(s): _____
 Address: _____

THE APPLICANT, OR DESIGNED AGENT, **MUST*** ATTEND THE PUBLIC HEARINGS FOR THE CONDITIONAL USE REQUEST TO BE CONSIDERED.

***NOTE:** if the applicant of a petition before the Planning Commission fails to attend the public hearing, then the Planning Commission may deny the subject petition or may require re-advertisement of the subject petition at the expense of the applicant.



JIM CHAPMAN COMMUNITIES



ANNEXATION / REZONING LETTER OF INTENT

Mayor and City Council
Planning Commission
City of Dawsonville, Georgia

To Whom It May Concern:

Jim Chapman Communities (“JCC”) respectfully submits this Letter of Intent outlining our proposed rezoning for 30.98 acres (Parcels 093-043/Tract 3, 093-044/Tract 2 and 093-047/Tract 1) located at the Westerly intersection of GA Highway 53 and Perimeter Road. The properties consist of 30.98 acres (zoned R-1) located in the City of Dawsonville (the “City”) and 3 acres zoned RSR (Part of former Parcel 093 046 which has been subdivided / Tract 2) located in Dawson County that will need to be annexed into the City for a total of 33.98 acres. Across from the site on GA Highway 53 are properties zoned HB, and Farmington Woods Apartments (Zoned R-6) are across the street on Perimeter Road having a SF range of 829-1,286sf. The properties that comprise our proposed rezoning are designated as “Mixed Use / PUD” on the Dawsonville Character Area Map.

JCC is requesting a zoning classification change to R-6 to allow for 195 attached rental homes yielding a density of 5.74 units per acre. The community will have private streets, 30’ measured from back of curb to back of curb along with a 50’ Utility and Access Easement, and will have two gated access points. The main gated entrance will be on Perimeter Road, and the second entrance will be a “right in – right out” on GA Highway 53. The amenities will include a 4,000 square foot club house, a pool and a dog park.

The homes will range in size from 1,000 to 1,500 square feet, having a mixture of 2 and 3 bedrooms. The project will contain approximately 136 units that are 1,025 sf/ 2BR (70%), 39 units that are 1,421 sf/ 3 BR (20%) and 20 units that are 1,466 sf/ 3 BR (10%). In addition to having single car garages with driveways for parking, additional parking areas are provided within the community. All homes will have primary suites on the main floor, and we have found that approximately 40-50% of our customers are 50 years old and older. The smaller homes tend to deter large families, and instead appeals to singles, young couples without children, and working professionals.

This community will be based on the same concept of The Cottages at Dawson Ridge that we recently built in 2021, a highly successful community located just 5.5 miles to the Southeast on Lumpkin Campground Road. The need for this type of housing is proven, and JCC feels this property is a great location to serve this area and will have a beneficial economic impact to the retail services in Dawsonville.

Respectfully,

Carter Richardson
Vice President of Land Acquisition
Jim Chapman Communities, Inc.

2700 CUMBERLAND PARKWAY SE | SUITE 130 | ATLANTA, GA 30339 | p 404-623-7272

www.JimChapmanCommunities.com

*Applicant prefers to annex 3.00 acres of the parcel and maintain 1.47 acres within the County as shown on the attached Survey; Tract 2 of the attached Survey to be annexed.

William S. Wade, Manager *WS*

ESCROW AGENT:

Date: / /2021
Company

Old Republic National Title Insurance

By: _____
Carrie Tullis

EXHIBIT "A-1"

Description of the Land

All that tract or parcel of land lying and being in Land Lot 511 and in Fractional Land Lot 56 of the 4th District, 1st Section of Dawson County, Georgia, being 4.47 acres as depicted on a survey prepared for JSW Gee Comer, LLC, dated April 29, 2020, by Davis Engineering & Surveying, bearing the seal and certification of Jason D. Watkins, Georgia Registered Land Surveyor No. 3241, which survey is incorporated herein by reference for a more complete description of the Property, and said Property being more particularly described as follows in accordance with said survey:

BEGINNING at a Right of Way Monument located on the Northernmost point of the mitered intersection of the Southwesterly right of way line of Georgia Highway 53 (variable right of way) and the Northwesterly right of way line of Perimeter Road (variable right of way); thence proceed along the mitered intersection of the Southwesterly right of way line of Georgia Highway 53 and the Northwesterly right of way line of Perimeter Road South 10 degrees 26 minutes 53 seconds West a distance of 42.62 feet to a point which is the Southernmost point of the mitered intersection of the Southwesterly right of way line of Georgia Highway 53 and the Northwesterly right of way line of Perimeter Road; thence proceed along the Northwesterly right of way line of Perimeter Road the following courses and distances: along the arc of a 1156.23-foot radius curve to the right, an arc distance of 652.01 feet to a Right of Way Monument (said arc being subtended by a chord bearing South 59 degrees 13 minutes 41 seconds West, a chord distance of 643.41 feet); South 78 degrees 36 minutes 46 seconds West a distance of 40.64 feet to a Right of Way Monument; North 30 degrees 05 minutes 22 seconds West a distance of 35.55 feet to a Right of Way Monument; South 63 degrees 02 minutes 24 seconds West a distance of 23.68 feet to a Right of Way Monument; South 28 degrees 24 minutes 56 seconds East a distance of 30.83 feet to a Right of Way Monument; and, South 72 degrees 42 minutes 45 seconds West a distance of 63.16 feet to a point; thence leave the Northwesterly right of way line of Perimeter Road and proceed North 54 degrees 56 minutes 43 seconds West a distance of 222.31 feet to an Iron Pin Found (1/2" Crimp Top Pipe); thence proceed North 72 degrees 40 minutes 06 seconds East a distance of 379.45 feet to an Iron Pin Found (Axle at 1/2" Open Top Pipe); thence proceed North 34 degrees 22 minutes 06 seconds East a distance of 425.55 feet to an Iron Pin Set (1/2" Rebar) on the Southwesterly right of way line of Georgia Highway 53; thence proceed along the Southwesterly right of way line of Georgia Highway 53 the following courses and distances: South 53 degrees 18 minutes 11 seconds East a distance of 85.71 feet to a Right of Way Monument; North 38 degrees 21 minutes 38 seconds East a distance of 18.55 feet to a Right of Way Monument; South 52 degrees 44 minutes 22 seconds East a distance of 196.76 feet to

WS
ATC

a Right of Way Monument; South 39 degrees 19 minutes 52 seconds West a distance of 9.33 feet to a Right of Way Monument; and, South 52 38 29 seconds East a distance of 43.02 feet to a Right of Way Monument located on the on the Northernmost point of the mitered intersection of the Southwesterly right of way line of Georgia Highway 53 and the Northwesterly right of way line of Perimeter Road and the POINT OF BEGINNING.

LSM

EXHIBIT "A-2"

Depiction of the Property

JBC

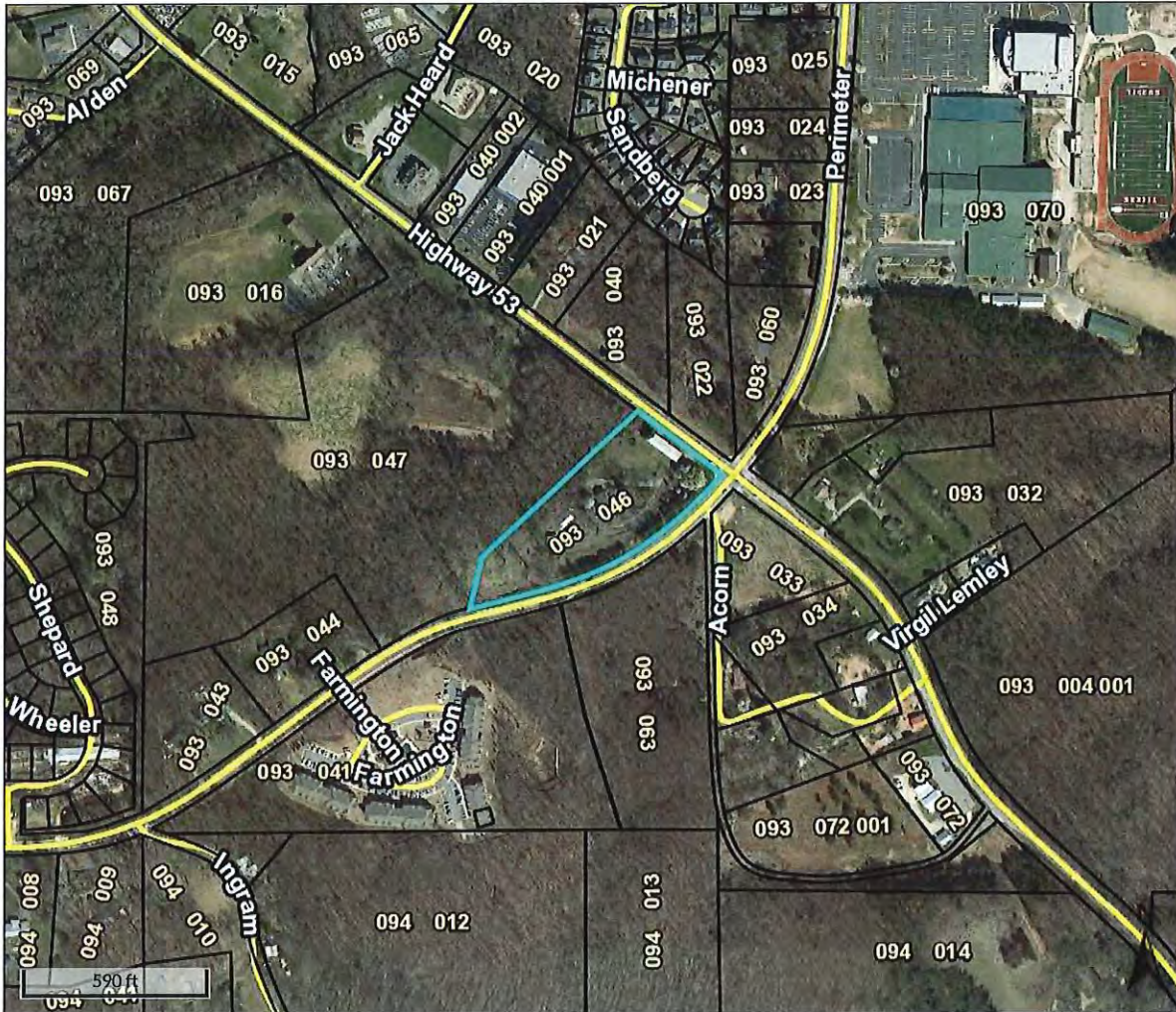
1031303v1

[To be attached hereto.]

All that tract or parcel of land lying and being in land lots 56 and 511, 4th District, 1st Section, Dawson County Georgia being more particularly described as follows:

Beginning at a right of way monument on the southwestern right of way of Georgia Highway 53 (having a variable right-of-way) as found northwesterly from the intersection of the southwesterly right of way of Georgia Highway 53 and the northwesterly right of way of Perimeter Road (having a variable right-of-way); running thence along the southwestern right-of-way of Georgia Highway 53 South 53 degrees, 18 minutes, 11 seconds East a distance of 1.97 feet to a ½ inch rebar set; running thence away from the southwesterly right-of way of Georgia Highway 53 South 34 degrees, 22 minutes, 06 seconds West a distance of 172.61 feet to a ½ inch rebar set (being the "TRUE POINT OF BEGINNING"); running thence South 49 degrees, 13 minutes, 46 seconds East a distance of 308.05 feet to a ½ inch rebar set on the northwesterly right-of-way of Perimeter Road; running thence along the northwesterly right of way of Perimeter Road along a curve with a radius of 1156.23 degrees an arc length of 486.18 feet, said curve being subtended by a chord running South 63 degrees, 20 minutes, 12 seconds West a chord distance of 482.61 feet to a right-of-way monument found; running thence South 78 degrees, 36 minutes, 46 seconds West a distance of 40.64 to a right-of-way monument found; running thence North 30 degrees, 05 minutes, 22 seconds West a distance of 35.55 to a right-of-way monument found; running thence South 63 degrees, 02 minutes, 24 seconds West a distance of 23.68 to a right-of-way monument found; running thence South 28 degrees, 24 minutes, 56 seconds East a distance of 30.83 feet to a right-of way monument found; running thence along the northwesterly right of way of Perimeter Road South 74 degrees, 42 minutes, 45 seconds West a distance of 63.16 to a ¾ open top pipe found; running thence away from the northwesterly right-of-way of Perimeter Road North 54 degrees, 56 minutes, 43 seconds West a distance of 222.31 feet to a ½ crimped top pipe found; running thence North 72 degrees, 40 minutes, 06 seconds East a distance of 379.45 feet to a ½ inch open top pipe placed; running thence North 34 degrees, 22 minutes, 06 seconds East a distance of 252.94 feet to a ½ inch rebar set and the TRUE POINT OF BEGINNING being a three acre tract and that parcel of land shown as TRACT 2 on that survey dated January 17, 2022, revised on January 20, 2022, completed for JSW GEE Corner, LLC by Dusty L Lowman of Davis Engineering & Surveying registered land surveyor no. 3216.


RECEIVED
AUG 10 2022
BY: 



Overview



Legend

 Parcels

Parcel ID: 093 046
Alt ID: 6379
Owner: JSW GEE CORNER LLC
Acres: 4.62
Assessed Value: \$310500

Date created: 1/13/2022
Last Data Uploaded: 1/12/2022 10:40:10 PM

Developed by  Schneider
GEOSPATIAL

City Council:

John Walden
Caleb Phillips
William Ilig
Mark French



Mike Eason
Mayor

Robert Bolz
City Manager

Beverly Banister
City Clerk

Planning Commission:

Randy David, Chairperson
Matt Fallstrom, Post 1
Josh Nichols, Post 2
Sandy Sawyer, Post 3
Anna Tobolski, Post 4

415 Highway 53 East, Suite 100
Dawsonville, GA 30534
Office (706)265-3256
www.dawsonville-ga.gov

Diane Callahan
Interim Planning Director

Stacy Harris
Zoning Admin Assistant

PUBLIC NOTICE

The following public hearings will be heard by the City of Dawsonville Planning Commission at 5:30 p.m. and/or the City Council beginning at 5:00 p.m. respectively on the dates indicated below. Public hearings are heard in the Council Chambers on the second floor at City Hall located at 415 Hwy 53 East, Dawsonville, Georgia 30534. The public is invited to participate.

.....

ANX-C2200122: Jim Chapman Communities, Inc has petitioned to annex into the city limits of Dawsonville the 3-acre tract known as TMP 093 046 (tract 2), Located at 922 Hwy 53 East, with a County Zoning of RSR (Residential Sub-Rural) to City Zoning R6 (Multiple-Family Residential District). Public Hearing Dates: Planning Commission on September 12, 2022, and City Council on October 3, 2022. City Council for a decision on October 17, 2022.

ZA-C2200123: Jim Chapman Communities, Inc has petitioned a zoning amendment for TMP 093 043, 093 044, and 093 047; Located at 2120 Perimeter Road and 922 Hwy 53 East from R1 (Restricted Single-Family Residential District) to R6 (Multiple-Family Residential District). Public Hearing Dates: Planning Commission on September 12, 2022, and City Council October 3, 2022. City Council for a decision on October 17, 2022.

VAR-C2300013: Paul Wunschuh has requested a reduction in setbacks along the rear and side property lines for TMP 083 038 046, Located at 375 Angela Lane. Public Hearing Date: Planning Commission on September 12, 2022.

If you wish to speak on the requests, please contact City Hall for a CAMPAIGN DISCLOSURE form. ***This form is only needed if you have made campaign contributions in the amount of \$250.00 or more within 2 years prior to this date.***

Those persons with disabilities who require reasonable accommodations in order to allow them to observe and/or participate in this meeting or who have questions regarding the accessibility of the meeting, should contact the Clerk at Dawsonville City Hall at 706-265-3256 at least two (2) business days prior to the meeting.



DAWSON COUNTY BOARD OF COMMISSIONERS

September 15, 2022



Billy Thurmond
Chairman

Sharon Fausett
Commissioner
District 1

Chris Gaines
Commissioner
District 2

Tim Satterfield
Commissioner
District 3

Emory Dooley
Commissioner
District 4

VIA OVERNIGHT DELIVERY and EMAIL

City of Dawsonville
c/o Mayor Mike Eason
415 Highway 53 East, Suite 100
Dawsonville, Georgia 30534

RE: Annexation/Rezoning C2200122
Annexation Tax Parcel 093 046 (Tract 2)
Rezoning Tax Parcels 093 043, 093 044, 093 047
922 Hwy 53 West, Dawsonville
Applicant: Jim Chapman Communities, Inc.
Owner: JSW Gee Corner, LLC

Honorable Mayor Eason:

This letter is written to communicate the request of Dawson County, Georgia ("County") that the City of Dawsonville, Georgia ("City") deny the Annexation Petition Application submitted by Jim Chapman Communities, Inc. ("Applicant") with respect to a three-acre parcel ("County parcel") owned by JSW Gee Corner, LLC ("JSW") and the associated rezoning of a total of 33.98 acres (which includes the County parcel) to the City's R-6 zoning classification for a proposed 195 unit, attached rental home development ("Development"). As shown herein, the County does not believe that the proposed Development is appropriate in this location and urges the City to deny it.

As I am sure the City is aware, the proposed Development is located essentially at the corner of Perimeter Road and Highway 53. This intersection is already very congested, particularly during the start and end of school hours due to the location of Dawson County High School and Robinson Elementary School in the close vicinity of the Development. Adding an additional 195 residential units so close to this intersection and two schools, with entrances on both roads, will undeniably exacerbate the traffic issues in the area and implicate heightened safety concerns for all that must travel through the intersection.

Furthermore, this proposal is not in keeping with the County's allowed and planned development of the area. The County's existing RSR zoning provides for a maximum of one unit per acre; far less than the proposed development contemplates a density of 5.74 units per acre. Similarly, the County has not

David Headley
County Manager

Kristen Cloud
County Clerk

Dawson County
Government Center
25 Justice Way
Suite 2313
Dawsonville, GA 30534
Phone 706-344-3501
Fax 706-344-3504

September 15, 2022

Page 2

planned for such residential density in the future. The County's Future Land Use Map shows this property as Light Industrial, although most of the property in the near vicinity is identified as Sub Rural Residential. Clearly, the proposed Development does not match the planned development for the area.

Although the County has opted not to initiate the formal annexation objection process pursuant to O.C.G.A. § 36-36-110, *et seq.*, in light of the foregoing, the County strongly urges and requests that the City deny the annexation and deny the proposed rezoning that would allow this excessive Development. This project is simply not in the interest of the citizens of the City and the County that reside in the area or that traverse the roads and must pass through the Perimeter Road/Highway 53 intersection.

The Board appreciates the City's consideration of the County's concerns.

Sincerely,



Billy Thurmond, Chairman
Dawson County Board of Commissioners

cc: Dawsonville City Council (*via email only*)
Dawson County Board of Commissioners (*via email only*)
Angela E. Davis, Esq., County Attorney (*via email only*)

manholes up to Perimeter Road right-of-way for future sewer outfall service for parcels 093 041, 093 063 and 093 033.

14. If approved the Planning Department recommends that applicant donate funds for future intersection improvements at Perimeter Road and Hwy 9 South. Funds in the of \$1,000.00 per unit shall be donated prior to each building permit approval. Funds shall be eligible for future impact fee credit if the City adopts said fees in the future.
15. If approved the Planning Department recommends the applicant donate funds for the future intersection improvements at Perimeter Road and Hwy 53 East. Funds in the amount of \$500.00 per unit shall be donated prior to each building permit approval. Funds shall be eligible for future impact fee credit if the City adopts said fees in the future. Condition warranted due to proposed right turn movement of 230 vehicles/day is 92 % of 250 vehicles/day threshold. Study did not include future bypass road passenger and truck traffic.
16. If approved the Planning Department recommends the installation of a dedicated left turn lane on Perimeter Road and development driveway #1. Condition warranted due to proposed left turn movement of 215 vehicles/day is 86 % of 250 vehicles/day threshold. Study did not include future bypass road passenger and truck traffic. Sec 109.46 requires lane for safe operations.
17. Planning Commission denied the request on 09.12.2022.
18. Dawson County Board of Commissioners heard the request on 09.16.2022. The board voted to send a letter objecting the proposed annexation to Mayor and City Council.

OPTIONS:

RECOMMENDED SAMPLE MOTION:

DEPARTMENT: Planning and Zoning

REQUESTED BY: Diane Callahan

Planning Department
415 Highway 53 E. Suite 100
Dawsonville, Georgia 30534



(706) 265-3256
www.dawsonville-ga.gov

Date: 09.16.2022

To: Mayor and Council

Reference: ZA C2200123 Planning and Zoning Department Summary

The planning and Zoning Department has provided the following pertinent information to help you decide on this request:

1. Property is in Post 2 City Council Member William Illg District.
2. Applicant is requesting to rezone property from R1 District (Restricted Single Family Residential District) to R6 District (Multiple-Family Residential District).
3. Applicant is requesting to rezone 33.98 acres.
4. Proposing 195 rental units with a density of 5.74/units per acres.
5. Proposing minimum 1,000 heated square foot rental units.
6. TMP 093 043 annexed into the city on January 9, 2005. TMP 093 044 and 093 047 annexed into the City September 9, 2013.
7. The subject property adjoins City zoned R6 district to the South, County RSR District to the east, City PUD District to the West and City R1 and HB District to the North.
8. 2018 Comprehensive Plan character area proposes mixed/multifamily use.
9. Adjoining Sweetwater Preserve subdivision density 3.11 units per acre.
10. Adjoining Farmington Woods apartment development is 5.98 units per acre.
11. Applicant submitted data to the Planning Department for the DRI submission and is currently in the review process by GMRC. Final decision will be delayed until DRI review is complete.
12. If approved the Planning Department recommends a no access easement adjoining Hwy 53 East and Perimeter Road frontage boundary.
13. If approved the Planning Department recommends the installation of sanitary lines and sewer manholes up to Perimeter Road right-of-way for future sewer outfall service for parcels 093 041, 093 063 and 093 033.
14. If approved the Planning Department recommends that applicant donate funds for future intersection improvements at Perimeter Road and Hwy 9 South. Funds in the of \$1,000.00 per unit shall be

donated prior to each building permit approval. Funds shall be eligible for future impact fee credit if the City adopts said fees in the future.

15. If approved the Planning Department recommends the applicant donate funds for the future intersection improvements at Perimeter Road and Hwy 53 East. Funds in the amount of \$500.00 per unit shall be donated prior to each building permit approval. Funds shall be eligible for future impact fee credit if the City adopts said fees in the future. Condition warranted due to proposed right turn movement of 230 vehicles/day is 92 % of 250 vehicles/day threshold. Study did not include future bypass road passenger and truck traffic.
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17. Planning Commission denied the request on 09.12.2022.
18. Dawson County Board of Commissioners heard the request on 09.16.2022. The board voted to send a letter objecting the proposed annexation to Mayor and City Council.

Kindest regards,



Diane Callahan
Interim Planning Director



City of Dawsonville

415 Highway 53 East, Suite 100
Dawsonville, GA 30534
(706) 265-3256

Zoning Amendment
Application

Application#: ZA-C2200123

Applicant Name(s): Jim Chapman Communities, Inc.

Address: 2700 Cumberland Parkway SE, Suite 130 City: Atlanta Zip: 30339

Cell Phone: [Redacted] Email: [Redacted]

Signature(s) _____ Date _____

Property Address: 2120 Perimeter Road; Dawsonville + 922 Hwy 53E

Directions to Property from City Hall: 53E to Perimeter Road; right to 2120 Perimeter Road

Tax Map Parcel #: 093-047; 093-046; 093-044; 093-043 Current Zoning: R-1 City County RSR

Land Lot(s): 56; 511 District: 4 Section: 1st

Subdivision Name: _____ Lot# _____

Acres: 33.98 Current use of property: Single-family Residential

Has a past request of Rezone of this property been made before? No If yes, provide ZA# ANX 13-003 File 170 ANX 13-004 File 171 ANX 05-013 File 322

The applicant request:

Rezoning to zoning category: R-6 Conditional Use permit for: _____

Proposed use of property if rezoned: Multifamily Apartments

Residential # of lots proposed: 195 Minimum lot size proposed: _____ (Include Conceptual Plan)

Amenity area proposed Yes, if yes, what Clubhouse; Pool

If Commercial: total building area proposed: _____ (Include Conceptual Plan)

Utilities:(utilities readily available at the road frontage): X Water X Sewer X Electric Natural Gas

Proposed Utilities:(utilities developer intends to provide) X Water X Sewer X Electric Natural Gas

Road Access/Proposed Access: (Access to the development/area will be provided from)

Roadname: Perimeter Road; Hwy. 53 Type of Surface: Pavement

- Failure to complete all sections will result in rejection of application and unnecessary delays.
I understand that failure to appear at a public hearing may result in the postponement or denial of this application.

[Signature]
Signature of Applicant

1/12/22 RECEIVED
Date JAN 12 2022

Table with 2 columns: Office Use Only (Date Completed Application Rec'd: 08.10.2022, Date of Planning Commission Meeting: 09.12.2022, Date of City Council Meeting: 10.03.2022, Date of City Council Meeting: 10.17.2022, Approved by Planning Commission: YES NO) and Amount Paid: \$2007.25 Cash, Dates Advertised, Rescheduled for next Meeting, Approved by City Council: YES NO, Postponed: YES NO Date:



City of Dawsonville

415 Highway 53 East, Suite 100
Dawsonville, GA 30534
(706) 265-3256

**Zoning Amendment
Adjacent Property Owners**

Application # ZA C2200123 TMP#: 093 043
093 044
093 047

It is the responsibility of the applicant to provide a list of adjacent property owners. This list must include the name and address of anyone who has property touching your property or who has property directly across the street from your property. (Use additional sheets if necessary)

****Please note**** This information should be obtained at the Planning Office using the Tax Map Parcel Map listing any parcel(s) adjoining or adjacent to parcel where rezone is being requested.

TMP # 093 048 • 1. Name(s): Sweetwater Preserve Community Association, Inc.
Address: 2144 Buford Hwy.; Suite 110
Buford, GA 30518

TMP # 093 016 • 2. Name(s): Church of God of Prophecy
Address: 680 Hwy. 53 E
Dawsonville, GA 30534

TMP # 093 020 001 • 3. Name(s): Bailey Towers, LLC
Address: 32 Jack Heard Rd. , Suite 200
Dawsonville, GA 30534

TMP # 093 040 002 •
093 040 001 •
093 040 • 4. Name(s): Peachtree Dekalb Plaza, LLC
Address: 2905 Piedmont Road, Suite A
Atlanta, GA 30305

TMP # 093 021 • 5. Name(s): Geneva Bearden
Address: P.O.Box 21
Dawsonville, GA 30534

TMP # 093 022 • 6. Name(s): Peachtree Village Partners, LLC
Address: 2905 Piedmont Road, Suite C
Atlanta, GA 30305

TMP # 093 033 • 7. Name(s): B & K Turner Family, LLP
Address: 1090 Oakhaven Drive
Roswell, GA 30075

Adjacent Property Owner notification of a zoning amendment request is required.

The complete names of all owners must be listed, if the owner is a partnership, the names of all partners must be listed, if a joint venture, the names of all members must be listed. If a separate sheet is needed to list all names, please have the additional sheet notarized also.

TMP # 093 041 • 8. Name(s): Farmington Woods LP
Address: 3825 Paces Walk SE, Suite 100
Atlanta, GA 30339

Tmp 094 010 Carl + Sandra Bynum
73 Ingram Dr.
Dawsonville, GA 30534

Tmp 093 046 • Jsw Gee Corner LLC
922 Hwy 53E
Dawsonville GA 30534

	<p align="center">City of Dawsonville 415 Highway 53 East, Suite 100 Dawsonville, GA 30534 (706) 265-3256</p>	<p align="center">Zoning Amendment Notice of R-A Adjacency</p>
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Notice of Residential-Agricultural District (R-A) Adjacency

Agricultural districts include uses of land primarily for active farming activities and result in odors, noise, dust, and other effects, which may not be compatible with adjacent development. Future abutting developers which are not in R-A land use districts shall be provided with this "Notice of R-A Adjacency" prior to administrative action on either the land use district or the issuance of a building or occupancy permit.

Prior to administrative action the applicant shall be required to sign this waiver which indicates that applicant understands that a use is ongoing adjacent to his use which will produce odors, noise, dust and other effects which may not be compatible with the applicant's development. Nevertheless, understanding the effects of the adjacent R-A use, the applicant agrees by executing this form to waive any objection to those effects and understands that his district change and / or his permits are issued and processed in reliance on his agreement not to bring any action asserting that the adjacent uses in the R-A district constitute a nuisance against local governments and adjoining landowners whose property is located in an R-A district.

This notice and acknowledgement shall be public record.

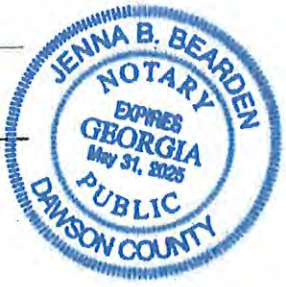
Applicant Signature *Karen A. McCune* *Handwritten* Date 1-10-22

Application Number: ZA C22 00123

SUBSCRIBED AND SWORN BEFORE ME ON THIS

10th DAY OF January 2022
Jenna B. Bearden
 Notary Public, State of Georgia

My Commission Expires: 5/31/2022



Notary Seal



City of Dawsonville

415 Highway 53 East, Suite 100
Dawsonville, GA 30534
(706) 265-3256

**Zoning Amendment
Notice of R-A Adjacency**

Notice of Residential-Agricultural District (R-A) Adjacency

Agricultural districts include uses of land primarily for active farming activities and result in odors, noise, dust, and other effects, which may not be compatible with adjacent development. Future abutting developers which are not in R-A land use districts shall be provided with this "Notice of R-A Adjacency" prior to administrative action on either the land use district or the issuance of a building or occupancy permit.

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This notice and acknowledgement shall be public record.

[Handwritten Signature]

Signature of Applicant / Representative of Applicant

1/12/22

Date

Sworn to and subscribed before me on this

12th day of *January* 20*22*.

[Handwritten Signature]
Notary Public, State of Georgia

My Commission Expires: *Sept. 16, 2023*



	<p align="center">City of Dawsonville 415 Highway 53 East, Suite 100 Dawsonville, GA 30534 (706) 265-3256</p>	<p align="center">Zoning Amendment Authorization</p>
---	---	--

Property Owner Authorization

I / We Karen A. and Harold McCord and Curtis R. Anderson hereby swear that I / we own the property located at (fill in address and/or tax map & parcel #) 796 Hwy 53 Parcel # 093 047, 2120 Perimeter Rd., Parcel # 093 044 and 2202 Perimeter Rd. Parcel #093 043 as shown in the tax maps and/or deed records of Dawson County, Georgia, and which parcel will be affected by the request.

I hereby authorize the person(s) or entity(ies) named below to act as the applicant or agent in pursuit of the rezoning requested on this property. I understand that any rezone granted, and/or conditions or stipulations placed on the property will be binding upon the property regardless of ownership. The under signer below is authorized to make this application. The undersigned is aware that no application or reapplication affecting the same land shall be acted upon within 6 months from the date of the last action by the City Council.

Printed Name of Applicant or Agent Karen A. McCord, Harold McCord and Curtis R. Anderson
 Signature of Applicant or Agent *Karen A. McCord Curtis R. Anderson* Date 1-10-22
 Mailing Address 2120 Perimeter Rd.
 City Dawsonville State Ga Zip 30534
 Telephone Number [REDACTED]

SUBSCRIBED AND SWORN BEFORE ME ON THIS

10th DAY OF January 2022

Jenna B. Bearden
 Notary Public, State of Georgia

My Commission Expires: 5/31/2025



Notary Seal



City of Dawsonville

415 Highway 53 East, Suite 100
Dawsonville, GA 30534
(706) 265-3256

**Zoning Amendment
Authorization**

Property Owner Authorization

I / We JSW GEE CORNER, LLC hereby swear that I / we own the property located at (fill in address and/or tax map & parcel #) 093 046 as shown in the tax maps and/or deed records of Dawson County, Georgia, and which parcel will be affected by the request.

I hereby authorize the person(s) or entity(ies) named below to act as the applicant or agent in pursuit of the rezoning requested on this property. I understand that any rezone granted, and/or conditions or stipulations placed on the property will be binding upon the property regardless of ownership. The under signer below is authorized to make this application. The undersigned is aware that no application or reapplication affecting the same land shall be acted upon within 6 months from the date of the last action by the City Council.

Printed Name of Applicant or Agent William S. Wade
Signature of Applicant or Agent *William S. Wade* Date 1.10.22
Mailing Address 922 Highway 53 East
City Dawsonville State GA Zip 30534
Telephone Number [REDACTED]

SUBSCRIBED AND SWORN BEFORE ME ON THIS

10 DAY OF Jan 2022

Melanie Ruth Burruss
Notary Public, State of Georgia



My Commission Expires: _____

Notary Seal



City of Dawsonville

415 Highway 53 East, Suite 100
Dawsonville, GA 30534
(706) 265-3256

**Zoning Amendment
Campaign Disclosure**

Disclosure of Campaign Contributions
(Applicant(s) and Representative(s) of Rezoning)

Pursuant to OCGA, Section 36-67 A-3. A, the following disclosure is mandatory when an applicant or any representation of application for rezoning has been made with two years immediately preceding the filing of the applicant's request for rezoning, campaign contributions aggregating \$250.00 or more to a local government official who will consider the application for rezoning.

It shall be the duty of the applicant and the attorney representing the applicant to file a disclosure with the governing authority of the respective local government showing the following:

- 1. Name of local official to whom campaign contribution was made:

None _____

- 2. The dollar amount and description of each campaign contribution made by the opponent 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.

Amount \$-0- _____ Date: _____

Enumeration and description of each gift when the total value of all gifts is \$250.00 or more made to the local government official during the 2 years immediately preceding the filing application for rezoning: _____

Karen A. McCard *Curtis R. Anderson*
Howie McCard

Signature of Applicant / Representative of Applicant

1-10-22
Date

Failure to complete this form is a statement that no disclosure is required.



City of Dawsonville

415 Highway 53 East, Suite 100
Dawsonville, GA 30534
(706) 265-3256

**Zoning Amendment
Campaign Disclosure**

**Disclosure of Campaign Contributions
Applicant(s) and Representative(s) of Rezoning**

Pursuant to OCGA, Section 36-67 A-3. A, the following disclosure is mandatory when an applicant or any representation of application for rezoning has been made with two years immediately preceding the filing of the applicant's request for rezoning, campaign contributions aggregating \$250.00 or more to a local government official who will consider the application for rezoning.

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- 1. Name of local official to whom campaign contribution was made:

- 2. The dollar amount and description of each campaign contribution made by the opponent 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.

Amount \$

Date:

Enumeration and description of each gift when the total value of all gifts is \$250.00 or more made to the local government official during the 2 years immediately preceding the filing application for rezoning:

[Handwritten Signature]

Signature of Applicant / Representative of Applicant

1/12/2022

Date

Failure to complete this form is a statement that no disclosure is required.



JIM CHAPMAN COMMUNITIES



ANNEXATION / REZONING LETTER OF INTENT

Mayor and City Council
Planning Commission
City of Dawsonville, Georgia

To Whom It May Concern:

Jim Chapman Communities (“JCC”) respectfully submits this Letter of Intent outlining our proposed rezoning for 30.98 acres (Parcels 093-043/Tract 3, 093-044/Tract 2 and 093-047/Tract 1) located at the Westerly intersection of GA Highway 53 and Perimeter Road. The properties consist of 30.98 acres (zoned R-1) located in the City of Dawsonville (the “City”) and 3 acres zoned RSR (Part of former Parcel 093 046 which has been subdivided / Tract 2) located in Dawson County that will need to be annexed into the City for a total of 33.98 acres. Across from the site on GA Highway 53 are properties zoned HB, and Farmington Woods Apartments (Zoned R-6) are across the street on Perimeter Road having a SF range of 829-1,286sf. The properties that comprise our proposed rezoning are designated as “Mixed Use / PUD” on the Dawsonville Character Area Map.

JCC is requesting a zoning classification change to R-6 to allow for 195 attached rental homes yielding a density of 5.74 units per acre. The community will have private streets, 30’ measured from back of curb to back of curb along with a 50’ Utility and Access Easement, and will have two gated access points. The main gated entrance will be on Perimeter Road, and the second entrance will be a “right in – right out” on GA Highway 53. The amenities will include a 4,000 square foot club house, a pool and a dog park.

The homes will range in size from 1,000 to 1,500 square feet, having a mixture of 2 and 3 bedrooms. The project will contain approximately 136 units that are 1,025 sf / 2BR (70%), 39 units that are 1,421 sf / 3 BR (20%) and 20 units that are 1,466 sf / 3 BR (10%). In addition to having single car garages with driveways for parking, additional parking areas are provided within the community. All homes will have primary suites on the main floor, and we have found that approximately 40-50% of our customers are 50 years old and older. The smaller homes tend to deter large families, and instead appeals to singles, young couples without children, and working professionals.

This community will be based on the same concept of The Cottages at Dawson Ridge that we recently built in 2021, a highly successful community located just 5.5 miles to the Southeast on Lumpkin Campground Road. The need for this type of housing is proven, and JCC feels this property is a great location to serve this area and will have a beneficial economic impact to the retail services in Dawsonville.

Respectfully,

Carter Richardson
Vice President of Land Acquisition
Jim Chapman Communities, Inc.

NO.	DESCRIPTION	DATE
1	PRELIMINARY	08/20/21
2	REVISED	09/15/21
3	REVISED	10/15/21
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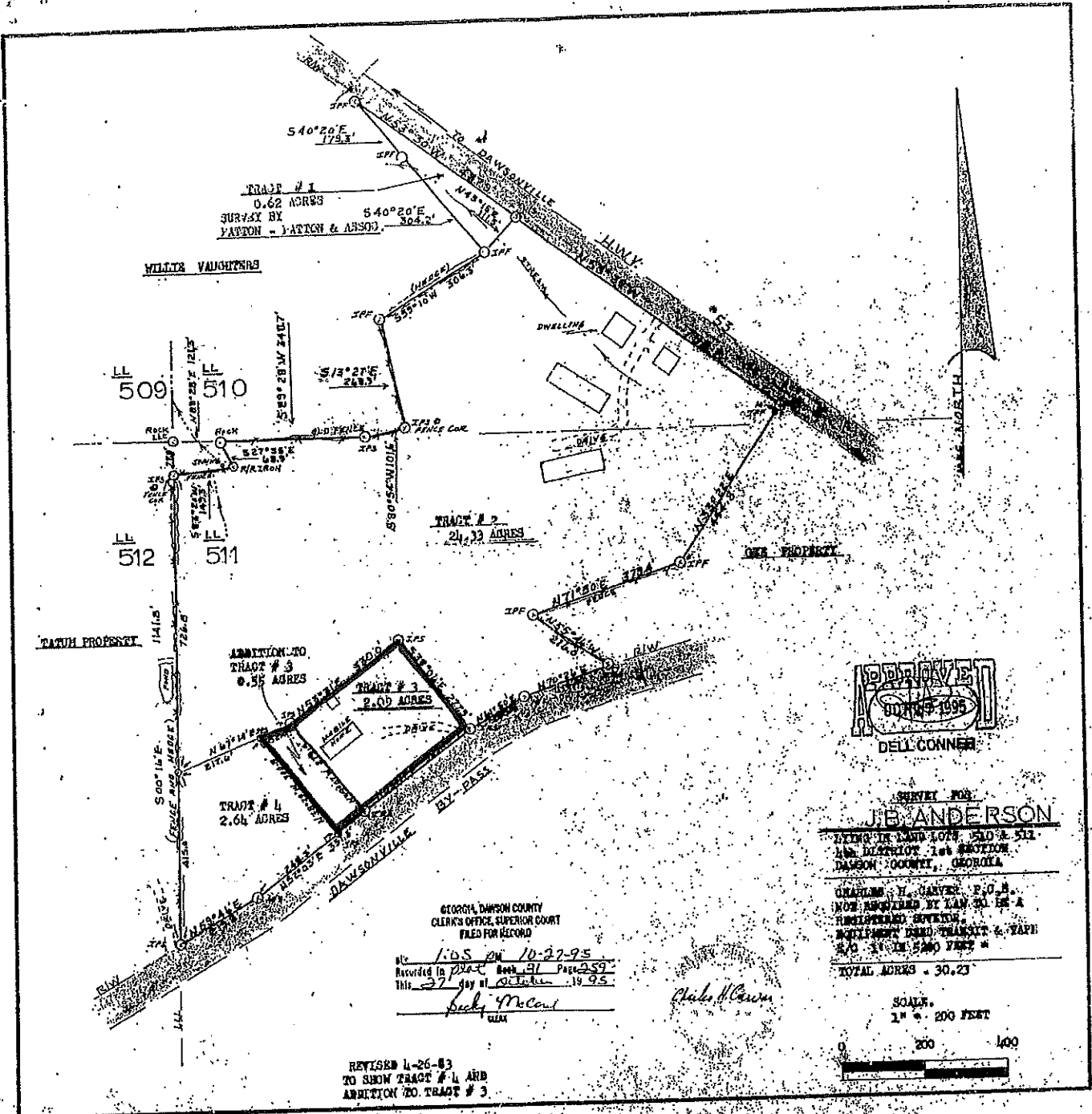


Exhibit "A"

POLATTY & SULLIVAN
Attorneys at Law

627-F Holcomb Bridge Road
Roswell, Georgia 30075
404-992-3480

PUBLIC SQUARE
Dawsonville, Ga. 30534
404-265-3281

WARRANTY DEED

STATE OF GEORGIA

COUNTY OF DAWSON

THIS INDENTURE, Made the 5th day of May, in the year
one thousand nine hundred eighty-three, between

J.B. ANDERSON

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

CURTIS R. ANDERSON

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 OTHER VALUABLE CONSIDERATIONS---- (\$10.00)
in hand paid at and before the sealing and delivery of these presents, the receipt whereof is hereby
acknowledged, has granted, bargained, sold, aliened, conveyed and confirmed, and by these presents
does grant, bargain, sell, alien, convey and confirm unto the said Grantee, all that tract or
parcel of land lying and being in Land Lot 511 of the 4th District
of Dawson County, Georgia, and being more particularly described as
follows:

BEGINNING at an iron pin set at the intersection of the North right-
of-way of the Dawsonville By-Pass with the West line of Land Lot 511
and going thence along the West line of Land Lot 511 North 00 degrees
16 minutes West 415.0 feet to a point; going thence North 67 degrees
14 minutes East 217.6 feet to an iron pin set; going thence South 38
degrees 29 minutes East 300.8 feet to an iron pin set on the North
right-of-way of the Dawsonville By-Pass; going thence along the North
right-of-way of the Dawsonville By-Pass South 52 degrees 03 minutes
West 249.3 feet to a point; going thence along the North right-of-way
of the Dawsonville By-Pass South 59 degrees 46 minutes West 219.2
feet to an iron pin set, which iron pin set is the POINT OF BEGINNING.

The above-described property being labeled as Tract #4 and containing
2.64 acres according to plat for J.B. Anderson by Charles H. Carver,
dated April 26, 1983.

Tract #4
2.64 ac

GEORGIA, DAWSON COUNTY
CLERK'S OFFICE, SUPERIOR COURT
FILED FOR RECORD

DAWSON COUNTY, GEORGIA
REAL ESTATE TRANSFER TAX
PAID \$ 5.50
DATE 5-5-83
Ralph Maddox
RALPH MADDOX, CLERK
SUPERIOR COURT

of 3:25 p.m. 5-5-83
Recorded in Book 65 Page 600
this 5 day of May 19 83
Ralph Maddox
RALPH MADDOX, CLERK

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:
Polatty & Sullivan
Witness
J.B. Anderson (Seal)
J.B. ANDERSON
Curtis R. Anderson (Seal)
Curtis R. Anderson
Ralph Maddox (Seal)
RALPH MADDOX, CLERK
NOTARY PUBLIC
M. J. Corbett, Exp. 9-15-86

After recording return to:
Home & Home, P.C.
P.O. Box 37
Dahlonega, Georgia 30533

GEORGIA, DAWSON COUNTY
CLERK'S OFFICE, SUPERIOR COURT
FILED FOR RECORD
AT 8:00A M 4-7-03
Recorded in Deed Book 506 Page 81-82
This 7 day of April 2003
Recky McCord, Clerk

DAWSON COUNTY, GEORGIA
REAL ESTATE TRANSFER TAX
PAID \$ 12
DATE 4-7-03
Recky McCord
RECKY McCORD, CLERK
SUPERIOR COURT

SURVIVORSHIP WARRANTY DEED

STATE OF GEORGIA,
COUNTY OF LUMPKIN.

THIS INDENTURE, Made this 31st day of March in the Year of Our Lord Two Thousand Three (2003), between Harold McCord and Karen McCord, of the State of Georgia, and County of Dawson, of the first part, and Harold McCord and Karen McCord, of the State of Georgia, and County of Dawson, of the second part,

WITNESSETH: That said parties of the first part, for and in consideration of the sum of TEN AND 00/100s DOLLARS (\$10.00) and Other Valuable Consideration, in hand paid, at and before the sealing and delivery of these presents, the receipt of which is hereby acknowledged, have granted, bargained, sold and conveyed and by these presents do grant, bargain, sell and convey unto the said parties of the second part as tenants in common, for and during their joint lives, and, upon the death of either of them, then to the survivor of them, in fee simple, together with every contingent remainder and right of reversion, and to the heirs and assigns of said survivor, the following described property:

All that tract or parcel of land lying and being in Land Lot 511 of the 4th District of Dawson County, Georgia, consisting of 2.09 acres, more or less, together with all improvements located thereon, and being more particularly set out as Tract 3 on a plat of survey prepared for J. B. Anderson by Charles H. Carver, P.C.S.. This plat is recorded in Plat Book 8, Page 119, Dawson County Records, and is incorporated herein by reference for a more detailed description.

Tract # 3

This is that same property which was conveyed to the Grantors by Warranty Deed dated June 12, 1979, recorded in Deed Book 48, Page 156, Dawson County Records.

This property is conveyed subject to all easements for roads and utilities in use or of record.

TO HAVE AND TO HOLD the said described 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 parties of the second part, as tenants in common, for and during their joint lives, and upon the death of either of them, then to the survivor of them, in fee simple, together with every contingent remainder and right of reversion, and to the heirs and assigns of said survivor.

AND THE SAID parties of the first part, for their heirs, executors and administrators, will warrant and forever defend the right and title to the above described property, unto the said parties of the second part, as hereinabove provided, against the claims of all persons whomsoever.

Page Two

IN WITNESS WHEREOF, the said parties of the first part have hereunto set their hands and seals the day and year above written.

Signed, sealed and delivered
in our presence this 31st day
of March, 2003.

Karin Journal
Unofficial Witness

[Signature]
Notary Public
Commission Expires



[Signature] (SEAL)
Harold McCord

[Signature] (SEAL)
Karen McCord

Filed in Office: 03/25/2013 01:00PM
Deed Doc: ESTD
Bk 01065 Pg 0505-0506
Georgia Transfer Tax Paid : \$0.00
Justin Power Clerk of Court
Dawson County
0422013000306

Document prepared by and when
recorded return to:

Polatty & Sullivan
P.O. Box 56
Dawsonville, Georgia 30534

POLATTY & SULLIVAN
Attorneys at Law

966 Canton Street
Roswell, Georgia 30075
(770) 992-3480

Public Square
Dawsonville, Ga. 30534
(706) 265-3281

EXECUTOR'S DEED

STATE OF GEORGIA

COUNTY OF DAWSON

THIS INDENTURE, made the *19th* day of *March* in the year
two thousand thirteen (2013), between

CURTIS R. ANDERSON and KAREN A. McCORD

as Co-Executors of the last will and testament of JOHN BEV ANDERSON, a/k/a J.B. ANDERSON, late of the State of Georgia, and County of Dawson, deceased, of the First Part, hereinafter called Grantor, and

CURTIS R. ANDERSON and KAREN A. McCORD

of the State of Georgia and County of Dawson, 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 the said Grantor (acting under and by virtue of the power and authority contained in the said will, the same having been duly probated and recorded in the Probate Court of Dawson County, Georgia), for and in consideration of the sum of TEN DOLLARS (\$10.00) and other valuable considerations in hand paid at and before the sealing and delivery of these presents, the receipt whereof is hereby acknowledged, has granted, bargained, sold and conveyed, and by these presents does grant, bargain, sell and convey unto the said Grantee, the following-described property:

Tract 1:

All that tract or parcel of land lying and being in Land Lots 510 and 511 of the 4th District of Dawson County, Georgia, and being more particularly described as follows:

BEGINNING at an iron pin set at a fence corner on the West line of Land Lot 511, which iron pin set is 77.8 feet South of the Northwest corner of Land Lot 511 and going thence South 00 degrees 16 minutes East 1141.8 feet along a fence line to an iron pin set on the North right-of-way of the Dawsonville By-Pass; going thence along the North right-of-way of the Dawsonville By-Pass North 59 degrees 46 minutes East 219.2 feet to a point; North 52 degrees 03 minutes East 331.3 feet to an iron pin set; North 53 degrees 17 minutes East 325.0 feet to an iron pin set; North 61 degrees 50 minutes East 155.6 feet to a point; North 70 degrees 26 minutes East 214.4 feet to an iron pin set; going thence North 55 degrees 46 minutes West 216.0 feet to an iron pin found; going thence North 71 degrees 40 minutes East along a fence line 379.4 feet to an iron pin found; going thence North 33 degrees 22 minutes East 444.8 feet to an iron pin found on the South right-of-way of Highway #53; going thence along the South right-of-way of Highway #53 North 53 degrees 29 minutes West 792.8 feet to a point; North 53 degrees 30 minutes West 487.9 feet to an iron pin found; going thence South 40 degrees 20 minutes East 179.3 feet to an iron pin found; going thence South 40 degrees 20 minutes East 304.2 feet to an iron pin found; going thence along a hedge South 59 degrees 10 minutes West 306.3 feet to an iron pin found; going thence South 13 degrees 27 minutes East 268.9 feet to an iron pin set at a fence corner; going thence South 80 degrees 54 minutes West 101.6 feet to an iron pin set; going thence South 89 degrees 28 minutes West 348.7 feet to a rock; going thence South 27 degrees 35 minutes East 68.9 feet to a railroad iron; going thence along a fence South 83 degrees 20 minutes West 149.3 feet to an iron pin set in a fence corner on the West line of Land Lot 511, which iron pin set is the POINT OF BEGINNING.

For descriptive purposes reference is made to survey for J.B. Anderson by Charles H. Carver, P.C.S.

Tract #1, #2, #3, #4
#2 tmp 093 047
#3 tmp 093 044
#4 tmp 093 043

Tract 2:

All that tract or parcel of land lying and being in Land Lot 510 of the 4th District, 1st Section of Dawson County, Georgia, containing 1.42 acres and being a part of the property shown on a plat of the property of Church of God of Prophecy recorded in Plat Book 10, Page 21, Dawson County Records, being more particularly described as follows:

BEGINNING at a rock corner located N 89-28 E 121.3 feet from a rock at the original Southwest corner of Land Lot 510; thence N 53-59 E 477.7 feet to an iron pin at the intersection of a hedge row and old fence line; thence S 13-27 E 268.9 feet to an iron pin; thence S 80-54 W 101.6 feet to an iron pin; thence S 89-28 W 348.7 feet to the point of beginning, being a part of the property conveyed by Willie G. Vaughters to Church of God of Prophecy by deed recorded in Dawson County Deed Records.

The above-described property (Tract 1 and Tract 2) is the same property conveyed in a General Warranty Deed from J.B. Anderson, a/k/a John B. Anderson, to J.B. Anderson and Marjorie V. Anderson dated April 15, 2004, and recorded in Deed Book 591, Pages 471-472, Dawson County, Georgia Records.

The Co-Executors of the Estate of JOHN BEV ANDERSON, a/k/a J.B. ANDERSON, being Grantor herein, hereby state under oath that this Executor's Deed is made pursuant to Item IV of the Last Will and Testament of JOHN BEV ANDERSON, a/k/a J.B. ANDERSON; that no application for a year's support has been made; that the property remains in the hands of the Co-Executors for administration; that federal estate taxes cannot result in a lien against the property; and that all debts of the Estate have been paid in full.

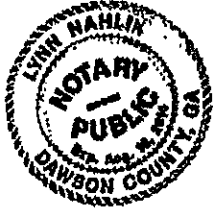
TO HAVE AND TO HOLD the said tract or parcel of land, with all and singular the rights, members and appurtenances thereof, to the same being, belonging, or in anywise appertaining, to the only proper use, benefit and behoof of the said Grantee forever in FEE SIMPLE: in as full and ample a manner as the same was held, possessed and enjoyed, or might have been held, possessed and enjoyed, by the said deceased.

IN WITNESS WHEREOF, each Grantor herein has hereunto set his hand and seal, the day and year first above written.

Signed, sealed and delivered in the presence of:

Robert W. Polatty
Unofficial Witness
Lynn Nahlis
Notary Public
(Affix Seal)
My Comm. Exp.: 8-16-2014
Date Notarized: 3-19-2013

Curtis R. Anderson (SEAL)
CURTIS R. ANDERSON, Co-Executor of the
Estate of JOHN BEV ANDERSON, a/k/a J.B. ANDERSON
Karen A. McCord (SEAL)
KAREN A. McCORD, Co-Executor of the
Estate of JOHN BEV ANDERSON, a/k/a J.B. ANDERSON



All that tract or parcel of land lying and being in land lots 56 and 511, 4th District, 1st Section, Dawson County Georgia being more particularly described as follows:

Beginning at a right of way monument on the southwestern right of way of Georgia Highway 53 (having a variable right-of-way) as found northwesterly from the intersection of the southwesterly right of way of Georgia Highway 53 and the northwesterly right of way of Perimeter Road (having a variable right-of-way); running thence along the southwestern right-of-way of Georgia Highway 53 South 53 degrees, 18 minutes, 11 seconds East a distance of 1.97 feet to a ½ inch rebar set; running thence away from the southwesterly right-of way of Georgia Highway 53 South 34 degrees, 22 minutes, 06 seconds West a distance of 172.61 feet to a ½ inch rebar set (being the "TRUE POINT OF BEGINNING"); running thence South 49 degrees, 13 minutes, 46 seconds East a distance of 308.05 feet to a ½ inch rebar set on the northwesterly right-of-way of Perimeter Road; running thence along the northwesterly right of way of Perimeter Road along a curve with a radius of 1156.23 degrees an arc length of 486.18 feet, said curve being subtended by a chord running South 63 degrees, 20 minutes, 12 seconds West a chord distance of 482.61 feet to a right-of-way monument found; running thence South 78 degrees, 36 minutes, 46 seconds West a distance of 40.64 to a right-of-way monument found; running thence North 30 degrees, 05 minutes, 22 seconds West a distance of 35.55 to a right-of-way monument found; running thence South 63 degrees, 02 minutes, 24 seconds West a distance of 23.68 to a right-of-way monument found; running thence South 28 degrees, 24 minutes, 56 seconds East a distance of 30.83 feet to a right-of way monument found; running thence along the northwesterly right of way of Perimeter Road South 74 degrees, 42 minutes, 45 seconds West a distance of 63.16 to a ¾ open top pipe found; running thence away from the northwesterly right-of-way of Perimeter Road North 54 degrees, 56 minutes, 43 seconds West a distance of 222.31 feet to a ½ crimped top pipe found; running thence North 72 degrees, 40 minutes, 06 seconds East a distance of 379.45 feet to a ½ inch open top pipe placed; running thence North 34 degrees, 22 minutes, 06 seconds East a distance of 252.94 feet to a ½ inch rebar set and the TRUE POINT OF BEGINNING being a three acre tract and that parcel of land shown as TRACT 2 on that survey dated January 17, 2022, revised on January 20, 2022, completed for JSW GEE Corner, LLC by Dusty L Lowman of Davis Engineering & Surveying registered land surveyor no. 3216.

RECEIVED
AUG 10 2022
BY: 

William S. Wade, Manager *WS*

ESCROW AGENT:

Date: / /2021
Company

Old Republic National Title Insurance

By: _____
Carrie Tullis

EXHIBIT "A-1"

Description of the Land

All that tract or parcel of land lying and being in Land Lot 511 and in Fractional Land Lot 56 of the 4th District, 1st Section of Dawson County, Georgia, being 4.47 acres as depicted on a survey prepared for JSW Gee Comer, LLC, dated April 29, 2020, by Davis Engineering & Surveying, bearing the seal and certification of Jason D. Watkins, Georgia Registered Land Surveyor No. 3241, which survey is incorporated herein by reference for a more complete description of the Property, and said Property being more particularly described as follows in accordance with said survey:

BEGINNING at a Right of Way Monument located on the Northernmost point of the mitered intersection of the Southwesterly right of way line of Georgia Highway 53 (variable right of way) and the Northwesterly right of way line of Perimeter Road (variable right of way); thence proceed along the mitered intersection of the Southwesterly right of way line of Georgia Highway 53 and the Northwesterly right of way line of Perimeter Road South 10 degrees 26 minutes 53 seconds West a distance of 42.62 feet to a point which is the Southernmost point of the mitered intersection of the Southwesterly right of way line of Georgia Highway 53 and the Northwesterly right of way line of Perimeter Road; thence proceed along the Northwesterly right of way line of Perimeter Road the following courses and distances: along the arc of a 1156.23-foot radius curve to the right, an arc distance of 652.01 feet to a Right of Way Monument (said arc being subtended by a chord bearing South 59 degrees 13 minutes 41 seconds West, a chord distance of 643.41 feet); South 78 degrees 36 minutes 46 seconds West a distance of 40.64 feet to a Right of Way Monument; North 30 degrees 05 minutes 22 seconds West a distance of 35.55 feet to a Right of Way Monument; South 63 degrees 02 minutes 24 seconds West a distance of 23.68 feet to a Right of Way Monument; South 28 degrees 24 minutes 56 seconds East a distance of 30.83 feet to a Right of Way Monument; and, South 72 degrees 42 minutes 45 seconds West a distance of 63.16 feet to a point; thence leave the Northwesterly right of way line of Perimeter Road and proceed North 54 degrees 56 minutes 43 seconds West a distance of 222.31 feet to an Iron Pin Found (1/2" Crimp Top Pipe); thence proceed North 72 degrees 40 minutes 06 seconds East a distance of 379.45 feet to an Iron Pin Found (Axle at 1/2" Open Top Pipe); thence proceed North 34 degrees 22 minutes 06 seconds East a distance of 425.55 feet to an Iron Pin Set (1/2" Rebar) on the Southwesterly right of way line of Georgia Highway 53; thence proceed along the Southwesterly right of way line of Georgia Highway 53 the following courses and distances: South 53 degrees 18 minutes 11 seconds East a distance of 85.71 feet to a Right of Way Monument; North 38 degrees 21 minutes 38 seconds East a distance of 18.55 feet to a Right of Way Monument; South 52 degrees 44 minutes 22 seconds East a distance of 196.76 feet to

WS
JBC

a Right of Way Monument; South 39 degrees 19 minutes 52 seconds West a distance of 9.33 feet to a Right of Way Monument; and, South 52 38 29 seconds East a distance of 43.02 feet to a Right of Way Monument located on the on the Northernmost point of the mitered intersection of the Southwesterly right of way line of Georgia Highway 53 and the Northwesterly right of way line of Perimeter Road and the POINT OF BEGINNING.

LSM

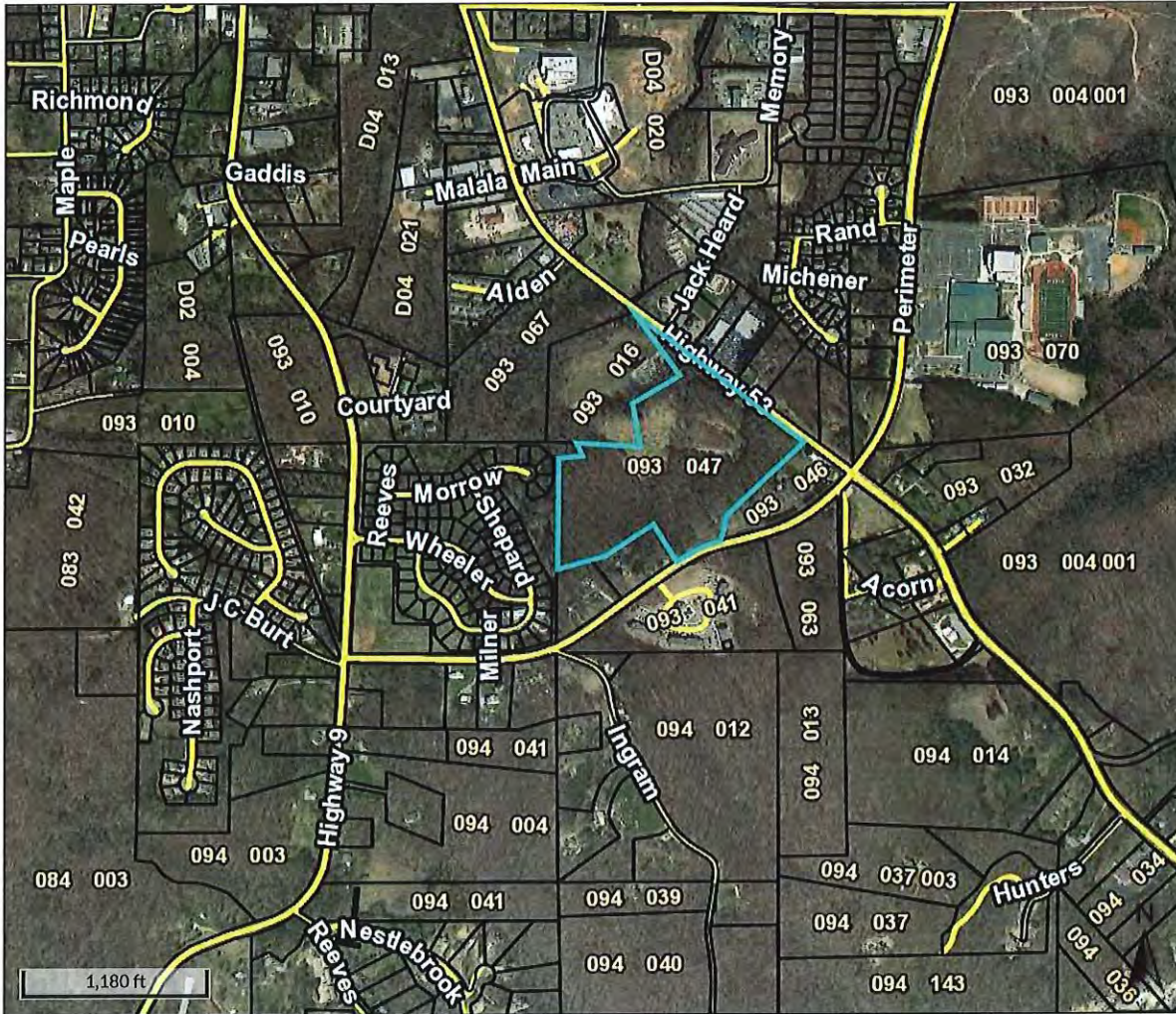
EXHIBIT "A-2"

Depiction of the Property

JRC

1031303v1

[To be attached hereto.]



Overview



Legend

 Parcels

Parcel ID: 093 047
Alt ID: 6380
Owner: ANDERSON CURTIS & MCCORD KAREN
Acres: 24.33
Assessed Value: \$724880

Date created: 1/13/2022
Last Data Uploaded: 1/12/2022 10:40:10 PM

Developed by  Schneider
GEOSPATIAL

City Council:

John Walden
Caleb Phillips
William Illg
Mark French



Mike Eason
Mayor

Robert Bolz
City Manager

Beverly Banister
City Clerk

Diane Callahan
Interim Planning Director

Stacy Harris
Zoning Admin Assistant

Planning Commission:
Randy David, Chairperson

Matt Fallstrom, Post 1
Josh Nichols, Post 2
Sandy Sawyer, Post 3
Anna Tobolski, Post 4

415 Highway 53 East, Suite 100
Dawsonville, GA 30534
Office (706)265-3256
www.dawsonville-ga.gov

PUBLIC NOTICE

The following public hearings will be heard by the City of Dawsonville Planning Commission at 5:30 p.m. and/or the City Council beginning at 5:00 p.m. respectively on the dates indicated below. Public hearings are heard in the Council Chambers on the second floor at City Hall located at 415 Hwy 53 East, Dawsonville, Georgia 30534. The public is invited to participate.

.....

ANX-C2200122: Jim Chapman Communities, Inc has petitioned to annex into the city limits of Dawsonville the 3-acre tract known as TMP 093 046 (tract 2), Located at 922 Hwy 53 East, with a County Zoning of RSR (Residential Sub-Rural) to City Zoning R6 (Multiple-Family Residential District). Public Hearing Dates: Planning Commission on September 12, 2022, and City Council on October 3, 2022. City Council for a decision on October 17, 2022.

ZA-C2200123: Jim Chapman Communities, Inc has petitioned a zoning amendment for TMP 093 043, 093 044, and 093 047; Located at 2120 Perimeter Road and 922 Hwy 53 East from R1 (Restricted Single-Family Residential District) to R6 (Multiple-Family Residential District). Public Hearing Dates: Planning Commission on September 12, 2022, and City Council October 3, 2022. City Council for a decision on October 17, 2022.

VAR-C2300013: Paul Wunschuh has requested a reduction in setbacks along the rear and side property lines for TMP 083 038 046, Located at 375 Angela Lane. Public Hearing Date: Planning Commission on September 12, 2022.

If you wish to speak on the requests, please contact City Hall for a CAMPAIGN DISCLOSURE form. ***This form is only needed if you have made campaign contributions in the amount of \$250.00 or more within 2 years prior to this date.***

Those persons with disabilities who require reasonable accommodations in order to allow them to observe and/or participate in this meeting or who have questions regarding the accessibility of the meeting, should contact the Clerk at Dawsonville City Hall at 706-265-3256 at least two (2) business days prior to the meeting.

**TRAFFIC IMPACT STUDY
FOR
TOWNHOME DEVELOPMENT ON PERIMETER ROAD
DAWSON COUNTY, GEORGIA**



Prepared for:

**Jim Chapman Communities
2700 Cumberland Parkway SE Suite 130
Atlanta, GA 30339**

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

February 09, 2022
A & R Project # 22-013

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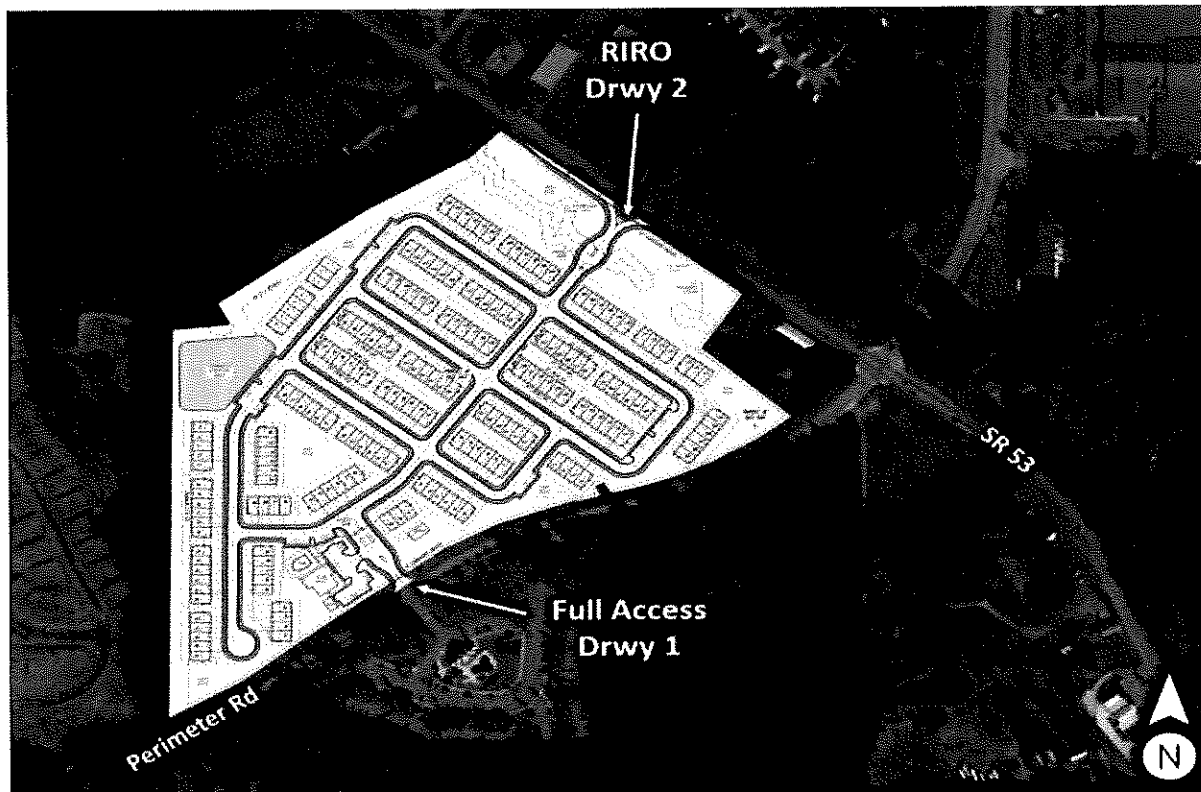
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1.0 INTRODUCTION

The purpose of this study is to determine the traffic impact that will result from the proposed 195-unit townhome development located to the northwest of the intersection of SR 53 and Perimeter Road in Dawson County, Georgia. The traffic analysis evaluates the current operations compared to the future conditions with the traffic generated by the development.



The development proposes access at the following locations:

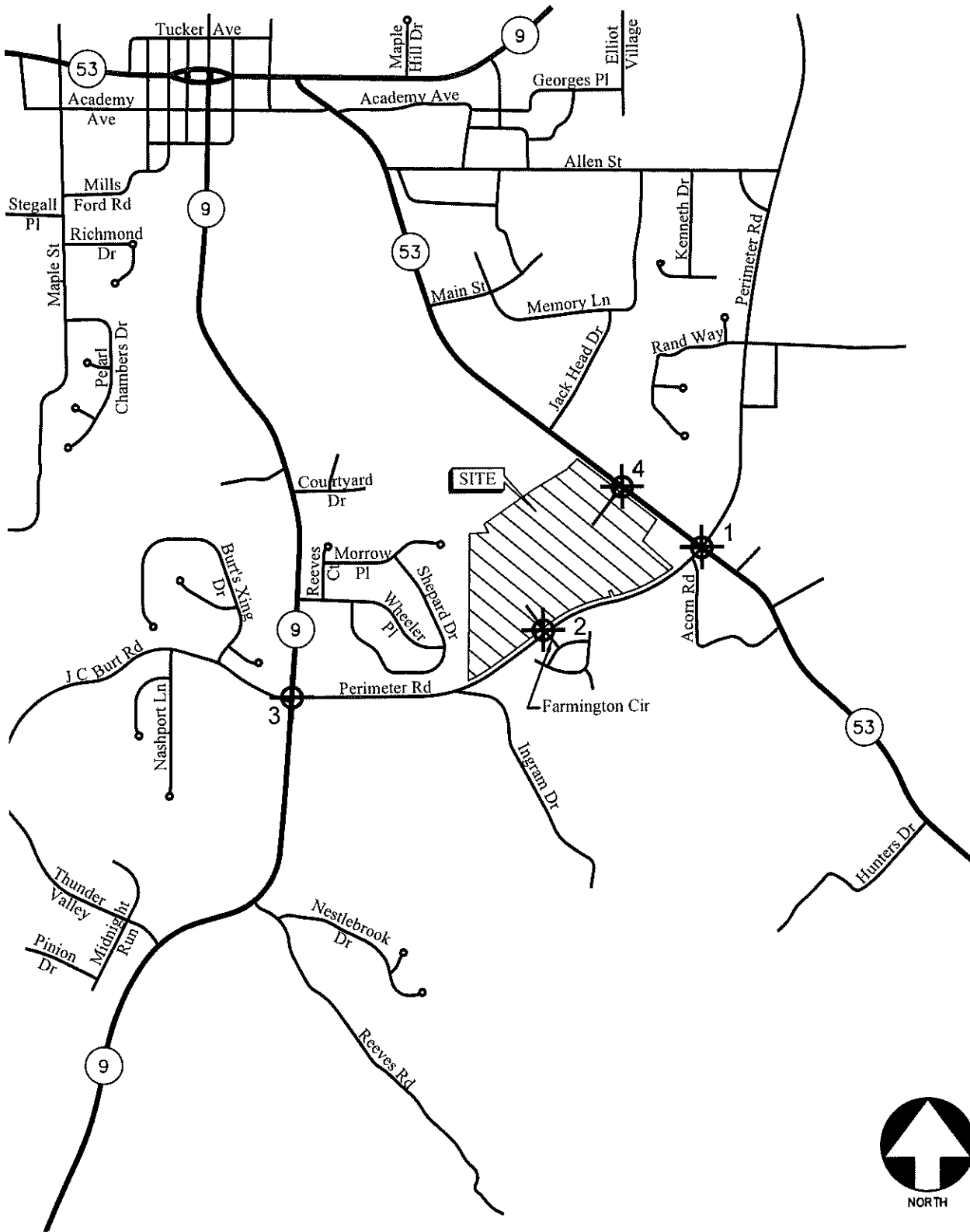
- Site Driveway 1: Full-access driveway on Perimeter Road, across from Farmington Circle
- Site Driveway 2: Right-in/right-out driveway on SR 53

The AM and PM peak hours have been analyzed in this study. Due to the close proximity of Dawson County High School and other schools on Perimeter Road and SR 53, the school dismissal peak hour has also been analyzed. This study includes the evaluation of traffic operations at the intersections of:

- SR 53 @ Perimeter Road
- Perimeter Road @ Farmington Circle / Proposed Site Driveway 1
- SR 9 @ Perimeter Road

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 is shown in Figure 1.

⊕ Study Intersections



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 State Route 53 (SR 53)

State Route 53 (SR 53) is a north-south, two-lane, undivided roadway with a posted speed limit of 45 mph in the vicinity of the site. Georgia Department of Transportation (GDOT) traffic counts (Station ID's 085-0138 & 085-0141) indicate that the daily traffic volume on SR 53 in 2019 was 13,500 vehicles per day south of Academy Avenue and 15,300 vehicles per day north of Buddy Burt Road. GDOT classifies SR 53 as an Urban Principal Arterial roadway.

2.1.2 Perimeter Road

Perimeter Road is an east-west, two-lane, undivided roadway with a posted speed limit of 40 mph in the vicinity of the site. To the east of SR 53, Perimeter Road is posted with a speed limit of 45 mph with 30 mph signs at the school zones. GDOT traffic counts (Station ID 085-0229) indicate that the daily traffic volume on Perimeter Road in 2019 was 800 vehicles per day east of Shoal Creek Road. GDOT classifies Perimeter Road as a Rural Local roadway.

2.1.3 State Route 9 (SR 9)

State Route 9 (SR 9) is a north-south, two-lane, undivided roadway with a posted speed limit of 45 mph in the vicinity of the site. GDOT traffic counts (Station ID's 085-0105 & 085-0103) indicate that the daily traffic volume on SR 9 in 2019 was 4,790 vehicles per day north of Perimeter Road and 5,380 vehicles per day north of Jenkins Road. GDOT classifies SR 9 as a Rural Principal Arterial near Perimeter Road and as an Urban Minor Collector roadway near Jenkins Road.

2.1.4 J C Burt Road

J C Burt Road is an east-west, two-lane, undivided roadway with a posted speed limit of 25 mph 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's 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 designed 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 total delays.

TABLE 1 – LEVEL-OF-SERVICE CRITERIA FOR UNSIGNALIZED INTERSECTIONS		
Control Delay (sec/vehicle)	LOS by Volume-to-Capacity Ratio*	
	$v/c \leq 1.0$	$v/c \geq 1.0$
≤ 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 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 intersections.

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 ≤ 45	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 favorable, or the cycle length is short. However, more vehicles are stopped than with LOS A. LOS C is typically assigned when progression is favorable, 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.

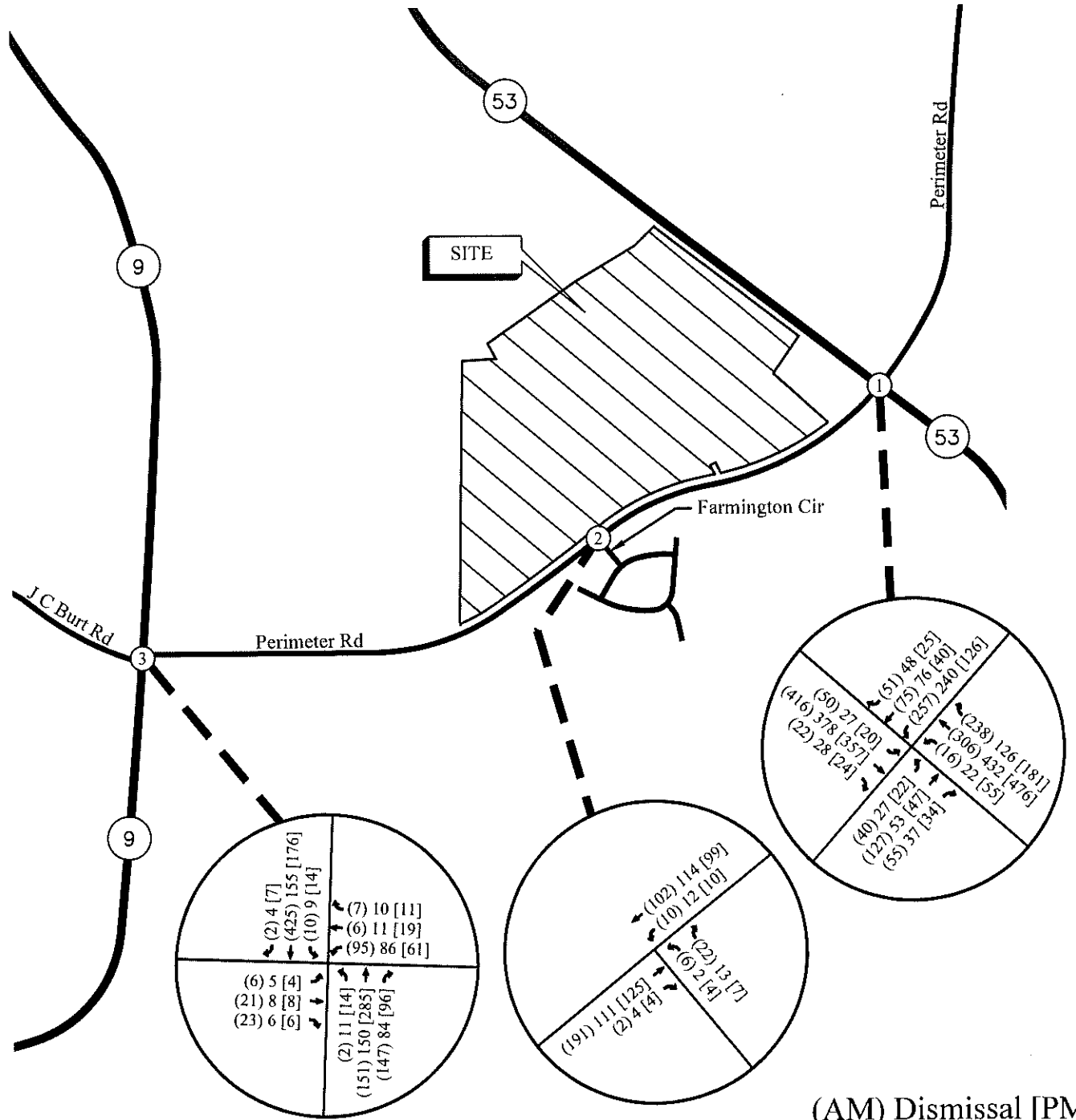
4.0 EXISTING 2022 TRAFFIC ANALYSIS

4.1 Existing Traffic Volumes

Existing traffic counts were obtained at the following study intersections:

- SR 53 @ Perimeter Road
- Perimeter Road @ Farmington Circle
- SR 9 @ Perimeter Road

Turning movement counts were collected on Tuesday, January 25, 2022. All turning movement counts were recorded during the AM, school dismissal and PM peak hours between 7:00 AM to 9:00 AM, 2:00 PM to 4:00 PM 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.



(AM) Dismissal [PM]



EXISTING WEEKDAY PEAK-HOUR VOLUMES

FIGURE 2
A&R Engineering Inc.

4.2 Existing Traffic Operations

Existing 2022 traffic operations were analyzed at the study intersections in accordance with the HCM methodology. The results of the analyses are shown in Table 3.

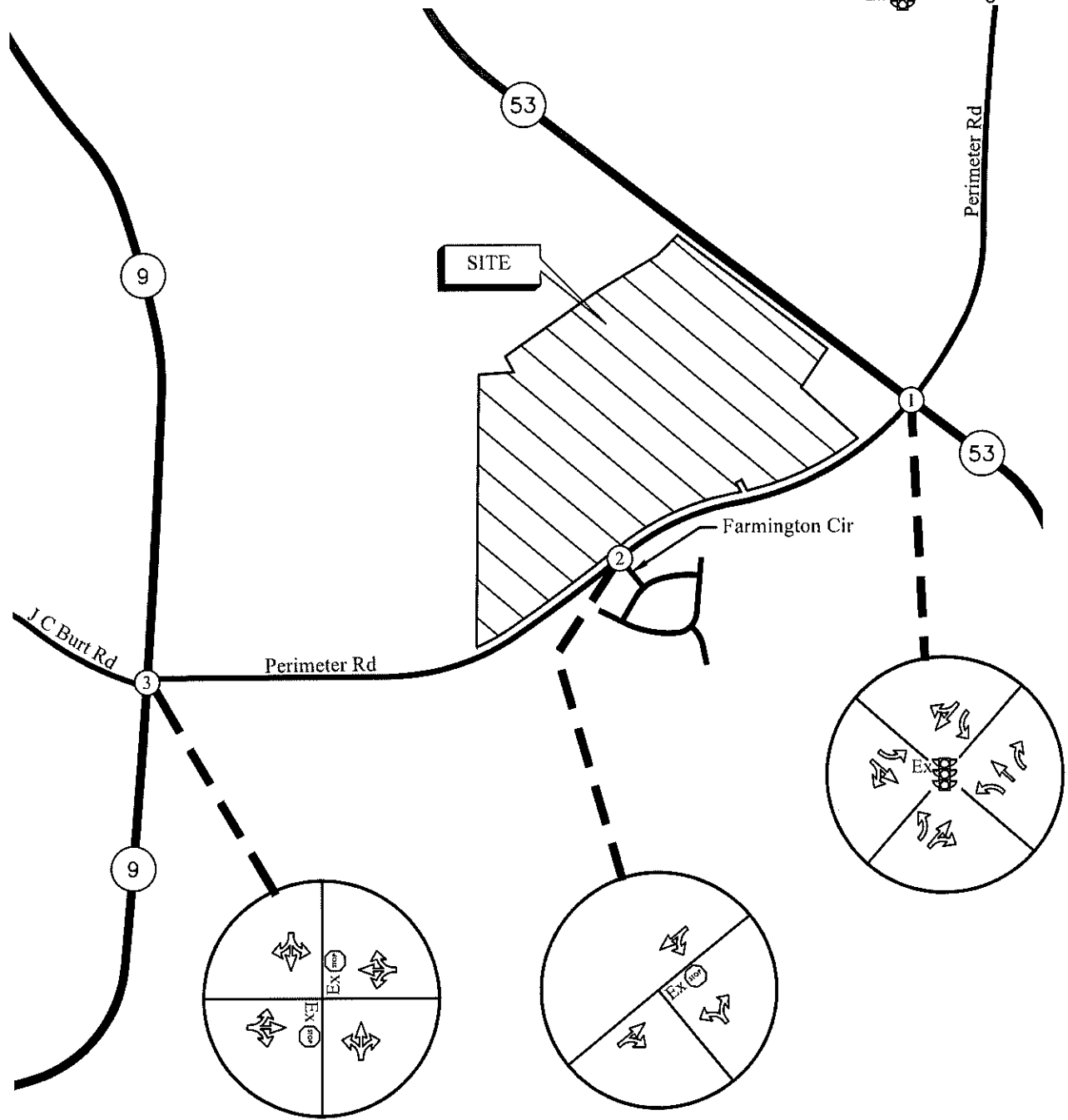
TABLE 3 – EXISTING INTERSECTION OPERATIONS					
Intersection	Traffic Control	LOS (Delay)			
		AM Peak	Dismissal Peak	PM Peak	
1 <u>SR 53 @ Perimeter Road</u> -Eastbound Approach -Westbound Approach -Northbound Approach -Southbound Approach	Signalized	D (36.0)	C (32.1)	B (19.4)	
		E (59.7)	E (59.9)	E (60.8)	
		E (57.4)	E (73.6)	D (46.7)	
		C (21.9)	B (13.9)	B (10.7)	
		C (24.6)	B (14.2)	B (11.3)	
2 <u>Perimeter Road @ Farmington Circle</u> -Westbound Left -Northbound Approach	Stop Controlled on NB Approach	A (7.8)	A (7.6)	A (7.5)	
		B (10.1)	A (9.4)	A (9.4)	
3 <u>SR 9 @ Perimeter Road</u> -Eastbound Approach -Westbound Approach -Northbound Left -Southbound Left	Stop Controlled on EB and WB Approaches	C (17.4)	B (12.4)	B (13.2)	
		D (33.8)	C (15.7)	C (16.5)	
		A (8.5)	A (7.7)	A (7.6)	
		A (8.1)	A (7.9)	A (8.2)	

The results of existing traffic operations analysis indicates that the overall level-of-service at the signalized intersection of SR 53 at Perimeter Road and the level-of-service for the approaches at all unsignalized intersections is “D” or better in the AM, school dismissal and PM peak hours.

The existing traffic control and lane geometry for the intersections are shown in Figure 3.

LEGEND

- Ex (mph) Existing Signed Approach
- Existing Lane Geometry
- Ex Existing Traffic Signal



EXISTING TRAFFIC CONTROL AND LANE GEOMETRY

FIGURE 3

A&R Engineering Inc.

5.0 PROPOSED DEVELOPMENT

The proposed development will be located to the northwest of the intersection of SR 53 and Perimeter Road in Dawson County, Georgia. The development will consist of 195 townhome units.



The development proposes access at the following locations:

- Site Driveway 1: Full-access driveway on Perimeter Road, across from Farmington Circle
- Site Driveway 2: Right-in/right-out driveway on SR 53

A site plan is shown in Figure 4.

5.1 Trip Generation

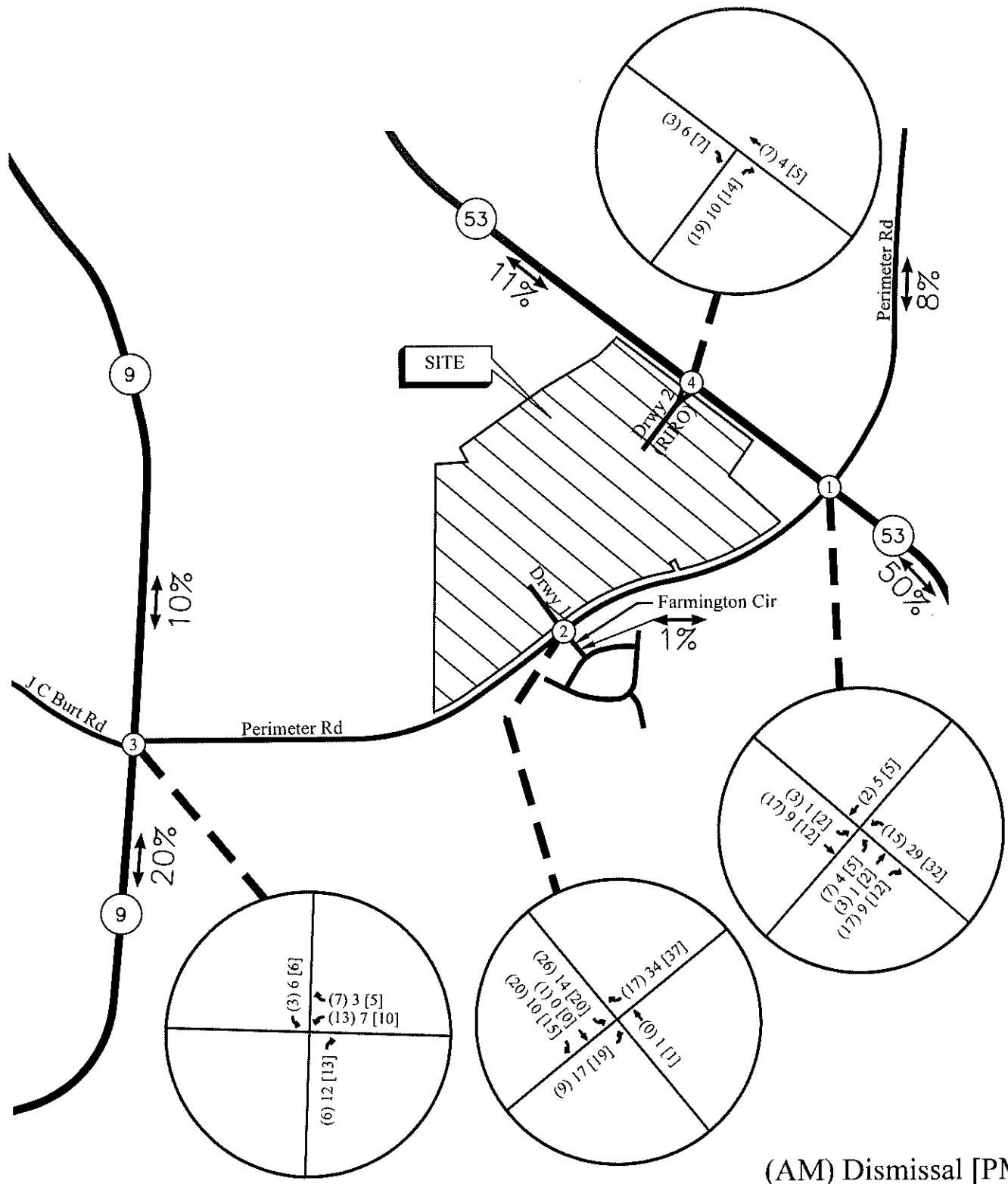
Trip generation estimates for the project were based on the rates and equations published in the 11th edition of the Institute of Transportation Engineers (ITE) Trip Generation report. This reference contains traffic volume count data collected at similar facilities nationwide. The trip generation was based on the following ITE Land Use: 215 – Single-Family Attached Housing. The calculated total trip generation for the proposed development is shown in Table 4.

TABLE 4 – TRIP GENERATION											
Land Use	Size	AM Peak Hour			School PM Peak			PM Peak Hour			24 Hour
		Enter	Exit	Total	Enter	Exit	Total	Enter	Exit	Total	2-way
ITE 215 – Single-Family Attached Housing	195 units	30	66	96	58	34	92	64	49	113	1,435

* School PM peak hour trips estimated from 3pm-4pm rates from the ITE's 24-hour Vehicle Time of Day Distribution excel

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, school dismissal and PM peak hour new traffic generated by the site are shown in Figure 5.



(AM) Dismissal [PM]



TRIP DISTRIBUTION AND SITE-GENERATED
WEEKDAY PEAK HOUR VOLUMES

FIGURE 5
A&R Engineering Inc.

6.0 FUTURE 2024 TRAFFIC ANALYSIS

The future 2024 traffic operations are analyzed for the “Build” and “No-Build” conditions.

6.1 Future “No-Build” Conditions

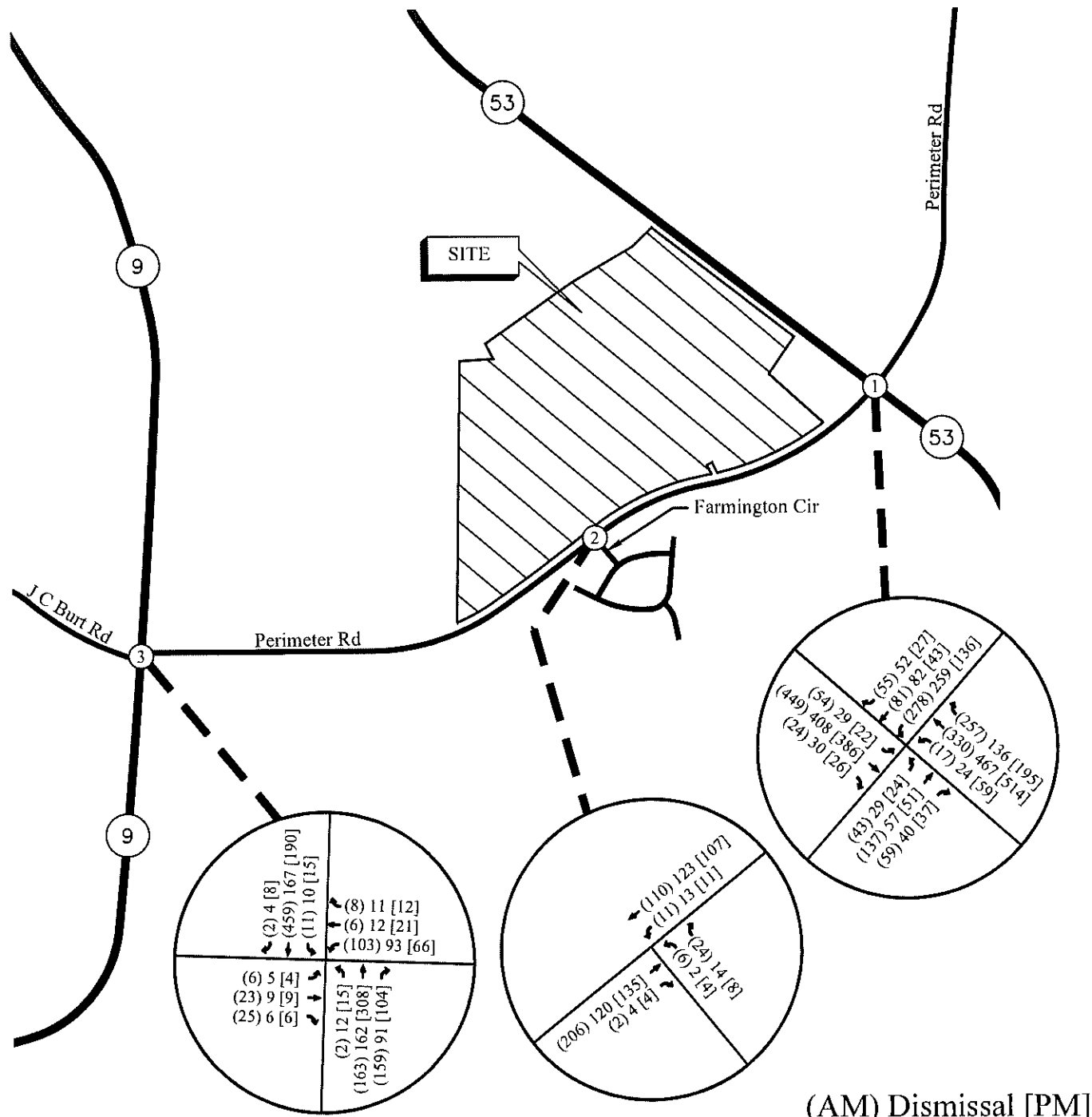
The “No-Build” (or background) conditions provide an assessment of how traffic will operate in the study horizon year without the study site being developed as proposed, with projected increases in through traffic volumes due to normal annual growth. The Future “No-Build” volumes consist of the existing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

6.1.1 Annual Traffic Growth

In order 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 three (2017-2019) years revealed growth of approximately 4% in the area. This growth factor was applied to the existing traffic volumes between collector and arterial roadways in order 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 6.

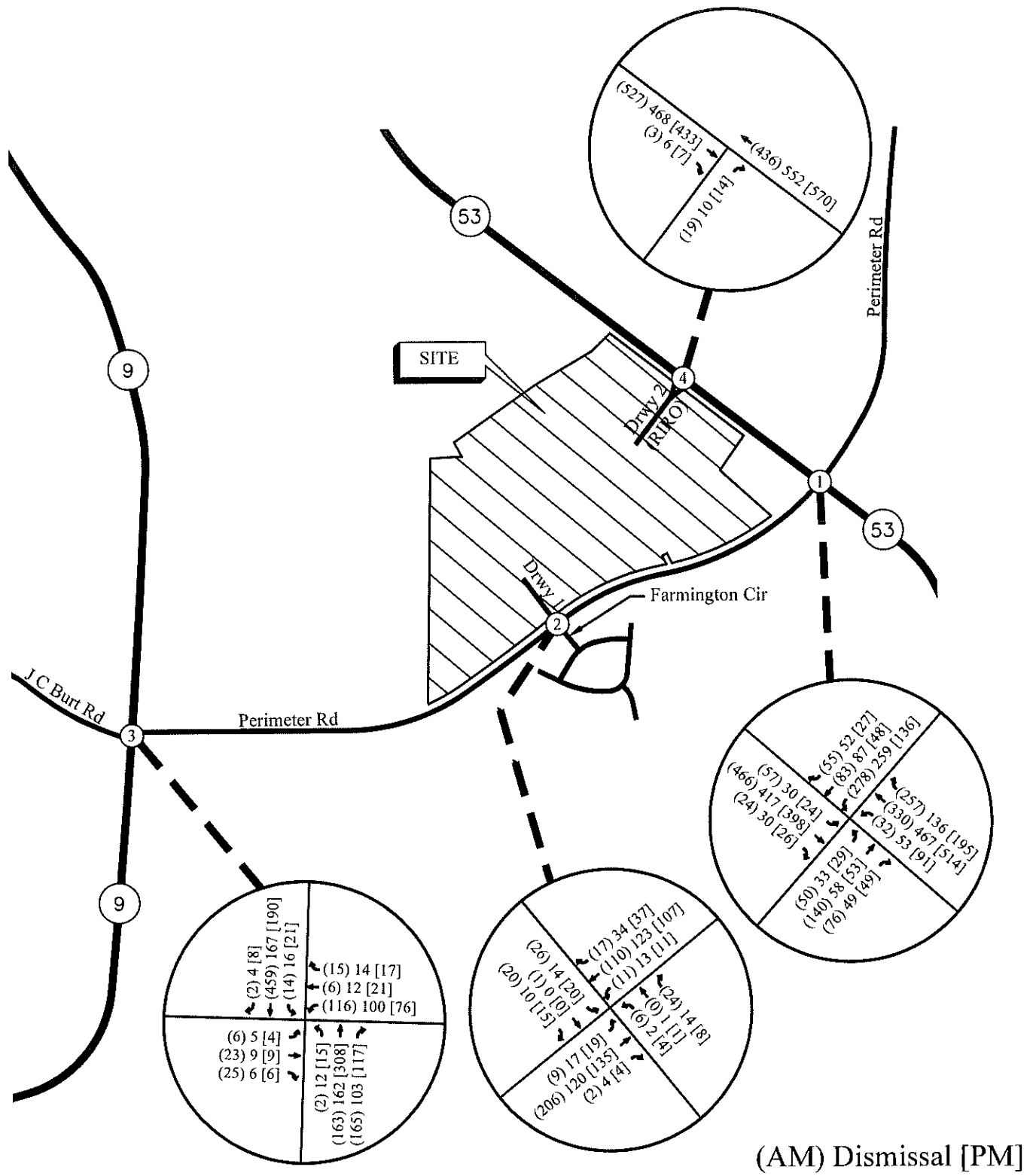
6.2 Future “Build” Conditions

The “Build” or development conditions include the estimated background traffic from the “No-Build” conditions plus the added traffic from the proposed development. In order to evaluate future traffic operations in this area, the additional traffic volumes from the site (Figure 5) were added to base traffic volumes (Figure 6) to calculate the future traffic volumes after the construction of the development. These total future “Build” traffic volumes are shown in Figure 7.



FUTURE (NO-BUILD) WEEKDAY PEAK HOUR VOLUMES

FIGURE 6
A&R Engineering Inc.



FUTURE (BUILD) WEEKDAY PEAK HOUR VOLUMES

FIGURE 7

A&R Engineering Inc.

6.3 Auxiliary Lane Analysis

Included below are analyses for left-turn lanes and deceleration lanes for all site driveways 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 entering and exiting the site is 1,435 vehicles.

6.3.1 Left Turn Lane Analysis

For two lane roadways with AADT's less than 6,000 vehicles and a posted speed limit of 40 mph, the daily site generated traffic left-turn movements threshold to warrant a left-turn lane is 250 left-turning vehicles a day. The projected left-turn volumes per day for the full access driveway on Perimeter Road is included in Table 5.

TABLE 5 – GDOT REQUIREMENTS FOR LEFT TURN LANES				
Intersection	Left turn traffic (% total entering)	Left-turn Volume (vehicles/day)	Roadway Speed/ # lanes / ADT	GDOT Threshold (vehicles/day)
Perimeter Road @ Farmington Circle / Site Driveway 1	30% Eastbound Left	215 (total trips) ÷ 2 × 0.3 = (1,435) ÷ 2 × 0.3 = 215	40 mph / 2-Lane / < 6,000	250

A left-turn lane is not warranted on Perimeter Road at Site Driveway 1 per GDOT standards.

6.3.2 Deceleration Turn Lane Analysis

The daily site generated traffic right-turn movements threshold to warrant a deceleration lane is 150 right turning vehicles a day for two lane roadways with AADT's less than 6,000 vehicles and a posted speed limit of 40 mph and 75 right turning vehicles a day for two lane roadways with AADT's greater than 6,000 vehicles and a posted speed limit of 45 mph. The projected right-turn volumes per day for each driveway is included in Table 6.

TABLE 6 – GDOT REQUIREMENTS FOR DECELERATION LANES				
Intersection	Right-turn traffic (% total entering)	Right-turn Volume (vehicles/day)	Roadway Speed/ # lanes / ADT	GDOT Threshold (vehicles/day)
Perimeter Road @ Farmington Circle / Site Driveway 1	58% Westbound Right	416 (total trips) ÷ 2 × 0.58 = (1,435) ÷ 2 × 0.58 = 416	40 mph / 2-Lane / < 6,000	150
SR 53 @ Site Driveway 2 (Right-in/right-out)	11% Southbound Right	79 (total trips) ÷ 2 × 0.11 = (1,435) ÷ 2 × 0.11 = 79	45 mph / 2-Lane / > 6,000	75

A deceleration lane is warranted on Perimeter Road at Site Driveway 1 and on SR 53 at Site Driveway 2 per GDOT standards.

6.4 Future Traffic Operations

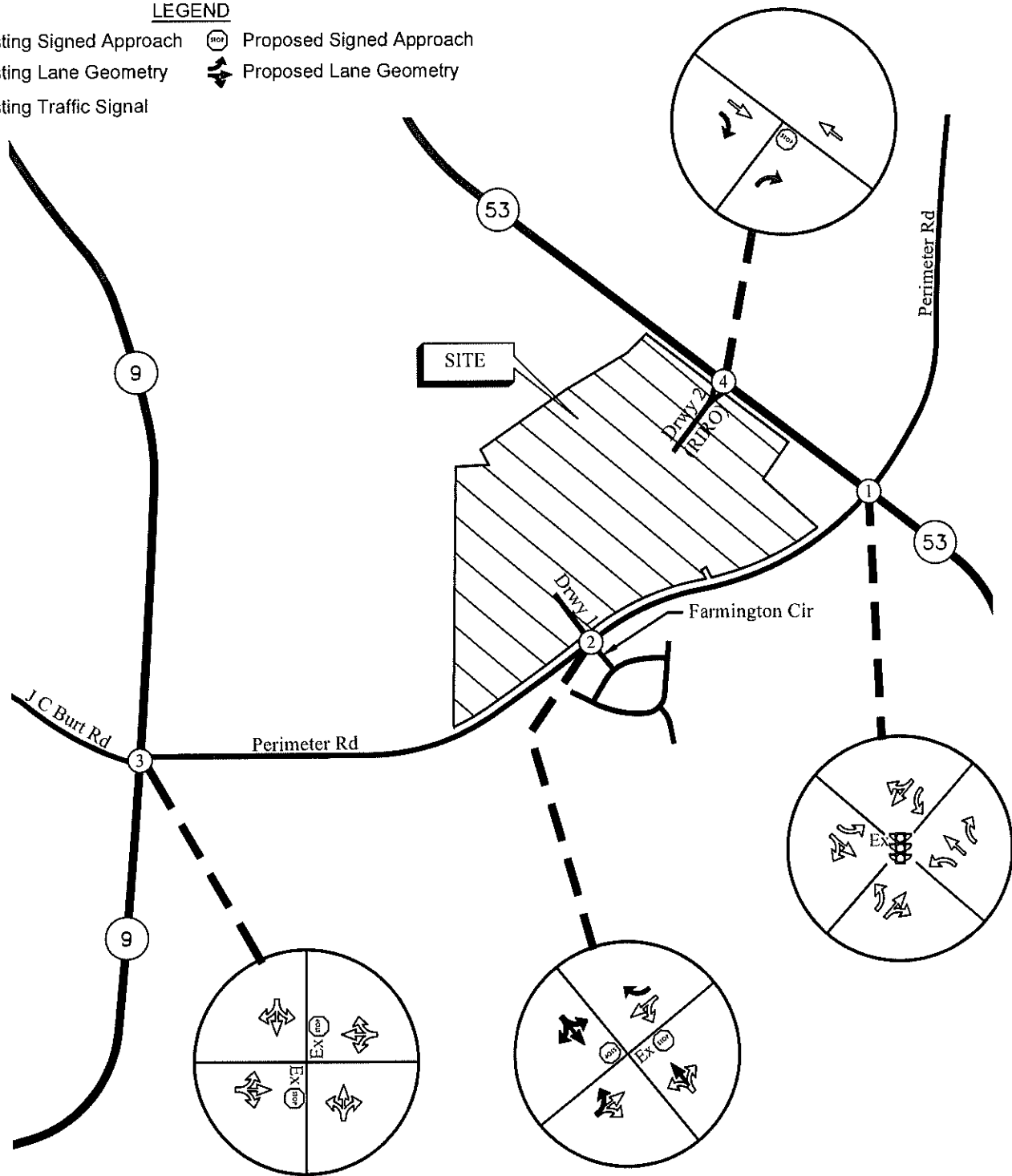
The future “No-Build” and “Build” traffic operations were analyzed using the volumes in Figure 6 and Figure 7, respectively. The results of the future traffic operations analysis are shown below in Table 7.

TABLE 7 – FUTURE INTERSECTION OPERATIONS							
Intersection		Future Condition: LOS (Delay)					
		NO-BUILD			BUILD		
		AM Peak	Dismissal Peak	PM Peak	AM Peak	Dismissal Peak	PM Peak
1	SR 53 @ Perimeter Road	D (40.8)	C (33.9)	C (20.1)	D (44.1)	C (34.0)	C (20.8)
	-Eastbound Approach	E (60.9)	E (59.6)	E (60.5)	E (62.6)	E (59.1)	E (59.9)
	-Westbound Approach	E (71.2)	E (76.4)	D (47.7)	E (79.8)	E (75.0)	D (46.6)
	-Northbound Approach	C (23.6)	B (15.5)	B (11.5)	C (24.1)	B (16.0)	B (12.0)
2	SR 53 @ Perimeter Road	C (27.5)	B (15.8)	B (12.0)	C (30.5)	B (17.4)	B (13.0)
	Perimeter Road @ Farmington Circle / Site Driveway 1						
	-Eastbound Left	-	-	-	A (7.6)	A (7.7)	A (7.6)
	-Westbound Left	A (7.8)	A (7.6)	A (7.5)	A (7.8)	A (7.6)	A (7.5)
3	-Northbound Approach	B (10.2)	A (9.4)	A (9.5)	B (10.5)	A (9.8)	B (10.0)
	-Southbound Approach	-	-	-	B (11.7)	B (11.1)	B (10.4)
	SR 9 @ Perimeter Road						
	-Eastbound Approach	C (19.2)	B (12.9)	B (13.9)	C (19.5)	B (13.3)	B (14.3)
4	-Westbound Approach	E (46.7)	C (17.1)	C (18.0)	F (58.1)	C (18.4)	C (19.2)
	-Northbound Left	A (8.6)	A (7.7)	A (7.7)	A (8.6)	A (7.7)	A (7.7)
	-Southbound Left	A (8.1)	A (7.9)	A (8.3)	A (8.2)	A (8.0)	A (8.3)
	SR 53 @ Site Driveway 2 (RIRO)						
4	-Eastbound Approach	-	-	-	B (12.2)	B (11.5)	B (11.2)

After adding the site generated traffic volumes to the No-Build traffic volumes, the results of future traffic operations analysis indicates that the signalized study intersection SR 53 at Perimeter Road will continue to operate at a level-of-service “D” or better in the AM, Dismissal and PM peak hours. The approaches of the stop sign controlled intersections will also continue to operate at a level-of-service “D” or better in the AM, Dismissal and PM peak hours. The westbound (Perimeter Road) approach of the stop sign controlled intersection of SR 9 and Perimeter Road will operate at a level-of-service “F” in the AM peak hour in the future “Build” conditions. Delays are caused by side-street wait times to turn left onto the mainline. Since the intersection does not warrant construction of a signal to improve side-street delays, no additional improvements will aid left turn vehicles. It is not unusual for stop-controlled site-streets along arterial roadways to have elevated delays during peak periods, no changes are recommended at this intersection. Recommendations on future traffic control and lane geometry are shown in Figure 8.

LEGEND

- Ex (no) Existing Signed Approach (no) Proposed Signed Approach
- Existing Lane Geometry Proposed Lane Geometry
- Ex Existing Traffic Signal



FUTURE TRAFFIC CONTROL AND LANE GEOMETRY

FIGURE 8
A&R Engineering Inc.

7.0 CONCLUSIONS AND RECOMMENDATIONS

The purpose of this study was to determine the traffic impact that will result from the proposed 195-unit townhome development located to the northwest of the intersection of SR 53 and Perimeter Road in Dawson County, Georgia. The traffic analysis evaluated the current operations compared to the future conditions with the traffic generated by the development.

The development proposes access at the following locations:

- Site Driveway 1: Full-access driveway on Perimeter Road, across from Farmington Circle
- Site Driveway 2: Right-in/right-out driveway on SR 53

The AM, school dismissal and PM peak hours have been analyzed in this study. This study included the evaluation of traffic operations at the intersections of:

- SR 53 @ Perimeter Road
- Perimeter Road @ Farmington Circle / Proposed Site Driveway 1
- SR 9 @ Perimeter Road
- SR 53 @ Proposed Site Driveway 2 (Right-in/right-out)

The analysis included the evaluation of Future operations for “No-Build” and “Build” conditions, both of which account for increases in annual growth of through traffic. The results of the analysis are listed below.

7.1 Conclusion

After adding the traffic volumes of Build to No-Build traffic volumes, the results of future traffic operations analysis indicates that the signalized study intersection SR 53 at Perimeter Road will continue to operate at a level-of-service “D” or better in the AM, Dismissal and PM peak hours. The approaches of the stop sign controlled intersections will also continue to operate at a level-of-service “D” or better in the AM, Dismissal and PM peak hours. The westbound (Perimeter Road) approach of the stop sign controlled intersection of SR 9 and Perimeter Road will operate at a level-of-service “F” in the AM peak hour in the future “Build” conditions. Delays are caused by side-street wait times to turn left onto the mainline. Since the intersection does not warrant construction of a signal to improve side-street delays, no additional improvements will aid left turn vehicles. It is not unusual for stop-controlled site-streets along arterial roadways to have elevated delays during peak periods, no changes are recommended at this intersection.

7.2 Recommendations

The following access configuration is recommended for the proposed site driveway intersections:

- Site Driveway 1: Full-access driveway on Perimeter Road, across from Farmington Circle
 - One entering and one exiting lane.
 - Stop-sign controlled on Farmington Circle and Site Driveway 1 approaches with Perimeter Road remaining free flow.
 - Deceleration Lane for entering traffic.
 - Provide adequate sight distance per AASHTO standards.

- Site Driveway 2: Right-in/right-out driveway on SR 53
 - One right-turn lane for exiting traffic.
 - Stop-sign controlled on the driveway approach with SR 53 remaining free flow.
 - Deceleration Lane for entering traffic.
 - Provide adequate sight distance per AASHTO standards.

Appendix

Existing Intersection Traffic Counts	
Linear Regression of Daily Traffic.....	
Existing Intersection Analysis.....	
Future "No-Build" Intersection Analysis	
Future "Build" Intersection Analysis	
Traffic Volume Worksheets	

EXISTING INTERSECTION TRAFFIC COUNTS

A & R Engineering, Inc.

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

TMC DATA
Perimeter Rd @ Farmington Cir
7-9 am | 2-4 pm | 4-6 pm

File Name : 20220011
Site Code : 20220011
Start Date : 1/25/2022
Page No : 1

Groups Printed- Cars,Buses & Trucks

Start Time	Farmington Cir Northbound				Southbound				Perimeter Rd Eastbound				Perimeter Rd Westbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	0	0	0	0	0	0	0	0	29	0	29	1	12	0	13	42
07:15 AM	3	0	6	9	0	0	0	0	0	71	0	71	1	25	0	26	106
07:30 AM	3	0	6	9	0	0	0	0	0	54	1	55	0	25	0	25	89
07:45 AM	0	0	6	6	0	0	0	0	0	40	0	40	4	28	0	32	78
Total	6	0	18	24	0	0	0	0	0	194	1	195	6	90	0	96	315
08:00 AM	0	0	4	4	0	0	0	0	0	26	1	27	5	24	0	29	60
08:15 AM	0	0	1	1	0	0	0	0	0	19	0	19	1	16	0	17	37
08:30 AM	4	0	2	6	0	0	0	0	0	16	0	16	3	11	0	14	36
08:45 AM	2	0	1	3	0	0	0	0	0	17	0	17	1	4	0	5	25
Total	6	0	8	14	0	0	0	0	0	78	1	79	10	55	0	65	158
*** BREAK ***																	
02:00 PM	0	0	4	4	0	0	0	0	0	20	0	20	4	12	0	16	40
02:15 PM	1	0	0	1	0	0	0	0	0	25	0	25	2	19	0	21	47
02:30 PM	0	0	5	5	0	0	0	0	0	25	1	26	4	53	0	57	88
02:45 PM	1	0	5	6	0	0	0	0	0	25	1	26	2	21	0	23	55
Total	2	0	14	16	0	0	0	0	0	95	2	97	12	105	0	117	230
03:00 PM	1	0	3	4	0	0	0	0	0	28	1	29	1	15	0	16	49
03:15 PM	0	0	0	0	0	0	0	0	0	33	1	34	5	25	0	30	64
03:30 PM	1	0	4	5	0	0	0	0	0	17	1	18	5	22	0	27	50
03:45 PM	0	0	3	3	0	0	0	0	0	25	1	26	4	23	0	27	56
Total	2	0	10	12	0	0	0	0	0	103	4	107	15	85	0	100	219
04:00 PM	0	0	3	3	0	0	0	0	0	14	1	15	4	22	0	26	44
04:15 PM	0	0	1	1	0	0	0	0	0	21	0	21	1	20	0	21	43
04:30 PM	1	0	0	1	0	0	0	0	0	28	1	29	1	33	0	34	64
04:45 PM	0	0	0	0	0	0	0	0	0	27	2	29	5	22	0	27	56
Total	1	0	4	5	0	0	0	0	0	90	4	94	11	97	0	108	207
05:00 PM	1	0	4	5	0	0	0	0	0	20	1	21	2	25	0	27	53
05:15 PM	0	0	1	1	0	0	0	0	0	32	1	33	2	27	0	29	63
05:30 PM	2	0	0	2	0	0	0	0	0	36	1	37	3	22	0	25	64
05:45 PM	1	0	2	3	0	0	0	0	0	37	1	38	3	25	0	28	69
Total	4	0	7	11	0	0	0	0	0	125	4	129	10	99	0	109	249
Grand Total	21	0	61	82	0	0	0	0	0	685	16	701	64	531	0	595	1378
Apprch %	25.6	0	74.4		0	0	0		0	97.7	2.3		10.8	89.2	0		
Total %	1.5	0	4.4	6	0	0	0	0	0	49.7	1.2	50.9	4.6	38.5	0	43.2	

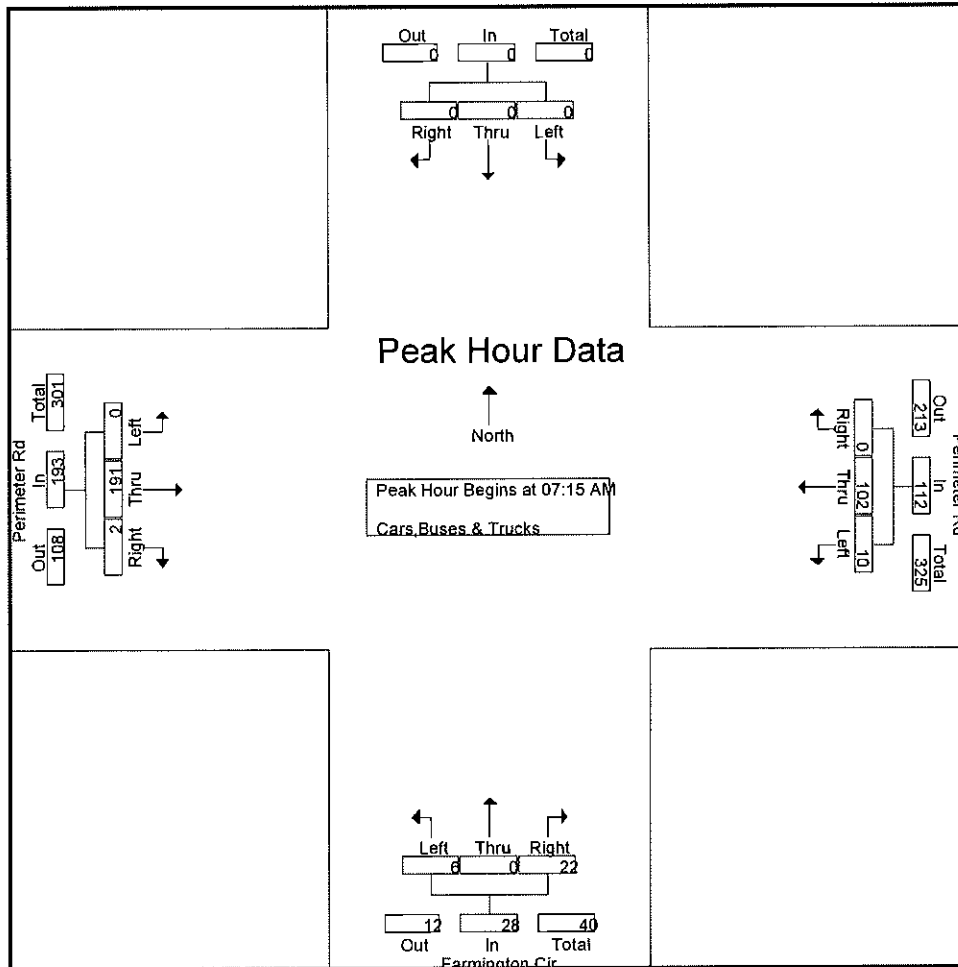
A & R Engineering, Inc.

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

TMC DATA
Perimeter Rd @ Farmington Cir
7-9 am | 2-4 pm | 4-6 pm

File Name : 20220011
Site Code : 20220011
Start Date : 1/25/2022
Page No : 2

Start Time	Farmington Cir Northbound				Southbound				Perimeter Rd Eastbound				Perimeter Rd Westbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	3	0	6	9	0	0	0	0	0	71	0	71	1	25	0	26	106
07:30 AM	3	0	6	9	0	0	0	0	0	54	1	55	0	25	0	25	89
07:45 AM	0	0	6	6	0	0	0	0	0	40	0	40	4	28	0	32	78
08:00 AM	0	0	4	4	0	0	0	0	0	26	1	27	5	24	0	29	60
Total Volume	6	0	22	28	0	0	0	0	0	191	2	193	10	102	0	112	333
% App. Total	21.4	0	78.6		0	0	0		0	99	1		8.9	91.1	0		
PHF	.500	.000	.917	.778	.000	.000	.000	.000	.000	.673	.500	.680	.500	.911	.000	.875	.785



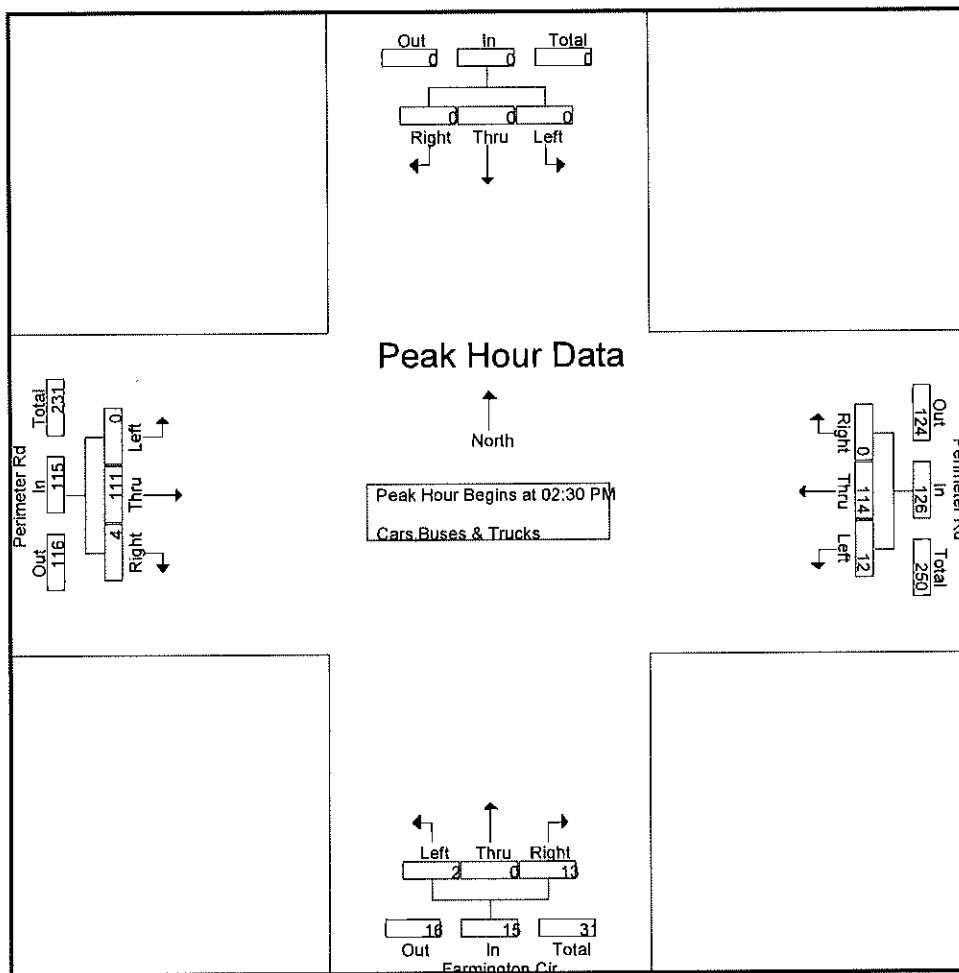
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TMC DATA
Perimeter Rd @ Farmington Cir
7-9 am | 2-4 pm | 4-6 pm

File Name : 20220011
Site Code : 20220011
Start Date : 1/25/2022
Page No : 3

Start Time	Farmington Cir Northbound				Southbound				Perimeter Rd Eastbound				Perimeter Rd Westbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 02:00 PM to 03:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 02:30 PM																	
02:30 PM	0	0	5	5	0	0	0	0	0	25	1	26	4	53	0	57	88
02:45 PM	1	0	5	6	0	0	0	0	0	25	1	26	2	21	0	23	55
03:00 PM	1	0	3	4	0	0	0	0	0	28	1	29	1	15	0	16	49
03:15 PM	0	0	0	0	0	0	0	0	0	33	1	34	5	25	0	30	64
Total Volume	2	0	13	15	0	0	0	0	0	111	4	115	12	114	0	126	256
% App. Total	13.3	0	86.7		0	0	0		0	96.5	3.5		9.5	90.5	0		
PHF	.500	.000	.650	.625	.000	.000	.000	.000	.000	.841	1.00	.846	.600	.538	.000	.553	.727



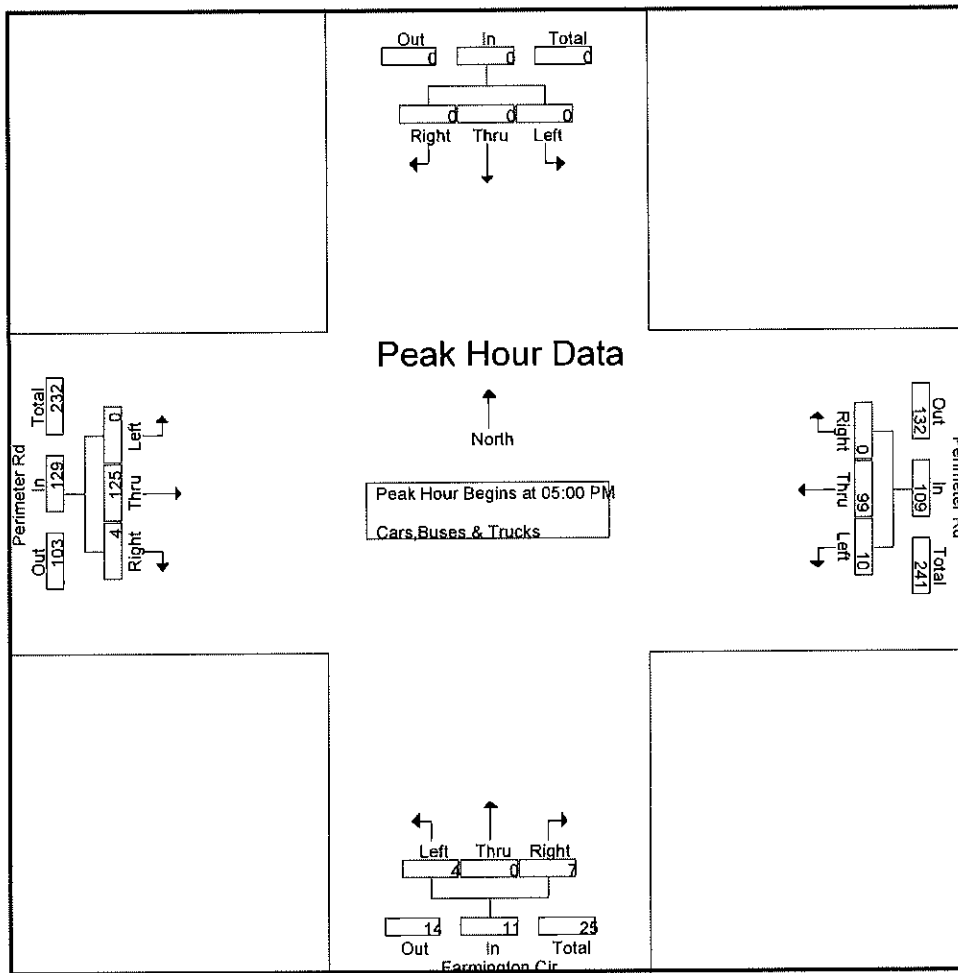
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TMC DATA
Perimeter Rd @ Farmington Cir
7-9 am | 2-4 pm | 4-6 pm

File Name : 20220011
Site Code : 20220011
Start Date : 1/25/2022
Page No : 4

Start Time	Farmington Cir Northbound				Southbound				Perimeter Rd Eastbound				Perimeter Rd Westbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 05:00 PM																	
05:00 PM	1	0	4	5	0	0	0	0	0	20	1	21	2	25	0	27	53
05:15 PM	0	0	1	1	0	0	0	0	0	32	1	33	2	27	0	29	63
05:30 PM	2	0	0	2	0	0	0	0	0	36	1	37	3	22	0	25	64
05:45 PM	1	0	2	3	0	0	0	0	0	37	1	38	3	25	0	28	69
Total Volume	4	0	7	11	0	0	0	0	0	125	4	129	10	99	0	109	249
% App. Total	36.4	0	63.6		0	0	0			96.9	3.1		9.2	90.8	0		
PHF	.500	.000	.438	.550	.000	.000	.000	.000	.000	.845	1.00	.849	.833	.917	.000	.940	.902



A & R Engineering, Inc.

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TMC DATA
Perimeter Rd @ SR 9
7-9 am | 2-4 pm | 4-6 pm

File Name : 20220012
Site Code : 20220012
Start Date : 1/25/2022
Page No : 1

Groups Printed- Cars,Buses & Trucks

Start Time	SR 9 Northbound				SR 9 Southbound				J C Burt Rd Eastbound				Perimeter Rd Westbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	0	23	17	40	2	91	0	93	1	3	6	10	12	3	1	16	159
07:15 AM	0	35	62	97	2	130	1	133	2	8	6	16	28	1	3	32	278
07:30 AM	1	47	40	88	4	125	1	130	1	6	8	15	26	1	2	29	262
07:45 AM	1	46	28	75	2	79	0	81	2	4	3	9	29	1	1	31	196
Total	2	151	147	300	10	425	2	437	6	21	23	50	95	6	7	108	895
08:00 AM	2	43	18	63	1	31	1	33	2	4	2	8	15	2	6	23	127
08:15 AM	1	23	12	36	5	51	1	57	0	2	2	4	10	1	2	13	110
08:30 AM	3	26	5	34	2	32	1	35	1	5	4	10	13	0	4	17	96
08:45 AM	0	24	14	38	1	25	0	26	1	2	1	4	5	0	1	6	74
Total	6	116	49	171	9	139	3	151	4	13	9	26	43	3	13	59	407
*** BREAK ***																	
02:00 PM	1	32	16	49	2	35	2	39	0	3	4	7	8	2	2	12	107
02:15 PM	2	30	21	53	4	40	1	45	1	4	1	6	13	2	4	19	123
02:30 PM	1	29	16	46	0	72	0	72	2	2	2	6	41	4	3	48	172
02:45 PM	5	27	20	52	5	43	2	50	0	3	2	5	19	3	1	23	130
Total	9	118	73	200	11	190	5	206	3	12	9	24	81	11	10	102	532
03:00 PM	3	41	20	64	1	24	0	25	1	1	1	3	11	1	2	14	106
03:15 PM	2	53	28	83	3	16	2	21	2	2	1	5	15	3	4	22	131
03:30 PM	2	55	16	73	3	27	3	33	2	3	1	6	13	4	3	20	132
03:45 PM	2	67	24	93	3	38	4	45	1	1	0	2	17	1	2	20	160
Total	9	216	88	313	10	105	9	124	6	7	3	16	56	9	11	76	529
04:00 PM	5	68	13	86	1	36	1	38	2	2	2	6	16	3	2	21	151
04:15 PM	5	56	20	81	6	39	2	47	0	2	2	4	11	3	5	19	151
04:30 PM	3	71	16	90	10	25	1	36	1	3	1	5	17	7	6	30	161
04:45 PM	1	74	23	98	1	38	2	41	0	3	1	4	15	4	1	20	163
Total	14	269	72	355	18	138	6	162	3	10	6	19	59	17	14	90	626
05:00 PM	3	64	14	81	3	56	3	62	0	0	2	2	14	7	1	22	167
05:15 PM	8	72	31	111	2	42	0	44	3	1	0	4	19	6	3	28	187
05:30 PM	2	75	28	105	8	40	2	50	1	4	3	8	13	2	6	21	184
05:45 PM	4	59	29	92	6	21	2	29	0	1	2	3	11	4	4	19	143
Total	17	270	102	389	19	159	7	185	4	6	7	17	57	19	14	90	681
Grand Total	57	1140	531	1728	77	1156	32	1265	26	69	57	152	391	65	69	525	3670
Apprch %	3.3	66	30.7		6.1	91.4	2.5		17.1	45.4	37.5		74.5	12.4	13.1		
Total %	1.6	31.1	14.5	47.1	2.1	31.5	0.9	34.5	0.7	1.9	1.6	4.1	10.7	1.8	1.9	14.3	

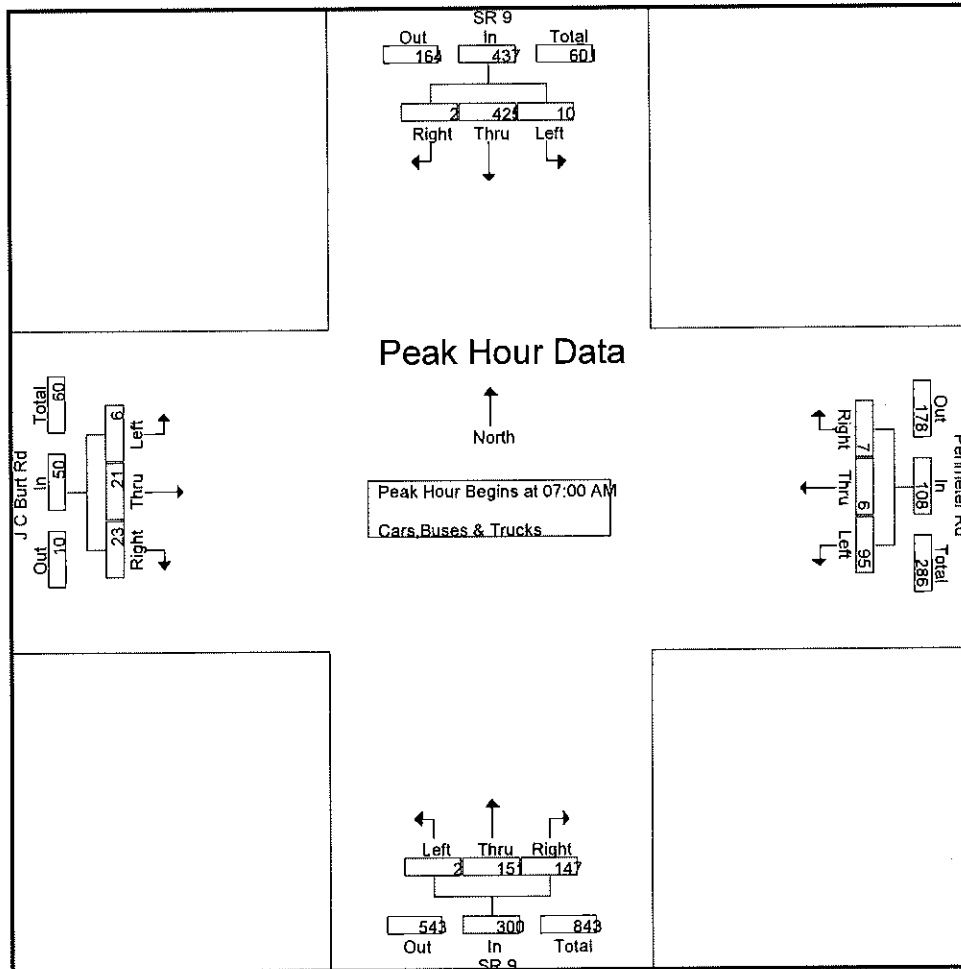
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Marietta, GA 30067

TMC DATA
Perimeter Rd @ SR 9
7-9 am | 2-4 pm | 4-6 pm

File Name : 20220012
Site Code : 20220012
Start Date : 1/25/2022
Page No : 2

Start Time	SR 9 Northbound				SR 9 Southbound				J C Burt Rd Eastbound				Perimeter Rd Westbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:00 AM																	
07:00 AM	0	23	17	40	2	91	0	93	1	3	6	10	12	3	1	16	159
07:15 AM	0	35	62	97	2	130	1	133	2	8	6	16	28	1	3	32	278
07:30 AM	1	47	40	88	4	125	1	130	1	6	8	15	26	1	2	29	262
07:45 AM	1	46	28	75	2	79	0	81	2	4	3	9	29	1	1	31	196
Total Volume	2	151	147	300	10	425	2	437	6	21	23	50	95	6	7	108	895
% App. Total	0.7	50.3	49		2.3	97.3	0.5		12	42	46		88	5.6	6.5		
PHF	.500	.803	.593	.773	.625	.817	.500	.821	.750	.656	.719	.781	.819	.500	.583	.844	.805



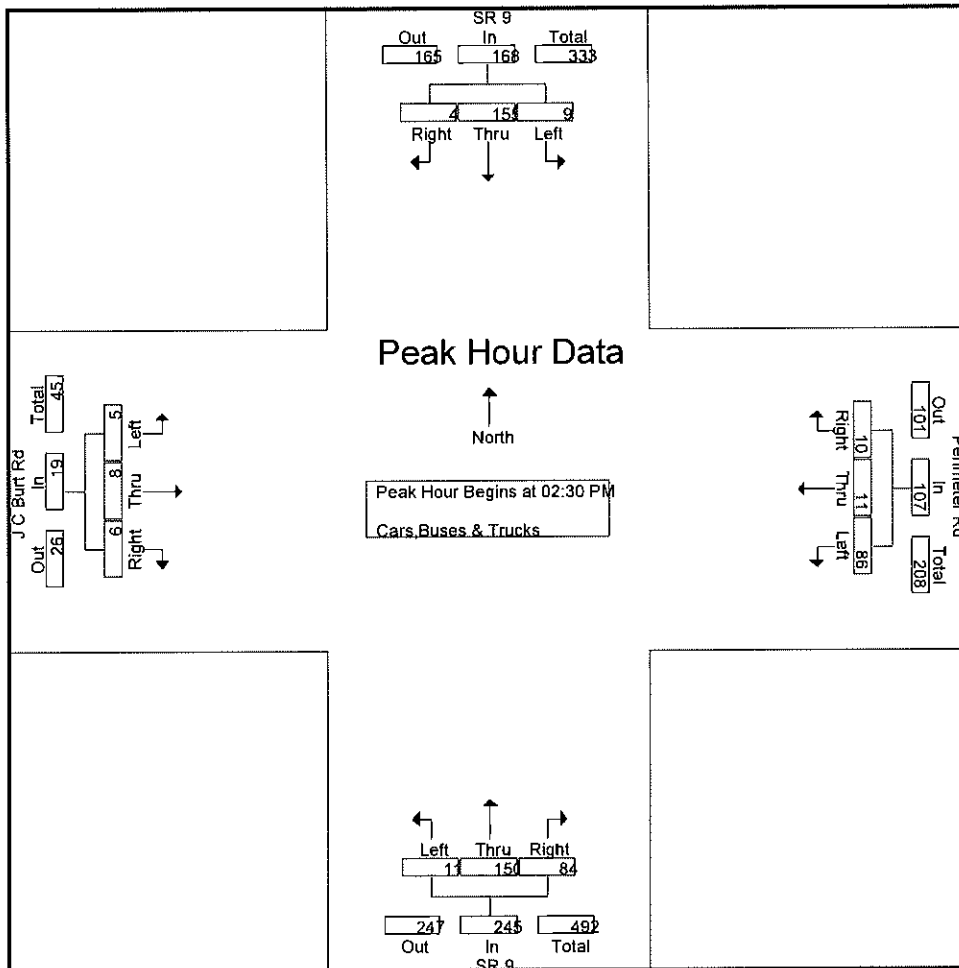
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Marietta, GA 30067

TMC DATA
Perimeter Rd @ SR 9
7-9 am | 2-4 pm | 4-6 pm

File Name : 20220012
Site Code : 20220012
Start Date : 1/25/2022
Page No : 3

Start Time	SR 9 Northbound				SR 9 Southbound				J C Burt Rd Eastbound				Perimeter Rd Westbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 02:00 PM to 03:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 02:30 PM																	
02:30 PM	1	29	16	46	0	72	0	72	2	2	2	6	41	4	3	48	172
02:45 PM	5	27	20	52	5	43	2	50	0	3	2	5	19	3	1	23	130
03:00 PM	3	41	20	64	1	24	0	25	1	1	1	3	11	1	2	14	106
03:15 PM	2	53	28	83	3	16	2	21	2	2	1	5	15	3	4	22	131
Total Volume	11	150	84	245	9	155	4	168	5	8	6	19	86	11	10	107	539
% App. Total	4.5	61.2	34.3		5.4	92.3	2.4		26.3	42.1	31.6		80.4	10.3	9.3		
PHF	.550	.708	.750	.738	.450	.538	.500	.583	.625	.667	.750	.792	.524	.688	.625	.557	.783



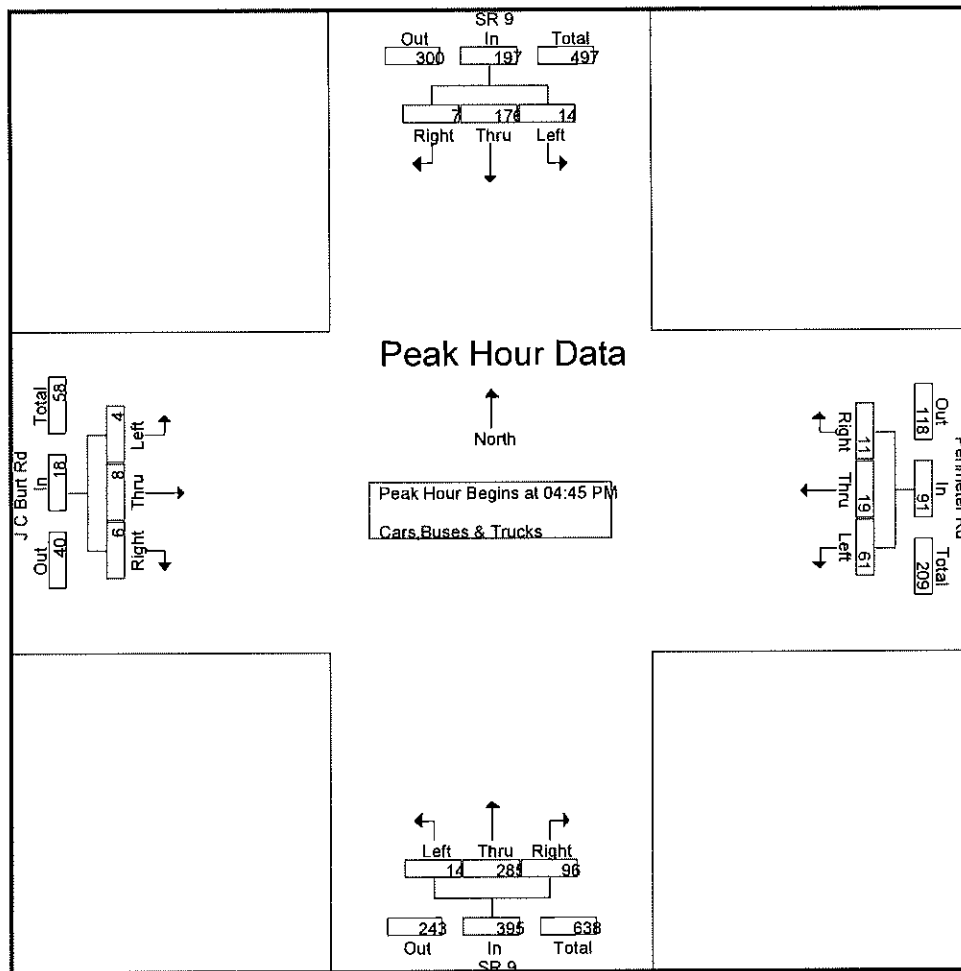
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TMC DATA
Perimeter Rd @ SR 9
7-9 am | 2-4 pm | 4-6 pm

File Name : 20220012
Site Code : 20220012
Start Date : 1/25/2022
Page No : 4

Start Time	SR 9 Northbound				SR 9 Southbound				J C Burt Rd Eastbound				Perimeter Rd Westbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:45 PM																	
04:45 PM	1	74	23	98	1	38	2	41	0	3	1	4	15	4	1	20	163
05:00 PM	3	64	14	81	3	56	3	62	0	0	2	2	14	7	1	22	167
05:15 PM	8	72	31	111	2	42	0	44	3	1	0	4	19	6	3	28	187
05:30 PM	2	75	28	105	8	40	2	50	1	4	3	8	13	2	6	21	184
Total Volume	14	285	96	395	14	176	7	197	4	8	6	18	61	19	11	91	701
% App. Total	3.5	72.2	24.3		7.1	89.3	3.6		22.2	44.4	33.3		67	20.9	12.1		
PHF	.438	.950	.774	.890	.438	.786	.583	.794	.333	.500	.500	.563	.803	.679	.458	.813	.937



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TMC DATA
Perimeter Rd @ SR 53
7-9 am | 2-4 pm | 4-6 pm

File Name : 20220013
Site Code : 20220013
Start Date : 1/25/2022
Page No : 1

Groups Printed- Cars,Buses & Trucks

Start Time	SR 53 Northbound				SR 53 Southbound				Perimeter Rd Eastbound				Perimeter Rd Westbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
07:00 AM	3	43	26	72	12	78	0	90	3	16	15	34	25	9	6	40	236
07:15 AM	1	71	84	156	18	85	5	108	8	44	16	68	46	19	17	82	414
07:30 AM	2	90	108	200	26	115	6	147	15	50	12	77	77	16	15	108	532
07:45 AM	5	74	29	108	3	122	7	132	12	11	17	40	82	15	9	106	386
Total	11	278	247	536	59	400	18	477	38	121	60	219	230	59	47	336	1568
08:00 AM	8	71	17	96	3	94	4	101	5	22	10	37	52	25	10	87	321
08:15 AM	8	83	18	109	5	62	5	72	2	6	13	21	26	8	3	37	239
08:30 AM	7	72	14	93	2	75	1	78	4	1	15	20	20	6	0	26	217
08:45 AM	5	70	18	93	0	84	1	85	1	5	9	15	29	1	1	31	224
Total	28	296	67	391	10	315	11	336	12	34	47	93	127	40	14	181	1001
*** BREAK ***																	
02:00 PM	10	94	23	127	7	97	6	110	5	10	3	18	21	4	4	29	284
02:15 PM	9	110	36	155	10	96	5	111	4	16	8	28	31	7	8	46	340
02:30 PM	7	120	43	170	19	94	7	120	8	14	8	30	70	25	19	114	434
02:45 PM	3	101	31	135	2	110	9	121	6	9	12	27	68	28	10	106	389
Total	29	425	133	587	38	397	27	462	23	49	31	103	190	64	41	295	1447
03:00 PM	5	108	26	139	3	94	4	101	7	21	9	37	40	5	8	53	330
03:15 PM	7	103	26	136	3	80	8	91	6	9	8	23	62	18	11	91	341
03:30 PM	13	106	29	148	1	73	6	80	10	11	4	25	33	8	4	45	298
03:45 PM	10	103	33	146	2	81	6	89	3	19	10	32	21	7	3	31	298
Total	35	420	114	569	9	328	24	361	26	60	31	117	156	38	26	220	1267
04:00 PM	9	113	34	156	3	91	10	104	5	10	4	19	26	8	6	40	319
04:15 PM	15	110	48	173	4	87	2	93	9	8	4	21	27	8	7	42	329
04:30 PM	11	124	51	186	6	87	10	103	5	14	9	28	42	10	8	60	377
04:45 PM	15	117	40	172	7	80	2	89	9	14	11	34	35	12	7	54	349
Total	50	464	173	687	20	345	24	389	28	46	28	102	130	38	28	196	1374
05:00 PM	14	98	44	156	6	87	6	99	1	9	6	16	25	11	5	41	312
05:15 PM	15	137	46	198	1	103	6	110	7	10	8	25	24	7	5	36	369
05:30 PM	14	121	55	190	3	85	8	96	8	28	10	46	23	5	3	31	363
05:45 PM	14	114	43	171	5	86	7	98	13	16	9	38	27	5	4	36	343
Total	57	470	188	715	15	361	27	403	29	63	33	125	99	28	17	144	1387
Grand Total	210	2353	922	3485	151	2146	131	2428	156	373	230	759	932	267	173	1372	8044
Apprch %	6	67.5	26.5		6.2	88.4	5.4		20.6	49.1	30.3		67.9	19.5	12.6		
Total %	2.6	29.3	11.5	43.3	1.9	26.7	1.6	30.2	1.9	4.6	2.9	9.4	11.6	3.3	2.2	17.1	

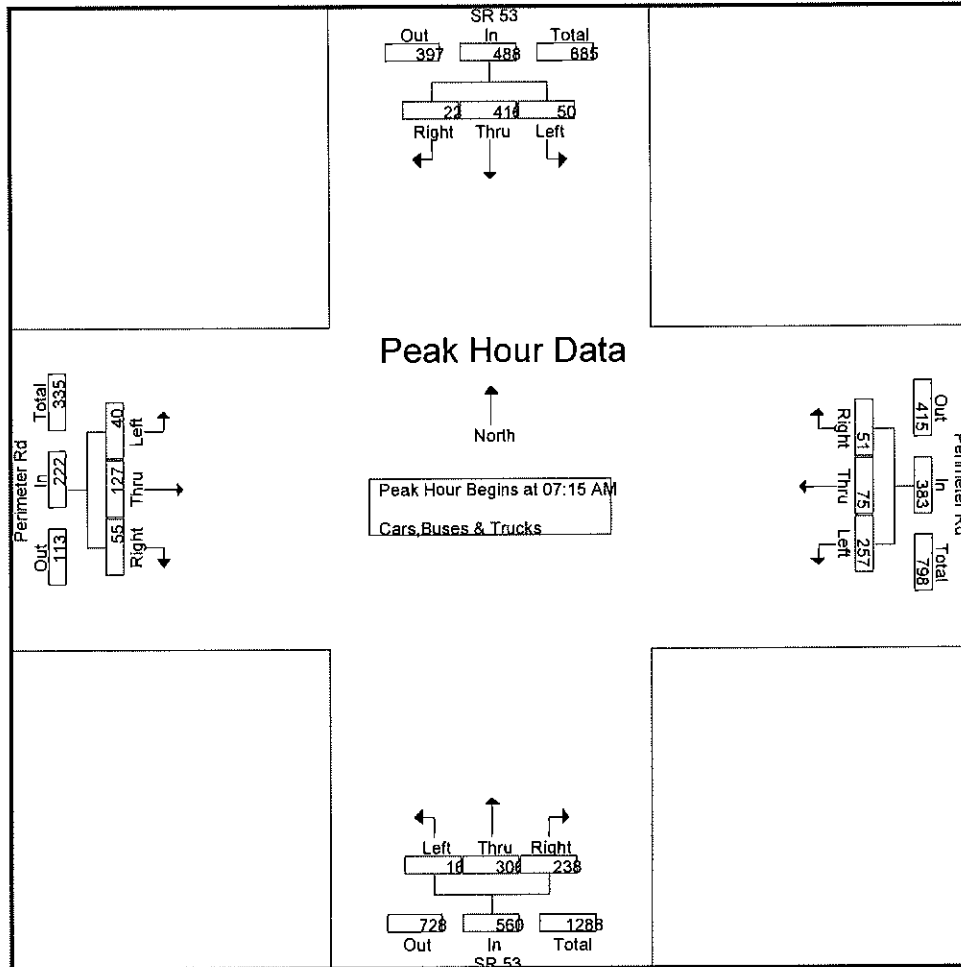
A & R Engineering, Inc.

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Marietta, GA 30067

TMC DATA
Perimeter Rd @ SR 53
7-9 am | 2-4 pm | 4-6 pm

File Name : 20220013
Site Code : 20220013
Start Date : 1/25/2022
Page No : 2

Start Time	SR 53 Northbound				SR 53 Southbound				Perimeter Rd Eastbound				Perimeter Rd Westbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 07:00 AM to 08:45 AM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 07:15 AM																	
07:15 AM	1	71	84	156	18	85	5	108	8	44	16	68	46	19	17	82	414
07:30 AM	2	90	108	200	26	115	6	147	15	50	12	77	77	16	15	108	532
07:45 AM	5	74	29	108	3	122	7	132	12	11	17	40	82	15	9	106	386
08:00 AM	8	71	17	96	3	94	4	101	5	22	10	37	52	25	10	87	321
Total Volume	16	306	238	560	50	416	22	488	40	127	55	222	257	75	51	383	1653
% App. Total	2.9	54.6	42.5		10.2	85.2	4.5		18	57.2	24.8		67.1	19.6	13.3		
PHF	.500	.850	.551	.700	.481	.852	.786	.830	.667	.635	.809	.721	.784	.750	.750	.887	.777



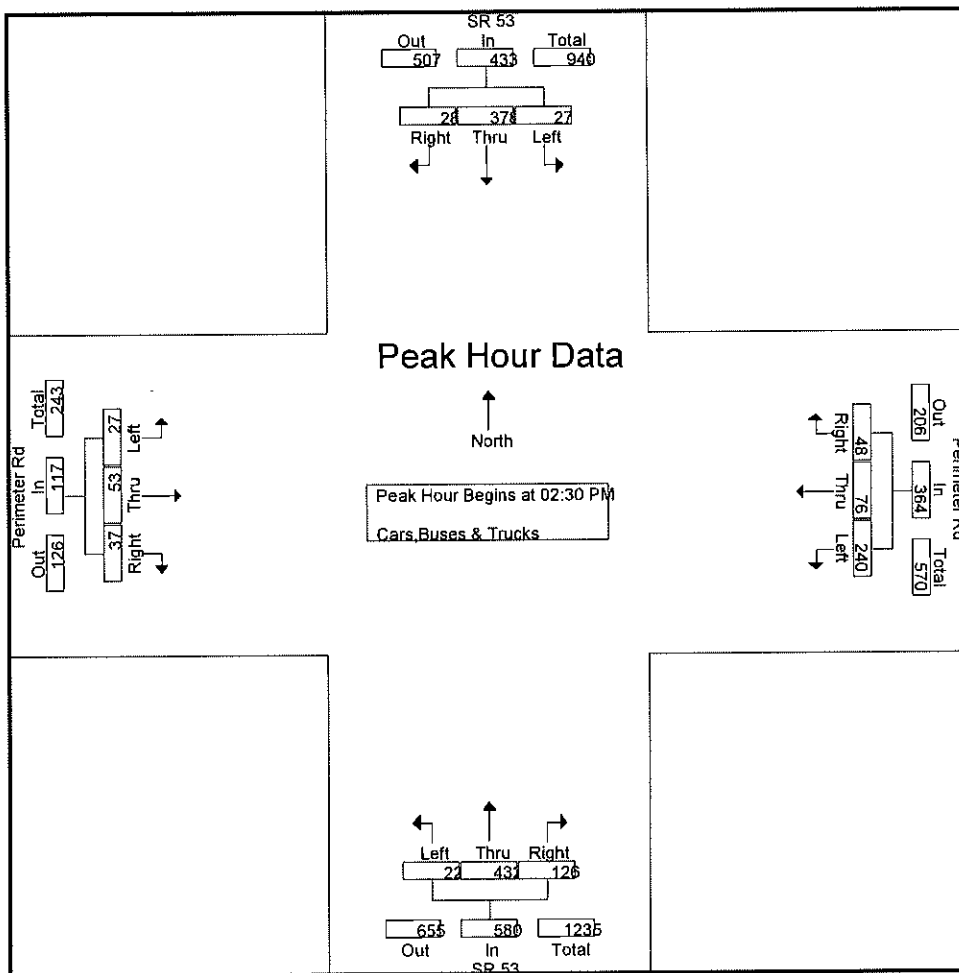
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Marietta, GA 30067

TMC DATA
Perimeter Rd @ SR 53
7-9 am | 2-4 pm | 4-6 pm

File Name : 20220013
Site Code : 20220013
Start Date : 1/25/2022
Page No : 3

Start Time	SR 53 Northbound				SR 53 Southbound				Perimeter Rd Eastbound				Perimeter Rd Westbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 02:00 PM to 03:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 02:30 PM																	
02:30 PM	7	120	43	170	19	94	7	120	8	14	8	30	70	25	19	114	434
02:45 PM	3	101	31	135	2	110	9	121	6	9	12	27	68	28	10	106	389
03:00 PM	5	108	26	139	3	94	4	101	7	21	9	37	40	5	8	53	330
03:15 PM	7	103	26	136	3	80	8	91	6	9	8	23	62	18	11	91	341
Total Volume	22	432	126	580	27	378	28	433	27	53	37	117	240	76	48	364	1494
% App. Total	3.8	74.5	21.7		6.2	87.3	6.5		23.1	45.3	31.6		65.9	20.9	13.2		
PHF	.786	.900	.733	.853	.355	.859	.778	.895	.844	.631	.771	.791	.857	.679	.632	.798	.861



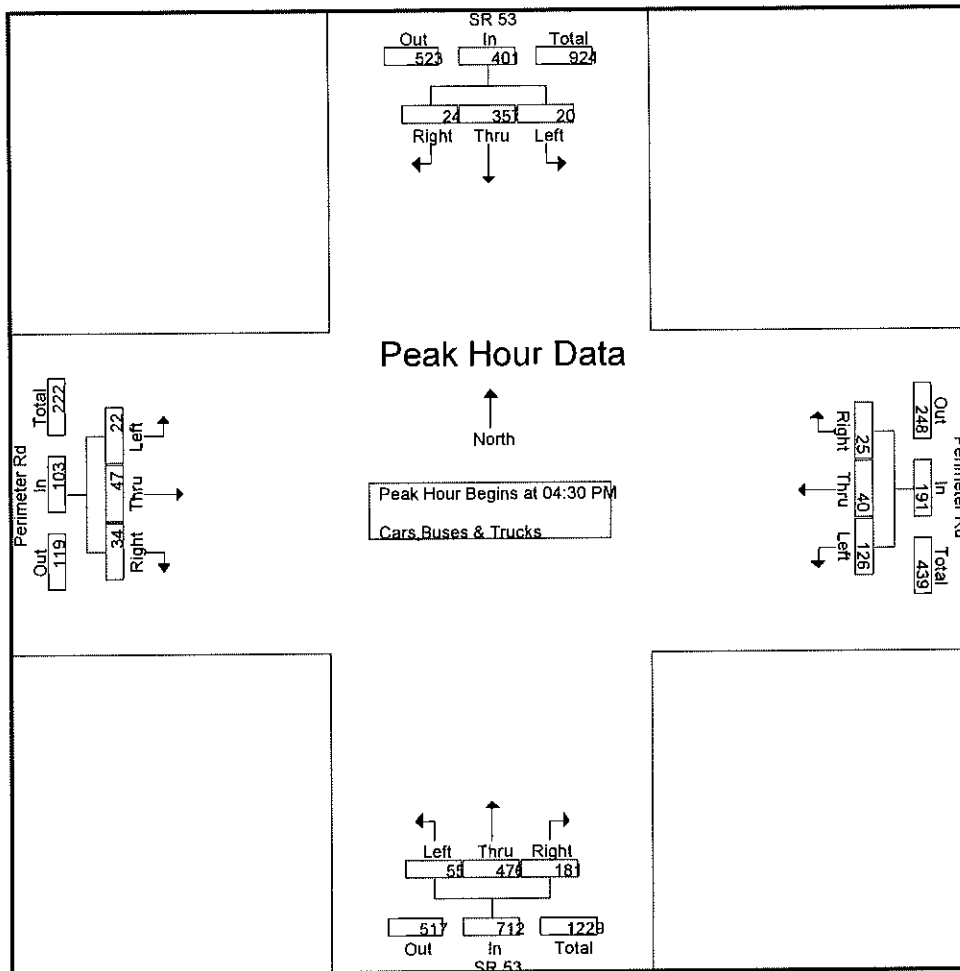
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TMC DATA
Perimeter Rd @ SR 53
7-9 am | 2-4 pm | 4-6 pm

File Name : 20220013
Site Code : 20220013
Start Date : 1/25/2022
Page No : 4

Start Time	SR 53 Northbound				SR 53 Southbound				Perimeter Rd Eastbound				Perimeter Rd Westbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. 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	11	124	51	186	6	87	10	103	5	14	9	28	42	10	8	60	377
04:45 PM	15	117	40	172	7	80	2	89	9	14	11	34	35	12	7	54	349
05:00 PM	14	98	44	156	6	87	6	99	1	9	6	16	25	11	5	41	312
05:15 PM	15	137	46	198	1	103	6	110	7	10	8	25	24	7	5	36	369
Total Volume	55	476	181	712	20	357	24	401	22	47	34	103	126	40	25	191	1407
% App. Total	7.7	66.9	25.4		5	89	6		21.4	45.6	33		66	20.9	13.1		
PHF	.917	.869	.887	.899	.714	.867	.600	.911	.611	.839	.773	.757	.750	.833	.781	.796	.933


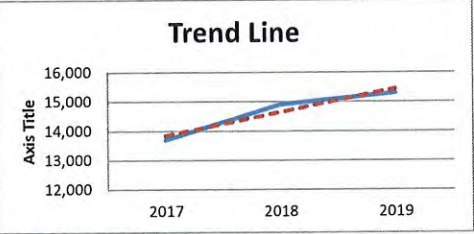


LINEAR REGRESSION OF DAILY TRAFFIC

Location	Growth Rate	R Squared	Station ID	Route	2017	2018	2019	2020
SR 53 (north of Buddy Burt Rd)	5.6%	0.92	085-0141	00005300	13,700	14,900	15,300	14,500
SR 9 (north of Perimeter Rd/J C	7.7%	0.90	085-0105	00000900	4,120	4,650	4,790	4,540
SR 9 (north of Jenkins Rd)	-2.1%	0.44	085-0103	00000900	5,610	5,270	5,380	5,050
Thompson Rd (near Hemlock D	-0.8%	0.75	085-8019	00007600	1,190	1,170	1,170	1,030


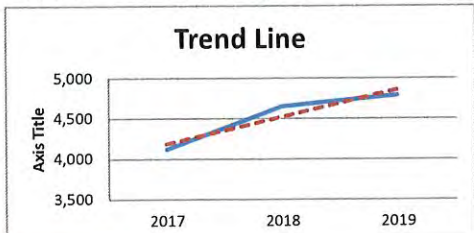
Weighted Average 4.0% 0.96 Sum of Count Stations = 24,620 25,990 26,640

Location	Traffic Counter	RCLINK	2017	2018	2019	2020
SR 53 (north of Buddy Burt Rd)	085-0141	00005300	13,700	14,900	15,300	14,500


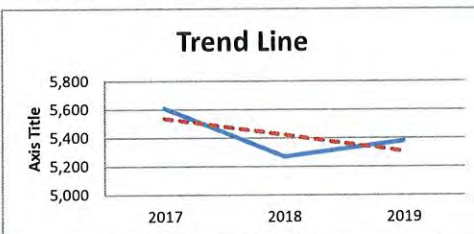
Growth Rate	Intercept	Slope
5.6%	-1,599,767	800.00
Trend Line	13,833	14,633
	15,433	

Location	Traffic Counter	RCLINK	2017	2018	2019	2020
SR 9 (north of Perimeter Rd/J C Burt Rd)	085-0105	00000900	4,120	4,650	4,790	4,540


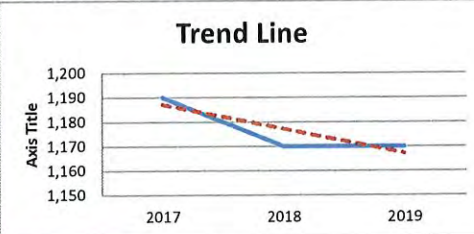
Growth Rate	Intercept	Slope
7.7%	-671,510	335.00
Trend Line	4,185	4,520
	4,855	

Location	Traffic Counter	RCLINK	2017	2018	2019	2020
SR 9 (north of Jenkins Rd)	085-0103	00000900	5,610	5,270	5,380	5,050

Growth Rate	Intercept	Slope
-2.1%	237,490	-115.00
Trend Line	5,535	5,420
	5,305	

Location	Traffic Counter	RCLINK	2017	2018	2019	2020
Thompson Rd (near Hemlock Dr)	085-8019	00007600	1,190	1,170	1,170	1,030

Growth Rate	Intercept	Slope
-0.8%	21,357	-10.00
Trend Line	1,187	1,177
	1,167	

EXISTING INTERSECTION ANALYSIS

Timings
1: SR 53 & Perimeter Rd

1a. Existing 2022 AM
02/07/2022



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations	↖	↗	↖	↗	↖	↗	↗	↖	↗
Traffic Volume (vph)	40	127	257	75	16	306	238	50	416
Future Volume (vph)	40	127	257	75	16	306	238	50	416
Lane Group Flow (vph)	51	234	329	161	21	392	305	64	561
Turn Type	Perm	NA	pm+pt	NA	pm+pt	NA	Perm	pm+pt	NA
Protected Phases		4	3	8	1	6		5	2
Permitted Phases	4		8		6		6	2	
Detector Phase	4	4	3	8	1	6	6	5	2
Switch Phase									
Minimum Initial (s)	6.0	6.0	5.0	6.0	5.0	15.0	15.0	5.0	15.0
Minimum Split (s)	31.5	31.5	15.0	30.5	15.0	28.5	28.5	15.0	28.5
Total Split (s)	31.6	31.6	23.0	54.6	15.0	50.4	50.4	15.0	50.4
Total Split (%)	26.3%	26.3%	19.2%	45.5%	12.5%	42.0%	42.0%	12.5%	42.0%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5
Lead/Lag	Lag	Lag	Lead		Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes		Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	C-Min	C-Min	None	C-Min
Act Effct Green (s)	19.8	19.8	42.7	42.7	60.6	55.4	55.4	64.9	61.3
Actuated g/C Ratio	0.16	0.16	0.36	0.36	0.50	0.46	0.46	0.54	0.51
v/c Ratio	0.25	0.76	0.93	0.25	0.06	0.48	0.35	0.14	0.62
Control Delay	44.9	60.0	64.0	21.3	14.7	27.1	7.3	14.8	27.5
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	44.9	60.0	64.0	21.3	14.7	27.1	7.3	14.8	27.5
LOS	D	E	E	C	B	C	A	B	C
Approach Delay		57.3		50.0		18.3			26.2
Approach LOS		E		D		B			C
Queue Length 50th (ft)	35	162	199	68	7	213	29	22	272
Queue Length 95th (ft)	59	198	#224	91	19	285	63	42	424
Internal Link Dist (ft)		1314		635		704			962
Turn Bay Length (ft)	140		210		180		135	185	
Base Capacity (vph)	265	399	356	735	385	820	860	468	903
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.19	0.59	0.92	0.22	0.05	0.48	0.35	0.14	0.62

Intersection Summary

Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 0 (0%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.93	
Intersection Signal Delay: 33.2	Intersection LOS: C
Intersection Capacity Utilization 70.0%	ICU Level of Service C
Analysis Period (min) 15	

Timings

1: SR 53 & Perimeter Rd

1a. Existing 2022 AM

02/07/2022

95th percentile volume exceeds capacity, queue may be longer.























Queue shown is maximum after two cycles.

Splits and Phases: 1: SR 53 & Perimeter Rd



HCM 6th Signalized Intersection Summary
 1: SR 53 & Perimeter Rd

1a. Existing 2022 AM
 02/07/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	40	127	55	257	75	51	16	306	238	50	416	22
Future Volume (veh/h)	40	127	55	257	75	51	16	306	238	50	416	22
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1796	1870	1870	1796	1870
Adj Flow Rate, veh/h	51	163	71	329	96	65	21	392	305	64	533	28
Peak Hour Factor	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78
Percent Heavy Veh, %	2	2	2	2	2	2	2	7	2	2	7	2
Cap, veh/h	247	189	82	347	358	243	323	864	763	377	841	44
Arrive On Green	0.15	0.15	0.15	0.15	0.34	0.34	0.02	0.48	0.48	0.04	0.50	0.50
Sat Flow, veh/h	1225	1235	538	1781	1040	704	1781	1796	1585	1781	1691	89
Grp Volume(v), veh/h	51	0	234	329	0	161	21	392	305	64	0	561
Grp Sat Flow(s),veh/h/ln	1225	0	1773	1781	0	1744	1781	1796	1585	1781	0	1780
Q Serve(g_s), s	4.4	0.0	15.5	17.5	0.0	8.0	0.7	17.4	14.8	2.2	0.0	27.8
Cycle Q Clear(g_c), s	4.4	0.0	15.5	17.5	0.0	8.0	0.7	17.4	14.8	2.2	0.0	27.8
Prop In Lane	1.00		0.30	1.00		0.40	1.00		1.00	1.00		0.05
Lane Grp Cap(c), veh/h	247	0	271	347	0	601	323	864	763	377	0	885
V/C Ratio(X)	0.21	0.00	0.86	0.95	0.00	0.27	0.07	0.45	0.40	0.17	0.00	0.63
Avail Cap(c_a), veh/h	326	0	386	347	0	713	426	864	763	453	0	885
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	44.9	0.0	49.6	36.9	0.0	28.4	17.9	20.7	20.0	15.8	0.0	22.2
Incr Delay (d2), s/veh	0.4	0.0	13.2	34.6	0.0	0.2	0.1	1.7	1.6	0.2	0.0	3.5
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.4	0.0	7.7	11.1	0.0	3.3	0.3	7.3	5.5	0.8	0.0	11.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	45.3	0.0	62.8	71.5	0.0	28.6	18.0	22.4	21.6	16.0	0.0	25.6
LnGrp LOS	D	A	E	E	A	C	B	C	C	B	A	C
Approach Vol, veh/h		285			490			718			625	
Approach Delay, s/veh		59.7			57.4			21.9			24.6	
Approach LOS		E			E			C			C	
Timer - Assigned Phs	1	2	3	4	5	6		8				
Phs Duration (G+Y+Rc), s	8.0	65.1	23.0	23.8	9.9	63.2		46.8				
Change Period (Y+Rc), s	5.5	5.5	5.5	5.5	5.5	5.5		5.5				
Max Green Setting (Gmax), s	9.5	44.9	17.5	26.1	9.5	44.9		49.1				
Max Q Clear Time (g_c+I1), s	2.7	29.8	19.5	17.5	4.2	19.4		10.0				
Green Ext Time (p_c), s	0.0	5.3	0.0	0.9	0.0	7.1		0.9				
Intersection Summary												
HCM 6th Ctrl Delay				36.0								
HCM 6th LOS				D								

Intersection						
Int Delay, s/veh	1.1					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑			↑	↑	
Traffic Vol, veh/h	191	2	10	102	6	22
Future Vol, veh/h	191	2	10	102	6	22
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	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	242	3	13	129	8	28

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	245	0	399 244
Stage 1	-	-	-	-	244 -
Stage 2	-	-	-	-	155 -
Critical Hdwy	-	-	4.12	-	6.42 6.22
Critical Hdwy Stg 1	-	-	-	-	5.42 -
Critical Hdwy Stg 2	-	-	-	-	5.42 -
Follow-up Hdwy	-	-	2.218	-	3.518 3.318
Pot Cap-1 Maneuver	-	-	1321	-	607 795
Stage 1	-	-	-	-	797 -
Stage 2	-	-	-	-	873 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1321	-	600 795
Mov Cap-2 Maneuver	-	-	-	-	600 -
Stage 1	-	-	-	-	797 -
Stage 2	-	-	-	-	863 -

Approach	EB	WB	NB
HCM Control Delay, s	0	0.7	10.1
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	743	-	-	1321	-
HCM Lane V/C Ratio	0.048	-	-	0.01	-
HCM Control Delay (s)	10.1	-	-	7.8	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Intersection												
Int Delay, s/veh	5.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↕			↕			↕			↕		
Traffic Vol, veh/h	6	21	23	95	6	7	2	151	147	10	425	2
Future Vol, veh/h	6	21	23	95	6	7	2	151	147	10	425	2
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	81	81	81	81	81	81	81	81	81	81	81	81
Heavy Vehicles, %	2	2	2	2	2	2	2	8	2	2	8	2
Mvmt Flow	7	26	28	117	7	9	2	186	181	12	525	2

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	839	921	526	858	832	277	527	0	0	367	0	0
Stage 1	550	550	-	281	281	-	-	-	-	-	-	-
Stage 2	289	371	-	577	551	-	-	-	-	-	-	-
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	285	270	552	277	305	762	1040	-	-	1192	-	-
Stage 1	519	516	-	726	678	-	-	-	-	-	-	-
Stage 2	719	620	-	502	515	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	273	266	552	240	300	762	1040	-	-	1192	-	-
Mov Cap-2 Maneuver	273	266	-	240	300	-	-	-	-	-	-	-
Stage 1	518	509	-	725	677	-	-	-	-	-	-	-
Stage 2	702	619	-	446	508	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	17.4		33.8		0.1		0.2	
HCM LOS	C		D					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1040	-	-	351	254	1192	-	-
HCM Lane V/C Ratio	0.002	-	-	0.176	0.525	0.01	-	-
HCM Control Delay (s)	8.5	0	-	17.4	33.8	8.1	0	-
HCM Lane LOS	A	A	-	C	D	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.6	2.8	0	-	-

Timings
1: SR 53 & Perimeter Rd

1b. Existing 2022 Dismissal

02/07/2022



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	27	53	240	76	22	432	126	27	378
Future Volume (vph)	27	53	240	76	22	432	126	27	378
Lane Group Flow (vph)	31	105	279	144	26	502	147	31	473
Turn Type	Perm	NA	pm+pt	NA	pm+pt	NA	Perm	pm+pt	NA
Protected Phases		4	3	8	1	6		5	2
Permitted Phases	4		8		6		6	2	
Detector Phase	4	4	3	8	1	6	6	5	2
Switch Phase									
Minimum Initial (s)	6.0	6.0	5.0	6.0	5.0	15.0	15.0	5.0	15.0
Minimum Split (s)	31.5	31.5	15.0	30.5	15.0	28.5	28.5	15.0	28.5
Total Split (s)	31.5	31.5	19.0	50.5	15.0	54.5	54.5	15.0	54.5
Total Split (%)	26.3%	26.3%	15.8%	42.1%	12.5%	45.4%	45.4%	12.5%	45.4%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5
Lead/Lag	Lag	Lag	Lead		Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes		Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	C-Min	C-Min	None	C-Min
Act Effct Green (s)	10.8	10.8	29.8	29.8	75.9	71.9	71.9	75.9	71.9
Actuated g/C Ratio	0.09	0.09	0.25	0.25	0.63	0.60	0.60	0.63	0.60
v/c Ratio	0.28	0.58	0.93	0.31	0.05	0.47	0.15	0.06	0.45
Control Delay	55.6	50.6	77.7	29.7	8.4	17.2	4.0	8.4	16.6
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	55.6	50.6	77.7	29.7	8.4	17.2	4.0	8.4	16.6
LOS	E	D	E	C	A	B	A	A	B
Approach Delay		51.7		61.4		14.0			16.1
Approach LOS		D		E		B			B
Queue Length 50th (ft)	23	58	194	71	6	226	8	8	207
Queue Length 95th (ft)	51	106	#293	116	18	335	38	20	307
Internal Link Dist (ft)		1314		635		704			962
Turn Bay Length (ft)	140		210		180		135	185	
Base Capacity (vph)	268	400	301	677	567	1063	997	544	1057
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.12	0.26	0.93	0.21	0.05	0.47	0.15	0.06	0.45

Intersection Summary

Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 0 (0%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.93	
Intersection Signal Delay: 29.1	Intersection LOS: C
Intersection Capacity Utilization 54.3%	ICU Level of Service A
Analysis Period (min) 15	

Timings

1: SR 53 & Perimeter Rd

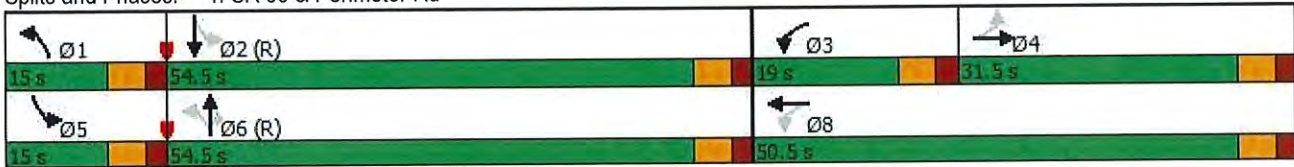
1b. Existing 2022 Dismissal

02/07/2022

95th percentile volume exceeds capacity, queue may be longer.

Queue shown is maximum after two cycles.

Splits and Phases: 1: SR 53 & Perimeter Rd



HCM 6th Signalized Intersection Summary
 1: SR 53 & Perimeter Rd

1b. Existing 2022 Dismissal
 02/07/2022

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	27	53	37	240	76	48	22	432	126	27	378	28
Future Volume (veh/h)	27	53	37	240	76	48	22	432	126	27	378	28
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1796	1870	1870	1796	1870
Adj Flow Rate, veh/h	31	62	43	279	88	56	26	502	147	31	440	33
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Percent Heavy Veh, %	2	2	2	2	2	2	2	7	2	2	7	2
Cap, veh/h	159	82	57	287	254	162	522	1073	947	453	990	74
Arrive On Green	0.08	0.08	0.08	0.11	0.24	0.24	0.02	0.60	0.60	0.03	0.60	0.60
Sat Flow, veh/h	1244	1029	713	1781	1068	680	1781	1796	1585	1781	1650	124
Grp Volume(v), veh/h	31	0	105	279	0	144	26	502	147	31	0	473
Grp Sat Flow(s),veh/h/ln	1244	0	1742	1781	0	1748	1781	1796	1585	1781	0	1774
Q Serve(g_s), s	2.8	0.0	7.1	13.5	0.0	8.2	0.7	18.7	4.9	0.8	0.0	17.4
Cycle Q Clear(g_c), s	2.8	0.0	7.1	13.5	0.0	8.2	0.7	18.7	4.9	0.8	0.0	17.4
Prop In Lane	1.00		0.41	1.00		0.39	1.00		1.00	1.00		0.07
Lane Grp Cap(c), veh/h	159	0	139	287	0	416	522	1073	947	453	0	1065
V/C Ratio(X)	0.19	0.00	0.75	0.97	0.00	0.35	0.05	0.47	0.16	0.07	0.00	0.44
Avail Cap(c_a), veh/h	330	0	377	287	0	656	620	1073	947	546	0	1065
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	52.1	0.0	54.1	46.7	0.0	37.9	10.0	13.5	10.7	10.1	0.0	13.1
Incr Delay (d2), s/veh	0.6	0.0	8.0	45.1	0.0	0.5	0.0	1.5	0.3	0.1	0.0	1.3
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	0.0	3.4	5.2	0.0	3.5	0.2	7.3	1.7	0.3	0.0	6.7
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	52.7	0.0	62.1	91.8	0.0	38.4	10.0	15.0	11.1	10.2	0.0	14.4
LnGrp LOS	D	A	E	F	A	D	B	B	B	B	A	B
Approach Vol, veh/h		136			423			675			504	
Approach Delay, s/veh		59.9			73.6			13.9			14.2	
Approach LOS		E			E			B			B	
Timer - Assigned Phs	1	2	3	4	5	6		8				
Phs Duration (G+Y+Rc), s	8.4	77.5	19.0	15.1	8.7	77.2		34.1				
Change Period (Y+Rc), s	5.5	5.5	5.5	5.5	5.5	5.5		5.5				
Max Green Setting (Gmax), s	9.5	49.0	13.5	26.0	9.5	49.0		45.0				
Max Q Clear Time (g_c+I1), s	2.7	19.4	15.5	9.1	2.8	20.7		10.2				
Green Ext Time (p_c), s	0.0	5.8	0.0	0.5	0.0	7.5		0.8				
Intersection Summary												
HCM 6th Ctrl Delay				32.1								
HCM 6th LOS				C								

Intersection						
Int Delay, s/veh	0.9					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↔			↕	↕	
Traffic Vol, veh/h	111	4	12	114	2	13
Future Vol, veh/h	111	4	12	114	2	13
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	73	73	73	73	73	73
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	152	5	16	156	3	18

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	157	0	343
Stage 1	-	-	-	-	155
Stage 2	-	-	-	-	188
Critical Hdwy	-	-	4.12	-	6.42
Critical Hdwy Stg 1	-	-	-	-	5.42
Critical Hdwy Stg 2	-	-	-	-	5.42
Follow-up Hdwy	-	-	2.218	-	3.518
Pot Cap-1 Maneuver	-	-	1423	-	653
Stage 1	-	-	-	-	873
Stage 2	-	-	-	-	844
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1423	-	645
Mov Cap-2 Maneuver	-	-	-	-	645
Stage 1	-	-	-	-	873
Stage 2	-	-	-	-	834

Approach	EB	WB	NB
HCM Control Delay, s	0	0.7	9.4
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	848	-	-	1423	-
HCM Lane V/C Ratio	0.024	-	-	0.012	-
HCM Control Delay (s)	9.4	-	-	7.6	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Intersection												
Int Delay, s/veh	3.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↕			↕			↕			↕		
Traffic Vol, veh/h	5	8	6	86	11	10	11	150	84	9	155	4
Future Vol, veh/h	5	8	6	86	11	10	11	150	84	9	155	4
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	78	78	78	78	78	78	78	78	78	78	78	78
Heavy Vehicles, %	2	2	2	2	2	2	2	8	2	2	8	2
Mvmt Flow	6	10	8	110	14	13	14	192	108	12	199	5

Major/Minor	Minor2			Minor1			Major1			Major2		
Conflicting Flow All	514	554	202	509	502	246	204	0	0	300	0	0
Stage 1	226	226	-	274	274	-	-	-	-	-	-	-
Stage 2	288	328	-	235	228	-	-	-	-	-	-	-
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	471	440	839	475	471	793	1368	-	-	1261	-	-
Stage 1	777	717	-	732	683	-	-	-	-	-	-	-
Stage 2	720	647	-	768	715	-	-	-	-	-	-	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	445	430	839	454	460	793	1368	-	-	1261	-	-
Mov Cap-2 Maneuver	445	430	-	454	460	-	-	-	-	-	-	-
Stage 1	768	709	-	723	675	-	-	-	-	-	-	-
Stage 2	685	639	-	742	707	-	-	-	-	-	-	-

Approach	EB			WB			NB			SB		
HCM Control Delay, s	12.4			15.7			0.3			0.4		
HCM LOS	B			C								

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1368	-	-	514	474	1261	-	-
HCM Lane V/C Ratio	0.01	-	-	0.047	0.289	0.009	-	-
HCM Control Delay (s)	7.7	0	-	12.4	15.7	7.9	0	-
HCM Lane LOS	A	A	-	B	C	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.1	1.2	0	-	-

Timings
1: SR 53 & Perimeter Rd

1c. Existing 2022 PM
02/07/2022



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	22	47	126	40	55	476	181	20	357
Future Volume (vph)	22	47	126	40	55	476	181	20	357
Lane Group Flow (vph)	24	88	135	70	59	512	195	22	410
Turn Type	Perm	NA	pm+pt	NA	pm+pt	NA	Perm	pm+pt	NA
Protected Phases		4	3	8	1	6		5	2
Permitted Phases	4		8		6		6	2	
Detector Phase	4	4	3	8	1	6	6	5	2
Switch Phase									
Minimum Initial (s)	6.0	6.0	5.0	6.0	5.0	15.0	15.0	5.0	15.0
Minimum Split (s)	31.5	31.5	15.0	30.5	15.0	28.5	28.5	15.0	28.5
Total Split (s)	31.5	31.5	15.0	46.5	15.0	58.5	58.5	15.0	58.5
Total Split (%)	26.3%	26.3%	12.5%	38.8%	12.5%	48.8%	48.8%	12.5%	48.8%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5
Lead/Lag	Lag	Lag	Lead		Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes		Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	C-Min	C-Min	None	C-Min
Act Effct Green (s)	9.8	9.8	24.6	24.6	82.1	77.3	77.3	78.6	73.8
Actuated g/C Ratio	0.08	0.08	0.20	0.20	0.68	0.64	0.64	0.66	0.62
v/c Ratio	0.22	0.53	0.56	0.18	0.09	0.45	0.18	0.04	0.38
Control Delay	55.0	47.2	49.6	25.9	6.5	13.8	4.4	6.5	14.1
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	55.0	47.2	49.6	25.9	6.5	13.8	4.4	6.5	14.1
LOS	D	D	D	C	A	B	A	A	B
Approach Delay		48.9		41.5		10.9			13.7
Approach LOS		D		D		B			B
Queue Length 50th (ft)	18	45	91	27	13	205	19	5	157
Queue Length 95th (ft)	44	96	145	65	29	325	56	14	254
Internal Link Dist (ft)		1314		635		704			962
Turn Bay Length (ft)	140		210		180		135	185	
Base Capacity (vph)	286	400	243	617	648	1144	1066	597	1085
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.08	0.22	0.56	0.11	0.09	0.45	0.18	0.04	0.38

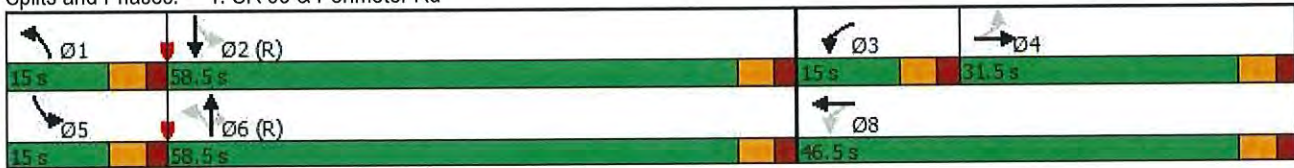
Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 0 (0%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green
 Natural Cycle: 90
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.56
 Intersection Signal Delay: 18.6
 Intersection Capacity Utilization 56.6%
 Analysis Period (min) 15
 Intersection LOS: B
 ICU Level of Service B

Timings
1: SR 53 & Perimeter Rd























1c. Existing 2022 PM
02/07/2022

Splits and Phases: 1: SR 53 & Perimeter Rd



HCM 6th Signalized Intersection Summary
1: SR 53 & Perimeter Rd

1c. Existing 2022 PM
02/07/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	22	47	34	126	40	25	55	476	181	20	357	24
Future Volume (veh/h)	22	47	34	126	40	25	55	476	181	20	357	24
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1796	1870	1870	1796	1870
Adj Flow Rate, veh/h	24	51	37	135	43	27	59	512	195	22	384	26
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2	2	7	2	2	7	2
Cap, veh/h	152	70	51	227	209	131	633	1161	1025	473	1052	71
Arrive On Green	0.07	0.07	0.07	0.08	0.19	0.19	0.04	0.65	0.65	0.02	0.63	0.63
Sat Flow, veh/h	1331	1008	731	1781	1074	675	1781	1796	1585	1781	1663	113
Grp Volume(v), veh/h	24	0	88	135	0	70	59	512	195	22	0	410
Grp Sat Flow(s),veh/h/ln	1331	0	1739	1781	0	1749	1781	1796	1585	1781	0	1776
Q Serve(g_s), s	2.1	0.0	6.0	8.2	0.0	4.0	1.4	16.9	6.0	0.5	0.0	13.2
Cycle Q Clear(g_c), s	2.1	0.0	6.0	8.2	0.0	4.0	1.4	16.9	6.0	0.5	0.0	13.2
Prop In Lane	1.00		0.42	1.00		0.39	1.00		1.00	1.00		0.06
Lane Grp Cap(c), veh/h	152	0	121	227	0	340	633	1161	1025	473	0	1123
V/C Ratio(X)	0.16	0.00	0.73	0.59	0.00	0.21	0.09	0.44	0.19	0.05	0.00	0.37
Avail Cap(c_a), veh/h	348	0	377	227	0	598	710	1161	1025	576	0	1123
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	52.9	0.0	54.7	45.5	0.0	40.6	7.6	10.5	8.6	8.3	0.0	10.6
Incr Delay (d2), s/veh	0.5	0.0	8.1	4.1	0.0	0.3	0.1	1.2	0.4	0.0	0.0	0.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.7	0.0	2.8	3.8	0.0	1.7	0.5	6.3	1.9	0.2	0.0	4.9
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	53.4	0.0	62.8	49.7	0.0	40.9	7.7	11.7	9.0	8.3	0.0	11.5
LnGrp LOS	D	A	E	D	A	D	A	B	A	A	A	B
Approach Vol, veh/h		112			205			766			432	
Approach Delay, s/veh		60.8			46.7			10.7			11.3	
Approach LOS		E			D			B			B	
Timer - Assigned Phs	1	2	3	4	5	6		8				
Phs Duration (G+Y+Rc), s	9.8	81.4	15.0	13.8	8.1	83.1		28.8				
Change Period (Y+Rc), s	5.5	5.5	5.5	5.5	5.5	5.5		5.5				
Max Green Setting (Gmax), s	9.5	53.0	9.5	26.0	9.5	53.0		41.0				
Max Q Clear Time (g_c+I1), s	3.4	15.2	10.2	8.0	2.5	18.9		6.0				
Green Ext Time (p_c), s	0.0	5.2	0.0	0.4	0.0	8.6		0.3				
Intersection Summary												
HCM 6th Ctrl Delay			19.4									
HCM 6th LOS			B									

Intersection						
Int Delay, s/veh	0.7					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	125	4	10	99	4	7
Future Vol, veh/h	125	4	10	99	4	7
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	139	4	11	110	4	8

Major/Minor	Major1	Major2	Minor1		
Conflicting Flow All	0	0	143	0	273 141
Stage 1	-	-	-	-	141 -
Stage 2	-	-	-	-	132 -
Critical Hdwy	-	-	4.12	-	6.42 6.22
Critical Hdwy Stg 1	-	-	-	-	5.42 -
Critical Hdwy Stg 2	-	-	-	-	5.42 -
Follow-up Hdwy	-	-	2.218	-	3.518 3.318
Pot Cap-1 Maneuver	-	-	1440	-	716 907
Stage 1	-	-	-	-	886 -
Stage 2	-	-	-	-	894 -
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1440	-	710 907
Mov Cap-2 Maneuver	-	-	-	-	710 -
Stage 1	-	-	-	-	886 -
Stage 2	-	-	-	-	887 -

Approach	EB	WB	NB
HCM Control Delay, s	0	0.7	9.4
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	824	-	-	1440	-
HCM Lane V/C Ratio	0.015	-	-	0.008	-
HCM Control Delay (s)	9.4	-	-	7.5	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0	-	-	0	-

Intersection												
Int Delay, s/veh	2.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	4	8	6	61	19	11	14	285	96	14	176	7
Future Vol, veh/h	4	8	6	61	19	11	14	285	96	14	176	7
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	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	2	2	2	2	8	2	2	8	2
Mvmt Flow	4	9	6	65	20	12	15	303	102	15	187	7

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	621	656	191	612	608	354	194	0	0	405	0	0
Stage 1	221	221	-	384	384	-	-	-	-	-	-	-
Stage 2	400	435	-	228	224	-	-	-	-	-	-	-
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	400	385	851	405	410	690	1379	-	-	1154	-	-
Stage 1	781	720	-	639	611	-	-	-	-	-	-	-
Stage 2	626	580	-	775	718	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	370	374	851	386	398	690	1379	-	-	1154	-	-
Mov Cap-2 Maneuver	370	374	-	386	398	-	-	-	-	-	-	-
Stage 1	770	709	-	630	602	-	-	-	-	-	-	-
Stage 2	586	572	-	749	707	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	13.2	16.5	0.3	0.6
HCM LOS	B	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1379	-	-	459	410	1154	-	-
HCM Lane V/C Ratio	0.011	-	-	0.042	0.236	0.013	-	-
HCM Control Delay (s)	7.6	0	-	13.2	16.5	8.2	0	-
HCM Lane LOS	A	A	-	B	C	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.1	0.9	0	-	-

**FUTURE "NO-BUILD" INTERSECTION
ANALYSIS**

Timings
1: SR 53 & Perimeter Rd

2a. No-Build 2024 AM
02/07/2022



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	43	137	278	81	17	330	257	54	449
Future Volume (vph)	43	137	278	81	17	330	257	54	449
Lane Group Flow (vph)	55	252	356	175	22	423	329	69	607
Turn Type	Perm	NA	pm+pt	NA	pm+pt	NA	Perm	pm+pt	NA
Protected Phases		4	3	8	1	6		5	2
Permitted Phases	4		8		6		6	2	
Detector Phase	4	4	3	8	1	6	6	5	2
Switch Phase									
Minimum Initial (s)	6.0	6.0	5.0	6.0	5.0	15.0	15.0	5.0	15.0
Minimum Split (s)	31.5	31.5	15.0	30.5	15.0	28.5	28.5	15.0	28.5
Total Split (s)	31.5	31.5	23.0	54.5	15.0	50.5	50.5	15.0	50.5
Total Split (%)	26.3%	26.3%	19.2%	45.4%	12.5%	42.1%	42.1%	12.5%	42.1%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5
Lead/Lag	Lag	Lag	Lead		Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes		Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	C-Min	C-Min	None	C-Min
Act Effct Green (s)	20.7	20.7	43.7	43.7	59.6	54.4	54.4	63.2	58.0
Actuated g/C Ratio	0.17	0.17	0.36	0.36	0.50	0.45	0.45	0.53	0.48
v/c Ratio	0.27	0.79	1.01	0.27	0.08	0.53	0.39	0.17	0.71
Control Delay	44.6	61.4	83.5	21.4	15.1	28.8	8.7	15.3	32.7
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	44.6	61.4	83.5	21.4	15.1	28.8	8.7	15.3	32.7
LOS	D	E	F	C	B	C	A	B	C
Approach Delay		58.4		63.1		19.9			30.9
Approach LOS		E		E		B			C
Queue Length 50th (ft)	37	176	~218	74	8	240	41	25	389
Queue Length 95th (ft)	63	214	#268	99	19	310	79	45	472
Internal Link Dist (ft)		1314		635		704			962
Turn Bay Length (ft)	140		210		180		135	185	
Base Capacity (vph)	261	398	351	734	330	805	848	437	855
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.21	0.63	1.01	0.24	0.07	0.53	0.39	0.16	0.71

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 0 (0%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green
 Natural Cycle: 100
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.01
 Intersection Signal Delay: 38.3
 Intersection Capacity Utilization 73.8%
 Analysis Period (min) 15
 Intersection LOS: D
 ICU Level of Service D

Timings

1: SR 53 & Perimeter Rd

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.























Queue shown is maximum after two cycles.

Splits and Phases: 1: SR 53 & Perimeter Rd



HCM 6th Signalized Intersection Summary
1: SR 53 & Perimeter Rd

2a. No-Build 2024 AM
02/07/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	43	137	59	278	81	55	17	330	257	54	449	24
Future Volume (veh/h)	43	137	59	278	81	55	17	330	257	54	449	24
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1796	1870	1870	1796	1870
Adj Flow Rate, veh/h	55	176	76	356	104	71	22	423	329	69	576	31
Peak Hour Factor	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78
Percent Heavy Veh, %	2	2	2	2	2	2	2	7	2	2	7	2
Cap, veh/h	257	202	87	347	367	251	278	845	746	345	822	44
Arrive On Green	0.16	0.16	0.16	0.15	0.35	0.35	0.02	0.47	0.47	0.04	0.49	0.49
Sat Flow, veh/h	1210	1239	535	1781	1036	707	1781	1796	1585	1781	1689	91
Grp Volume(v), veh/h	55	0	252	356	0	175	22	423	329	69	0	607
Grp Sat Flow(s),veh/h/ln	1210	0	1774	1781	0	1743	1781	1796	1585	1781	0	1780
Q Serve(g_s), s	4.8	0.0	16.6	17.5	0.0	8.6	0.8	19.6	16.6	2.4	0.0	31.9
Cycle Q Clear(g_c), s	4.8	0.0	16.6	17.5	0.0	8.6	0.8	19.6	16.6	2.4	0.0	31.9
Prop In Lane	1.00		0.30	1.00		0.41	1.00		1.00	1.00		0.05
Lane Grp Cap(c), veh/h	257	0	289	347	0	618	278	845	746	345	0	866
V/C Ratio(X)	0.21	0.00	0.87	1.03	0.00	0.28	0.08	0.50	0.44	0.20	0.00	0.70
Avail Cap(c_a), veh/h	322	0	384	347	0	712	381	845	746	420	0	866
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	44.1	0.0	49.0	37.2	0.0	27.8	19.5	22.0	21.2	16.9	0.0	24.0
Incr Delay (d2), s/veh	0.4	0.0	15.5	55.2	0.0	0.2	0.1	2.1	1.9	0.3	0.0	4.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.4	0.0	8.5	13.5	0.0	3.5	0.3	8.3	6.2	0.9	0.0	13.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	44.5	0.0	64.5	92.4	0.0	28.1	19.6	24.1	23.1	17.1	0.0	28.7
LnGrp LOS	D	A	E	F	A	C	B	C	C	B	A	C
Approach Vol, veh/h		307			531			774			676	
Approach Delay, s/veh		60.9			71.2			23.6			27.5	
Approach LOS		E			E			C			C	
Timer - Assigned Phs	1	2	3	4	5	6		8				
Phs Duration (G+Y+Rc), s	8.1	63.9	23.0	25.0	10.0	62.0		48.0				
Change Period (Y+Rc), s	5.5	5.5	5.5	5.5	5.5	5.5		5.5				
Max Green Setting (Gmax), s	9.5	45.0	17.5	26.0	9.5	45.0		49.0				
Max Q Clear Time (g_c+1), s	2.8	33.9	19.5	18.6	4.4	21.6		10.6				
Green Ext Time (p_c), s	0.0	4.7	0.0	0.9	0.0	7.5		1.0				
Intersection Summary												
HCM 6th Ctrl Delay				40.8								
HCM 6th LOS				D								

Intersection						
Int Delay, s/veh	1.1					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Vol, veh/h	206	2	11	110	6	24
Future Vol, veh/h	206	2	11	110	6	24
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	79	79	79	79	79	79
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	261	3	14	139	8	30

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	264	0	430
Stage 1	-	-	-	-	263
Stage 2	-	-	-	-	167
Critical Hdwy	-	-	4.12	-	6.42
Critical Hdwy Stg 1	-	-	-	-	5.42
Critical Hdwy Stg 2	-	-	-	-	5.42
Follow-up Hdwy	-	-	2.218	-	3.518
Pot Cap-1 Maneuver	-	-	1300	-	582
Stage 1	-	-	-	-	781
Stage 2	-	-	-	-	863
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1300	-	575
Mov Cap-2 Maneuver	-	-	-	-	575
Stage 1	-	-	-	-	781
Stage 2	-	-	-	-	853

Approach	EB	WB	NB
HCM Control Delay, s	0	0.7	10.2
HCM LOS			B

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	725	-	-	1300	-
HCM Lane V/C Ratio	0.052	-	-	0.011	-
HCM Control Delay (s)	10.2	-	-	7.8	0
HCM Lane LOS	B	-	-	A	A
HCM 95th %tile Q(veh)	0.2	-	-	0	-

Intersection												
Int Delay, s/veh	6.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↕			↕			↕			↕		
Traffic Vol, veh/h	6	23	25	103	6	8	2	163	159	11	459	2
Future Vol, veh/h	6	23	25	103	6	8	2	163	159	11	459	2
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	81	81	81	81	81	81	81	81	81	81	81	81
Heavy Vehicles, %	2	2	2	2	2	2	2	8	2	2	8	2
Mvmt Flow	7	28	31	127	7	10	2	201	196	14	567	2

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	908	997	568	929	900	299	569	0	0	397	0	0
Stage 1	596	596	-	303	303	-	-	-	-	-	-	-
Stage 2	312	401	-	626	597	-	-	-	-	-	-	-
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	256	244	522	248	278	741	1003	-	-	1162	-	-
Stage 1	490	492	-	706	664	-	-	-	-	-	-	-
Stage 2	699	601	-	472	491	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	243	239	522	209	272	741	1003	-	-	1162	-	-
Mov Cap-2 Maneuver	243	239	-	209	272	-	-	-	-	-	-	-
Stage 1	489	483	-	704	662	-	-	-	-	-	-	-
Stage 2	680	599	-	410	482	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	19.2	46.7	0.1	0.2
HCM LOS	C	E		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1003	-	-	320	223	1162	-	-
HCM Lane V/C Ratio	0.002	-	-	0.208	0.648	0.012	-	-
HCM Control Delay (s)	8.6	0	-	19.2	46.7	8.1	0	-
HCM Lane LOS	A	A	-	C	E	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.8	3.9	0	-	-

Timings
1: SR 53 & Perimeter Rd



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	29	57	259	82	24	467	136	29	408
Future Volume (vph)	29	57	259	82	24	467	136	29	408
Lane Group Flow (vph)	34	113	301	155	28	543	158	34	509
Turn Type	Perm	NA	pm+pt	NA	pm+pt	NA	Perm	pm+pt	NA
Protected Phases		4	3	8	1	6		5	2
Permitted Phases	4		8		6		6	2	
Detector Phase	4	4	3	8	1	6	6	5	2
Switch Phase									
Minimum Initial (s)	6.0	6.0	5.0	6.0	5.0	15.0	15.0	5.0	15.0
Minimum Split (s)	31.5	31.5	15.0	30.5	15.0	28.5	28.5	15.0	28.5
Total Split (s)	31.5	31.5	20.0	51.5	15.0	53.5	53.5	15.0	53.5
Total Split (%)	26.3%	26.3%	16.7%	42.9%	12.5%	44.6%	44.6%	12.5%	44.6%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5
Lead/Lag	Lag	Lag	Lead		Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes		Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	C-Min	C-Min	None	C-Min
Act Effct Green (s)	11.3	11.3	31.3	31.3	74.3	70.2	70.2	74.4	70.3
Actuated g/C Ratio	0.09	0.09	0.26	0.26	0.62	0.58	0.58	0.62	0.59
v/c Ratio	0.29	0.60	0.96	0.32	0.06	0.52	0.16	0.07	0.49
Control Delay	55.4	51.8	81.4	29.4	9.0	19.2	4.8	9.1	18.4
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	55.4	51.8	81.4	29.4	9.0	19.2	4.8	9.1	18.4
LOS	E	D	F	C	A	B	A	A	B
Approach Delay		52.7		63.7		15.7			17.8
Approach LOS		D		E		B			B
Queue Length 50th (ft)	25	65	208	77	7	262	12	9	237
Queue Length 95th (ft)	54	114	#318	122	20	387	45	23	351
Internal Link Dist (ft)		1314		635		704			962
Turn Bay Length (ft)	140		210		180		135	185	
Base Capacity (vph)	266	399	315	691	523	1039	977	497	1035
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.13	0.28	0.96	0.22	0.05	0.52	0.16	0.07	0.49

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 0 (0%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green
 Natural Cycle: 90
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.96
 Intersection Signal Delay: 30.9
 Intersection Capacity Utilization 57.8%
 Analysis Period (min) 15
 Intersection LOS: C
 ICU Level of Service B

Timings

1: SR 53 & Perimeter Rd

95th percentile volume exceeds capacity, queue may be longer.























Queue shown is maximum after two cycles.

Splits and Phases: 1: SR 53 & Perimeter Rd



HCM 6th Signalized Intersection Summary
 1: SR 53 & Perimeter Rd

2b. No-Build 2024 Dismissal
 02/07/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	29	57	40	259	82	52	24	467	136	29	408	30
Future Volume (veh/h)	29	57	40	259	82	52	24	467	136	29	408	30
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1796	1870	1870	1796	1870
Adj Flow Rate, veh/h	34	66	47	301	95	60	28	543	158	34	474	35
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Percent Heavy Veh, %	2	2	2	2	2	2	2	7	2	2	7	2
Cap, veh/h	164	86	61	302	269	170	478	1047	924	410	968	71
Arrive On Green	0.08	0.08	0.08	0.12	0.25	0.25	0.03	0.58	0.58	0.03	0.59	0.59
Sat Flow, veh/h	1232	1016	724	1781	1072	677	1781	1796	1585	1781	1652	122
Grp Volume(v), veh/h	34	0	113	301	0	155	28	543	158	34	0	509
Grp Sat Flow(s),veh/h/ln	1232	0	1740	1781	0	1749	1781	1796	1585	1781	0	1774
Q Serve(g_s), s	3.1	0.0	7.6	14.5	0.0	8.7	0.8	21.7	5.5	0.9	0.0	20.0
Cycle Q Clear(g_c), s	3.1	0.0	7.6	14.5	0.0	8.7	0.8	21.7	5.5	0.9	0.0	20.0
Prop In Lane	1.00		0.42	1.00		0.39	1.00		1.00	1.00		0.07
Lane Grp Cap(c), veh/h	164	0	148	302	0	440	478	1047	924	410	0	1039
V/C Ratio(X)	0.21	0.00	0.77	1.00	0.00	0.35	0.06	0.52	0.17	0.08	0.00	0.49
Avail Cap(c_a), veh/h	327	0	377	302	0	670	574	1047	924	501	0	1039
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	51.7	0.0	53.7	46.0	0.0	36.9	11.0	15.0	11.6	11.3	0.0	14.4
Incr Delay (d2), s/veh	0.6	0.0	8.0	50.4	0.0	0.5	0.1	1.8	0.4	0.1	0.0	1.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	0.0	3.6	6.0	0.0	3.7	0.3	8.6	1.9	0.3	0.0	7.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	52.3	0.0	61.8	96.4	0.0	37.4	11.1	16.8	12.0	11.4	0.0	16.1
LnGrp LOS	D	A	E	F	A	D	B	B	B	B	A	B
Approach Vol, veh/h		147			456			729				543
Approach Delay, s/veh		59.6			76.4			15.5				15.8
Approach LOS		E			E			B				B
Timer - Assigned Phs	1	2	3	4	5	6		8				
Phs Duration (G+Y+Rc), s	8.5	75.8	20.0	15.7	8.9	75.4		35.7				
Change Period (Y+Rc), s	5.5	5.5	5.5	5.5	5.5	5.5		5.5				
Max Green Setting (Gmax), s	9.5	48.0	14.5	26.0	9.5	48.0		46.0				
Max Q Clear Time (g_c+1), s	2.8	22.0	16.5	9.6	2.9	23.7		10.7				
Green Ext Time (p_c), s	0.0	6.1	0.0	0.5	0.0	7.7		0.8				
Intersection Summary												
HCM 6th Ctrl Delay				33.9								
HCM 6th LOS				C								

Intersection						
Int Delay, s/veh	0.9					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑			↑	↑	↑
Traffic Vol, veh/h	120	4	13	123	2	14
Future Vol, veh/h	120	4	13	123	2	14
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	73	73	73	73	73	73
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	164	5	18	168	3	19

Major/Minor	Major1	Major2	Minor1			
Conflicting Flow All	0	0	169	0	371	167
Stage 1	-	-	-	-	167	-
Stage 2	-	-	-	-	204	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1409	-	630	877
Stage 1	-	-	-	-	863	-
Stage 2	-	-	-	-	830	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1409	-	621	877
Mov Cap-2 Maneuver	-	-	-	-	621	-
Stage 1	-	-	-	-	863	-
Stage 2	-	-	-	-	818	-

Approach	EB	WB	NB
HCM Control Delay, s	0	0.7	9.4
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	834	-	-	1409	-
HCM Lane V/C Ratio	0.026	-	-	0.013	-
HCM Control Delay (s)	9.4	-	-	7.6	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Intersection												
Int Delay, s/veh	4.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↕			↕			↕			↕		
Traffic Vol, veh/h	5	9	6	93	12	11	12	162	91	10	167	4
Future Vol, veh/h	5	9	6	93	12	11	12	162	91	10	167	4
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	78	78	78	78	78	78	78	78	78	78	78	78
Heavy Vehicles, %	2	2	2	2	2	2	2	8	2	2	8	2
Mvmt Flow	6	12	8	119	15	14	15	208	117	13	214	5

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	554	598	217	550	542	267	219	0	0	325	0	0
Stage 1	243	243	-	297	297	-	-	-	-	-	-	-
Stage 2	311	355	-	253	245	-	-	-	-	-	-	-
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	443	416	823	446	447	772	1350	-	-	1235	-	-
Stage 1	761	705	-	712	668	-	-	-	-	-	-	-
Stage 2	699	630	-	751	703	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	415	405	823	424	435	772	1350	-	-	1235	-	-
Mov Cap-2 Maneuver	415	405	-	424	435	-	-	-	-	-	-	-
Stage 1	750	697	-	702	659	-	-	-	-	-	-	-
Stage 2	661	621	-	723	695	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	12.9	17.1	0.3	0.4
HCM LOS	B	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1350	-	-	481	444	1235	-	-
HCM Lane V/C Ratio	0.011	-	-	0.053	0.335	0.01	-	-
HCM Control Delay (s)	7.7	0	-	12.9	17.1	7.9	0	-
HCM Lane LOS	A	A	-	B	C	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.2	1.5	0	-	-

Timings
1: SR 53 & Perimeter Rd

2c. No-Build 2024 PM
02/07/2022

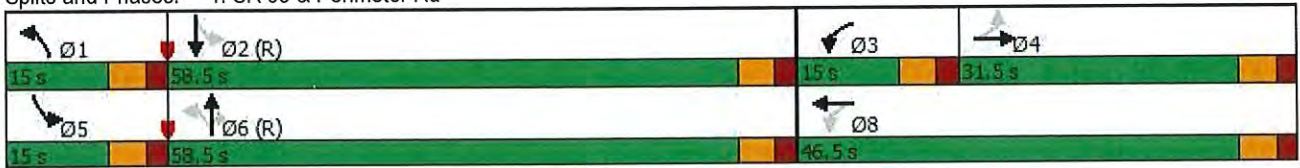


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	24	51	136	43	59	514	195	22	386
Future Volume (vph)	24	51	136	43	59	514	195	22	386
Lane Group Flow (vph)	26	95	146	75	63	553	210	24	443
Turn Type	Perm	NA	pm+pt	NA	pm+pt	NA	Perm	pm+pt	NA
Protected Phases		4	3	8	1	6		5	2
Permitted Phases	4		8		6		6	2	
Detector Phase	4	4	3	8	1	6	6	5	2
Switch Phase									
Minimum Initial (s)	6.0	6.0	5.0	6.0	5.0	15.0	15.0	5.0	15.0
Minimum Split (s)	31.5	31.5	15.0	30.5	15.0	28.5	28.5	15.0	28.5
Total Split (s)	31.5	31.5	15.0	46.5	15.0	58.5	58.5	15.0	58.5
Total Split (%)	26.3%	26.3%	12.5%	38.8%	12.5%	48.8%	48.8%	12.5%	48.8%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5
Lead/Lag	Lag	Lag	Lead		Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes		Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	C-Min	C-Min	None	C-Min
Act Effct Green (s)	10.2	10.2	25.1	25.1	81.6	76.8	76.8	78.3	73.4
Actuated g/C Ratio	0.08	0.08	0.21	0.21	0.68	0.64	0.64	0.65	0.61
v/c Ratio	0.23	0.55	0.61	0.19	0.11	0.49	0.20	0.05	0.41
Control Delay	54.7	48.3	51.4	25.5	6.8	14.8	4.9	6.7	14.8
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	54.7	48.3	51.4	25.5	6.8	14.8	4.9	6.7	14.8
LOS	D	D	D	C	A	B	A	A	B
Approach Delay		49.7		42.6		11.7			14.4
Approach LOS		D		D		B			B
Queue Length 50th (ft)	19	50	98	29	14	231	24	5	175
Queue Length 95th (ft)	47	103	155	68	32	368	65	15	282
Internal Link Dist (ft)		1314		635		704			962
Turn Bay Length (ft)	140		210		180		135	185	
Base Capacity (vph)	285	400	242	618	617	1137	1060	561	1080
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.09	0.24	0.60	0.12	0.10	0.49	0.20	0.04	0.41

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 0 (0%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green
 Natural Cycle: 90
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 0.61
 Intersection Signal Delay: 19.5
 Intersection Capacity Utilization 59.2%
 Analysis Period (min) 15
 Intersection LOS: B
 ICU Level of Service B

Splits and Phases: 1: SR 53 & Perimeter Rd



HCM 6th Signalized Intersection Summary
1: SR 53 & Perimeter Rd

2c. No-Build 2024 PM
02/07/2022

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	24	51	37	136	43	27	59	514	195	22	386	26
Future Volume (veh/h)	24	51	37	136	43	27	59	514	195	22	386	26
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00		1.00	1.00		1.00	1.00		1.00
Work Zone On Approach	No			No			No			No		
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1796	1870	1870	1796	1870
Adj Flow Rate, veh/h	26	55	40	146	46	29	63	553	210	24	415	28
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2	2	7	2	2	7	2
Cap, veh/h	158	74	54	227	213	134	602	1151	1016	439	1044	70
Arrive On Green	0.07	0.07	0.07	0.08	0.20	0.20	0.04	0.64	0.64	0.02	0.63	0.63
Sat Flow, veh/h	1325	1007	732	1781	1073	676	1781	1796	1585	1781	1664	112
Grp Volume(v), veh/h	26	0	95	146	0	75	63	553	210	24	0	443
Grp Sat Flow(s),veh/h/ln	1325	0	1739	1781	0	1749	1781	1796	1585	1781	0	1776
Q Serve(g_s), s	2.2	0.0	6.4	8.9	0.0	4.3	1.5	19.2	6.6	0.6	0.0	14.9
Cycle Q Clear(g_c), s	2.2	0.0	6.4	8.9	0.0	4.3	1.5	19.2	6.6	0.6	0.0	14.9
Prop In Lane	1.00		0.42	1.00		0.39	1.00		1.00	1.00		0.06
Lane Grp Cap(c), veh/h	158	0	128	227	0	348	602	1151	1016	439	0	1114
V/C Ratio(X)	0.16	0.00	0.74	0.64	0.00	0.22	0.10	0.48	0.21	0.05	0.00	0.40
Avail Cap(c_a), veh/h	347	0	377	227	0	597	677	1151	1016	539	0	1114
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	52.5	0.0	54.5	45.4	0.0	40.2	8.0	11.2	8.9	8.8	0.0	11.1
Incr Delay (d2), s/veh	0.5	0.0	8.1	6.0	0.0	0.3	0.1	1.4	0.5	0.1	0.0	1.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.8	0.0	3.1	4.2	0.0	1.8	0.5	7.2	2.2	0.2	0.0	5.6
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	53.0	0.0	62.6	51.4	0.0	40.6	8.1	12.6	9.4	8.8	0.0	12.2
LnGrp LOS	D	A	E	D	A	D	A	B	A	A	A	B
Approach Vol, veh/h	121				221		826				467	
Approach Delay, s/veh	60.5				47.7		11.5				12.0	
Approach LOS	E				D		B				B	
Timer - Assigned Phs	1	2	3	4	5	6	8					
Phs Duration (G+Y+Rc), s	9.9	80.8	15.0	14.3	8.3	82.4	29.3					
Change Period (Y+Rc), s	5.5	5.5	5.5	5.5	5.5	5.5	5.5					
Max Green Setting (Gmax), s	9.5	53.0	9.5	26.0	9.5	53.0	41.0					
Max Q Clear Time (g_c+I1), s	3.5	16.9	10.9	8.4	2.6	21.2	6.3					
Green Ext Time (p_c), s	0.0	5.7	0.0	0.4	0.0	9.3	0.3					
Intersection Summary												
HCM 6th Ctrl Delay			20.1									
HCM 6th LOS			C									

Intersection						
Int Delay, s/veh	0.7					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑			↑	↑	
Traffic Vol, veh/h	135	4	11	107	4	8
Future Vol, veh/h	135	4	11	107	4	8
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	150	4	12	119	4	9

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	154	0	295
Stage 1	-	-	-	-	152
Stage 2	-	-	-	-	143
Critical Hdwy	-	-	4.12	-	6.42
Critical Hdwy Stg 1	-	-	-	-	5.42
Critical Hdwy Stg 2	-	-	-	-	5.42
Follow-up Hdwy	-	-	2.218	-	3.518
Pot Cap-1 Maneuver	-	-	1426	-	696
Stage 1	-	-	-	-	876
Stage 2	-	-	-	-	884
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1426	-	690
Mov Cap-2 Maneuver	-	-	-	-	690
Stage 1	-	-	-	-	876
Stage 2	-	-	-	-	876

Approach	EB	WB	NB
HCM Control Delay, s	0	0.7	9.5
HCM LOS			A

Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT
Capacity (veh/h)	814	-	-	1426	-
HCM Lane V/C Ratio	0.016	-	-	0.009	-
HCM Control Delay (s)	9.5	-	-	7.5	0
HCM Lane LOS	A	-	-	A	A
HCM 95th %tile Q(veh)	0.1	-	-	0	-

Intersection												
Int Delay, s/veh	3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	4	9	6	66	21	12	15	308	104	15	190	8
Future Vol, veh/h	4	9	6	66	21	12	15	308	104	15	190	8
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	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	2	2	2	2	8	2	2	8	2
Mvmt Flow	4	10	6	70	22	13	16	328	111	16	202	9

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	672	710	207	663	659	384	211	0	0	439	0	0
Stage 1	239	239	-	416	416	-	-	-	-	-	-	-
Stage 2	433	471	-	247	243	-	-	-	-	-	-	-
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	370	359	833	375	384	664	1360	-	-	1121	-	-
Stage 1	764	708	-	614	592	-	-	-	-	-	-	-
Stage 2	601	560	-	757	705	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	338	348	833	356	372	664	1360	-	-	1121	-	-
Mov Cap-2 Maneuver	338	348	-	356	372	-	-	-	-	-	-	-
Stage 1	752	697	-	604	583	-	-	-	-	-	-	-
Stage 2	558	551	-	729	694	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	13.9	18	0.3	0.6
HCM LOS	B	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1360	-	-	423	381	1121	-	-
HCM Lane V/C Ratio	0.012	-	-	0.048	0.276	0.014	-	-
HCM Control Delay (s)	7.7	0	-	13.9	18	8.3	0	-
HCM Lane LOS	A	A	-	B	C	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.1	1.1	0	-	-

FUTURE "BUILD" INTERSECTION ANALYSIS

Timings
1: SR 53 & Perimeter Rd

3a. Build 2024 AM
02/07/2022



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	50	140	278	83	32	330	257	57	466
Future Volume (vph)	50	140	278	83	32	330	257	57	466
Lane Group Flow (vph)	64	276	356	177	41	423	329	73	628
Turn Type	Perm	NA	pm+pt	NA	pm+pt	NA	Perm	pm+pt	NA
Protected Phases		4	3	8	1	6		5	2
Permitted Phases	4		8		6		6	2	
Detector Phase	4	4	3	8	1	6	6	5	2
Switch Phase									
Minimum Initial (s)	6.0	6.0	5.0	6.0	5.0	15.0	15.0	5.0	15.0
Minimum Split (s)	31.5	31.5	15.0	30.5	15.0	28.5	28.5	15.0	28.5
Total Split (s)	31.5	31.5	22.0	53.5	15.0	51.5	51.5	15.0	51.5
Total Split (%)	26.3%	26.3%	18.3%	44.6%	12.5%	42.9%	42.9%	12.5%	42.9%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5
Lead/Lag	Lag	Lag	Lead		Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes		Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	C-Min	C-Min	None	C-Min
Act Effct Green (s)	21.8	21.8	43.8	43.8	60.0	54.2	54.2	61.7	55.0
Actuated g/C Ratio	0.18	0.18	0.36	0.36	0.50	0.45	0.45	0.51	0.46
v/c Ratio	0.29	0.82	1.08	0.27	0.16	0.53	0.39	0.17	0.77
Control Delay	44.6	62.8	102.9	21.9	15.8	28.9	8.5	15.4	37.3
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	44.6	62.8	102.9	21.9	15.8	28.9	8.5	15.4	37.3
LOS	D	E	F	C	B	C	A	B	D
Approach Delay		59.4		76.0		19.8			35.0
Approach LOS		E		E		B			C
Queue Length 50th (ft)	43	191	~230	76	15	243	40	26	418
Queue Length 95th (ft)	71	233	#301	104	30	305	75	46	495
Internal Link Dist (ft)		1314		635		704			699
Turn Bay Length (ft)	140		210		180		135	185	
Base Capacity (vph)	260	398	330	720	297	802	847	440	812
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.25	0.69	1.08	0.25	0.14	0.53	0.39	0.17	0.77

Intersection Summary

Cycle Length: 120
 Actuated Cycle Length: 120
 Offset: 0 (0%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green
 Natural Cycle: 100
 Control Type: Actuated-Coordinated
 Maximum v/c Ratio: 1.08
 Intersection Signal Delay: 42.6
 Intersection Capacity Utilization 75.9%
 Analysis Period (min) 15
 Intersection LOS: D
 ICU Level of Service D

Timings

1: SR 53 & Perimeter Rd

3a. Build 2024 AM

02/07/2022

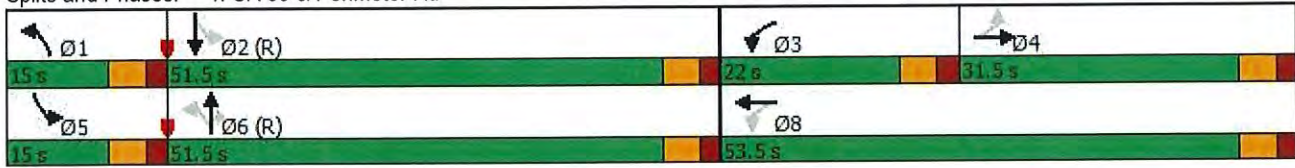
~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

95th percentile volume exceeds capacity, queue may be longer.























Queue shown is maximum after two cycles.

Splits and Phases: 1: SR 53 & Perimeter Rd



HCM 6th Signalized Intersection Summary
1: SR 53 & Perimeter Rd

3a. Build 2024 AM
02/07/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	50	140	76	278	83	55	32	330	257	57	466	24
Future Volume (veh/h)	50	140	76	278	83	55	32	330	257	57	466	24
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1796	1870	1870	1796	1870
Adj Flow Rate, veh/h	64	179	97	356	106	71	41	423	329	73	597	31
Peak Hour Factor	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78	0.78
Percent Heavy Veh, %	2	2	2	2	2	2	2	7	2	2	7	2
Cap, veh/h	274	202	109	331	376	252	261	834	736	340	798	41
Arrive On Green	0.18	0.18	0.18	0.19	0.36	0.36	0.03	0.46	0.46	0.04	0.47	0.47
Sat Flow, veh/h	1207	1141	618	1781	1045	700	1781	1796	1585	1781	1693	88
Grp Volume(v), veh/h	64	0	276	356	0	177	41	423	329	73	0	628
Grp Sat Flow(s),veh/h/ln	1207	0	1759	1781	0	1744	1781	1796	1585	1781	0	1780
Q Serve(g_s), s	5.5	0.0	18.4	16.5	0.0	8.7	1.4	19.8	16.8	2.6	0.0	34.6
Cycle Q Clear(g_c), s	5.5	0.0	18.4	16.5	0.0	8.7	1.4	19.8	16.8	2.6	0.0	34.6
Prop In Lane	1.00		0.35	1.00		0.40	1.00		1.00	1.00		0.05
Lane Grp Cap(c), veh/h	274	0	311	331	0	628	261	834	736	340	0	839
V/C Ratio(X)	0.23	0.00	0.89	1.08	0.00	0.28	0.16	0.51	0.45	0.21	0.00	0.75
Avail Cap(c_a), veh/h	322	0	381	331	0	698	347	834	736	414	0	839
HCM Platoon Ratio	1.00	1.00	1.00	1.40	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(l)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	42.9	0.0	48.2	34.8	0.0	27.3	20.6	22.5	21.7	17.3	0.0	25.9
Incr Delay (d2), s/veh	0.4	0.0	18.9	71.0	0.0	0.2	0.3	2.2	2.0	0.3	0.0	6.1
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.7	0.0	9.5	13.6	0.0	3.5	0.6	8.4	6.3	1.0	0.0	15.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	43.4	0.0	67.1	105.8	0.0	27.6	20.9	24.7	23.7	17.6	0.0	32.0
LnGrp LOS	D	A	E	F	A	C	C	C	C	B	A	C
Approach Vol, veh/h		340			533			793			701	
Approach Delay, s/veh		62.6			79.8			24.1			30.5	
Approach LOS		E			E			C			C	
Timer - Assigned Phs	1	2	3	4	5	6		8				
Phs Duration (G+Y+Rc), s	9.2	62.1	22.0	26.7	10.1	61.2		48.7				
Change Period (Y+Rc), s	5.5	5.5	5.5	5.5	5.5	5.5		5.5				
Max Green Setting (Gmax), s	9.5	46.0	16.5	26.0	9.5	46.0		48.0				
Max Q Clear Time (g_c+I1), s	3.4	36.6	18.5	20.4	4.6	21.8		10.7				
Green Ext Time (p_c), s	0.0	4.4	0.0	0.8	0.0	7.6		1.0				
Intersection Summary												
HCM 6th Ctrl Delay				44.1								
HCM 6th LOS				D								

Intersection												
Int Delay, s/veh	2.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕	↕		↕			↕	
Traffic Vol, veh/h	9	206	2	11	110	17	6	0	24	26	1	20
Future Vol, veh/h	9	206	2	11	110	17	6	0	24	26	1	20
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	150	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	79	79	79	79	79	79	79	79	79	79	79	79
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	11	261	3	14	139	22	8	0	30	33	1	25

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	161	0	0	264	0	0	476	474	263	467	453	139
Stage 1	-	-	-	-	-	-	285	285	-	167	167	-
Stage 2	-	-	-	-	-	-	191	189	-	300	286	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
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	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1418	-	-	1300	-	-	499	489	776	506	503	909
Stage 1	-	-	-	-	-	-	722	676	-	835	760	-
Stage 2	-	-	-	-	-	-	811	744	-	709	675	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1418	-	-	1300	-	-	477	479	776	479	492	909
Mov Cap-2 Maneuver	-	-	-	-	-	-	477	479	-	479	492	-
Stage 1	-	-	-	-	-	-	716	670	-	827	751	-
Stage 2	-	-	-	-	-	-	778	735	-	675	669	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.3	0.6	10.5	11.7
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	690	1418	-	-	1300	-	-	600
HCM Lane V/C Ratio	0.055	0.008	-	-	0.011	-	-	0.099
HCM Control Delay (s)	10.5	7.6	0	-	7.8	0	-	11.7
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.2	0	-	-	0	-	-	0.3

Intersection												
Int Delay, s/veh	9.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	6	23	25	116	6	15	2	163	165	14	459	2
Future Vol, veh/h	6	23	25	116	6	15	2	163	165	14	459	2
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	81	81	81	81	81	81	81	81	81	81	81	81
Heavy Vehicles, %	2	2	2	2	2	2	2	8	2	2	8	2
Mvmt Flow	7	28	31	143	7	19	2	201	204	17	567	2

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	922	1011	568	939	910	303	569	0	0	405	0	0
Stage 1	602	602	-	307	307	-	-	-	-	-	-	-
Stage 2	320	409	-	632	603	-	-	-	-	-	-	-
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	251	240	522	244	275	737	1003	-	-	1154	-	-
Stage 1	486	489	-	703	661	-	-	-	-	-	-	-
Stage 2	692	596	-	468	488	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	235	234	522	204	268	737	1003	-	-	1154	-	-
Mov Cap-2 Maneuver	235	234	-	204	268	-	-	-	-	-	-	-
Stage 1	485	478	-	701	659	-	-	-	-	-	-	-
Stage 2	665	594	-	405	477	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	19.5		58.1		0.1		0.2	
HCM LOS	C		F					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1003	-	-	314	224	1154	-	-
HCM Lane V/C Ratio	0.002	-	-	0.212	0.755	0.015	-	-
HCM Control Delay (s)	8.6	0	-	19.5	58.1	8.2	0	-
HCM Lane LOS	A	A	-	C	F	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.8	5.2	0	-	-

Intersection						
Int Delay, s/veh	0.2					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations		↗		↑	↑	↖
Traffic Vol, veh/h	0	19	0	436	527	3
Future Vol, veh/h	0	19	0	436	527	3
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Yield	-	None	-	Free
Storage Length	-	0	-	-	-	175
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	21	0	474	573	3

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	-	573	0
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	6.22	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	3.318	-
Pot Cap-1 Maneuver	0	519	0
Stage 1	0	-	0
Stage 2	0	-	0
Platoon blocked, %			-
Mov Cap-1 Maneuver	-	519	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

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

Minor Lane/Major Mvmt	NBT EBLn1	SBT
Capacity (veh/h)	- 519	-
HCM Lane V/C Ratio	- 0.04	-
HCM Control Delay (s)	- 12.2	-
HCM Lane LOS	- B	-
HCM 95th %tile Q(veh)	- 0.1	-

Timings
1: SR 53 & Perimeter Rd



Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	33	58	259	87	53	467	136	30	417
Future Volume (vph)	33	58	259	87	53	467	136	30	417
Lane Group Flow (vph)	38	124	301	161	62	543	158	35	520
Turn Type	Perm	NA	pm+pt	NA	pm+pt	NA	Perm	pm+pt	NA
Protected Phases		4	3	8	1	6		5	2
Permitted Phases	4		8		6		6	2	
Detector Phase	4	4	3	8	1	6	6	5	2
Switch Phase									
Minimum Initial (s)	6.0	6.0	5.0	6.0	5.0	15.0	15.0	5.0	15.0
Minimum Split (s)	31.5	31.5	15.0	30.5	15.0	28.5	28.5	15.0	28.5
Total Split (s)	31.5	31.5	20.0	51.5	15.0	53.5	53.5	15.0	53.5
Total Split (%)	26.3%	26.3%	16.7%	42.9%	12.5%	44.6%	44.6%	12.5%	44.6%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5
Lead/Lag	Lag	Lag	Lead		Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes		Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	C-Min	C-Min	None	C-Min
Act Effct Green (s)	11.8	11.8	31.8	31.8	74.7	69.8	69.8	71.9	66.6
Actuated g/C Ratio	0.10	0.10	0.26	0.26	0.62	0.58	0.58	0.60	0.56
v/c Ratio	0.32	0.62	0.97	0.33	0.13	0.53	0.16	0.08	0.53
Control Delay	55.7	50.8	84.0	30.0	9.6	19.6	4.9	9.5	21.0
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	55.7	50.8	84.0	30.0	9.6	19.6	4.9	9.5	21.0
LOS	E	D	F	C	A	B	A	A	C
Approach Delay		52.0		65.2		15.7			20.3
Approach LOS		D		E		B			C
Queue Length 50th (ft)	28	68	207	82	16	264	12	9	253
Queue Length 95th (ft)	58	120	#320	127	36	392	45	23	377
Internal Link Dist (ft)		1314		635		704			699
Turn Bay Length (ft)	140		210		180		135	185	
Base Capacity (vph)	264	401	311	691	489	1032	972	497	980
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.14	0.31	0.97	0.23	0.13	0.53	0.16	0.07	0.53

Intersection Summary

Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 0 (0%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.97	
Intersection Signal Delay: 31.8	Intersection LOS: C
Intersection Capacity Utilization 67.5%	ICU Level of Service C
Analysis Period (min) 15	

Timings

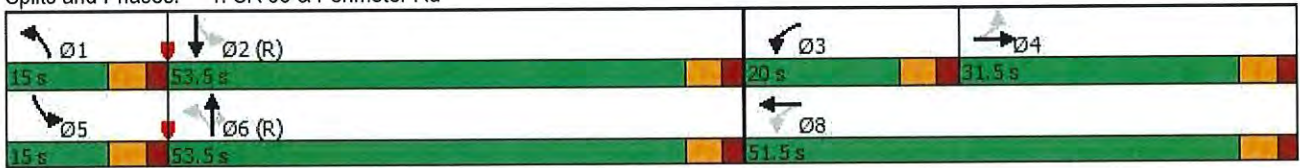
1: SR 53 & Perimeter Rd

02/07/2022

95th percentile volume exceeds capacity, queue may be longer.






















Queue shown is maximum after two cycles.

Splits and Phases: 1: SR 53 & Perimeter Rd



HCM 6th Signalized Intersection Summary
1: SR 53 & Perimeter Rd

3b. Build 2024 Dismissal
02/07/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	33	58	49	259	87	52	53	467	136	30	417	30
Future Volume (veh/h)	33	58	49	259	87	52	53	467	136	30	417	30
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1796	1870	1870	1796	1870
Adj Flow Rate, veh/h	38	67	57	301	101	60	62	543	158	35	485	35
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Percent Heavy Veh, %	2	2	2	2	2	2	2	7	2	2	7	2
Cap, veh/h	173	86	73	303	284	169	467	1033	912	403	939	68
Arrive On Green	0.09	0.09	0.09	0.12	0.26	0.26	0.04	0.58	0.58	0.03	0.57	0.57
Sat Flow, veh/h	1225	933	794	1781	1100	653	1781	1796	1585	1781	1655	119
Grp Volume(v), veh/h	38	0	124	301	0	161	62	543	158	35	0	520
Grp Sat Flow(s),veh/h/ln	1225	0	1727	1781	0	1753	1781	1796	1585	1781	0	1775
Q Serve(g_s), s	3.5	0.0	8.4	14.5	0.0	9.0	1.7	22.1	5.6	1.0	0.0	21.5
Cycle Q Clear(g_c), s	3.5	0.0	8.4	14.5	0.0	9.0	1.7	22.1	5.6	1.0	0.0	21.5
Prop In Lane	1.00		0.46	1.00		0.37	1.00		1.00	1.00		0.07
Lane Grp Cap(c), veh/h	173	0	159	303	0	453	467	1033	912	403	0	1007
V/C Ratio(X)	0.22	0.00	0.78	0.99	0.00	0.36	0.13	0.53	0.17	0.09	0.00	0.52
Avail Cap(c_a), veh/h	325	0	374	303	0	672	543	1033	912	493	0	1007
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	51.1	0.0	53.3	45.4	0.0	36.3	11.8	15.5	12.0	11.9	0.0	15.9
Incr Delay (d2), s/veh	0.6	0.0	8.1	50.1	0.0	0.5	0.1	1.9	0.4	0.1	0.0	1.9
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.1	0.0	4.0	6.0	0.0	3.8	0.6	8.8	2.0	0.4	0.0	8.5
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	51.7	0.0	61.4	95.4	0.0	36.8	12.0	17.4	12.4	12.0	0.0	17.8
LnGrp LOS	D	A	E	F	A	D	B	B	B	B	A	B
Approach Vol, veh/h		162			462			763			555	
Approach Delay, s/veh		59.1			75.0			16.0			17.4	
Approach LOS		E			E			B			B	
Timer - Assigned Phs	1	2	3	4	5	6		8				
Phs Duration (G+Y+Rc), s	9.9	73.6	20.0	16.5	8.9	74.5		36.5				
Change Period (Y+Rc), s	5.5	5.5	5.5	5.5	5.5	5.5		5.5				
Max Green Setting (Gmax), s	9.5	48.0	14.5	26.0	9.5	48.0		46.0				
Max Q Clear Time (g_c+I1), s	3.7	23.5	16.5	10.4	3.0	24.1		11.0				
Green Ext Time (p_c), s	0.0	6.1	0.0	0.6	0.0	7.7		0.9				
Intersection Summary												
HCM 6th Ctrl Delay				34.0								
HCM 6th LOS				C								

Intersection												
Int Delay, s/veh	1.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕	↕		↕			↕	
Traffic Vol, veh/h	17	120	4	13	123	34	2	1	14	14	0	10
Future Vol, veh/h	17	120	4	13	123	34	2	1	14	14	0	10
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	150	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	73	73	73	73	73	73	73	73	73	73	73	73
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	23	164	5	18	168	47	3	1	19	19	0	14

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	215	0	0	169	0	0	448	464	167	427	419	168
Stage 1	-	-	-	-	-	-	213	213	-	204	204	-
Stage 2	-	-	-	-	-	-	235	251	-	223	215	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
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	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1355	-	-	1409	-	-	521	495	877	538	525	876
Stage 1	-	-	-	-	-	-	789	726	-	798	733	-
Stage 2	-	-	-	-	-	-	768	699	-	780	725	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1355	-	-	1409	-	-	500	478	877	512	507	876
Mov Cap-2 Maneuver	-	-	-	-	-	-	500	478	-	512	507	-
Stage 1	-	-	-	-	-	-	774	712	-	783	722	-
Stage 2	-	-	-	-	-	-	745	689	-	747	711	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.9	0.6	9.8	11.1
HCM LOS			A	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	771	1355	-	-	1409	-	-	619
HCM Lane V/C Ratio	0.03	0.017	-	-	0.013	-	-	0.053
HCM Control Delay (s)	9.8	7.7	0	-	7.6	0	-	11.1
HCM Lane LOS	A	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.1	0.1	-	-	0	-	-	0.2

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	5	9	6	100	12	14	12	162	103	16	167	4
Future Vol, veh/h	5	9	6	100	12	14	12	162	103	16	167	4
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	78	78	78	78	78	78	78	78	78	78	78	78
Heavy Vehicles, %	2	2	2	2	2	2	2	8	2	2	8	2
Mvmt Flow	6	12	8	128	15	18	15	208	132	21	214	5

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	580	629	217	573	565	274	219	0	0	340	0	0
Stage 1	259	259	-	304	304	-	-	-	-	-	-	-
Stage 2	321	370	-	269	261	-	-	-	-	-	-	-
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	426	399	823	430	434	765	1350	-	-	1219	-	-
Stage 1	746	694	-	705	663	-	-	-	-	-	-	-
Stage 2	691	620	-	737	692	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	394	385	823	405	419	765	1350	-	-	1219	-	-
Mov Cap-2 Maneuver	394	385	-	405	419	-	-	-	-	-	-	-
Stage 1	736	680	-	695	654	-	-	-	-	-	-	-
Stage 2	650	611	-	703	678	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	13.3	18.4	0.3	0.7
HCM LOS	B	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1350	-	-	461	429	1219	-	-
HCM Lane V/C Ratio	0.011	-	-	0.056	0.377	0.017	-	-
HCM Control Delay (s)	7.7	0	-	13.3	18.4	8	0	-
HCM Lane LOS	A	A	-	B	C	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.2	1.7	0.1	-	-

Intersection						
Int Delay, s/veh	0.1					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations		↑		↑	↑	↑
Traffic Vol, veh/h	0	10	0	552	468	6
Future Vol, veh/h	0	10	0	552	468	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Yield	-	None	-	Free
Storage Length	-	0	-	-	-	175
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	11	0	600	509	7

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	- 509	-	0 - 0
Stage 1	- -	-	- - -
Stage 2	- -	-	- - -
Critical Hdwy	- 6.22	-	- - -
Critical Hdwy Stg 1	- -	-	- - -
Critical Hdwy Stg 2	- -	-	- - -
Follow-up Hdwy	- 3.318	-	- - -
Pot Cap-1 Maneuver	0 564	0	- - 0
Stage 1	0 -	0	- - 0
Stage 2	0 -	0	- - 0
Platoon blocked, %			- -
Mov Cap-1 Maneuver	- 564	-	- - -
Mov Cap-2 Maneuver	- -	-	- - -
Stage 1	- -	-	- - -
Stage 2	- -	-	- - -

Approach	EB	NB	SB
HCM Control Delay, s	11.5	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT EBLn1	SBT
Capacity (veh/h)	- 564	-
HCM Lane V/C Ratio	- 0.019	-
HCM Control Delay (s)	- 11.5	-
HCM Lane LOS	- B	-
HCM 95th %tile Q(veh)	- 0.1	-

Timings
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Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	29	53	136	48	91	514	195	24	398
Future Volume (vph)	29	53	136	48	91	514	195	24	398
Lane Group Flow (vph)	31	110	146	81	98	553	210	26	456
Turn Type	Perm	NA	pm+pt	NA	pm+pt	NA	Perm	pm+pt	NA
Protected Phases		4	3	8	1	6		5	2
Permitted Phases	4		8		6		6	2	
Detector Phase	4	4	3	8	1	6	6	5	2
Switch Phase									
Minimum Initial (s)	6.0	6.0	5.0	6.0	5.0	15.0	15.0	5.0	15.0
Minimum Split (s)	31.5	31.5	15.0	30.5	15.0	28.5	28.5	15.0	28.5
Total Split (s)	31.5	31.5	15.0	46.5	15.0	58.5	58.5	15.0	58.5
Total Split (%)	26.3%	26.3%	12.5%	38.8%	12.5%	48.8%	48.8%	12.5%	48.8%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5
Lead/Lag	Lag	Lag	Lead		Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes		Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	C-Min	C-Min	None	C-Min
Act Effct Green (s)	10.7	10.7	25.6	25.6	81.8	76.2	76.2	75.5	69.4
Actuated g/C Ratio	0.09	0.09	0.21	0.21	0.68	0.64	0.64	0.63	0.58
v/c Ratio	0.27	0.59	0.62	0.21	0.17	0.49	0.20	0.05	0.45
Control Delay	54.9	47.2	51.9	27.4	7.3	15.3	5.1	7.2	16.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	54.9	47.2	51.9	27.4	7.3	15.3	5.1	7.2	16.9
LOS	D	D	D	C	A	B	A	A	B
Approach Delay		48.9		43.1		11.9			16.4
Approach LOS		D		D		B			B
Queue Length 50th (ft)	23	56	98	36	22	235	24	6	189
Queue Length 95th (ft)	53	111	153	75	46	378	67	17	307
Internal Link Dist (ft)		1314		635		704			699
Turn Bay Length (ft)	140		210		180		135	185	
Base Capacity (vph)	284	402	236	618	579	1127	1052	559	1022
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.11	0.27	0.62	0.13	0.17	0.49	0.20	0.05	0.45

Intersection Summary

Cycle Length: 120	
Actuated Cycle Length: 120	
Offset: 0 (0%), Referenced to phase 2:SBTL and 6:NBTL, Start of Green	
Natural Cycle: 90	
Control Type: Actuated-Coordinated	
Maximum v/c Ratio: 0.62	
Intersection Signal Delay: 20.4	Intersection LOS: C
Intersection Capacity Utilization 59.2%	ICU Level of Service B
Analysis Period (min) 15	

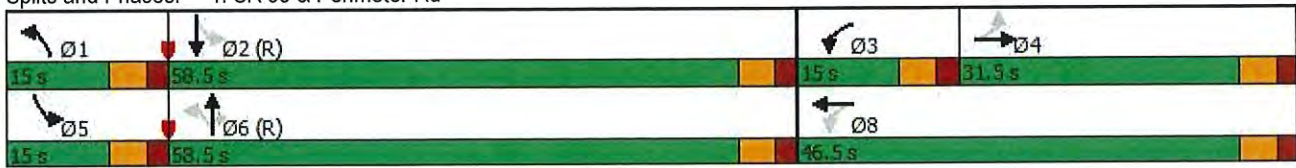
Timings

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Splits and Phases: 1: SR 53 & Perimeter Rd



HCM 6th Signalized Intersection Summary
 1: SR 53 & Perimeter Rd

3c. Build 2024 PM
 02/07/2022

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	29	53	49	136	48	27	91	514	195	24	398	26
Future Volume (veh/h)	29	53	49	136	48	27	91	514	195	24	398	26
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1796	1870	1870	1796	1870
Adj Flow Rate, veh/h	31	57	53	146	52	29	98	553	210	26	428	28
Peak Hour Factor	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93	0.93
Percent Heavy Veh, %	2	2	2	2	2	2	2	7	2	2	7	2
Cap, veh/h	170	74	69	228	235	131	581	1131	998	430	1024	67
Arrive On Green	0.08	0.08	0.08	0.08	0.21	0.21	0.04	0.63	0.63	0.02	0.61	0.61
Sat Flow, veh/h	1317	892	829	1781	1128	629	1781	1796	1585	1781	1668	109
Grp Volume(v), veh/h	31	0	110	146	0	81	98	553	210	26	0	456
Grp Sat Flow(s),veh/h/ln	1317	0	1721	1781	0	1757	1781	1796	1585	1781	0	1777
Q Serve(g_s), s	2.7	0.0	7.5	8.8	0.0	4.6	2.4	19.8	6.8	0.6	0.0	16.0
Cycle Q Clear(g_c), s	2.7	0.0	7.5	8.8	0.0	4.6	2.4	19.8	6.8	0.6	0.0	16.0
Prop In Lane	1.00		0.48	1.00		0.36	1.00		1.00	1.00		0.06
Lane Grp Cap(c), veh/h	170	0	144	228	0	366	581	1131	998	430	0	1091
V/C Ratio(X)	0.18	0.00	0.77	0.64	0.00	0.22	0.17	0.49	0.21	0.06	0.00	0.42
Avail Cap(c_a), veh/h	345	0	373	228	0	600	651	1131	998	528	0	1091
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	51.6	0.0	53.8	44.4	0.0	39.4	8.8	11.9	9.5	9.4	0.0	12.0
Incr Delay (d2), s/veh	0.5	0.0	8.2	5.9	0.0	0.3	0.1	1.5	0.5	0.1	0.0	1.2
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	0.9	0.0	3.5	4.2	0.0	2.0	0.8	7.5	2.3	0.2	0.0	6.1
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	52.1	0.0	62.0	50.4	0.0	39.7	8.9	13.4	10.0	9.4	0.0	13.2
LnGrp LOS	D	A	E	D	A	D	A	B	A	A	A	B
Approach Vol, veh/h		141			227			861			482	
Approach Delay, s/veh		59.9			46.6			12.0			13.0	
Approach LOS		E			D			B			B	
Timer - Assigned Phs	1	2	3	4	5	6		8				
Phs Duration (G+Y+Rc), s	10.3	79.2	15.0	15.5	8.4	81.1		30.5				
Change Period (Y+Rc), s	5.5	5.5	5.5	5.5	5.5	5.5		5.5				
Max Green Setting (Gmax), s	9.5	53.0	9.5	26.0	9.5	53.0		41.0				
Max Q Clear Time (g_c+l1), s	4.4	18.0	10.8	9.5	2.6	21.8		6.6				
Green Ext Time (p_c), s	0.1	5.8	0.0	0.5	0.0	9.2		0.4				
Intersection Summary												
HCM 6th Ctrl Delay				20.8								
HCM 6th LOS				C								

Intersection												
Int Delay, s/veh	2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕	↕		↕			↕	
Traffic Vol, veh/h	19	135	4	11	107	37	4	1	8	20	0	15
Future Vol, veh/h	19	135	4	11	107	37	4	1	8	20	0	15
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Free	Free	Stop	Stop	Stop	Stop	Stop	Stop
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	150	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	90	90	90	90	90	90	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	21	150	4	12	119	41	4	1	9	22	0	17

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	160	0	0	154	0	0	366	378	152	342	339	119
Stage 1	-	-	-	-	-	-	194	194	-	143	143	-
Stage 2	-	-	-	-	-	-	172	184	-	199	196	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
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	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1419	-	-	1426	-	-	590	554	894	612	582	933
Stage 1	-	-	-	-	-	-	808	740	-	860	779	-
Stage 2	-	-	-	-	-	-	830	747	-	803	739	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1419	-	-	1426	-	-	569	540	894	594	567	933
Mov Cap-2 Maneuver	-	-	-	-	-	-	569	540	-	594	567	-
Stage 1	-	-	-	-	-	-	795	728	-	846	772	-
Stage 2	-	-	-	-	-	-	808	740	-	781	727	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	0.9	0.5	10	10.4
HCM LOS			B	B

Minor Lane/Major Mvmt	NBLn1	EBL	EBT	EBR	WBL	WBT	WBR	SBLn1
Capacity (veh/h)	729	1419	-	-	1426	-	-	704
HCM Lane V/C Ratio	0.02	0.015	-	-	0.009	-	-	0.055
HCM Control Delay (s)	10	7.6	0	-	7.5	0	-	10.4
HCM Lane LOS	B	A	A	-	A	A	-	B
HCM 95th %tile Q(veh)	0.1	0	-	-	0	-	-	0.2

Intersection												
Int Delay, s/veh	3.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	4	9	6	76	21	17	15	308	117	21	190	8
Future Vol, veh/h	4	9	6	76	21	17	15	308	117	21	190	8
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	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	2	2	2	2	8	2	2	8	2
Mvmt Flow	4	10	6	81	22	18	16	328	124	22	202	9

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	693	735	207	681	677	390	211	0	0	452	0	0
Stage 1	251	251	-	422	422	-	-	-	-	-	-	-
Stage 2	442	484	-	259	255	-	-	-	-	-	-	-
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	358	347	833	364	375	658	1360	-	-	1109	-	-
Stage 1	753	699	-	609	588	-	-	-	-	-	-	-
Stage 2	594	552	-	746	696	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	322	334	833	343	361	658	1360	-	-	1109	-	-
Mov Cap-2 Maneuver	322	334	-	343	361	-	-	-	-	-	-	-
Stage 1	741	684	-	599	579	-	-	-	-	-	-	-
Stage 2	546	543	-	714	681	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	14.3	19.2	0.3	0.8
HCM LOS	B	C		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	WBLn1	SBL	SBT	SBR
Capacity (veh/h)	1360	-	-	408	373	1109	-	-
HCM Lane V/C Ratio	0.012	-	-	0.05	0.325	0.02	-	-
HCM Control Delay (s)	7.7	0	-	14.3	19.2	8.3	0	-
HCM Lane LOS	A	A	-	B	C	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.2	1.4	0.1	-	-

Intersection						
Int Delay, s/veh	0.2					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations		↗		↑	↑	↖
Traffic Vol, veh/h	0	14	0	570	433	7
Future Vol, veh/h	0	14	0	570	433	7
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Yield	-	None	-	Free
Storage Length	-	0	-	-	-	175
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	0	15	0	620	471	8

Major/Minor	Minor2	Major1	Major2
Conflicting Flow All	-	471	0
Stage 1	-	-	-
Stage 2	-	-	-
Critical Hdwy	-	6.22	-
Critical Hdwy Stg 1	-	-	-
Critical Hdwy Stg 2	-	-	-
Follow-up Hdwy	-	3.318	-
Pot Cap-1 Maneuver	0	593	0
Stage 1	0	-	0
Stage 2	0	-	0
Platoon blocked, %			-
Mov Cap-1 Maneuver	-	593	-
Mov Cap-2 Maneuver	-	-	-
Stage 1	-	-	-
Stage 2	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	11.2	0	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBT	EBLn1	SBT
Capacity (veh/h)	-	593	-
HCM Lane V/C Ratio	-	0.026	-
HCM Control Delay (s)	-	11.2	-
HCM Lane LOS	-	B	-
HCM 95th %tile Q(veh)	-	0.1	-

TRAFFIC VOLUME WORKSHEETS

22-013 Townhome Development on Perimeter Road in Dawson County, GA
Traffic Volumes

A&R Engineering
 February 2022

1. SR 53 @ Perimeter Rd

A.M. Peak Hour (7 am - 9 am)

Condition	SR 53 Northbound			SR 53 Southbound			Perimeter Road Eastbound			Perimeter Road Westbound						
	L	T	R	L	T	R	L	T	R	L	T	R				
	Tot			Tot			Tot			Tot						
Existing 2022 Traffic Counts:	16	306	238	560	50	416	22	488	40	127	55	222	257	75	51	383
Growth Factor (%):	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4
No-Build 2024 Volumes:	17	330	257	604	54	449	24	527	43	137	59	239	278	81	55	414
Total New Trips:	15	0	0	15	3	17	0	20	7	3	17	27	0	2	0	2
Future 2024 Traffic Volumes:	32	330	257	619	57	466	24	547	50	140	76	266	278	83	55	416

School Dismissal Peak Hour (2 pm - 4 pm)

Condition	SR 53 Northbound			SR 53 Southbound			Perimeter Road Eastbound			Perimeter Road Westbound						
	L	T	R	L	T	R	L	T	R	L	T	R				
	Tot			Tot			Tot			Tot						
Existing 2022 Traffic Counts:	22	432	126	580	27	378	28	433	27	53	37	117	240	76	48	364
Growth Factor (%):	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4
No-Build 2024 Volumes:	24	467	136	627	29	408	30	467	29	57	40	126	259	82	52	393
Total New Trips:	29	0	0	29	1	9	0	10	4	1	9	14	0	5	0	5
Future 2024 Traffic Volumes:	53	467	136	656	30	417	30	477	33	58	49	140	259	87	52	398

P.M. Peak Hour (4 pm - 6 pm)

Condition	SR 53 Northbound			SR 53 Southbound			Perimeter Road Eastbound			Perimeter Road Westbound						
	L	T	R	L	T	R	L	T	R	L	T	R				
	Tot			Tot			Tot			Tot						
Existing 2022 Traffic Counts:	55	476	181	712	20	357	24	401	22	47	34	103	126	40	25	191
Growth Factor (%):	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4
No-Build 2024 Volumes:	59	514	195	768	22	386	26	434	24	51	37	112	136	43	27	206
Total New Trips:	32	0	0	32	2	12	0	14	5	2	12	19	0	5	0	5
Future 2024 Traffic Volumes:	91	514	195	800	24	398	26	448	29	53	49	131	136	48	27	211

22-013 Townhome Development on Perimeter Road in Dawson County, GA
Traffic Volumes

A&R Engineering
 February 2022

2. Perimeter Rd @ Farmington Cir / Site Drwy 1

A.M. Peak Hour (7 am - 9 am)

Condition	Farmington Circle			Site Driveway 1			Perimeter Road			Perimeter Road					
	Northbound			Southbound			Eastbound			Westbound					
	L	T	R	L	T	R	L	T	R	L	T	R	Tot		
Existing 2022 Traffic Counts:	6	0	22	28	0	0	0	0	191	2	193	10	102	0	112
Growth Factor (%):	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4
No-Build 2024 Volumes:	6	0	24	30	0	0	0	0	206	2	208	11	110	0	121
Total New Trips:	0	0	0	0	26	1	20	47	9	0	9	0	0	0	17
Future 2024 Traffic Volumes:	6	0	24	30	26	1	20	47	9	206	2	217	11	110	17

School Dismissal Peak Hour (2 pm - 4 pm)

Condition	Farmington Circle			Site Driveway 1			Perimeter Road			Perimeter Road					
	Northbound			Southbound			Eastbound			Westbound					
	L	T	R	L	T	R	L	T	R	L	T	R	Tot		
Existing 2022 Traffic Counts:	2	0	13	15	0	0	0	0	111	4	115	12	114	0	126
Growth Factor (%):	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4
No-Build 2024 Volumes:	2	0	14	16	0	0	0	0	120	4	124	13	123	0	136
Total New Trips:	0	1	0	1	14	0	10	24	17	0	17	0	0	0	34
Future 2024 Traffic Volumes:	2	1	14	17	14	0	10	24	17	120	4	141	13	123	34

P.M. Peak Hour (4 pm - 6 pm)

Condition	Farmington Circle			Site Driveway 1			Perimeter Road			Perimeter Road					
	Northbound			Southbound			Eastbound			Westbound					
	L	T	R	L	T	R	L	T	R	L	T	R	Tot		
Existing 2022 Traffic Counts:	4	0	7	11	0	0	0	0	125	4	129	10	99	0	109
Growth Factor (%):	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4
No-Build 2024 Volumes:	4	0	8	12	0	0	0	0	135	4	139	11	107	0	118
Total New Trips:	0	1	0	1	20	0	15	35	19	0	19	0	0	0	37
Future 2024 Traffic Volumes:	4	1	8	13	20	0	15	35	19	135	4	158	11	107	37

22-013 Townhome Development on Perimeter Road in Dawson County, GA
Traffic Volumes

A&R Engineering
 February 2022

3. SR 9 @ Perimeter Rd

A.M. Peak Hour (7 am - 9 am)

Condition	SR 9 Northbound			SR 9 Southbound			J C Burt Road Eastbound			Perimeter Road Westbound					
	L	T	R	L	T	R	L	T	R	L	T	R			
	Tot			Tot			Tot			Tot					
Existing 2022 Traffic Counts:	2	151	147	10	425	2	437	6	21	23	50	95	6	7	108
Growth Factor (%):	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4
No-Build 2024 Volumes:	2	163	159	11	459	2	472	6	23	25	54	103	6	8	117
Total New Trips:	0	0	6	3	0	0	3	0	0	0	0	13	0	7	20
Future 2024 Traffic Volumes:	2	163	165	14	459	2	475	6	23	25	54	116	6	15	137

School Dismissal Peak Hour (2 pm - 4 pm)

Condition	SR 9 Northbound			SR 9 Southbound			J C Burt Road Eastbound			Perimeter Road Westbound					
	L	T	R	L	T	R	L	T	R	L	T	R			
	Tot			Tot			Tot			Tot					
Existing 2022 Traffic Counts:	11	150	84	9	155	4	168	5	8	6	19	86	11	10	107
Growth Factor (%):	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4
No-Build 2024 Volumes:	12	162	91	10	167	4	181	5	9	6	20	93	12	11	116
Total New Trips:	0	0	12	6	0	0	6	0	0	0	0	7	0	3	10
Future 2024 Traffic Volumes:	12	162	103	16	167	4	187	5	9	6	20	100	12	14	126

P.M. Peak Hour (4 pm - 6 pm)

Condition	SR 9 Northbound			SR 9 Southbound			J C Burt Road Eastbound			Perimeter Road Westbound					
	L	T	R	L	T	R	L	T	R	L	T	R			
	Tot			Tot			Tot			Tot					
Existing 2022 Traffic Counts:	14	285	96	14	176	7	197	4	8	6	18	61	19	11	91
Growth Factor (%):	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4
No-Build 2024 Volumes:	15	308	104	15	190	8	213	4	9	6	19	66	21	12	99
Total New Trips:	0	0	13	6	0	0	6	0	0	0	0	10	0	5	15
Future 2024 Traffic Volumes:	15	308	117	21	190	8	219	4	9	6	19	76	21	17	114

22-013 Townhome Development on Perimeter Road in Dawson County, GA
Traffic Volumes

A&R Engineering
February 2022

4. SR 53 @ Drwy 2 (RIRO)

A.M. Peak Hour (7 am - 9 am)

Condition	SR 53			SR 53			Site Driveway 2 (RIRO)			-				
	Northbound			Southbound			Eastbound			Westbound				
	L	T	R	L	T	R	L	T	R	L	T	R	Tot	
Existing 2022 Traffic Counts:	0	397	0	0	488	0	488	0	0	0	0	0	0	0
Growth Factor (%):	4	4	4	4	4	4	4	4	4	4	4	4	4	4
No-Build 2024 Volumes:	0	429	0	0	527	0	527	0	0	0	0	0	0	0
Total New Trips:	0	7	0	0	3	3	3	0	0	19	19	0	0	0
Future 2024 Traffic Volumes:	0	436	0	436	0	527	3	530	0	0	19	19	0	0

School Dismissal Peak Hour (2 pm - 4 pm)

Condition	SR 53			SR 53			Site Driveway 2 (RIRO)			-				
	Northbound			Southbound			Eastbound			Westbound				
	L	T	R	L	T	R	L	T	R	L	T	R	Tot	
Existing 2022 Traffic Counts:	0	507	0	0	433	0	433	0	0	0	0	0	0	0
Growth Factor (%):	4	4	4	4	4	4	4	4	4	4	4	4	4	4
No-Build 2024 Volumes:	0	548	0	0	468	0	468	0	0	0	0	0	0	0
Total New Trips:	0	4	0	0	6	6	6	0	0	10	10	0	0	0
Future 2024 Traffic Volumes:	0	552	0	468	6	474	0	474	0	0	10	10	0	0

P.M. Peak Hour (4 pm - 6 pm)

Condition	SR 53			SR 53			Site Driveway 2 (RIRO)			-				
	Northbound			Southbound			Eastbound			Westbound				
	L	T	R	L	T	R	L	T	R	L	T	R	Tot	
Existing 2022 Traffic Counts:	0	523	0	0	401	0	401	0	0	0	0	0	0	0
Growth Factor (%):	4	4	4	4	4	4	4	4	4	4	4	4	4	4
No-Build 2024 Volumes:	0	565	0	0	433	0	433	0	0	0	0	0	0	0
Total New Trips:	0	5	0	0	7	7	7	0	0	14	14	0	0	0
Future 2024 Traffic Volumes:	0	570	0	433	7	440	0	440	0	0	14	14	0	0



DAWSONVILLE CITY COUNCIL EXECUTIVE SUMMARY FOR AGENDA ITEM # 11

SUBJECT: REQUEST FOR REFUND OF BUILDING PERMIT FEE

CITY COUNCIL MEETING DATE: 10/03/2022

BUDGET INFORMATION: GL ACCOUNT # _____

- Funds Available from: _____ Annual Budget: _____ Capital Budget: Other _____
- Budget Amendment Request from Reserve: _____ Enterprise Fund: _____ General Fund

PURPOSE FOR REQUEST:

Request approval from resident Paul Wunschuh for refund of building permit fee of \$400.00

HISTORY/ FACTS / ISSUES:

- Called Dawson County to verify if a permit was needed, they did not check the address to see which jurisdiction property was in; and told him that if it was 200 square foot and under a permit was not needed.
- Mr. Wunschuh was in the process of building his shed when he was informed that a permit was needed.
- A variance for the placement of the shed was approved by Planning Commission on September 12, 2022.
- The minimum requirement for the square footage of a storage building will be done on the next update of the regulations: to 201' square foot or less will not be required to obtain a permit.

OPTIONS: Approve, Deny or Postpone

RECOMMENDED SAMPLE MOTION:

DEPARTMENT: Planning and Zoning

REQUESTED BY: Diane Callahan



To whom it may concern:

I would like to request a refund for the building permit fee, since the law will be amended soon, and my size shed will no longer require a permit. I have already paid \$436 for the variance.

Thank you for your kind consideration!

A handwritten signature in blue ink, appearing to read "Paul Wunschuh". The signature is fluid and cursive, with a large loop at the end.

Paul Wunschuh



City of Dawsonville
 415 HIGHWAY 53 STE 100
 DAWSONVILLE, GA 30534

ATTN: Beverly Banister, City Clerk
 (706)265-3256

INVOICE #
12300239

INVOICE DATE: 09/23/22
 DUE DATE: 10/23/22

ACCOUNT ID:
Paul Wunsch 375 ANGELA LANE LOT 46B Dawsonville, GA 30534

PERMIT INFORMATION
 PERMIT NO: C2300029
 LOCATION: 375 ANGELA LANE 46B
 OWNER: Paul Wunsch

QUANTITY/UNIT	SERVICE ID	DESCRIPTION	UNIT PRICE	AMOUNT
		Permit No: C2300029		
1.0000	P-0001	RESIDENTIAL CERTIFICATE Permit No: C2300029	50.000000	50.00
1.0000	P-0097P	PERMIT REVIEW FEE Permit No: C2300029	50.000000	50.00
1.0000	P-0107A	ACCESSORY BUILDING INSPECTION Permit No: C2300029	200.000000	200.00
1.0000	P-0111M	MINIMUM PERMIT FEE Permit No: C2300029	100.000000	100.00
			TOTAL DUE:	\$ 400.00
		Prn Payment: 09/23/22 CK 629		-400.00
			BALANCE:	\$ 0.00

 PAYMENT COUPON - PLEASE DETACH AND RETURN THIS PORTION ALONG WITH YOUR PAYMENT

City of Dawsonville
 415 HIGHWAY 53 STE 100
 DAWSONVILLE, GA 30534

INVOICE #: 12300239
 DESCRIPTION: Permit No: C2300029
 ACCOUNT ID:
 DUE DATE: 10/23/22
 TOTAL DUE: \$ 0.00

Paul Wunsch
 375 ANGELA LANE LOT 46B
 Dawsonville, GA 30534





DAWSONVILLE CITY COUNCIL
EXECUTIVE SUMMARY FOR
AGENDA ITEM # 12

SUBJECT: **RED HAWK SUBDIVISION ROAD DEDICATION REQUEST**

CITY COUNCIL MEETING DATE: 10/03/2022

BUDGET INFORMATION: GL ACCOUNT # _____

- Funds Available from: _____ Annual Budget _____ Capital Budget _____ Other _____
- Budget Amendment Request from Reserve: _____ Enterprise Fund _____ General Fund

PURPOSE FOR REQUEST:

REQUEST APPROVAL FOR ACCEPTANCE OF ROADS AND THE RIGHT OF WAY FOR RED HAWK RIDGE SUBDIVISION.

HISTORY/ FACTS / ISSUES:

Construction started in 2005 and consists of 184 Single Family Homes. There are 9 roads for which they are asking to be accepted into the City: Red Hawk Drive, Peregrine Lane North, Peregrine Lane South, Aplomado Lane East, Aplomado Lane West, Swanson Street, Harrier Drive, Kestrel Court West, Kestrel Court East.

OPTIONS:

RECOMMENDED SAMPLE MOTION:

REQUESTED BY: Diane Callahan, Interim Planning Director

September 19, 2022

VIA FEDEX and VIA EMAIL at diane.callahan@dawsonville-ga.gov

Diane Callahan
Interim Planning Direction
City of Dawsonville
415 Hwy 53 #100
Dawsonville, GA 30534

RE: Red Hawk subdivision

Dear Diane,

This firm represents LCG Residential, LLC (“LCG”), owner and developer of the Red Hawk development (“Red Hawk”) within the City of Dawsonville (“City”).

This letter is a request that the City of Dawsonville accept dedication of the roads within Red Hawk.

Attached are the following documents:

1. Indemnity & Undertaking Agreement (executed)
2. Title Certificate and Opinion Effective August 4, 2022
3. Right of Way Warranty Deed (executed)

Please contact me if you have any questions or concerns at all regarding this letter.

When accepted by the City, please send to me (email is fine) a copy of the executed recorded deed.

Sincerely,



Wendy W. Kraby

cc: LCG Residential, LLC (*via email*)

49 Atlanta Street
Marietta, Georgia 30060

2951 Flowers Road South, Suite 220
Atlanta, Georgia 30341

Gregory, Doyle, Calhoun & Rogers, LLC

**INDEMNITY & UNDERTAKING AGREEMENT
(GAP)**

WHEREAS, The City of Dawsonville (“City”) is to take title to the roads and right of way (the “Dedication”) as stated in the Title Commitment (attached hereto as Exhibit “A”) from LCG Residential, LLC (“LCG”);

AND WHEREAS, the City has raised as title exceptions on certain defects or other matters, hereinafter referred to as the “Exception”, more particularly described as follows:

Any defect, lien, encumbrance, adverse claim or other matter that appears for the first time in the Public Records or is created, attaches or is disclosed between the Effective Date of the Title Certificate attached hereto as “Exhibit A”) and the date of Dedication.

NOW THEREFORE, in consideration of the issuance of the Dedication, to the extent permitted by law, the undersigned, hereby covenants and agrees with the City:

1. to forever fully protect, defend and save the City harmless from and against the Exception, in and from any and all actual loss, costs, damages, attorneys' fees and expenses of every kind and nature which it may suffer, expend or incur, or by reason, or in consequence of the Dedication on account, or in consequence, or growing out of the Exception only, or on account of the assertion or enforcement or attempted assertion or enforcement thereof or of any rights existing or hereafter arising, or which may at any time be claimed to exist under, or by reason, or in consequence, or growing out of the Exception;
3. to pay, discharge, satisfy or remove the Exception and, when the Exception appears as a matter of public record, to clear the record by the recording or filing of releases, assignments, deeds or other appropriate instruments, or by the procurement of a final court order or judgment entered by a court of competent jurisdiction quieting the title of the insured, or declaring the Exception to be null and void and of no force and effect, on or before **30 DAYS AFTER RECEIPT OF DEMAND FROM THE CITY** , and
4. that each and every provision herein shall extend and be in force concerning the Dedication.

The undersigned agrees that this Agreement is not intended to give any benefits, rights, privileges, actions or remedies to any person or party, other than the City, as a third party beneficiary or otherwise under any theory of law.

The undersigned hereby agrees that in lieu of an original written signature the facsimile or the electronically transmitted signature on this document will constitute a valid original signature to this document and can be relied upon for enforcement purposes.

[Remainder of page intentionally left blank; Signature page to follow]

IN WITNESS WHEREOF, the parties have executed this agreement this _____ day of _____, 2022.

LCG Residential, LLC, a Georgia limited liability company

By: 
Matthew Bennett, Managing Member

**City of Dawsonville, a political
subdivision of the state of Georgia**

By: _____

By: _____
Name: _____
Its: _____

Please return to:
City of Dawsonville
Planning and Zoning Department
415 Hwy. 53E, Suite 100
Dawsonville, GA 30534

Parcel ID: _____

**RIGHT OF WAY WARRANTY DEED
City Council of Dawsonville, Georgia**

**STATE OF GEORGIA
COUNTY OF DAWSON**

THIS DEED made this _____ day of _____, 2022 between **LCG Residential, LLC**, the Grantor, and **City of Dawsonville**, a political subdivision of the State of Georgia, the Grantee.

WITNESSETH:

WITNESSETH: That, Grantor, for and in consideration of **TEN DOLLARS (\$10.00) AND OTHER GOOD AND VALUABLE CONSIDERATION**, in hand paid at and before the sealing and delivery of these presents, the receipt and sufficiency of which are hereby acknowledged, has granted, bargained, sold, and conveyed, and by these presents does grant, bargain, sell and convey unto Grantees, all that tract or parcel of land more particularly described as follows:

All that tract of parcel of land, lying and being in land Lot(s) 308 and 309 of the 4th District, 1st Section of Dawson County, Georgia, being a portion of Red Hawk Ridge, Phase 1,2,3 and 4 Subdivision, (hereafter collectively and individually referred to as the "Roads"); as shown on Exhibit "A," attached hereto.

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 Grantee, forever, in fee simple. Grantor shall warrant and forever defend the right, title and interest in and to said property unto Grantee, its successors and assigns, against the claims of all persons whomsoever. Where the context requires or permits, "Grantor" and "Grantee" shall include their respective heirs, successors and assigns.

[REMINDER OF PAGE LEFT BLANK]

EXHIBIT "A"

PHASE 1 ROADS

ALL THAT TRACT OR PARCEL OF LAND LYING AND BEING IN LAND LOTS 308 AND 309 OF THE 4TH DISTRICT, 1ST SECTION, CITY OF DAWSONVILLE, DAWSON COUNTY, GEORGIA, BEING KNOWN AS THE "ROADS" LOCATED IN RED HAWK RIDGE SUBDIVISION, PHASE 1, MORE PARTICULARLY DESCRIBED AS FOLLOWS: RED HAWK DRIVE 50-FOOT R/W, KESTRAL COURT WEST 50-FOOT R/W, HARRIER DRIVE 50-FOOT R/W, KESTRAL COURT EAST 50-FOOT R/W, APLOMADO LANE WEST 50-FOOT R/W, APLOMADO LANE EAST 50-FOOT R/W, PEREGRINE LANE NORTH 50-FOOT R/W AND PEREGRINE LANE SOUTH, AS SHOWN ON A PLAT RECORDED IN PLAT BOOK 70, PAGES 235, 237, 239, 241 AND 243, DAWSON COUNTY, GEORGIA RECORDS, SAID PLAT IS INCORPORATED HEREIN AND MADE A PART HEREOF BY REFERENCE FOR A COMPLETE LEGAL DESCRIPTION.

AND

PHASE 2 ROADS

ALL THAT TRACT OR PARCEL OF LAND LYING AND BEING IN LAND LOT 308 OF THE 4TH DISTRICT, 1ST SECTION, CITY OF DAWSONVILLE, DAWSON COUNTY, GEORGIA, BEING KNOWN AS THE "ROADS" LOCATED IN RED HAWK RIDGE SUBDIVISION, PHASE 2, MORE PARTICULARLY DESCRIBED AS FOLLOWS: RED HAWK DRIVE 50-FOOT R/W, KESTRAL COURT EAST 50-FOOT R/W AND APLOMADO LANE EAST 50-FOOT R/W, AS SHOWN ON A PLAT RECORDED IN PLAT BOOK 76, PAGES 41-45, DAWSON COUNTY, GEORGIA RECORDS, SAID PLAT IS INCORPORATED HEREIN AND MADE A PART HEREOF BY REFERENCE FOR A COMPLETE LEGAL DESCRIPTION.

AND

EXHIBIT "A", CONTINUED

PHASE 3 ROADS

ALL THAT TRACT OR PARCEL OF LAND LYING AND BEING IN LAND LOT 308 OF THE 4TH DISTRICT, 1ST SECTION, CITY OF DAWSONVILLE, DAWSON COUNTY, GEORGIA, BEING KNOWN AS THE "ROADS" LOCATED IN RED HAWK RIDGE SUBDIVISION, PHASE 3, MORE PARTICULARLY DESCRIBED AS FOLLOWS: APLOMADO LANE EAST 50-FOOT R/W, AS SHOWN ON A PLAT RECORDED IN PLAT BOOK 82, PAGES 20-22, DAWSON COUNTY, GEORGIA RECORDS, SAID PLAT IS INCORPORATED HEREIN AND MADE A PART HEREOF BY REFERENCE FOR A COMPLETE LEGAL DESCRIPTION.

AND

PHASE 4 ROADS

ALL THAT TRACT OR PARCEL OF LAND LYING AND BEING IN LAND LOT 308 OF THE 4TH DISTRICT, 1ST SECTION, CITY OF DAWSONVILLE, DAWSON COUNTY, GEORGIA, BEING KNOWN AS THE "ROADS" LOCATED IN RED HAWK RIDGE SUBDIVISION, PHASE 4, MORE PARTICULARLY DESCRIBED AS FOLLOWS: RED HAWK DRIVE 50-FOOT R/W, HARRIER DRIVE 50-FOOT R/W, KESTRAL COURT EAST 50-FOOT R/W; SWAINSON STREET 50-FOOT R/W, PEREGRINE LANE NORTH 50-FOOT R/W AND PEREGRINE LANE SOUTH 50-FOOT R/W, AS SHOWN ON A PLAT RECORDED IN PLAT BOOK 82, PAGES 24-27, DAWSON COUNTY, GEORGIA RECORDS, SAID PLAT IS INCORPORATED HEREIN AND MADE A PART HEREOF BY REFERENCE FOR A COMPLETE LEGAL DESCRIPTION.

IN WITNESS WHEREOF, the said Grantor has executed the indenture under seal the day and year first above written.

GRANTOR:
LCG Residential, LLC

Signed, sealed, and delivered
in the presence of:

By:  (SEAL)
Matthew Bennett, Managing Member


Witness


Notary Public

My Commission Expires: 07/06/2024
[NOTARY SEAL]



ATTORNEY CERTIFIED LAND TITLE, L.L.C.
550 SAILWIND DRIVE
ROSWELL, GA 30076

EDMUND P. BURKE, Esq.
* MEMBER *

TELEPHONE (770) 643-2234
FACSIMILE (770) 643-0827

TITLE CERTIFICATE AND OPINION

This Title Certificate and Opinion is valid only if the Standard Exceptions, Special Exceptions and Exhibit "A" are attached. It is provided for the sole benefit and use of:

GDCR, Attorneys at Law and The City of Dawsonville, Georgia

CLIENT FILE #: 2021-Red Hawk Ridge Roads – Update
PROPERTY ADDRESS: Roads in Phases I, 2, 3 and 4 – Red Hawk Ridge
Dawson County Georgia Government
SCOPE OF SEARCH: FULL SEARCH – Update
EFFECTIVE DATE: August 4, 2022

TITLE IS VESTED IN

After careful examination of the real estate records of the Office of the Clerk of Superior Court of **Dawson County, Georgia**, in which the Subject Property lies; and according to such records as properly and correctly indexed, and effective through **August 4, 2022**, the Undersigned Certifies that good and merchantable **fee simple title** to the real estate (Subject Property per Exhibit "A"), subject to the Standard Exceptions and Special Exceptions set forth below, and by virtue of the Vesting Instruments set forth below, **Vests In:**

LCG Residential, LLC, a Georgia limited liability company

VESTING INSTRUMENTS:

1. Limited Warranty Deed from REO Funding Solutions, III, LLC, a Georgia limited liability company, to LCG Residential, LLC, a Georgia limited liability company, dated 12/11/2014, filed 12/15/2014, and recorded in Deed Book/Page 1135/383.

SUBJECT PROPERTY

(See Legal Description per **EXHIBIT "A"** Attached)
Dawson County, Georgia
4th District, 1st Section, Land Lots 308 and 309
Roads in Phases 1, 2, 3 and 4 – Red Hawk Ridge

DATED: 8/15/2022



Edmund P. Burke - Examining Attorney

(Total Pages with Attachments)

SPECIAL EXCEPTIONS

1. **SECURITY INSTRUMENTS AND UCC'S:**
 - a. No Open Loans found of record, Please Inquire.
2. **TAXES:** Roads in Phases 1, 2, 3 and 4.
 - a. No tax parcel number has been assigned to the streets in the subdivision, and no taxes have been assessed.
3. **LIENS, JUDGMENTS, SUPERIOR COURT CIVIL SUITS:**
 - a. N/A.
4. **OTHER EXCEPTIONS:**
 - a. N/A.
5. **NOTES:**
 - a. N/A.
6. **PLAT:**
 - a. Subject to all matters as shown on plat for Phase 1 recorded in Plat Book/Pages 70/235-243.
 - b. Subject to all matters as shown on plat for Phase 2 recorded in Plat Book/Pages 76/41-45.
 - c. Subject to all matters as shown on plat for Phase 3 recorded in Plat Book/Pages 82/20-22.
 - d. Subject to all matters as shown on plat for Phase 4 recorded in Plat Book/Pages 82/24-27.
7. **COVENANTS:**
 - a. Declaration of Covenants, Conditions, and Restrictions by Knight Group, Inc., a Georgia corporation, (Declarant), dated 5/16/2007, filed 5/21/2007, and recorded in Deed Book/Page 812/108;
as amended in Deed Book/Page 874/433; to add Phase 2
as affected by Assignment of Declarant Rights to Atlas LCG Residential, LLC, a Georgia limited liability company, dated 9/27/2012, filed 10/29/2012, and recorded in Deed Book/Page 1045/323.
as further affected by Quitclaim Transfer of Declarant Rights to LCG Residential, LLC, a Georgia limited liability company, dated 2/2/2015, filed 4/13/2015, and recorded in Deed Book/Page 1148/530 and as may be further amended.
(PUD – Mandatory HOA Membership and Creation of Lien Assessment).
8. **EASEMENTS/OTHER PERMITTED EXCEPTIONS:**
 - a. Easement from George Elliott to Georgia Power Company, dated 1/21/1966, filed 2/25/1966, and recorded in Deed Book/Page 4/288(b).
 - b. Easement from George Elliott to Georgia Power Company, dated 5/5/1967, filed 5/13/1967, and recorded in Deed Book/Page 6/324.
 - c. Easement from George Elliott to Georgia Power Company, dated 6/7/1968, filed 6/19/1968, and recorded in Deed Book/Page 8/252.
 - d. Easement from E. G. Elliott to Georgia Power Company, dated 10/10/1968, filed 10/25/1968, and recorded in Deed Book/Page 9/33.
 - e. Easement from E. G. Elliott to Georgia Power Company, dated 3/20/1969, filed 3/24/1969, and recorded in Deed Book/Page 9/417.

8. **EASEMENTS/OTHER PERMITTED EXCEPTIONS:**

- f. Right of Way Deed from George Elliott to State Highway Department of Georgia, dated 3/7/1972, filed 8/21/1979, and recorded in Deed Book/Page 48/616.
- g. Easement from Knight Group, Inc. to Atlanta Gas Light Company, dated 5/16/2007, filed 5/21/2007, and recorded in Deed Book/Page 752/554.
- h. Sanitary Sewer Easement by and between Steve Blanchard and Knight Group, Inc., dated 7/25/2006, filed 8/15/2006, and recorded in Deed Book/Page 757/571.

STANDARD EXCEPTIONS

All questions with reference to the following matters are not certified herein and are expressly excepted from this Title Certificate and Opinion:

1. All matters of record subsequent to the Effective Date of this Title Certificate and Opinion.
2. Such state of facts as would be disclosed by a current, accurate survey and careful inspection of Subject Property. (Obtaining a current survey is always advisable to determine the existence of encroachments, over-hangs or over-laps, to verify that improvements are within the boundaries of the property and to clearly establish boundary lines and properly mark corners).
3. Title to any portion of the Subject Property within the bounds of any public road.
4. Possessory rights or other claims of any tenants in possession and whose rights or claims are not shown of record.
5. Improperly indexed instruments and other errors of personnel of said Clerk's office.
6. Unrecorded claims of liens for labor or material furnished for the improvement of the Subject Property.
7. All easements, rights-of-way, liens, protective covenants, restrictions and other claims or matters not shown of record.
8. All municipal and county zoning ordinances and regulations and all Governmental regulations affecting the use and occupancy of Subject Property.
9. City, State and County Taxes not yet due and payable, and any Taxes becoming due and payable in future times.
10. All past due utility bills and pay-as-you-enter utility bills including without limitation (gas water, electricity, telephone, sewer and sanitary services).
11. Losses, Claims or Damages resulting from Bankruptcy proceedings.
12. All matters regarding federal truth-in-lending laws, real estate settlement procedures laws or other consumer legislation.
13. All items of personalty used in connection with or attached to the Subject Property, where not indexed upon the aforesaid real estate records.
14. Any matters affecting title not shown by the public records, including without limitation forgeries of documents or documents obtained through fraudulent means.
15. Riparian rights incident to Subject Property.
16. Loss or damage resulting from the exact location of U. S. Government property lines and or contour lines as well as flowage easements granted to the U. S. Government.
17. State and Federal environmental liens or encumbrances, where unrecorded or not properly indexed upon the Grantor/Grantee Indices.
18. The exact amount of acreage contained in Subject Property.
19. Any mineral, mining, oil or gas interests in, on and under Subject Property that are not revealed within the period of examination.
20. Whether Subject Property lies within "wetlands" as defined and governed by Federal, State or Local laws, rules or regulations.
21. Existence or absence of burial sites or archaeological sites that may affect Subject Property.
22. Matters filed pursuant to the provisions of the Uniform Commercial Code. (Applies only to Residential Property Title Examination).
23. This Title Certificate and Opinion is limited to names as they appear in the chain of title to Subject Property.

EXHIBIT "A"

PHASE 1 ROADS

ALL THAT TRACT OR PARCEL OF LAND LYING AND BEING IN LAND LOTS 308 AND 309 OF THE 4TH DISTRICT, 1ST SECTION, CITY OF DAWSONVILLE, DAWSON COUNTY, GEORGIA, BEING KNOWN AS THE "ROADS" LOCATED IN RED HAWK RIDGE SUBDIVISION, PHASE 1, MORE PARTICULARLY DESCRIBED AS FOLLOWS: **RED HAWK DRIVE 50-FOOT R/W, KESTRAL COURT WEST 50-FOOT R/W, HARRIER DRIVE 50-FOOT R/W, KESTRAL COURT EAST 50-FOOT R/W, APLOMADO LANE WEST 50-FOOT R/W, APLOMADO LANE EAST 50-FOOT R/W, PEREGRINE LANE NORTH 50-FOOT R/W AND PEREGRINE LANE SOUTH**, AS SHOWN ON A PLAT RECORDED IN PLAT BOOK 70, PAGES 235, 237, 239, 241 AND 243, DAWSON COUNTY, GEORGIA RECORDS, SAID PLAT IS INCORPORATED HEREIN AND MADE A PART HEREOF BY REFERENCE FOR A COMPLETE LEGAL DESCRIPTION.

AND

PHASE 2 ROADS

ALL THAT TRACT OR PARCEL OF LAND LYING AND BEING IN LAND LOT 308 OF THE 4TH DISTRICT, 1ST SECTION, CITY OF DAWSONVILLE, DAWSON COUNTY, GEORGIA, BEING KNOWN AS THE "ROADS" LOCATED IN RED HAWK RIDGE SUBDIVISION, PHASE 2, MORE PARTICULARLY DESCRIBED AS FOLLOWS: **RED HAWK DRIVE 50-FOOT R/W, KESTRAL COURT EAST 50-FOOT R/W AND APLOMADO LANE EAST 50-FOOT R/W**, AS SHOWN ON A PLAT RECORDED IN PLAT BOOK 76, PAGES 41-45, DAWSON COUNTY, GEORGIA RECORDS, SAID PLAT IS INCORPORATED HEREIN AND MADE A PART HEREOF BY REFERENCE FOR A COMPLETE LEGAL DESCRIPTION.

AND

EXHIBIT "A", CONTINUED

PHASE 3 ROADS

ALL THAT TRACT OR PARCEL OF LAND LYING AND BEING IN LAND LOT 308 OF THE 4TH DISTRICT, 1ST SECTION, CITY OF DAWSONVILLE, DAWSON COUNTY, GEORGIA, BEING KNOWN AS THE "ROADS" LOCATED IN RED HAWK RIDGE SUBDIVISION, PHASE 3, MORE PARTICULARLY DESCRIBED AS FOLLOWS: **APLOMADO LANE EAST 50-FOOT R/W**, AS SHOWN ON A PLAT RECORDED IN PLAT BOOK 82, PAGES 20-22, DAWSON COUNTY, GEORGIA RECORDS, SAID PLAT IS INCORPORATED HEREIN AND MADE A PART HEREOF BY REFERENCE FOR A COMPLETE LEGAL DESCRIPTION.

AND

PHASE 4 ROADS

ALL THAT TRACT OR PARCEL OF LAND LYING AND BEING IN LAND LOT 308 OF THE 4TH DISTRICT, 1ST SECTION, CITY OF DAWSONVILLE, DAWSON COUNTY, GEORGIA, BEING KNOWN AS THE "ROADS" LOCATED IN RED HAWK RIDGE SUBDIVISION, PHASE 4, MORE PARTICULARLY DESCRIBED AS FOLLOWS: **RED HAWK DRIVE 50-FOOT R/W, HARRIER DRIVE 50-FOOT R/W, KESTRAL COURT EAST 50-FOOT R/W; SWAINSON STREET 50-FOOT R/W, PEREGRINE LANE NORTH 50-FOOT R/W AND PEREGRINE LANE SOUTH 50-FOOT R/W**, AS SHOWN ON A PLAT RECORDED IN PLAT BOOK 82, PAGES 24-27, DAWSON COUNTY, GEORGIA RECORDS, SAID PLAT IS INCORPORATED HEREIN AND MADE A PART HEREOF BY REFERENCE FOR A COMPLETE LEGAL DESCRIPTION.



DAWSONVILLE CITY COUNCIL
EXECUTIVE SUMMARY FOR
AGENDA ITEM # 13

SUBJECT: UPDATE APPRAISAL FOR ELLIOTT FIELD AIRPORT PROPERTY

CITY COUNCIL MEETING DATE: 10/03/2022

BUDGET INFORMATION: GL ACCOUNT # _____

Funds Available from: _____ Annual Budget _____ Capital Budget Other _____

Budget Amendment Request from Reserve: _____ Enterprise Fund General Fund

PURPOSE FOR REQUEST:

TO REQUEST APPROVAL FOR AN UPDATED AIRPORT APPRAISAL NOT TO EXCEED \$22,000.00 TO ASCERTAIN THE CURRENT VALUE OF THE REAL ESTATE AND FACILITIES IN PLACE TO AID EFFORTS TO SEEK FUNDING BY GRANT AND OTHER MEANS.

FUNDS WILL MOST LIKELY COME OUT OF GENERAL FUND RESERVES.

HISTORY/ FACTS / ISSUES:

THE LAST AIRPORT APPRAISAL UPDATE WAS IN 2019. VALUE OF LAND HAS MOST LIKELY INCREASED AND THERE ARE MORE HANGARS THAT HAVE BEEN ADDED.

OPTIONS:

RECOMMENDED SAMPLE MOTION:

MOTION TO AUTHORIZE STAFF TO PURSUE THE UPDATED APPRAISAL AT A COST NOT TO EXCEED \$22,000.00.

REQUESTED BY: Bob Bolz, City Manager



DAWSONVILLE CITY COUNCIL
EXECUTIVE SUMMARY FOR
AGENDA ITEM # 14

SUBJECT: AWARD BIDS – PICKLEBALL AND BASKETBALL COURTS FOR MAIN STREET PARK

CITY COUNCIL MEETING DATE: 10/03/2022

BUDGET INFORMATION: GL ACCOUNT # _____

Funds Available from: _____ Annual Budget _____ Capital Budget Other SPLOST VII

Budget Amendment Request from Reserve: _____ Enterprise Fund _____ General Fund

PURPOSE FOR REQUEST:

TO REQUEST APPROVAL TO DIRECT STAFF TO MOVE FORWARD WITH ENGINEERING OF THE PICKLEBALL AND BASKETBALL COURTS AND TO BID OUT THE GRADING FOR THE COURTS AND TO AWARD RFP #2023-03 AND RFP #2023-04 TO SIGNATURE TENNIS COURTS, INC. IN THE AMOUNT OF \$140,148.00. THESE FUNDS ARE BUDGETED IN THE FY 2023 SPLOST VII FUND

HISTORY/ FACTS / ISSUES:

- **REQUEST FOR PROPOSALS WERE ADVERTISED AND RETURNED ON 09/01/2022**
 - **CITY ONLY RECEIVED ONE RESPONSE FOR OPTION #1 TO BID BOTH PICKLEBALL COURTS AND BASKETBALL COURTS TOGETHER**
 - **ENGINEERING FOR BOTH COURTS WILL BE PROVIDED BY CIVIL ENGINEERING CONSULTANTS, INC. NOT TO EXCEED \$13,500.00**
 - **GRADING FOR BOTH COURTS WILL NEED TO BE BID OUT; THE COST IS ESTIMATED AT \$50,000.00 TO GRADE BOTH COURTS**
-

OPTIONS:

AWARD RFP TO SIGNATURE TENNIS COURTS, INC. FOR THE CONSTRUCTION OF FOUR (4) NEW PICKLEBALL COURTS WITH LIGHTING SYSTEM AND CONSTRUCTION OF A BASKETBALL COURT WITH FENCING FOR A TOTAL OF \$140,148.00

APPROVE DIRECTING STAFF TO MOVE FORWARD WITH ENGINEERING AND BIDDING OUT THE GRADING

REQUESTED BY: Trampas Hansard, Public Works Director



SIGNATURE TENNIS COURTS

PHONE: 404-642-5002

FAX: 770-516-0916

MIKE@SIGNATURETENNIS.COM



Mike Imbornone (Owner)

August 29, 2022

Signature Tennis Courts, Inc., is proposing to build 2 or 4 pickle ball courts and one basketball court at the Main Street Park, located in Dawsonville, Georgia.

Signature Tennis Courts, Inc., intends to complete this project in the manner in which the expectations of our client are exceeded, according to the specifications included in this request for proposal.

The total cost of the proposed construction projects are listed below and are included in the attached quotes.

Construction of Main Street Park Pickle Ball Courts – 2 pickle ball courts - \$46,948

Option to build 4 pickle ball courts - \$60,948

Option to install LED lights - \$23,400

Construction of Main Street Basketball court - \$38,900

Option to install fencing - \$16,900

*** If both projects are selected and done at the same time, Signature Tennis will apply a 5% discount to the total of the project***

This request for proposals 2023-03 and 2303-04, is presented by Signature Tennis Courts, Inc and to the best of my knowledge is accurate.

Mike Imbornone CTCB, Owner

Signature Tennis Courts, Inc.

1025 Rose Creek Drive

Suite 620-244

Woodstock, Ga 30189

Phone 404-642-5002

Fax 770-516-0916

VI. BID SCHEDULE (This page is to be sent in a separate sealed envelope)

A. For furnishing all labor, materials and equipment necessary to construct two (2) new pickleball courts totaling sixty by sixty-four feet (60' X 64")

See BID SCHEDULE: Courts as specified and as described herein. **Include additional line items and amounts as necessary.**

BID SCHEDULE					
RFP #2023-03					
Construction of Main Street Park Pickleball Courts					
ITEM NO.	ITEM DESCRIPTION	QUANTITY	UNIT	UNIT AMOUNT	AMOUNT
0001	Haul and place 4" of crusher run with laser grader	3840 SF	1.30		4,992
0002	Roll crusher run when moist until compacted. Test to verify proper compaction				2,000
0003	Apply 2" fine topping asphalt	3840 SF	3.38		12,979
0004	Install 4' high black vinyl coated fence with 9 gauge wire, 3" terminal posts, 2 1/2" line posts, gates and hardware as necessary around perimeter of courts	248 LF	56		13,888
0005	Install 4 net post foundations	4	1,000		4,000
0006	Flood courts with water to check for planarity and to identify low areas (birdbaths) and correct as needed according to U.S. court specifications				500
0007	Apply 2 coats of black and 2 coats of ACRYTECH colored full acrylic playing surface (color selected by owner)	3840 SF	1.82		6989
0008	Stripe 2 pickleball courts with one coat of primer and two coats of texturized white line paint	2	400		800
0009	Install new net posts, new pickleball nets and center straps				800
0010					
0011					
0012					
TOTAL					46,948 *

* If Pickleball project and Basketball project are done at the same time, please take a 5% discount.

ITEM NO.	ITEM DESCRIPTION	QUANTITY	UNIT	UNIT AMOUNT	AMOUNT
OPTION #1					
0013	Construct four (4) new pickleball courts with same specifications as above				60,948
				TOTAL	60,948
OPTION #2					
0014	Install a 4-pole/4-fixture 560-watt SCIMITAR LED lighting system				23,400
				TOTAL	23,400

Questions: For all questions, clarifications, further information should be directed to the Public Works Director at trampas.hansard@dawsonville-ga.gov or 706-541-6454.

VII. BIDDERS RESPONSE:

Date of Bid: 9-1-2022

RFP #2023-03

The undersigned agrees, if this bid is accepted within sixty (60) calendar days after date of opening, to furnish all supplies or services in strict accordance with provisions of this Invitation for Bid at the price in the Bid Schedule.

Prices to remain firm for sixty (60) calendar days or 60 calendar days after date of opening. Vendor must initial here if he changes the 60-day requirement: _____

I certify that this bid is made without prior understanding, agreement, or connection with any corporation, firm, or person submitting a bid for the same supplies or services and is in all respects fair and without collusion or fraud. I understand that collusive bidding is a violation of state and federal law and can result in fines, prison sentences, and civil damage awards. I agree to abide by all conditions of this bid and certify that I am authorized to sign this bid for the bidder.

Bids not signed must be declared as "non-responsive" and not considered for award.

Signature:  Title: Owner

Printed Name: Mike Imbornone

VI. BID SCHEDULE (This page is to be sent in a separate sealed envelope)

A. For furnishing all labor, materials and equipment necessary to construct one (1) new basketball court totaling fifty by eighty feet (50' X 80')

See BID SCHEDULE: Courts as specified and as described herein. **Include additional line items and amounts as necessary.**

BID SCHEDULE					
RFP #2023-04					
Construction of Main Street Park Basketball Court					
ITEM NO.	ITEM DESCRIPTION	QUANTITY	UNIT	UNIT AMOUNT	AMOUNT
0001	Haul and place 4" of crusher run with laser grader	4000SF	1.30		5,200
0002	Roll crusher run when moist until compacted. Test to verify proper compaction				2,000
0003	Apply 2" fine topping asphalt	4000SF	3.38		13,520
0004	Install two (2) new Endurance basketball systems	4800	2		9,600
0005	Flood courts with water to check for planarity and to identify low areas (birdbaths) and correct as needed according to U.S. court specifications				500
0006	Apply 2 coats of black and 2 coats of ACRYTECH colored full acrylic playing surface (color selected by owner)	4000SF	1.82		7,280
0007	Stripe basketball court with one coat of primer and two coats of texturized white line paint				800
0008					
0009					
0010					
0011					
0012					
TOTAL					38,900 *

* If Basketball Court and Pickle Ball courts are done at the same time, please take a 5% discount.

ITEM NO.	ITEM DESCRIPTION	QUANTITY	UNIT	UNIT AMOUNT	AMOUNT
OPTION #1					
0013	Install 10' high black vinyl coated 9-gauge wire, powder coated 3" terminal posts, 2 1/2" line posts and hardware as necessary	260LF	65		16,900
				TOTAL	16,900

Questions: For all questions, clarifications, further information should be directed to the Public Works Director at trampas.hansard@dawsonville-ga.gov or 706-541-6454.

VII. BIDDERS RESPONSE:

Date of Bid: 9-1-2022

RFP #2023-04

The undersigned agrees, if this bid is accepted within sixty (60) calendar days after date of opening, to furnish all supplies or services in strict accordance with provisions of this Invitation for Bid at the price in the Bid Schedule.

Prices to remain firm for sixty (60) calendar days or 60 calendar days after date of opening. Vendor must initial here if he changes the 60-day requirement: _____

I certify that this bid is made without prior understanding, agreement, or connection with any corporation, firm, or person submitting a bid for the same supplies or services and is in all respects fair and without collusion or fraud. I understand that collusive bidding is a violation of state and federal law and can result in fines, prison sentences, and civil damage awards. I agree to abide by all conditions of this bid and certify that I am authorized to sign this bid for the bidder.

Bids not signed must be declared as "non-responsive" and not considered for award.

Signature:  Title: Owner

Printed Name: Mike Imbomone



September 26, 2021

Mr. Bob Bolz
City Manager
City of Dawsonville
415 Highway 53 East, Suite 100
Dawsonville, GA

RE: Proposal for Main Street Park Improvements – City of Dawsonville, Georgia

Dear Mr. Bolz:

Civil Engineering Consultants, Inc. (CEC) is pleased to offer this Proposal for providing Professional Consulting Services for the Main Street Park Improvements.

I am proposing an hourly basis Not-To-Exceed fee of \$13,500 to develop the plans and specifications for the park improvements. The improvements will include four pickleball courts and a basketball court. CEC will perform a drone field survey of existing conditions and provide the necessary permit coordination required for a land disturbing permit.

Our Scope of Work includes the following:

1. Park Drone Survey – Prepare working base plan drawing including site topography for park improvements.
Fee: \$4,500 Lump Sum
2. Park Improvements Design – Prepare working drawings for park improvements. Provide a layout and site grading plans.
Fee: \$5,000 Lump Sum
3. Land disturbance Permitting and Coordination – The site disturbed acreage is expected to be less than an acre but the pickleball courts appear to be within 200ft of state waters. Submit plans and engineering calculations to City of Dawsonville and the NRCS, if required, for review and approval. Leg work and meetings with City to get design approved and obtain a Land Disturbance Permit for the park improvements.
Fee: \$2,000 Hourly Not to Exceed
4. Soils Investigation – To ensure proper subgrade conditions exist a soils investigation is recommended.
Fee: \$2,000 Hourly Not to Exceed

Mr. Bob Bolz
September 26, 2022
Page 2 of 2

You may accept this Proposal by filling out our Agreement for Limited Professional Services and signing and dating in the space provided below and returning one copy to me. Please call with any questions.

Very truly yours,
CIVIL ENGINEERING CONSULTANTS, Inc.

A handwritten signature in blue ink that reads "Andrew E. Lovejoy". The signature is written in a cursive, flowing style.

Andrew E. Lovejoy, P.E.
President

CIVIL ENGINEERING CONSULTANTS, INC.
AGREEMENT FOR LIMITED PROFESSIONAL SERVICES

Project Name: Main Street Park Improvements
Project Location: Main Street, City of Dawsonville, Georgia
Proposal Date: September 26, 2021
Description of Services: Design Engineering Services for Sidewalk Improvements
Financial Considerations: \$13,500 Hourly Not-To-Exceed

FOR PAYMENT OF CHARGES

Charge Invoice to the Account of:

Firm: _____
Address: _____

Attention: _____
Phone: _____ Fax: _____

FOR APPROVAL OF CHARGES

If the invoice is to be mailed for approval to someone other than the account charged, please indicate in the space below:

Firm: _____
Address: _____

Attention: _____
Phone: _____ Fax: _____

This **Agreement** is subject to the following special provisions: _____

This **Agreement** together with **Civil Engineering Consultants' Standard Contract Conditions** constitute the entire agreement between **Client** and **Civil Engineering Consultants** and supersedes all prior written or oral understandings.

OFFERED BY:

Civil Engineering Consultants, Inc.
Signature: Andrew E. Lovejoy
Date: September 26, 2022
Printed Name: Andrew E. Lovejoy, P.E.
Title: President

ACCEPTED BY:

Client: _____
Signature: _____
Date: _____
Printed Name: _____
Title: _____

CIVIL ENGINEERING CONSULTANTS, Inc.

STANDARD CONTRACT CONDITIONS

PERSONNEL CHARGES - Compensation for our professional services is based upon and measured by the following elements: the quoted rates include direct salary, payroll taxes, insurance incident to employment, holidays, sick leave, vacation, general office overhead and profit.

Time spent in either local or inter-city travel, when travel is in the interest of the work, will be charged in accordance with the attached schedule. When traveling by public carrier, a maximum charge of eight (8) hours per day will be made.

Should overtime rates be required, the hourly rates for personnel will be multiplied by 1.30. Overtime is time in excess of eight (8) hours per day and Saturdays, Sundays or holidays. Overtime will be worked only with prior approval.

OTHER SERVICES AND SUPPLIES - Charges for services, equipment, and facilities not furnished directly by CIVIL ENGINEERING CONSULTANTS, Inc., are to be paid directly to the provider with no mark-up by CIVIL ENGINEERING CONSULTANTS, Inc. Subcontracts paid by CIVIL ENGINEERING CONSULTANTS, Inc. will have a surcharge of 15% added to them. Reimbursable expenses are in addition to Lump Sum Fee proposed for Basic Services and include, but are not limited to the following: long distance telephone calls, courier services, reproduction, postage and handling of reports and drawings and specifications.

BILLING - Monthly statements will be issued for work completed to date and will be based on the Engineer's estimate of the percentage of completion, or the hours worked, depending upon the method of contracting. Payment is expected within fifteen (15) days of receipt of the invoice. We would add 1-1/2 percent, per month, to any past due amounts.

WARRANTY AND LIABILITY - CIVIL ENGINEERING CONSULTANTS, Inc. warrants that our services are performed, within the limits prescribed by the Client, with the usual thoroughness and competence of the engineering profession. No other warranty or representation, either expressed or implied, is included or intended in our proposal, contracts, reports or drawings.

For any damage on account of any error, omission, or other professional negligence, our liability will be limited to a sum not to exceed \$50,000, or our fee, whichever is less. In the event that the Client does not wish to limit our professional liability to this sum, we will increase this limitation to \$1,000,000 upon the Client's written request, provided that the Client agrees to pay for this increase an additional consideration of 15% of our fee.

CIVIL ENGINEERING CONSULTANTS, Inc.

STANDARD CONTRACT CONDITIONS

(Continued)

WARRANTY AND LIABILITY - (Continued)

In the event the Client makes a claim against CIVIL ENGINEERING CONSULTANTS, Inc., at law or otherwise, for any alleged error, omission or other act arising out of the performance of our professional services, and the Client fails to prove such claim, then the Client shall pay all costs incurred by CIVIL ENGINEERING CONSULTANTS, Inc. in defending itself against the claim.

CIVIL ENGINEERING CONSULTANTS, Inc.

2022 FEE SCHEDULE

FOR

ENGINEERING SERVICES

ENGINEERING SERVICES:

Principal Engineer	\$180.00 per hour
Senior Design Engineer	\$165.00 per hour
Project Manager	\$165.00 per hour
Project Engineer	\$125.00 per hour

ENGINEERING DRAFTING:

Senior CAD Specialist	\$90.00 per hour
CAD Specialist	\$80.00 per hour
Intern	\$50.00 per hour

GEOGRAPHIC INFORMATION SYSTEMS:

Senior GIS Analyst	\$125.00 per hour
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SURVEYING SERVICES:

Surveyor, RLS	\$135.00 per hour
Survey Technician	\$60.00 per hour

ADMINISTRATIVE:

Contract Administrator	\$80.00 per hour
Office Manager	\$80.00 per hour

PRINTING:

Xerox Copies (In House)	\$0.25 each
Outside Printing & Copying Services	Cost Plus 15%

SUBCONTRACT SERVICES: Cost Plus 15%

MILEAGE: \$0.60/mile

MAIN STREET PARK IMPROVEMENTS

ITEM	DESCRIPTION	UNIT	QTY	PRICE	AMOUNT
1	Sitework/Grading	LS	1	\$ 40,000.00	\$ 40,000.00
2	Erosion Control	LS	1	\$ 10,000.00	\$ 10,000.00

MAIN STREET PARK PROJECT COST

\$ 50,000.00

Estimate 09/26/2022

by Civil Engineering Consultants, Inc.



CEC
CIVIL ENGINEERING CONSULTANTS, INC.
 416 Phipps Ferry Rd, Suite 1000
 Cumming, GA 30040
 (770) 377-8747
 www.cecinc.com

CLIENT

CITY OF DAWSONVILLE

APPROVAL STAMP

RELEASES	
NO.	DATE
1	ISSUED FOR PERMITS
2	ISSUED FOR CONSTRUCTION
3	
4	
5	
6	

REVISIONS		
NO.	DATE	DESCRIPTION
1		
2		
3		
4		
5		
6		
7		
8		

Designed By : AAA

Drawn By : BBB

Checked By : CCC

Scale : SEE DETAIL

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PROJECT NAME

DAWSONVILLE AMENITIES

PROJECT INCEPTION DATE

MONTHS/YEAR

SHEET TITLE

BASKETBALL - LAYOUT

DRAWING NUMBER

— OF #

PROPOSED
 BASKETBALL
 COURT

