

AGENDA
CITY COUNCIL REGULAR MEETING AND WORK SESSION
G.L. Gilleland Council Chambers on 2nd Floor
Thursday, January 22, 2026
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 held January 5, 2026
 - Special Called Joint Meeting held January 15, 2026
 - b. Approve to Write Off Uncollected Debt on Utility Accounts
8. Employee Recognition

BUSINESS

9. ZA-C2600057: B&K Turner Family LLP has petitioned for an amendment to the official zoning map applicable to tax map parcel 083 025 006 (Hwy 53). The applicant proposes the property be rezoned from AP: Annexed Property District to R-3: Single-Family Residential District, for the construction of a 91-unit detached single-family residential subdivision. Public Hearing Dates: Planning Commission on December 8, 2025 at 5:30 p.m. City Council on January 5, 2026 at 5:00 p.m. City Council for a decision on January 22, 2026.
10. Consideration of Vehicle Purchases

WORK SESSION

11. Financial Policy Amendment

STAFF REPORTS

12. Jacob Evans, City Manager
13. Robin Gazaway, Finance Director

MAYOR AND COUNCIL REPORTS

EXECUTIVE SESSION, IF NEEDED: Pending or Potential Litigation, Real Estate Acquisition and/or Personnel

RESERVED FOR POTENTIAL ACTION ON EXECUTIVE SESSION ITEMS, IF NEEDED

ADJOURNMENT

The next regularly scheduled City Council meeting is Monday, February 2, 2026

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: 01/22/2026

PURPOSE FOR REQUEST:

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

- a. Approve Minutes
 - Regular Meeting held January 5, 2026
 - Special Called Joint Meeting held January 15, 2026
 - b. Approve to Write Off Uncollected Debt on Utility Accounts
-



DAWSONVILLE CITY COUNCIL EXECUTIVE SUMMARY FOR AGENDA ITEM # 7a

SUBJECT: APPROVE MINUTES

CITY COUNCIL MEETING DATE: 01/22/2026

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 HELD JANUARY 5, 2026**
 - **SPECIAL CALLED JOINT MEETING HELD JANUARY 15, 2026**
-

HISTORY/ FACTS / ISSUES:

OPTIONS:

AMEND OR APPROVE AS PRESENTED

RECOMMENDED SAMPLE MOTION:

REQUESTED BY: Beverly Banister, City Clerk

MINUTES
CITY COUNCIL REGULAR MEETING
G.L. Gilleland Council Chambers on 2nd Floor
Monday, January 5, 2026
5:00 P.M.

1. **CALL TO ORDER:** Mayor John Walden called the meeting to order at 5:00 pm.
2. **ROLL CALL:** Councilmember Caleb Phillips, Councilmember Sandy Sawyer, Councilmember Mark French, City Attorney Kevin Tallant, City Manager Jacob Evans, City Clerk Beverly Banister, Public Works Director Trampas Hansard, Utilities Director Russ Chambers, Finance Director Robin Gazaway, Director of Downtown Development Amanda Edmondson, Planning and Zoning Admin Stacy Harris and Dana from CPL.

Councilmember Illg was not in attendance.
3. **INVOCATION AND PLEDGE:** Invocation and pledge were led by Councilmember Phillips.
4. **ANNOUNCEMENTS:** City Manager Jacob Evans introduced the new Utilities Director, Russ Chambers and welcomed him to the team.
5. **APPROVAL OF THE AGENDA:** Motion to amend the agenda to add Item #11 Request for Vape License Approval made by S. Sawyer; second by M. French. Vote carried unanimously in favor.

Motion to approve the agenda as amended made by C. Phillips; second by M. French. Vote carried unanimously in favor.
6. **PUBLIC INPUT:** The following persons spoke during public input:
 - Richard Herrmann, 222 Nashport Lane, Dawsonville – He expressed his concern regarding all the development going on in the City and the influx of traffic specifically on Highway 9. He stated it is very difficult for him to pull out onto Highway 9 off of JC Burt Road and would like to see the round-about prioritized over the upcoming development.
 - James Parker, 150 Maple Street, Dawsonville – He spoke regarding items #9 and #10 and shared his concerns about more development which will bring additional traffic to Maple Street. He stated he surveyed residents in the area of Maple Street and Stegall Place and collectively they shared concerns about whether there will be enough EMS services and concerns about the housing market and house values being affected by these types of homes. He also stated people are speeding on Maple Street and inquired whether the City will install speed humps. Lastly he said he is not in favor of the development.
7. **CONSENT AGENDA:** Motion to approve the consent agenda for the following item (a) made by S. Sawyer; second by C. Phillips. Vote carried unanimously in favor.
 - a. Approve Minutes
 - Special Called Meeting held December 9, 2025
 - Regular Meeting and Work Session held December 15, 2025

PUBLIC HEARING

8. ZA-C2600057: B&K Turner Family LLP has petitioned for an amendment to the official zoning map applicable to tax map parcel 083 025 006 (Hwy 53). The applicant proposes the property be rezoned from AP: Annexed Property District to R-3: Single-Family Residential District, for the construction of a 91-unit detached single-family residential subdivision. Public Hearing Dates: Planning Commission on December 8, 2025 at 5:30 p.m. City Council on January 5, 2026 at 5:00 p.m. City Council for a decision on January 22, 2026.

CPL Representative read the zoning amendment request.

Motion to open the public hearing made by S. Sawyer; second by C. Phillips. Vote carried unanimously in favor. Mayor Walden conducted the public hearing.

The following person spoke in favor of the request:

- Corey Guthrie, 283 Casi Ridge, Dawsonville – He spoke on behalf of the applicant saying this project is essentially an extension of the Cornerstone project for what otherwise would be a landlocked property. He provided details regarding the existing

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conditions, the layout of the proposed community and the various home styles. He discussed a potential tie in with Thunder Ridge Subdivision and other options for secondary access.

The following persons spoke in opposition to the request:

- Bill Hamilton, 102 Midnight Run, Dawsonville – He stated he resides in the Thunder Ridge Subdivision and the subdivision has “been through the ringer” and stated in his opinion it’s “another piece that isn’t something we signed up for”. He does not believe this should be connected since it was not a part of the original plan and also expressed his concern about traffic through the subdivision and also onto Hwy 9. He asked the Council not to approve the request.
- Darrell Hogan, 111 Midnight Run N, Dawsonville – He expressed his concern regarding the potential connection to the Thunder Ridge Subdivision and the additional traffic that will create a safety issue for the children of the community. He asked the Council to deny connection to the subdivision.

Mayor Walden asked if the applicant wanted to provide a rebuttal.

Corey Guthrie stated they did take into consideration the additional traffic and said it could also provide a secondary exit for the Thunder Ridge residents as well but could consider a tie-in to the community with a gate or no tie-in at all. He said he understands the residents’ concerns and is looking for solutions concerning the overall community.

- Michael Turner, 51 Hedgewood Lane, Dawsonville – He spoke about exchanging lots with the proposed subdivision and the Thunder Ridge subdivision but they cannot move forward without the zoning request approval from the City. He also spoke about the property being covered by the Dawsonville overlay. He further stated the only options to exit onto the road is to go through existing properties.

Motion to close the public hearing made by M. French; second by C. Phillips. Vote carried unanimously in favor.

The Council held a brief discussion with the applicant regarding access to the property.

BUSINESS

9. ZA-C2500169: Spicer Group Inc. on behalf of Dede Allen, Habitat for Humanity - NCG has petitioned for an amendment to the official zoning map applicable to the properties provided below. The applicant proposes the properties be rezoned from R-2: Single-Family Residential District to RCT: Residential Cottage, for the development of a micro-planned/pocket cottage development. Tax map parcel D01 047 005 (Stegall Place), tax map parcel D01 047 006 (Stegall Place), tax map parcel D01 047 007 (Stegall Place), tax map parcel D01 047 008 (Stegall Place), tax map parcel D01 047 009, and tax map parcel D01 047 010. Public Hearing Dates: Planning Commission on September 15, 2025 at 5:30 p.m.; City Council – Tabled to October 20, 2025 at 5:00 p.m. City Council for a decision on November 3, 2025 – Tabled to January 5, 2026.

Motion to table ZA-C2500169 to the April 20, 2026 City Council meeting made by C. Phillips; second by M. French. Vote carried unanimously in favor.

10. VAR-C2500170: Spicer Group Inc. on behalf of Dede Allen, Habitat for Humanity - NCG has petitioned for a variance from Sec. 2103.9. Specifically, they request a reduction of the minimum required undisturbed buffer width for the proposed RCT: Residential Cottage zone from 50 feet to 40 feet at the rear (north) and side (east and west) property lines, applicable to the properties below. Tax map parcel D01 047 005 (Stegall Place), tax map parcel D01 047 006 (Stegall Place), tax map parcel D01 047 007 (Stegall Place), tax map parcel D01 047 008 (Stegall Place), tax map parcel D01 047 009, and tax map parcel D01 047 010. Public Hearing: City Council – Tabled to October 20, 2025 at 5:00 p.m. City Council for a decision on November 3, 2025 – Tabled to January 5, 2026.

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Motion to table VAR-C2500170 to the April 20, 2026 City Council meeting made by C. Phillips; second by M. French. Vote carried unanimously in favor.

- 11. REQUEST FOR VAPE LICENSE APPROVAL:** Motion to approve the 2026 Vape License for 75 Hwy Dawsonville, Inc. made by M. French; second by S. Sawyer. Vote carried unanimously in favor.

MAYOR AND COUNCIL REPORTS

Mayor Walden told a Christmas story about a young girl in the community who received the present she was hoping for - a gas powered motorcycle. He also thanked the GMRC for everything they do and announced he received the 2025 Elected Official of the Year Award.

ADJOURNMENT

At 5:44 p.m. a motion to adjourn the meeting was made by S. Sawyer; second by C. Phillips. Vote carried unanimously in favor.

Approved this 22nd day of January, 2026

By: CITY OF DAWSONVILLE

John Walden, Mayor

Caleb Phillips, Councilmember Post 1

William Illg, Councilmember Post 2

Sandra Sawyer, Councilmember Post 3

Mark French, Councilmember Post 4

Attested: _____
Beverly A. Banister, City Clerk

**DAWSON COUNTY BOARD OF COMMISSIONERS
DAWSONVILLE CITY COUNCIL
SPECIAL CALLED JOINT MEETING MINUTES
THURSDAY, JANUARY 15, 2026
DAWSON COUNTY GOVERNMENT CENTER ASSEMBLY ROOM
25 JUSTICE WAY, DAWSONVILLE, GEORGIA 30534
2:00 PM**

A. ROLL CALL:

Present for the Board of Commissioners were Chairman Billy Thurmond, Commissioner Seth Stowers, Commissioner Chris Gaines, Commissioner Alexa Bruce, Commissioner Chad Turkett; County Manager Joey Leverette, County Clerk Kristen Cloud and the Dawson County Attorney.

Present for the City Council were Mayor John Walden, Councilmember William Illg, Councilmember Sandy Sawyer and Councilmember Mark French, City Manager Jacob Evans, City Attorney Kevin Tallant and City Clerk Beverly Banister. Councilmember Phillips was not in attendance.

B. APPROVAL OF AGENDA:

Board of Commissioners: Motion to approve the agenda as presented made by S. Stowers; second by C. Turkett. Vote carried unanimously in favor.

City Council: Motion to approve the agenda as presented made by M. French; second by S. Sawyer. Vote carried unanimously in favor.

C. PUBLIC COMMENT: Jeff Johnson spoke as a citizen in opposition and stated he “flatly rejects this SPLOST as presented”.

D. NEW BUSINESS:

1. PROPOSED SPECIAL PURPOSE LOCAL OPTION SALES TAX (SPLOST) DISCUSSION

- a. ALLOCATION OF TAX PROCEEDS:** Chairman Thurmond stated the total estimated SPLOST amount is \$76,600,000 with a proposed allocation of eighty-eight percent (88%) to the County and twelve percent (12%) to the City; \$67,400,000 and \$9,200,000 respectively.
- b. POSSIBLE PROJECTS FOR INCLUSION IN THE REFERENDUM:** County Manager Joey Leverette read the projects for the County and City Manager Jacob Evans read the projects for the City. City Manager Evans pointed out that the total project amount in the IGA is incorrectly stated as \$9,320,000 and should be \$9,200,000.
- c. CONSIDER SPLOST INTERGOVERNMENTAL AGREEMENT:** Both Chairman Thurmond and Mayor Walden expressed their appreciation to their respective staff members who were involved with developing the project lists, noting the difficulty of having to remove projects in order to meet the proposed funding amount.

Board of Commissioners: Motion to approve the Intergovernmental Agreement with the correction of the Total City Projects amount to read \$9,200,000 made by S. Stowers; second by A. Bruce. Vote carried unanimously in favor.

**DAWSON COUNTY BOARD OF COMMISSIONERS
DAWSONVILLE CITY COUNCIL
SPECIAL CALLED JOINT MEETING MINUTES
THURSDAY, JANUARY 15, 2026
DAWSON COUNTY GOVERNMENT CENTER ASSEMBLY ROOM
25 JUSTICE WAY, DAWSONVILLE, GEORGIA 30534
2:00 PM**

City Council: Motion to approve the Intergovernmental Agreement with the correction of the Total City Projects amount to read \$9,200,000 made by W. Illg; second by S. Sawyer. Vote carried two in favor (Illg, Sawyer) with one opposed (French). (Exhibit "A")

E. ADJOURNMENT:

Board of Commissioners: Chairman Thurmond adjourned the Board of Commissioners.

City Council: At 2:20 p.m. a motion was made by W. Illg to adjourn the City Council; second by M. French. Vote carried unanimously in favor.

Approved this 22nd day of January 2026

By: CITY OF DAWSONVILLE

John Walden, Mayor

Caleb Phillips, Councilmember Post 1

William Illg, Councilmember Post 2

Sandra Sawyer, Councilmember Post 3

Mark French, Councilmember Post 4

Attested: _____
Beverly A. Banister, City Clerk

**INTERGOVERNMENTAL AGREEMENT FOR THE USE AND DISTRIBUTION OF
PROCEEDS FROM THE SPECIAL PURPOSE SALES AND USE TAX**

THIS INTERGOVERNMENTAL AGREEMENT (hereinafter, the "Agreement") is made and entered into as of the 15 day of January, 2026, among DAWSON COUNTY, GEORGIA, a political subdivision of the State of Georgia (the "County"), and the CITY OF DAWSONVILLE, GEORGIA ("Dawsonville"), a municipal corporation of the State of Georgia (the "City").

WITNESSETH:

WHEREAS, Article IX, Section III, Paragraph I (a) of the Georgia Constitution (the "Intergovernmental Contracts Clause") authorizes, among other things, any county, municipality or other political subdivision of the State to contract, for a period not exceeding fifty years, with another county, municipality or political subdivision or with any other public agency, public corporation or public authority for joint services, for the provision of services, or for the provision or separate use of facilities or equipment, provided that such contract deals with activities, services or facilities which the contracting parties are authorized by law to undertake or to provide; and

WHEREAS, the County is authorized pursuant to O.C.G.A. Section 48-8-110 *et seq.*, as amended (the "Sales and Use Tax Act") to levy and collect a one percent sales and use tax (the "Sales and Use Tax" or "SPLOST") for the purpose of funding capital outlay projects to be owned and/or operated by the County (the "County Projects") and capital outlay projects to be owned and/or operated by the City (the "City Projects") (all capital outlay projects collectively referred to herein as the "Projects"); and

WHEREAS, there is currently imposed within the County a one percent (1%) Sales and Use Tax, which is expected to terminate on June 31, 2027 ("SPLOST VII"); and

WHEREAS, the Board of Commissioners of Dawson County (the "Board") has determined that it is in the best interests of the citizens of the County that the Sales and Use Tax be continued in the County for the purpose of funding vital capital outlay projects; and

WHEREAS, the Board intends to call for a special election to occur on May 19, 2026, to for the purpose of submitting to the voters of the County the question of whether the SPLOST should continue for an additional six (6) years upon the completion of SPLOST VII for the purposes of raising an estimated \$76,600,000 to fund the hereinafter defined Projects ("SPLOST VIII") and whether to authorize the issuance of general obligation bonds in the aggregate principal amount of up to \$15,100,000 (the "Bonds") to finance the construction of one or more Projects and the payment of debt service on the Bonds; and

WHEREAS, the Sales and Use Tax Act authorizes the County and the City to enter into an "intergovernmental agreement" (as defined in the Sales and Use Tax Act) pursuant to the Intergovernmental Contracts Clause in order to, among other things, identify the Projects that will be funded with the proceeds of SPLOST VIII; and

WHEREAS, representatives of the County and City met on January 15, 2026, to discuss possible projects for inclusion in the SPLOST VIII referendum in conformance with the requirements of O.C.G.A. § 48-8-111 (a) and all procedural and substantive requirements required by the Act to formalize this Agreement have been satisfied; and

WHEREAS, the County and the City propose to enter into this Agreement relating to the Projects and SPLOST VIII.

NOW, THEREFORE, for and in consideration of the premises and undertakings as hereinafter set forth and other good and valuable consideration, the receipt and sufficiency of which are hereby acknowledged, the County and the City DO HEREBY AGREE, as follows:

ARTICLE 1.

EFFECTIVE DATE

This Agreement shall become effective upon its execution and shall continue in effect until the earlier of (a) the failure of the referendum referred to in Article IV or (b) the termination of SPLOST VIII in accordance with the Sales and Use Tax Act and the completion of the hereinafter defined Projects in accordance with this Agreement.

ARTICLE 2.

REPRESENTATIONS

(a) The City makes the following representations as the basis for the undertakings on its part herein contained:

(1) The City is a municipal corporation duly created and organized under the Constitution and laws of the State of Georgia (hereinafter the "State"). Under the Constitution and laws of the State, the City is authorized to execute, deliver and perform its obligations under this Agreement. The City has duly authorized the execution, delivery and performance of this Agreement. This Agreement is a valid, binding and enforceable obligation of the City.

(2) No approval or other action by any governmental authority or agency or other person is required in connection with the execution, delivery and performance of this Agreement by the City, except as shall have been obtained as of the date hereof.

(3) The authorization, execution, delivery and performance by the City of this Agreement do not violate any ordinances of the City or the laws or Constitution of the State and do not constitute a breach of or a default under any existing court order, administrative regulation or other legal decree, or any agreement, indenture, mortgage, lease, note or other instrument to which it is a party or by which it is bound.

(4) There is no action, suit, proceeding, inquiry or investigation, at law or in equity, before or by any court, public board or body, pending or, to the knowledge of

the City, threatened against or affecting the City (or, to the knowledge of the City, any meritorious basis therefor): (i) contesting or questioning the existence of the City or the titles of the present officers of the City to their offices or (ii) wherein an unfavorable decision, ruling or finding would (A) adversely affect the enforceability of this Agreement or (B) materially adversely affect the transactions contemplated by this Agreement.

(5) The City is not in violation of the laws or Constitution of the State and is not in default under any existing court order, administrative regulation, or other legal decree, or any agreement, indenture, mortgage, lease, note or other instrument to which it is a party or by which it is bound.

(6) The City is a "qualified municipality" within the meaning of the Sales and Use Tax Act. The City contain no less than 50% of the aggregate municipal population located within the County.

(b) The County makes the following representations as the basis for the undertakings on its part herein contained:

(1) The County is a political subdivision duly created and organized under the Constitution and laws of the State. Under the Constitution and laws of the State, the County is authorized to execute, deliver and perform its obligations under this Agreement. The County has duly authorized the execution, delivery and performance of this Agreement. This Agreement is a valid, binding and enforceable obligation of the County.

(2) No approval or other action by any governmental authority or agency or other person is required in connection with the execution, delivery and performance of this Agreement by the County, except as shall have been obtained as of the date hereof.

(3) The authorization, execution, delivery and performance by the County of this Agreement do not violate the laws or Constitution of the State and do not constitute a breach of or a default under any existing court order, administrative regulation, or other legal decree, or any agreement, indenture, mortgage, lease, note or other instrument to which it is a party or by which it is bound.

(4) There is no action, suit, proceeding, inquiry or investigation, at law or in equity, before or by any court, public board or body, pending or, to the knowledge of the County, threatened against or affecting the County (or, to the knowledge of the County, any meritorious basis therefor) (i) contesting or questioning the existence of the County or the titles of the present officers of the County to their offices or (ii) wherein an unfavorable decision, ruling or finding would (A) adversely affect the enforceability of this Agreement or (B) materially adversely affect the transactions contemplated by this Agreement.

(5) The County is not in violation of the laws or the Constitution of the State and is not in default under any existing court order, administrative regulation or other legal decree, or any agreement, indenture, mortgage, lease, note or other instrument to which it is a party or by which it is bound.

(c) It is the intention of the County and City to comply in all respects with O.C.G.A. § 48-8-110, *et seq.* and all provisions of this Agreement shall be construed in light of O.C.G.A. § 48-8-110, *et seq.*

ARTICLE 3.

DIVISION OF SALES AND USE TAX; PROJECT PROVISIONS; DEBT SERVICE

(a) The SPLOST VII proceeds received by the County from the State Revenue Commissioner (the "Net SPLOST Proceeds") shall be allocated and distributed as follows:

Dawson County	\$67,400,000	88.0%
City of Dawsonville	\$9,200,000	12.0%
Total Estimate	\$76,600,000	100.000%

(b) For any overage of the Net SPLOST Proceeds after the estimated amount of \$76,600,000 has been collected, said overage shall be divided among the County and City according to the same percentages provided in Article 3(a).

(c) The proceeds of SPLOST VIII will be used to fund all or a portion of the following projects: (i) the debt service on the Bonds (hereinafter defined); (ii) the County Projects; and (iii) the City Projects (collectively referred to hereinafter as the "Projects"). The amount of the debt service on the Bonds and the estimated costs of the Projects are set forth below:

COUNTY PROJECTS	Estimated Cost
Parks & Recreation <i>including, but not limited to, land acquisition and all necessary engineering, construction, materials, and equipment necessary for:</i>	
<i>(i) Eastside Sports Complex and Park, including debt service, if issued, on \$16,000,000 of General Obligation Bonds;</i>	\$15,100,000
<i>(ii) Rock Creek Park improvements, including field improvements and lighting improvements;</i>	\$2,000,000
<i>(iii) Veterans Memorial Park improvements, including field improvements, lighting improvements, and pickle ball courts;</i>	\$1,000,000
<i>(iv) Stlyes Park improvements, including park pavilion and trail improvements;</i>	\$400,000
<i>(v) Harmony Church Community Recreation improvements, including neighborhood gym and pocket park; and</i>	\$2,500,000
<i>(vi) Lake Parks, including parking lot paving and improvements.</i>	\$100,000

Public Health Department <i>including, but not limited to, (i) Drive-through canopy improvements.</i>	\$200,000
Public Safety: Fire & EMS Equipment, Vehicles, and Renovations <i>including, but not limited to, refurbishment and repair of existing equipment and vehicles, the acquisition of new vehicles and equipment, land acquisition, and all necessary engineering, construction, materials, and equipment for:</i> <i>(i) Fire Engines, including the acquisition of new and replacement vehicles;</i> <i>(ii) Ambulances, including the acquisition of new and replacement vehicles;</i> <i>(iii) Fire Station #5 Renovation or Replacement;</i> <i>(iv) Fire Station #4 Renovation or Replacement;</i> <i>(v) Fire Protection Improvements, including hydrants; and</i> <i>(vi) Fire Station #1 and Fire Station #7 Repairs or Renovations.</i>	 \$2,700,000 \$2,600,000 \$2,200,000 \$1,400,000 \$1,200,000 \$1,500,000
Public Safety: Law Enforcement Improvements <i>including, but not limited to, (i) New vehicles and equipment;</i> <i>(ii) Refurbishment and repair of the Detention Center, including all necessary engineering, construction, materials, equipment, and land acquisition;</i> <i>(iii) Firearms range;</i> <i>(iv) Crash-rated safety barriers; and</i> <i>(v) Speed safety trailer.</i>	 \$5,000,000 \$1,730,000 \$600,000 \$400,000 \$70,000
Public Safety: E911/Emergency Management <i>including, but not limited to, (i) Records management/CAD System improvements, upgrades, equipment, and software.</i>	 \$1,300,000
Public Works: Transportation & Solid Waste Improvements <i>including, but not limited to, the refurbishment and repair of existing equipment and vehicles, the acquisition of new vehicles and equipment, land acquisition, the construction, repair, repaving, and restriping of county roads and bridges, and all necessary engineering, construction, materials, and equipment for:</i> <i>(i) Public Works and Solid Waste vehicles and equipment;</i>	 \$2,600,000

<i>(ii) County Road resurfacing and culvert improvements;</i>	\$5,200,000
<i>(iii) Transfer Station/Recycling Center improvements and renovation;</i>	\$3,200,000
<i>(iv) Landfill Methane Extraction System Relocation/Improvements;</i>	\$500,000
<i>(v) Greenway & Trail Master Plan Improvements;</i>	\$1,600,000
<i>(vi) Stormwater Conveyance Mapping & Condition Assessment;</i>	\$450,000
<i>(vii) Steel Bridge Road improvements; and</i>	\$1,500,000
<i>(viii) Public Works facilities improvements.</i>	\$250,000
<p>Elections & Voter Registration Improvements including, but not limited to, the refurbishment and repair of existing equipment, land acquisition, and all necessary engineering, construction, materials, and equipment for:</p> <p><i>(i) Satellite Voting Precinct (Harmony Church Road); and</i></p> <p><i>(ii) Election Office Improvements.</i></p>	<p>\$100,000</p> <p>\$1,200,000</p>
<p>Information Technology Improvements including, but not limited to,</p> <p><i>(i) Network and equipment improvements and replacement.</i></p>	\$1,500,000
<p>Public Facilities Improvements including, but not limited to, the refurbishment and repair of existing facilities, land acquisition, and all necessary engineering, construction, materials, and equipment for:</p> <p><i>(i) Public Facilities and the Central Warehousing Building.</i></p>	\$1,800,000
<p>Fleet Improvements including, but not limited to,</p> <p><i>(i) Vehicle and small equipment, including new acquisitions and replacement.</i></p>	\$2,500,000
<p>Administration including, but not limited to, all necessary land acquisition, engineering, construction, materials, and equipment for:</p> <p><i>(i) Administrative Annex Building Improvements and</i></p> <p><i>(ii) SPLOST VIII Project Management and Administration.</i></p>	<p>\$1,300,000</p> <p>\$400,000</p>

Development Authority Project Improvements <i>including, but not limited to, (i) industrial park expansion and site improvements, including all necessary land acquisition, engineering, construction, materials, and equipment.</i>	\$1,300,000
Total County Projects	\$67,400,000
CITY OF DAWSONVILLE PROJECTS	
Public Safety <i>including, but not limited to, the refurbishment and repair of existing equipment and vehicles, the acquisition of new vehicles and equipment, land acquisition, and all necessary engineering, construction, materials, and equipment.</i>	\$450,000
Municipal Downtown Facilities Improvements and Revitalization <i>including preliminary design work, planning, and fees, roads, utilities, sidewalks, streetlights, cannery, and regional stormwater improvements</i>	\$5,850,000
Roads, Streets, Bridges, and Sidewalks <i>including paving of Burt's Crossing subdivision streets phases I and II</i>	\$800,000
Capital Projects for Utilities <i>including water source updating and improvement, source 112 production project, water line upgrades, tank painting and maintenance.</i>	\$800,000
Facilities and Equipment <i>including the purchase of new as well as replacement of outdated and work vehicles and small equipment utilized in providing services.</i>	\$500,000
City Municipal Complex Improvements <i>including roof replacement and guard rail repair and/or replacement at the Dawsonville Municipal Complex.</i>	\$800,000
Total City Projects	\$9,200,000
TOTAL ESTIMATED PROJECT COSTS	\$76,600,000

(d) Each of the Projects and project cost estimates described in Article 3(c) shall also include all necessary land acquisition, engineering, construction, materials, vehicles, equipment, and all other capital costs related to such Project.

(e) The County shall own and/or operate the County Projects, shall supervise or cause the supervision of the acquisition, construction and equipping of the County Projects, and

shall be responsible for paying or providing for all the costs of operating, maintaining and insuring the County Projects. Likewise, the City shall own and/or operate the City Projects, shall supervise or cause the supervision of the acquisition, construction and equipping of the City Projects, and shall be responsible for paying or providing for all the costs of operating, maintaining and insuring the City Projects.

(f) The project cost estimates set forth in in Article 3(c) are estimates based upon the estimated SPLOST VIII collections and the needs of the County and the City at the time this Agreement was executed. The County and the City acknowledge and agree that the actual SPLOST VIII collections may vary from the estimated amounts and that the needs of the County and/or the City may change. Therefore, except as specifically set forth in Article 3(h), the County has the sole right under the Agreement to determine how much it will spend on the County Projects, and the County may fund the County Projects in any order or priority it may deem necessary or convenient. Likewise, the City has the sole right under the Agreement to determine how much it will spend on the City Projects, and the City may fund the City Projects in any order or priority it may deem necessary or convenient.

(g) The County and City agree that each approved Project associated with this Agreement shall be maintained as a public facility and in public ownership. If ownership of a Project financed pursuant to this Agreement is transferred to private ownership within ten (10) years of the SPLOST expiration, the proceeds of the sale shall, for the purposes of this Agreement, be deemed excess funds and disposed of as provided under O.C.G.A. § 48-8-121 (g) (2).

(h) Special Procedures for the County Law Enforcement Improvement Project. The County Public Safety: Law Enforcement Improvements Project includes, but it not limited to, the following subprojects: (i) the acquisition of new vehicles and equipment at an estimated cost of \$5,000,000 (the "County Law Enforcement Vehicle Project") and (ii) the refurbishment and repair of the County Detention Center at an estimated cost of \$1,730,000 (the "County Jail Project"). Notwithstanding the general policies concerning the allocation and reallocation of funds and the prioritization of projects set forth in Article 3(f), the County shall allocate additional SPLOST Proceeds from the County's allocation of Net SPLOST Proceeds to the County Law Enforcement Vehicle Project in an amount not to exceed \$700,000 in total from one of the following sources, if available:

(1) If the Net SPLOST Proceeds exceed the estimated amount of \$76,600,000, the County shall allocate up to an additional \$700,000 from the County's allocation of such funds under Article 3(b) to the County Law Enforcement Vehicle Project; and/or

(2) In sixth year of SPLOST VIII, the County shall evaluate the status of the County Jail Project and determine whether such project is complete (or whether it is expected to be completed during the term of this Agreement). If the project has been completed (or if it is expected to be completed) at a total cost of less than the \$1,730,000 estimated project cost, the difference between the estimated project cost and the actual project cost, up to \$700,000, shall be allocated to the County Law Enforcement Vehicle Project.

In no event shall the total cost of the County Law Enforcement Vehicle Project exceed \$5,700,000.

ARTICLE 4.

CALLING REFERENDUM; COLLECTION TERM

(a) The County agrees that it will take all actions necessary to call a referendum, to be held in all the voting precincts in the County, on May 19, 2026, or on such other date as the County and the City shall mutually agree, for the purpose of submitting to the qualified voters of the County for their approval, the question of whether general obligation bonds in an aggregate principal amount of up to \$15,100,000 shall be issued by the County to finance one or more of the County Projects (the "Bonds") and a sales and use tax of one percent shall be continued on all sales and uses in the County for a period of six (6) years for the purpose of raising an estimated \$76,600,000 to fund (a) the payment of \$15,100,000 in debt service on the Bonds during the term of SPLOST VIII and (b) the completion of the County and City Projects. The County shall pay all costs relating to the SPLOST VIII referendum.

(b) By virtue of the parties' entry into this Agreement and based upon the Sales and Use Tax Act, SPLOST VIII shall be collected for a period of six (6) years.

ARTICLE 5.

DISTRIBUTION OF SALES AND USE TAX PROCEEDS

(a) The Net SPLOST Proceeds shall be deposited into a special trust fund held separate and apart from all other funds of the County (the "SPLOST VIII Account"). Within the SPLOST VIII Account, the County shall create two subaccounts: the "County Account" and the "Dawsonville Account."

(b) The Net SPLOST Proceeds used to pay the Debt Service and the County Projects shall be deposited in the County Account. The Net SPLOST Proceeds used to pay the City Projects shall be deposited into the Dawsonville Account.

(c) The County shall deposit into the County Account and the Dawsonville Account an amount equal to the percentages set forth in Article 3 hereof. The County shall remit the monies in the Dawsonville Account to the City once a month. The City shall create and maintain a separate account for the receipt and disbursement of the City's portion of the Net SPLOST Proceeds (the "City Proceeds Account"). The SPLOST VIII Account, the subaccounts created herein, and the City Proceeds Account shall be used exclusively for the purposes set forth in this Agreement.

ARTICLE 6.

BONDS

(a) The ballot shall contain the language needed to authorize the issuance of the Bonds.

(b) In the event that the County elects to issue the Debt, the Debt Service shall be paid first from the County's allocation of Net SPLOST Proceeds pursuant to Article 5(a). In the event that there are insufficient SPLOST VIII proceeds to pay the Debt Service, the County shall pay any shortfall from its general fund. In the event for any reason any such provision or appropriation is not made as provided in the preceding paragraph, then the fiscal officers of the County are hereby authorized and directed to set up as an appropriation on the accounts in the appropriate fiscal year the amounts required to timely pay the obligations which may be due from the general fund. The amount of such appropriation shall be due and payable and shall be expended for the purpose of paying any such obligations, and such appropriation shall have the same legal status as if the County had included the amount of the appropriation in its general revenue, appropriation, and budgetary measures, and the fiscal officers of the County shall immediately make such payments to the paying agent for the Bonds if for any reason the payment of such obligations shall not otherwise have been timely made.

(c) The obligation of the County to pay Debt Service and to perform and observe the other agreements on its part contained herein shall be absolute and unconditional. Until such time as the principal of and interest on the Bonds shall have been paid in full or provision for the payment thereof shall have been made, the County (a) will not suspend or discontinue any payments provided for herein, (b) will perform and observe all of its other agreements contained in this Agreement, and (c) will not terminate this Agreement for any cause, including, without limiting the generality of the foregoing, the failure to complete any Project, a defect in any Project or any failure of the other party to perform and observe any agreement, whether express or implied, or any duty, liability or obligation arising out of or connected with this Agreement.

(e) The County shall be responsible for all aspects of the Bond issuance process. The County will select the underwriter, bond counsel, local counsel, etc.

ARTICLE 7.

RECORD KEEPING

(a) The County shall keep detailed records of the SPLOST VIII Account, including all of its sub-accounts. The City shall have the right to review and be provided copies of all such records upon request to the County. Likewise, the City shall keep detailed records of the Dawsonville Proceeds Account. The County shall have the right to review and be provided with copies of all such records upon request.

(b) The County and the City shall keep a record of each and every of its Projects for which the proceeds of SPLOST VIII are used. A schedule shall be included in each annual audit which shows for each such Project the original estimated cost, the current estimated cost if it is not the original estimated cost, amounts expended in prior years and amounts expended in the current year. The auditor shall verify and test expenditures sufficient to provide assurances that the schedule is fairly presented in relation to the financial statements. The auditor's report on the financial statements shall include an opinion, or the disclaimer of an opinion, as to whether the schedule is presented fairly in all material respects in relation to the financial statements taken as a whole. In the event that the City does not comply with the requirements of this paragraph, the County shall not be held liable in any manner for such noncompliance. In the event that the County

does not comply with the requirements of this paragraph, the City shall not be held liable in any manner for such noncompliance.

ARTICLE 8.

MISCELLANEOUS

(a) Any controversy arising under this Agreement shall be submitted to arbitration pursuant to the provisions of O.C.G.A. Sections 9-9-30 *et seq.*, as amended (the "Arbitration Code"). Such arbitration shall in all respects be governed by the provisions of the Arbitration Code, and the parties hereto shall comply with and be governed by the provisions of the Arbitration Code.

(b) Should any phrase, clause, sentence or paragraph herein contained be held invalid or unconstitutional, it shall in nowise affect the remaining provisions of this Agreement, which said provisions shall remain in full force and effect.

(c) This Agreement may be executed in several counterparts, each of which shall be an original but all of which shall constitute but one and the same instrument.

(d) This Agreement shall be construed and enforced in accordance with the laws of the State of Georgia.

(e) This Agreement, including any attachments or exhibits, constitutes all of the understandings and agreements existing between the County and the City with respect to the distribution and use of Sales and Use Tax proceeds. Furthermore, this Agreement supersedes all prior agreements, negotiations and communications of whatever type, whether written or oral, between the County and the City with respect to distribution and use of the SPLOST VIII proceeds.

(f) No consent or waiver, express or implied, by any party to this Agreement, to any breach of any covenant, condition or duty of another party shall be construed as a consent to or waiver of any future breach of the same.

(g) This Agreement shall be exclusively for the benefit of the parties hereto and shall not provide any third parties with any remedy, claim, liability, reimbursement, cause of action, or other right.

SIGNATURE SHEETS FOR EACH PARTY TO FOLLOW

IN WITNESS WHEREOF, the parties hereto, acting by and through their duly authorized officers, have caused this Agreement to be executed in multiple counterparts under seals as of the day and year first above written.

DAWSON COUNTY, GEORGIA

By: _____

Billy Thurmond, Chairman
Dawson County Board of Commissioners

Attest: _____

Kristen Cloud, County Clerk

Date

01-15-2026



IN WITNESS WHEREOF, the parties hereto, acting by and through their duly authorized officers, have caused this Agreement to be executed in multiple counterparts under seals as of the day and year first above written.

CITY OF DAWSONVILLE, GEORGIA

By: _____

John Walden, Mayor

Attest: _____

Beverly Banister, City Clerk

1-15-2026

Date





DAWSONVILLE CITY COUNCIL EXECUTIVE SUMMARY FOR AGENDA ITEM # 7b

SUBJECT: **APPROVE TO WRITE OFF UNCOLLECTED DEBT ON UTILITY ACCOUNTS**

CITY COUNCIL MEETING DATE: **01/22/2026**

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 ANNUAL APPROVAL TO WRITE-OFF UNCOLLECTED DEBT ON UTILITY ACCOUNTS TALLING \$2,168.47

HISTORY/ FACTS / ISSUES:

- **REQUEST IS FOR 25 ACCOUNTS TALLING \$2,168.47**
- **REQUEST INCLUDES UTILITY ACCOUNTS THAT ARE CLOSED AND BALANCES HAVE NOT BEEN COLLECTED FOR SIX YEARS AND WILL NO LONGER BE PURSUED BY THE COLLECTION AGENCY PER GA LAW; CLOSED ACCOUNTS WITH BALANCES THAT ARE OVER ONE YEAR OLD AND PERSONS ARE DECEASED AND/OR UNCOLLECTED BALANCES TALLING \$5.00 AND UNDER**
- **ATTEMPTS AT COLLECTING BALANCES HAVE BEEN PURSUED BY THE UTILITY DEPARTMENT AND THEN TURNED OVER TO PENN CREDIT FOR COLLECTION AS PER THE ORDINANCE**

OPTIONS:

RECOMMENDED SAMPLE MOTION:

APPROVE AS PRESENTED

REQUESTED BY: Russ Chambers, Utility Director



DAWSONVILLE CITY COUNCIL EXECUTIVE SUMMARY FOR AGENDA ITEM # 8

SUBJECT: EMPLOYEE RECOGNITION

CITY COUNCIL MEETING DATE: 01/22/2026

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 RECOGNIZE AND PRESENT EMPLOYEE RECOGNITION

HISTORY/ FACTS / ISSUES:

OPTIONS:

RECOMMENDED SAMPLE MOTION:

REQUESTED BY: Jacob Evans, City Manager



DAWSONVILLE CITY COUNCIL EXECUTIVE SUMMARY FOR AGENDA ITEM # 9

SUBJECT: ZA-C2600057 B&K TURNER FAMILY

CITY COUNCIL MEETING DATE: 01/22/2026

BUDGET INFORMATION: GL ACCOUNT # _____

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

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

PURPOSE FOR REQUEST:

ZA-C2600057: B&K Turner Family LLP has petitioned for an amendment to the official zoning map applicable to tax map parcel 083 025 006 (Hwy 53). The applicant proposes the property be rezoned from AP: Annexed Property District to R-3: Single-Family Residential District, for the construction of a 91-unit detached single-family residential subdivision. Planning Commission public hearing date: December 8, 2025, at 5:30 PM. Mayor and City Council public hearing date: January 5, 2026, at 5:00 PM. **City Council for a decision January 22, 2026.**

HISTORY/ FACTS / ISSUES:

- +/- 35.31 acres
 - 91 dwelling units
 - Vacant land / Land lock
 - Planning Commission approved the request on December 8, 2025 with Staff Recommendations.
-

OPTIONS: Approval, Deny or Table

RECOMMENDED SAMPLE MOTION:

REQUESTED BY: CPL, Planning & Zoning Department



CITY OF DAWSONVILLE

Planning Staff Report

Request to Amend the Zoning Map (Rezone)

APPLICANTB&K Turner Family LLP

CASE NUMBERZA-C2600057

REQUESTAmend the zoning map to rezone a 35.31 +/- acre assemblage from AP: Annexed Property District to R-3: Single-Family Residential District, for the construction of a 91-unit detached single-family residential subdivision.

CURRENT ZONING DESIGNATIONAP: Annexed Property District

SITE AREA.....+/- 35.31 acres

LOCATIONHwy 53

TAX MAP PARCEL083 025 006

FUTURE LAND USE DESIGNATION*No Designation*

PLANNING COMMISSION PUBLIC HEARING DATE...December 8, 2025

CITY COUNCIL PUBLIC HEARING DATE.....January 5, 2026

CITY COUNCIL DECISION MEETING DATE *January 22, 2026

INTRODUCTION

The applicant petitions a zoning map amendment to rezone a +/- 35.31 acre tract for the development of detached single-family residences, intended as part of the greater Thunder Ridge and Cornerstone area developments. The parcel was approved for annexation into the City on August 21, 2023, and assigned the AP: Annexed Property District designation. The site maintains this zoning designation, despite recent zoning maps depicting the property as RA: Residential Agricultural or not zoned. The applicant proposes the site be rezoned to R-3: Single-Family Residential for the development of 91 detached houses on individual lots.

PROPOSAL

The site, historically part of unincorporated Dawson County, was approved for annexation into Dawsonville in 2023. The site was designated as an AP: Annexed Property District, with no accompanying conditions of zoning. Land in the AP: Annexed Property District is effectively non-zoned, as "land use performance standards ... shall

*Hearing and meeting dates are subject to change

be the same as were allowed under the county zoning ordinance” (Sec. 3302). Up to the effective annexation date, the site was designated Dawson County RA: Residential Exurban/Agricultural. A minimum of 24 months must elapse before AP: Annexed Property zones may gain a city zoning designation through a map amendment request. The applicant requests the site be rezoned from AP: Annexed Property to R-3: Single-family Residential. If the rezoning request is denied, the City shall initiate a zoning change on the property as to prevent the AP: Annexed Property designation from enduring for over 36 months (Sec. 3305.2).

The subject property is currently vacant and undeveloped, with overhead power lines and the associated easement placed north-to-south at the western part of the site. A stream begins near the center of the site and exits at the southern property line. Per the submitted land survey, there is no 100-year flood zone present on the site. The parcel has no direct road frontage but would be connected to the public road network as part of the greater “Thunder Ridge” development; residential development is underway on the assemblages immediately east and south of the subject site. In association with this request, the number of Thunder Ridge access points would increase from one (1) to a minimum of two (2). The table below summarizes key Code requirements and development specifications.

Specification	Proposed Development	R-3 Code Requirement
Maximum Residential Density	2.58 du/acre	3.00 du/acre
Minimum Front Yard Setback	30 ft.	30 ft.
Minimum Side Yard Setback	10 ft.	10 ft.
Minimum Rear Yard Setback	20 ft.	20 ft.
Minimum Heated Floor Area (HFA)	1,500 sq. ft.	1,300 sq. ft.
Minimum Lot Area	7,500 sq. ft. (75 feet wide, 100 feet deep)	7,500 sq. ft. (75 feet wide, 100 feet deep)

The applicant proposes detached, single-family houses on individual lots, with varying house and parcel sizes. The smallest lots would measure no less than 7,500 square feet, satisfying the Code minimum, compared to the largest lots near half an acre each per the concept plan. The typical lot layout shows each house served by a two-car driveway, allowing for vehicles to be parked side-by-side without encroaching upon the right-of-way nor the sidewalk. The typical residence would also contain a front-loaded, two-car garage; the garage fronts would extend up to or in front of the actual front building line of each house.

Presently, the site lacks road frontage, resulting in a lawful nonconforming status pursuant to Sec. 709. Internal pavement widths are proposed at 30 feet wide between the curbs, with five-foot sidewalks at both sides, in 50-foot rights-of-way. A public road connection is planned at the southeast corner of the site with Cornerstone and is consistent with LDP approvals for that site. An additional access point to the northeast is also proposed but is less certain due to approved lots hindering the connection on the neighboring site. Subdivisions of this size (totaling 125 or greater residences) shall provide a traffic impact study and install the minimum number of access points recommended by the study, but no fewer than two (2) (Sec. 109-36(3)).

On December 5, 2025, the applicant provided a traffic impact study for the proposed 91-unit development. Due to the time of submittal, this study was not formally considered at the Planning Commission public hearing. The study relies on an uncertain road connection into Thunder Ridge to the northeast. Under these conditions, “no additional recommendations are provided at these locations” (pg. 8). If the connection to the northeast is not realized, the traffic impact study would no longer reflect development conditions.

The overall residential density of the subject site would be 2.58 dwelling units per acre (du/acre). The density, area, and dwelling unit figures are compared in Thunder Ridge and Cornerstone in the table below.

Site	Development Stage	Dwelling Unit Count	Acreage	Residential Density
Subject Site	Conceptual	91 units	35.3 acres	2.58 du/acre
Thunder Ridge phase 1	Complete	68 units	46.6 acres	1.46 du/acre
Thunder Ridge phase 2	Construction ongoing	18 units	5.9 acres	3.05 du/acre
Thunder Ridge phase 3	Construction ongoing	150 units	88.2 acres	1.70 du/acre
Cornerstone	Construction ongoing	219 units	121.1 acres	1.81 du/acre
Total (with subject site)	n/a	546 units	297.1 acres	1.84 du/acre

The development would be served by sanitary sewer and public water. On-site stormwater management is not intended; the concept plan notes that “[stormwater] detention to be provided at offsite regional facility” absent further details. There is no mail kiosk or associated parking area depicted on the site. Open space and common areas are planned as a “pocket park” at the southeastern corner of the tract, and a larger area toward the site center with no direct road frontage, characterized by the existing stream. The provided Thunder Ridge/Cornerstone master plan shows a large resident amenity area on an R-3: Single-family Residential tract, currently under construction.

Pursuant to Sec. 802, a landscaped buffer no less than 20 feet in depth must be maintained along the development perimeter. To the south and east, the site abuts other Thunder Ridge parcels, so the buffering requirement does not apply at those boundaries. The concept plan shows the 20-foot buffer at the northern site boundary, entirely contained within proposed private rear yards. The western vegetative buffer would also be placed in residential rear yards, between the associated houses and the 100-foot utility easement. Staff notes that providing minimum required buffers in open or common space is best practice; placing the buffer in private yard space may present maintenance challenges due to private use of the yards.

The applicant provides six (6) zoning stipulations as part of their map amendment request; they are intended as proposed zoning conditions, which would exceed the minimum requirements of the Code. The proposed stipulations are provided and summarized below.

Proposed Stipulation	Staff Comment
1. Development on Parcel 083 025 006 shall not exceed 91 units and a density of 2.6 units per acre.	This stipulation would reduce the maximum residential density from 3.00 to 2.6 dwelling units per acre. The applicant could theoretically construct 105 residences at the maximum allowable density.
2. Provide a 50-foot undisturbed stream buffer and 25-foot impervious setback on each side of the existing streams. An exception is made for the installation of the required sanitary sewer lines and their associated easement to be allowed within the 25-foot impervious setback.	The 25-foot impervious stream setback, provided in addition to the 50-foot undisturbed stream buffer, would exceed the minimum requirements.
3. Install nature trail network system without land disturbance measures that will follow the existing topography in the open space areas and have connectivity to the Thunder Ridge and Cornerstone development nature trails.	No nature trails are conceptualized in the plan. Any trail construction would exceed minimum Code requirements as none is mandatory.
4. Eliminate the required 20’ exterior buffer for boundary lines adjoining the Thunder Ridge and Cornerstone subdivisions.	Per Staff interpretation, there is no requirement to buffer from those abutting properties as they function together as a common development.

5. Heated square footage: a. Minimum heated square footage of all homes shall be 1,500 sf. b. Maximum of 20% of homes to be less than 1,600 heated sf. c. Maximum of 35% of homes to be less than 1,800 heated sf. d. Minimum of 45% of the homes to be 2,000 heated sf or more. e. Minimum of 20% of the homes to be 2,200 heated sf or more.	This stipulation would provide for a variety of house sizes, exceeding the minimum Code requirement of 1,300 square feet heated floor area (HFA) by varying levels.
6. All homes, at a minimum, shall have brick or stone water table feature across the front and sides of the home.	This exceeds the minimum requirements as architectural treatments are not a Code requirement.

To be adopted, zoning conditions must be set forth in the minutes of application approval (Sec. 916). At the applicant's discretion, they may recall any proposed stipulation not formally adopted by the Mayor and City Council as a condition of zoning, provided it does not result in a violation of the Code.

The applicant has not submitted any variance requests related to the map amendment application.

SURROUNDING PROPERTIES

<i>Direction from Site</i>	<i>Existing Zoning</i>	<i>Existing Land Use</i>
North	INST	Vacant land
South	R-3	Detached single-family residential (construction ongoing)
East	R-3	Detached single-family residential (construction ongoing)
West	RA (Dawson County)	Wildlife management area

COMPREHENSIVE PLAN

Pursuant to the 2023 Dawsonville Comprehensive Plan, the subject site is *not assigned a Character Area designation*. The site was annexed into Dawsonville after the development of the 2023 Plan. All abutting incorporated parcels are in the Residential Character Area.

The Residential Character Area "represents the outlying residential portions of the city to the northwest, northeast and south. There are no immediate plans to alter their general form or land use, and long term plans suggest these areas will remain residential. Present levels of agricultural activity will continue as development pressures will allow, but neither the city nor the county will pursue capital improvements in this region to facilitate new development.

This area will be fostered as a haven for larger residential uses and rural/conservation subdivisions to facilitate a buffer between the higher densities of Dawsonville and the rest of Dawson County. Most development should entail large lots, with an average approaching or, preferably, surpassing five acres per unit [0.2 du/acre]. Nonresidential activity should be kept to a minimum and compliment the rural character of the area, such as churches, neighborhood scale markets and services with limited parking and traffic generation."

Permissible land use types in the Residential Character Area are Residential, Agricultural, and Conservation.

The proposed land use generally aligns with Residential Character Area intent; however, site density is planned

at 2.58 dwelling units per acre (du/acre), which exceeds the intended 0.2 du/acre density of the Area.

ANALYSIS

(1) Sec. 909 – Criteria to consider for map amendments (rezonings).

Any proposed amendment to the zoning map shall be submitted by application with a copy of the plat and payment of a fee set by the governing body for the application and review of the proposed amendment to the zoning map. Applicants shall submit six copies of any proposed zoning map amendment and plat to the planning director or designee for distribution to the applicable bodies and/or review agencies. The planning director or designee may require more or less copies depending on the nature and extent of required review. Applications which require action by the governing body shall require disclosure of any conflicts of interest as specified in the Georgia Zoning Procedures Act.

The applicant, staff, planning commission and governing body should review an application for zoning map amendment with regard to the following criteria:

(Language in bold is from the City of Dawsonville Zoning Ordinance. Bulleted information that is not bolded are factors known to staff that may apply to the Ordinance criteria.)

1. The existing uses and zoning of nearby property and whether the proposed zoning will adversely affect the existing use or usability of nearby property.

- Most nearby incorporated properties are zoned R-3: Single-family Residential or INST: Institutional.
 - i. The unincorporated parcel to the west is part of a wildlife management area.
 - ii. All abutting occupied parcels have existing or ongoing development of moderate density detached housing consistent with the subject proposal.
- Stormwater management practices have not been specified; future review is necessary to assess effects on nearby sites.

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

- The site is currently zoned AP: Annexed Property district. County-level development standards are maintained until a City zoning designation is formalized.
 - i. The County zoning designation effective until annexation in 2023 (RA: Residential Agricultural/Residential Exurban) allowed for specific residential, agricultural, and agritourist land uses.
- A City zoning designation must be provided between 24 and 36 months following the date of annexation (Sec. 3305.2).
- Absent a formal market analysis, staff is unable to determine the impact of the existing zoning classifications on the sites' property values.

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

- Absent a formal market analysis, staff is unable to determine the impact of the development proposal on local property values.

- 4. The relative gain to the public, as compared to the hardship imposed upon the individual property owner.**
 - The applicant voluntarily filed the subject application with the City in August 2025.
 - Had Dawsonville not received a map amendment request by November 2025, a City-initiated zoning change would have been necessary (Sec. 3305.2.b).
- 5. The physical suitability of the subject property for development as presently zoned and under the proposed zoning district.**
 - This 35-acre property is presently vacant and landlocked, with no direct access or road frontage.
 - i. Due to lack of road frontage, the site is not suitable for development beyond possibly one (1) single-family residence.
 - The developer proposes a public road network connection as part of the development, increasing site suitability for a residential subdivision.
- 6. The length of time the property has been vacant, considered in the context of land development in the area in the vicinity of the property, and whether there are existing or changed conditions affecting the use and development of the property which give supporting grounds for either approval or disapproval of the rezoning request.**
 - The parcel has no recorded history of development.
 - i. Staff has not identified any existing or changing conditions that inherently support the approval or denial of the subject rezoning request.
- 7. The zoning history of the subject property.**
 - The site maintained a Dawson County RA: Residential Agricultural/Residential Exurban zoning designation until City annexation in 2023 as an AP: Annexed Property District.
- 8. The extent to which the proposed zoning will result in a use, which will or could cause excessive or burdensome use of existing streets, transportation facilities, utilities, schools, parks, or other public facilities.**
 - The addition of 91 detached residences would increase traffic volumes throughout the greater Thunder Ridge development and at intersections with GA 9.
 - i. The applicant has not submitted a traffic impact study as part of this request.
 - The proposal is not anticipated to burden location utilities, schools, or other public facilities.
- 9. Whether the zoning proposal is in conformity with the policy and intent of the comprehensive plan, land use plan, or other adopted plans.**
 - The site does not have a Character Area designation due to its recent annexation status.
 - i. The calculated gross residential density of 2.58 du/acre exceeds the intended 0.2 du/acre intent of the surrounding Residential Character Area.

The staff, planning commission and governing body may consider other factors deemed relevant before formulating recommendations and taking action on a particular request.

DAWSON COUNTY FIRE MARSHAL

On November 18, 2025, Jeffrey Bailey provided the following comments:

1. All fire apparatus access roads will need to be designed, constructed, and maintained in accordance with 2018 IFC, Sect 503 and appendix D, w/ GA amendments
2. Required min fire flow shall be provided in accordance with Dawson County Fire Ord. 22-26
3. Fire hydrants shall be installed in accordance with Dawson County Fire Ord. 22-25
4. Vehicle parking on fire apparatus access roads shall be prohibited and NO PARKING signage shall be posted in accordance with 2018 IFC App. D.
5. HOA covenants shall specify that there is to be no roadway/curbside vehicle parking on roads and describe the manner in which the HOA will enforce same
6. Provide details on how City land development requirements for additional entrance(s) to subdivision (based on the number of homes) will be accomplished.

DEPARTMENT OF DOWNTOWN DEVELOPMENT

On November 25, 2025, Amanda Edmondson indicated the Department has no comments related to this request.

DEPARTMENT OF PUBLIC WORKS

The Department has not provided feedback on this request.

PLANNING COMMISSION RECOMMENDATION

At their public meeting on December 8, 2025, the Planning Commission recommended **approval with conditions** of the requested zoning map amendment to rezone the 35.31 +/- acre tract from AP: Annexed Property District to R-3: Single-family Residential District. The following **conditions** are recommended for adoption as part of the map amendment request.

1. The applicant shall cause for a traffic impact study to be completed for the greater "Thunder Ridge Development," consisting of, at minimum, Cornerstone (includes tax map parcels 084 004 and 084 005), Thunder Ridge Subdivision phase 1, Thunder Ridge Subdivision phase 2, Thunder Ridge Subdivision phase 3, and the subject site. Any recommendations of the traffic impact study regarding quantity and service level of access points at GA-9 shall be implemented, or approved for implementation by a Land Disturbance Permit (LDP), not after the issuance of an LDP for the subject site.
2. No portion of the minimum required vegetative buffer (20 feet in depth) along the northern and western property boundaries shall be situated on any lot to contain a dwelling unit.
3. The subject site shall not be developed with greater than ninety-one (91) principal dwelling units.
4. An unpaved trail network no less than five (5) feet in width shall be constructed on the site. The site shall contain no less than 2,000 feet of unpaved trail length.
5. No principal dwelling unit shall have a heated floor area (HFA) of less than 1,500 square feet.
6. All residences constructed in the development shall feature a contrasting base of brick or stone on the front and side façades. Except where interrupted by windows and doors, the contrasting base shall maintain a minimum height of thirty-six (36) inches and shall extend up to, at minimum, the first-floor elevation (FFE) of the subject dwelling.

STAFF RECOMMENDATION

Staff recommends **approval with conditions** of the requested zoning map amendment to rezone the 35.31 +/- acre tract from AP: Annexed Property District to R-3: Single-family Residential District. The following **conditions** are recommended for adoption as part of the map amendment request.

1. The applicant shall cause for a traffic impact study to be completed for the greater "Thunder Ridge Development," consisting of, at minimum, Cornerstone (includes tax map parcels 084 004 and 084 005), Thunder Ridge Subdivision phase 1, Thunder Ridge Subdivision phase 2, Thunder Ridge Subdivision phase 3, and the subject site. Any recommendations of the traffic impact study regarding quantity and service level of access points at GA-9 shall be implemented, or approved for implementation by a Land Disturbance Permit (LDP), not after the issuance of an LDP for the subject site.
2. No portion of the minimum required vegetative buffer (20 feet in depth) along the northern and western property boundaries shall be situated on any lot to contain a dwelling unit.
3. The subject site shall not be developed with greater than ninety-one (91) principal dwelling units.
4. An unpaved trail network no less than five (5) feet in width shall be constructed on the site. The site shall contain no less than 2,000 feet of unpaved trail length.
5. No principal dwelling unit shall have a heated floor area (HFA) of less than 1,500 square feet.
6. All residences constructed in the development shall feature a contrasting base of brick or stone on the front and side façades. Except where interrupted by windows and doors, the contrasting base shall maintain a minimum height of thirty-six (36) inches and shall extend up to, at minimum, the first-floor elevation (FFE) of the subject dwelling.



City of Dawsonville

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

Zoning Amendment Application

Application#: ZA-C2600057

Applicant Name(s): B&K Turner Family LLP

Address: 1090 Oakhaven Dr. City: Roswell Zip: 30075

Cell Phone: [REDACTED] Email: [REDACTED]

Signature(s): [Signature] Date: 8/15/2025

Property Address: Parcel # 083 025 006

Directions to Property from City Hall: SR 53 west through town, around the square onto Hwy 9 (south bound for 2.4 miles), turn right onto Cornerstone Parkway and continue to parcel 083 025 006.

Tax Map Parcel #: 083 025 006 Current Zoning: R1

Land Lot(s): 584 District: 4th Section: 1st

Subdivision Name: Thunder Ridge - Turner Tract Lot #:

Acres: 35.31 Ac Current use of property: partially timbered and undeveloped

Has a past request of Rezone of this property been made before? Yes If yes, provide ZA # C2100043 & ANX-C22000170

The applicant request:

Rezoning to zoning category: R3 Conditional Use permit for: passive, neighborhood green

Proposed use of property if rezoned: 91 lot subdivision

Residential # of lots proposed: 91 Minimum lot size proposed 7,500 sqft (Include Conceptual Plan)

Amenity area proposed Yes if yes, what Amenity area provided by Cornerstone

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

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

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

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

Road name: Cornerstone Parkway Type of Surface: 26' asphalt

- ♦ 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

8/15/2025
Date

Office Use Only	
Date Completed Application Rec'd: <u>11.6.2025</u>	Amount Paid: \$ <u>2115.50</u> CK <u>1621</u> Cash
Date of Planning Commission Meeting: <u>12.8.2025</u>	Dates Advertised: <u>11.19.2025</u>
Date of City Council Meeting: <u>01.05.2026</u>	Rescheduled for next Meeting:
Date of City Council Meeting: <u>01.22.2026</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
(706) 265-3256

Zoning Amendment Authorization

Property Owner Authorization

I/We B & K Turner Family LLP hereby swear that I / we own the property located at (fill in address and/or tax map & parcel #) 083 025 006 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 B&K Turner Family LLP

Signature of Applicant or Agent [Signature] Date 8/15/2025

Mailing Address 1090 Oakhaven Dr.

City Roswell State Georgia Zip 30075

Telephone Number [Redacted]

SUBSCRIBED AND SWORN BEFORE ME ON THIS

15 DAY OF August 2025

[Signature]
Notary Public, State of Georgia

My Commission Expires: 11-11-27



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:

NA

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 \$ NA 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: NA

NA

Signature of Applicant / Representative of Applicant

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
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.

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

Date

8/15/2025

Application Number:

2A C2600057

SUBSCRIBED AND SWORN BEFORE ME ON THIS

15 DAY OF August 2025

Audrey Hix Guthrie
Notary Public, State of Georgia

My Commission Expires: 11-11-27



Notary Seal

Letter of Intent

Applicant	B&K Turner Family, LLP
Subject Property	35.31 total acres on Parcel 083 025 006
Current Zoning:	AP per ANX-C22000170
Proposed Zoning:	R3
Proposed Use:	Develop a community with 91 single-family houses with a neighborhood park and open spaces.
Application:	Rezone to R3 to allow for an effective extension of the Cornerstone community with a street connection to Thunder Ridge.
ROW Access:	“Street A” in Cornerstone and Thunder Ridge Drive (both under construction)

PROPOSED USE

The applicant proposes to rezone the existing zoning of AP for Parcel 083 025 006. This property was previously annexed per ANX-C22000170. The applicant proposes 91 single-family homes on the 35.31 ac property.

There is a fundamental need for housing in general, but this rezoning would allow for much more than just rooftops. This community will be critical in bringing more sustainable revenue to local business and connectivity for existing and future residents. This addition to Cornerstone will also provide access to Thunder Ridge, thus alleviating long-term concerns regarding access to both Cornerstone and Thunder Ridge.

We will help create feasibility for future retail and commercial properties in the growing downtown area by providing a safe vibrant community that includes greenways and pathways, just like the Comprehensive plan states on Pg 37. We will provide high quality obtainable housing for the area's workforce and families. With high regard for public impact, conservancy, land rights, and collaboration with staff and Council we ask that you closely consider our request to rezone this property.

Proposed Stipulations to Zoning

1. Development on Parcel 083 025 006 shall not exceed 91 units and a density of 2.6 units per acre.
2. Provide a 50-foot undisturbed stream buffer and 25-foot impervious setback on each side of the existing streams. An exception is made for the installation of the required sanitary sewer lines and their associated easement to be allowed within the 25-foot impervious setback.
3. Install nature trail network system without land disturbance measures that will follow the existing topography in the open space areas and have connectivity to the Thunder Ridge and Cornerstone development nature trails.
4. Eliminate the required 20' exterior buffer for boundary lines adjoining the Thunder Ridge and Cornerstone subdivisions.
5. Heated square footage:
 - a. Minimum heated square footage of all homes shall be 1,500 sf.
 - b. Maximum of 20% of homes to be less than 1,600 heated sf.
 - c. Maximum of 35% of homes to be less than 1,800 heated sf.
 - d. Minimum of 45% of the homes to be 2,000 heated sf or more.
 - e. Minimum of 20% of the homes to be 2,200 heated sf or more.
6. All homes, at a minimum, shall have brick or stone water table feature across the front and sides of the home.

20-245

All that tract or parcel of land lying and being in Land Lot 584, 4th District, 1st Section, Dawson County, Georgia and being more particularly described as follows:

BEGINNING at a 1/2" rebar found at the corner common to Land Lots 583, 584, 641 & 642;

THENCE, S87°50'07"W a distance of 1300.19' to a 1/2" rebar found at the corner common to Land Lots 584, 585, 640 & 641;

THENCE, N02°07'32"E a distance of 1275.78' to a 1/2" rebar found at the centerline of a woods road and the corner common to Land Lots 572, 573, 584 & 585;

THENCE, along the centerline of the woods road, the following courses and distances:

S79°34'03"E a distance of 103.75' to a point;

S80°37'23"E a distance of 63.52' to a point;

S75°51'20"E a distance of 79.27' to a point;

S86°17'32"E a distance of 85.75' to a point;

S89°32'02"E a distance of 77.51' to a point;

S88°43'03"E a distance of 53.24' to a point;

S81°56'20"E a distance of 53.52' to a point;

S78°09'06"E a distance of 69.08' to a point;

N84°39'40"E a distance of 90.37' to a point;

N73°07'30"E a distance of 71.61' to a point;

N73°00'06"E a distance of 79.86' to a point;

N73°21'23"E a distance of 70.36' to a point;

N78°46'18"E a distance of 83.76' to a point;

N78°19'03"E a distance of 69.76' to a point;

N75°27'48"E a distance of 62.60' to a point;

N67°09'48"E a distance of 63.95' to a point;

N65°00'12"E a distance of 57.92' to a 3/4" open top pipe found at the corner common to Land Lots 573, 574, 583 & 584;

THENCE, leaving the centerline of the woods road, S02°07'04"E a distance of 1317.27' to a 1/2" rebar found; said 1/2" rebar found being the POINT OF BEGINNING.

Said property containing 35.31 acres.



City of Dawsonville Zoning Districts



Find address or place

R1 per
ANX-C22000170

SITE

Legend

City_Parcel

City_Addresses

City Limits

Zoning Districts

- CBD
- CIR
- HB
- INST
- LI
- NB
- O
- PCS
- PUD
- R-1
- R-2
- R-3
- R-3R
- R-6
- RA

0 0.15 0.3mi
-84.142 34.414 Degrees

Esri, HERE, Garmin

PUBLIC NOTICE ON ZONING

AN APPLICATION HAS BEEN FILED WITH THE CITY OF
DAWSONVILLE IN REGARDS TO THE ZONING
REGULATIONS AS THEY APPLY TO THIS PROPERTY.

THE APPLICATION IS FOR:

ZA-C2600057

AP-R3 Zoning Request

HEARINGS WILL BE HELD BY:

PLANNING COMMISSION:

DATE: 12.08.2025

TIME: 5:30 p.m.

CITY COUNCIL:

DATE: 01.05.2026

TIME: 5:00 p.m.

HEARING LOCATION:

DAWSONVILLE MUNICIPAL COMPLEX
415 HIGHWAY 53 E SUITE 100
DAWSONVILLE, GA 30534

FOR ADDITIONAL INFORMATION CALL
CITY PLANNING & ZONING DEPT AT 706-265-3256

THIS SIGN NOT TO BE REMOVED WITHOUT AUTHORIZATION

City Council:
Caleb Phillips, Post 1
William Illg, Post 2
Sandy Sawyer, Post 3
Mark French, Post 4



John Walden
Mayor

Jacob Evans
City Manager

Beverly Banister
City Clerk

Planning Commission:

Dr. Saba Hareinger, At-Large
Madison Eiberger, Post 1
Jack Eaton, Post 2
Randy Davis, Chairperson Post 3
Ashley Stephenson, Post 4

415 Highway 53 East, Suite 100
Dawsonville, GA 30534

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

Stacy Harris
Planning and Zoning

PUBLIC HEARING NOTICE

The City of Dawsonville Planning Commission and the City of Dawsonville Mayor and City Council will each conduct a public hearing at the respective dates and times provided below, regarding a certain matter itemized herein. Public hearings will be conducted in the Council Chambers on the second floor of City Hall located at 415 Hwy. 53 East, Dawsonville Georgia 30534. The public are invited to attend.

.....
ZA-C2600057: B&K Turner Family LLP has petitioned for an amendment to the official zoning map applicable to tax map parcel 083 025 006 (Hwy 53). The applicant proposes the property be rezoned from AP: Annexed Property District to R-3: Single-Family Residential District, for the construction of a 91-unit detached single-family residential subdivision.

Planning Commission public hearing date: December 8, 2025, at 5:30 PM.
Mayor and City Council public hearing date: January 5, 2026, at 5:00 PM.

If you wish to speak on the request, 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.



Cornerstone Residential Development Expansion

Traffic Impact Study

Prepared for:

B&K Turner Family, LLP

Prepared by:

KCI Technologies Inc.

2160 Satellite Boulevard, Suite 130

Duluth, GA 30097

www.kci.com

678.990.6200

September 2025

KCI Project #00051920

A stylized, low-poly illustration of a cityscape in shades of blue. It features various buildings, a bridge, cars on a road, and a water tower. The illustration is positioned at the bottom of the page, partially overlapping the text 'RISE TO THE CHALLENGE'.

**RISE TO THE
CHALLENGE**



Cornerstone Residential Development Expansion

Traffic Impact Study

Prepared for:

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September 2025

KCI Project #00051920



9/30/2025

**RISE TO THE
CHALLENGE**



Executive Summary

The purpose of this study is to evaluate the potential traffic impacts of the proposed *Cornerstone Expansion* residential development. For purposes of the traffic impact study, three developments are included: Cornerstone, Thunder Ridge, and Turner Tract.

- Thunder Ridge is an approved subdivision, with one constructed driveway along SR 9. Sixty-eight homes have been built and are occupied.
- Cornerstone is an approved subdivision, with one permitted (not constructed) driveway along SR 9. No homes have been built.
- Turner Tract is a proposed subdivision (to be rezoned), with access provided via internal streets to both Thunder Ridge and Cornerstone

The site is in the City of Dawsonville and located along the west side of State Route 9. Based on the concept plan exhibit (dated 04/12/2024) the +/-160-acre development will include up to a maximum of 550 detached single-family homes. The concept plan (see Appendix B) for the development illustrates the proposed development and the two driveways along State Route 9. Two additional emergency-only access locations are proposed. One is a connection to J C Burt Road while the second is along SR 9 (Cornerstone site). For the purpose of this study, the two driveways along SR 9 were analyzed. State Route 9 is a two-lane roadway with a 45-mph posted speed limit in the area of the proposed development.

For the purposes of the traffic study, the analysis included the expected completion (build-out) of the development by year 2030. This study performed an analysis of existing year traffic conditions and future traffic conditions at the proposed driveways and two study intersections (SR 9 at J C Burt Road / Perimeter Road, and SR 9 at Mill Creek Drive). The future conditions analysis was performed for the No-Build Conditions (background growth in traffic plus three nearby developments, which included Starlight Homes, Jenkins Tract, and Dawsonville Pointe) and Build Conditions (with the Cornerstone Expansion development). The traffic study was prepared per Georgia DOT requirements and the City of Dawsonville requirements.

The project volumes were calculated based on the Institute of Transportation Engineers' (ITE) Trip Generation Manual, Twelfth Edition. For the purposes of the traffic study, the analysis included 482 single family residential homes to be built. Since the Thunder Ridge subdivision has 68 existing occupied homes, the traffic impact study included traffic volume from the proposed 482 homes (550-68=482). The most applicable ITE land use (LU) code was LU 210 (Single-Family Detached Housing). The estimated total additional project volumes are 4,155 vehicles per day (2,078 entering and 2,077 exiting), 329 vehicles during the AM peak hour (89 entering and 240 exiting) and 409 vehicles during the PM peak hour (254 entering and 155 exiting).

The Cornerstone subdivision has a GDOT permit to construct the driveway along SR 9. The driveway will include constructing the northbound dedicated left-turn lane and southbound right-turn lane along SR 9, as well as a separate left-turn and right-turn lane exiting the site. Therefore, this traffic study did not include a review of Georgia DOT requirements for turn lanes at the site driveways along State Route 9.

The results for the existing year traffic analysis indicate that two of the study intersections are currently operating with an acceptable level of service during the AM and PM peak hours. The study intersection of SR 9 at J C Burt Road/Perimeter Road is currently operating at a poor level of service F for the stop-control approach of Perimeter Road during the AM peak hour; however, operating at an acceptable level of service C during the PM peak hour. A low level of service is not uncommon at stop-control approaches that intersect cross streets with high through volumes during the peak hour.

The results for the future year 2030 No-Build Conditions (without the Cornerstone Expansion development) indicate two of the study intersections are expected to continue operating with an acceptable level of service during the AM and PM peak hours. The study intersection of SR 9 at J C Burt Road/Perimeter Road is expected to continue operating at a very poor level of service F for the stop-control approach of Perimeter Road during the AM peak hour and level of service F during the PM peak hour. Additionally, the JC Burt Road stop-control approach is expected to reach level of service F during the AM peak hour.

The results for the future year 2030 Build Conditions (with the Cornerstone Expansion development) indicate three of the study intersections are expected to operate at acceptable levels of service during the PM peak hours. During the AM peak hour, the stop-control approaches at three study intersections are expected to operate at a low level of service F. A low level of service is not uncommon at stop-control approaches that intersect cross streets with high through volumes during the peak hour.

Recommendations

Since the two development driveways along SR 9 have been permitted and Thunder Valley is open to traffic, no additional recommendations are provided at these locations (SR 9 at Thunder Valley, SR 9 at Cornerstone Subdivision entrance). The two driveways for the Cornerstone Expansion development, with the previously determined driveway geometry, are expected to operate at acceptable levels of service during the PM peak hour and are expected to operate at a low level of service during the AM peak hour in the analysis year 2030.

The traffic impact study identified the following at the two site driveways:

- SR 9 at Thunder Valley:
 - No changes to the existing driveway
- SR 9 at Cornerstone Subdivision Driveway:
 - No changes to the permitted driveway

The study intersection of SR 9 at Mill Creek Drive is expected to operate acceptably in the analysis year 2030; therefore, there are no recommended improvements.

At the study intersection of SR 9 at JC Burt Road/Perimeter Road, the future year 2030 No-Build conditions identified the westbound approach (stop-control) of Perimeter Road will operate with a very poor level of service during the AM peak hour; however, an acceptable level of service during the PM peak hour.

An analysis was performed to identify a potential improvement to mitigate the high average vehicle delay. Previous traffic impact studies for developments, including the Starlight Homes report, identified the

addition of a westbound right-turn lane along Perimeter Road would improve operations as well as the option to install a traffic signal. Previous traffic impact studies have also considered adding a northbound right-turn lane due to the high volume movement. The addition of two right-turn lanes was first analyzed; however, determined this would not reduce the delay to an acceptable range for the Perimeter Road westbound approach.

Capacity analysis was performed for the year 2030 No-Build volumes with the addition of traffic signal control and two right-turn lanes. With traffic signal control, the intersection is expected to operate with acceptable levels of service during the AM and PM peak hours. This mitigation is considered a "system improvement" and needed independent of the proposed development.

A preliminary MUTCD traffic signal warrant analysis using peak hour traffic data was conducted. The projected year 2030 No-Build intersection turning volumes satisfy meet volume warrants for the AM and PM peak hour. While two peak hours meet the MUTCD volume warrants, additional hours throughout the day would need to meet volume warrants for GDOT to support the installation of a traffic signal.

The year 2030 Build Conditions (includes the No-Build traffic volumes, the No-Build Improvements, plus the Cornerstone Expansion development volumes), indicates the study intersection is expected to operate at acceptable levels of service during the AM and PM peak hours.

The City of Dawsonville or GDOT may choose to further evaluate additional mitigation options, as this report includes a limited evaluation. Additionally, the planned GDOT project PI 0014122 concept layout proposes to construct a roundabout at the intersection of SR 9 at Perimeter Road.

City of Dawsonville - Traffic Assessment

Additionally, the traffic impact study addressed components per the City of Dawsonville's UDC, Tier 2 Traffic Assessment, including vehicular traffic impacts. The study intersections were identified by the City of Dawsonville staff based on proximity to the development site. The previous discussion identified a "system improvement" is expected to be needed at the study intersection of SR 9 at JC Burt Road/Perimeter Road. No additional mitigation measures were identified at the other three study intersections along SR 9. The two access driveways for the development are expected to be orderly and provide safe ingress and egress to the site. Based on the number of homes in the development, providing two access driveways and two emergency access locations is expected to provide acceptable operations on a typical day and redundant access during an emergency event (in the case of a closed street/entrance).

The existing pedestrian network consists of a sidewalk along SR 9 along the site frontage of the Thunder Ridge subdivision. There are no sidewalks along the east side of SR 9. The development will provide pedestrian access and connections to the existing pedestrian network at the two site driveways.

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Appendix

A: Figures

Figure 1 – Location Map

Figure 2 – Aerial & Access Locations

Figure 3 – Existing (Year 2025) Traffic Conditions

Figure 4 – No-Build (Year 2030) Traffic Conditions

Figure 5 – Build (Year 2030) Traffic Conditions

B: Concept Plan

C: Traffic Count Data

D: GDOT Traffic Data

E: Intersection Volume Development

F: Capacity Analysis Reports

G: Traffic Signal Warrants Analysis

1. Existing Conditions

1.1 Site Conditions

The proposed development was located on undeveloped property. **Figure 1** provides a general location map. **Figure 2** is an aerial that shows the site location and the driveway locations along State Route 9. (Figures included in Appendix A) Access to the property is proposed to be provided at two driveways along State Route 9. Two additional emergency-only access locations are proposed. One is a connection to J C Burt Road while the second is along SR 9 (Cornerstone). (The site plan is included in Appendix B). The proposed development will be residential and is surrounded by primarily residential and agricultural uses.

1.2 Roadway Conditions

State Route 9 is a two-lane roadway with a 45mph posted speed limit in the area of the proposed development. State Route 9 is a north-south oriented roadway in the vicinity of the development. Georgia DOT classifies State Route 9 as a major collector. The roadway has grassed, rural shoulders, with no sidewalks; although there is a sidewalk along SR 9 along the site frontage of the Thunder Ridge subdivision.

1.3 Traffic Volumes

Traffic counts were collected on Thursday, August 14, 2025, for use in the traffic analysis. Dawson County public schools were in session. The traffic data collected included:

- Intersection turning movement counts (7-9AM and 4-6PM)
 1. SR 9 at J C Burt Road / Perimeter Road
 2. SR 9 at Thunder Valley (Thunder Ridge Subdivision entrance)
 3. SR 9 at Mill Creek Drive
- The data indicated the AM peak hour was 7:00-8:00AM and the PM peak hour was 4:45-5:45 PM at Thunder Valley and Mill Creek Drive; the PM peak hour was 5:00-6:00 PM at Perimeter Road.

Historical traffic volume data available from the GDOT TADA source were utilized to inform the annual growth factor. The two locations are indicated in Appendix D. The two locations are:

- GDOT Count Station #085-0103 located on SR 9, just south of Mill Creek Dr
- GDOT Count Station #085-0105 located on SR 9, just north of Perimeter Rd

Figure 3 (in Appendix A) illustrates the existing 2025 traffic volumes collected on August 14, 2025. These volumes were used in the traffic analysis. The traffic counts are included in the Appendix C. The 2025 traffic volumes are indicated in the Intersection Volume Development table included in the Appendix E.

2. Future Conditions

2.1 Future No-Build Traffic Volumes

Future traffic volumes on State Route 9 were developed by reviewing the historical traffic volumes roadways within the vicinity of the project and historic population growth in the county. Two GDOT count stations in the area were reviewed. The annual historic compound growth rate was 5.2%, and 4.2% at the two GDOT count stations. The calculations are included in Appendix D. Dawson County's population growth rate was most recently reported as 5.11% percent per year in 2023. Over the past five years the population growth rate has been in the range of 5.18% per year to 6.37% per year. After reviewing this information, a 4.0% per year growth rate to account for background traffic volume growth was used in the traffic study.

For the purposes of this study the proposed development is expected to be completed and opened by 2030. A 4.0% per year growth rate was applied to the 2025 volumes to calculate the future traffic volumes.

In addition to the annual growth rate, project trips were added from three known residential developments in the area (listed below). The project trips from the traffic impact study reports prepared for these developments were added at the study intersections as appropriate. In some cases project trips were assumed to continue to the study intersections included in the study network. The three developments were:

- Starlight Homes, residential development on SR 9 to the south of the site
- Jenkins Tract, residential development on SR 9 to the north of the site
- Dawsonville Pointe, residential development on SR 53 to the north of the site

Figure 4 (in Appendix A) illustrates the year 2030 No-Build traffic volumes.

2.2 Future Roadway Conditions

A review of Georgia DOT planned and programmed transportation projects was performed. There are no near term projects near the development; however, there are two long range projects.

Long-Range Projects:

1. Project Name: SR 9 passing lanes from Thompson Rd to Jenkins Rd. GDOT project PI# 0003627. This long-range project is programmed in year 2051 as a reconstruction/rehabilitation of State Route 9.
2. Project Name: New Construction Southwest of the Dawsonville Bypass from SR 9 to SR 53. GDOT project PI# 0014122. This long-range project indicates construction programmed in year 2034. The project would construct a new two-lane bypass road along the southwest side of Dawsonville connecting SR 53 to SR 9. The project concept layout includes constructing a roundabout at the intersection of SR 9 at Perimeter Road.

3. Proposed Development Traffic

Project traffic was calculated for the proposed development. Project traffic is defined as the vehicular trips expected to be generated by the development and distributed over the roadway network.

3.1 Trip Generation

The project driveway volumes were calculated based on the Institute of Transportation Engineers' (ITE) Trip Generation Manual, Twelfth Edition. The development will include up to 482 single-family residential homes. For the purposes of the traffic study, ITE land use code 210 (Single-Family Detached) was used.

Since this is a residential development, no pass-by reductions or internal capture rates were included.

Table 1 below summarizes the trips expected daily, during the AM peak hour, and during the PM peak hour for the development.

Table 1: Proposed Site Trip Generation								
Land Use (ITE Code)	Units	Daily Trips	AM Peak Hour			PM Peak Hour		
		Two-Way Total	Enter	Exit	Total	Enter	Exit	Total
Single-Family Detached (210)	482	4,155	89	240	329	254	155	409

3.2 Trip Distribution and Assignment

An overall trip distribution and assignment of project trips was based on existing traffic patterns, the directional volumes along SR 9, and a review of land uses and the street network in the area. This information was used to apply the project traffic volumes at the development driveways.

The directional distribution for the proposed development is estimated to be:

- 65% to/from the south along SR 9
- 10% to/from the north along SR 9
- 25% to/from the west along Perimeter Road

3.3 Future Build Traffic Volumes

The 2030 Future Build traffic volumes were calculated by adding the proposed development (Cornerstone Expansion) traffic volumes to the projected year 2030 No-Build traffic volumes. **Figure 5** (in Appendix A) illustrates the year 2030 Build traffic volumes.

4. Capacity Analysis

Capacity analysis was performed at the study intersections for the weekday AM and PM peak hours. Intersection Level of Service (LOS) was calculated based on the methodologies contained in the Highway Capacity Manual, 7th Edition. The Synchro Studio software, which utilizes the HCM 7th Edition methodology, was utilized to perform the analyses.

Capacity is defined as the maximum number of vehicles that can pass over a particular road segment or through a particular intersection within a specified period under prevailing roadway, traffic, and control conditions. Level of service (LOS) is used to describe the operating characteristics of a road segment or intersection in relation to its capacity. LOS is defined as a qualitative measure that describes operational conditions and motorist's perceptions. The Highway Capacity Manual defines six levels of service, LOS A through LOS F. Level of service A indicates excellent operations with little delay to motorists, while level of service F indicates extremely long delay.

Level of service for unsignalized intersections is calculated for the average control delay incurred for vehicles on the stop control approach, compared to the average control delay per vehicle for all approaches at a signalized intersection. Control delay for vehicles include initial deceleration delay, queue move-up time, stopped delay, and final acceleration delay. **Table 2** below indicates the relationship between delay and LOS for signalized and unsignalized intersections, respectively. Level-of-service "E" is typically considered to be the limit of acceptable delay.

Several factors affect the controlled delay for unsignalized intersections, including the availability of gaps in the cross-street traffic, and acceptable gap time to make the movement from the stop position. For stop-control intersections, LOS E and F exist when there are insufficient gaps in traffic, resulting in long delays. Low level of service for stop-control approaches are not uncommon at major cross-streets.

Table 2: Level of Service Criteria		
Level of Service	Average Control Delay Per Vehicle (sec)	
	Signalized Intersection	Unsignalized Intersection
A	≤ 10	≤ 10
B	> 10 and ≤ 20	> 10 and ≤ 15
C	> 20 and ≤ 35	> 15 and ≤ 25
D	> 35 and ≤ 55	> 25 and ≤ 35
E	> 55 and ≤ 80	> 35 and ≤ 50
F	> 80	> 50

4.1 Existing Conditions Capacity Analysis

Capacity analysis was performed for the year 2025 Existing Conditions and includes existing traffic volumes at three study intersections. The existing traffic conditions and volumes are illustrated in **Figure 3**. **Table 3** summarizes the results of the existing capacity analysis.

Table 3: Existing Year (2025) Level of Service				
Intersection	Intersection Control	Approach	AM Peak Hour LOS (Delay*)	PM Peak Hour LOS (Delay*)
SR 9 at Thunder Valley	Side-street stop-control	EB – Thunder Valley	D (26)	B (13)
SR 9 at J C Burt Road/Perimeter Road	Side-street stop-control	EB-J C Burt Road	D (33)	C (15)
		WB-Perimeter Road	F (356)	C (22)
SR 9 at Mill Creek Drive	Side-street stop-control	WB-Mill Creek Drive	C (22)	C (15)

*Average vehicle delay in seconds

Two of the study intersections are currently operating with an acceptable level of service during the AM and PM peak hours. The study intersection of SR 9 at J C Burt Road/Perimeter Road is currently operating at a poor level of service F for the stop-control approach of Perimeter Road during the AM peak hour; however, operating at an acceptable level of service C during the PM peak hour. A low level of service is not uncommon at stop-control approaches that intersect cross streets with high through volumes during the peak hour.

4.2 No Build Conditions Capacity Analysis

Capacity analysis was performed for the year 2030 Future Conditions and includes the No-Build traffic volumes and existing geometric conditions. **Figure 4** (in Appendix A) illustrates the year 2030 No-Build traffic volumes. **Table 4** summarizes the results of the capacity analysis.

Table 4: No Build Year (2030) Level of Service				
Intersection	Intersection Control	Approach	AM Peak Hour LOS (Delay*)	PM Peak Hour LOS (Delay*)
SR 9 at Thunder Valley	Side-street stop-control	EB – Thunder Valley	D (26)	C (15)
SR 9 at J C Burt Road/Perimeter Road	Side-street stop-control	EB - J C Burt Road	F (141)	C (21)
		WB - Perimeter Road	F (**)	F (65)
SR 9 at Mill Creek Drive	Side-street stop-control	WB - Mill Creek Drive	E (38)	C (21)

*Average vehicle delay in seconds

**Average vehicle delay exceeds 400s

By the year 2030 No Build conditions, two of the study intersections are expected to continue operating with an acceptable level of service during the AM and PM peak hours. The study intersection of SR 9 at J C Burt Road/Perimeter Road is expected to continue operating at a very poor level of service F for the stop-control approach of Perimeter Road during the AM peak hour and level of service F during the PM peak

hour. Additionally, the JC Burt Road stop-control approach is expected to reach level of service F during the AM peak hour.

4.3 No-Build with Improvements Capacity Analysis

Since the study intersection of SR 9 at JC Burt Road/Perimeter Road has a LOS F during the AM peak hour in the No-build conditions, an analysis was performed to identify a potential improvement to mitigate the average vehicle delay. Previous traffic impact studies for developments, including the Starlight Homes report, identified the addition of a westbound right-turn lane along Perimeter Road would improve operations as well as the option to install a traffic signal. Previous traffic impact studies have also considered adding a northbound right-turn lane due to the high volume movement.

The addition of two right-turn lanes was first analyzed; however, determined this would not reduce the delay to an acceptable range for the Perimeter Road westbound approach. Therefore, a preliminary MUTCD traffic signal warrant analysis using peak hour traffic data was conducted (results in **Appendix G**). The projected year 2030 No-Build intersection turning volumes satisfy meet volume warrants for the AM and PM peak hour. While two peak hours meet the MUTCD volume warrants, additional hours throughout the day would need to meet volume warrants for GDOT to support the installation of a traffic signal. In combination with installing a traffic signal, the addition of the two right-turn lanes is recommended to improve traffic operations.

Table 5 summarizes the results of the capacity analysis with the addition of traffic signal control and two right-turn lanes. The study intersection is expected to operate with acceptable levels of service during the AM and PM peak hours. This mitigation is considered a “system improvement” and needed independent of the proposed development.

Table 5: No Build Year (2030) with Improvements Level of Service				
Intersection	Intersection Control	Approach	AM Peak Hour LOS (Delay*)	PM Peak Hour LOS (Delay*)
SR 9 at J C Burt Road/Perimeter Road	Traffic Signal	Overall	B (19)	B (11)
		EB-J C Burt Road	D (44)	D (50)
		WB-Perimeter Road	D (55)	E (56)

**Average vehicle delay in seconds*

4.4 Build Conditions Capacity Analysis

Capacity analysis was performed for the year 2030 Future Build Conditions and includes the No-Build traffic volumes, the No-Build with Improvements traffic conditions, plus the Cornerstone Expansion development volumes. The Build Conditions analysis also includes the proposed Cornerstone Subdivision Entrance. The Build traffic conditions and volumes are illustrated in **Figure 6**. **Table 6** summarizes the results of the capacity analysis.

Table 6: Build Year (2030) Level of Service				
Intersection	Intersection Control	Approach	AM Peak Hour LOS (Delay*)	PM Peak Hour LOS (Delay*)
SR 9 at Thunder Valley	Side-street stop-control	EB – Thunder Valley	F (171)	C (23)
SR 9 at J C Burt Road/Perimeter Road	Traffic Signal	Overall	C (21)	B (14)
		EB-J C Burt Road	D (42)	D (44)
		WB-Perimeter Road	E (56)	D (53)
SR 9 at Cornerstone Subdivision Entrance	Side-street stop-control	EB-Driveway	E (44)	C (16)
SR 9 at Mill Creek Drive	Side-street stop-control	WB-Mill Creek Drive	F (58)	D (29)

**Average vehicle delay in seconds*

By the year 2030 Build Conditions, the four study intersections are expected to operate at acceptable levels of service during the PM peak hours. During the AM peak hour, the stop-control approaches at three study intersections are expected to operate at a low level of service F. A low level of service is not uncommon at stop-control approaches that intersect cross streets with high through volumes during the peak hour.

The study intersection of SR 9 at JC Burt Road/Perimeter Road, with the No-Build Improvements, is expected to operate at acceptable levels of service during the AM and PM peak hours.

5. Recommendations

Since the two development driveways along SR 9 have been permitted and Thunder Valley is open to traffic, no additional recommendations are provided at these locations (SR 9 at Thunder Valley, SR 9 at Cornerstone Subdivision entrance). The two driveways for the Cornerstone Expansion development, with the previously determined driveway geometry, are expected to operate at acceptable levels of service during the PM peak hour and are expected to operate at a low level of service during the AM peak hour in the analysis year 2030. Based on the number of homes in the development, providing two access driveways and two emergency access locations is expected to provide acceptable operations on a typical day and redundant access during an emergency event (in the case of a closed street/entrance).

The study intersection of SR 9 at Mill Creek Drive is expected to operate acceptably in the analysis year 2030; therefore, there are no recommended improvements.

5.1 Recommendations at Study Intersection

At the study intersection of SR 9 at JC Burt Road/Perimeter Road, the future year 2030 No-Build conditions identified the westbound approach (stop-control) of Perimeter Road will operate with a very poor level of service during the AM peak hour; however, an acceptable level of service during the PM peak hour.

An analysis was performed to identify a potential improvement to mitigate the high average vehicle delay. Capacity analysis was performed for the year 2030 No-Build volumes with the addition of traffic signal control and two right-turn lanes. With traffic signal control, the intersection is expected to operate with acceptable levels of service during the AM and PM peak hours. This mitigation is considered a "system improvement" and needed independent of the proposed development.

A preliminary MUTCD traffic signal warrant analysis using peak hour traffic data was conducted. The projected year 2030 No-Build intersection turning volumes satisfy meet volume warrants for the AM and PM peak hour. While two peak hours meet the MUTCD volume warrants, additional hours throughout the day would need to meet volume warrants for GDOT to support the installation of a traffic signal.

The year 2030 Build Conditions (includes the No-Build traffic volumes, the No-Build Improvements, plus the Cornerstone Expansion development volumes), indicates the study intersection is expected to operate at acceptable levels of service during the AM and PM peak hours.

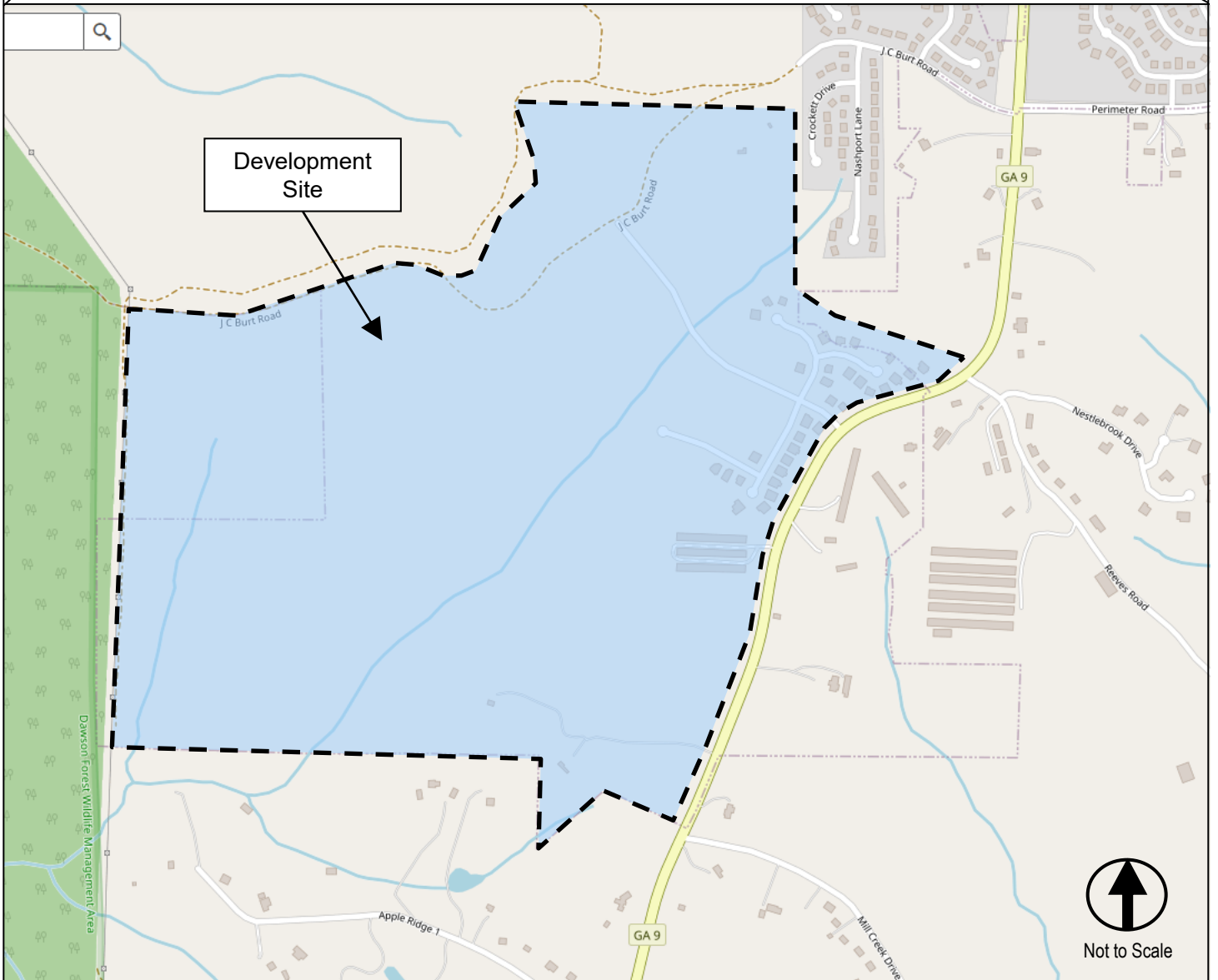
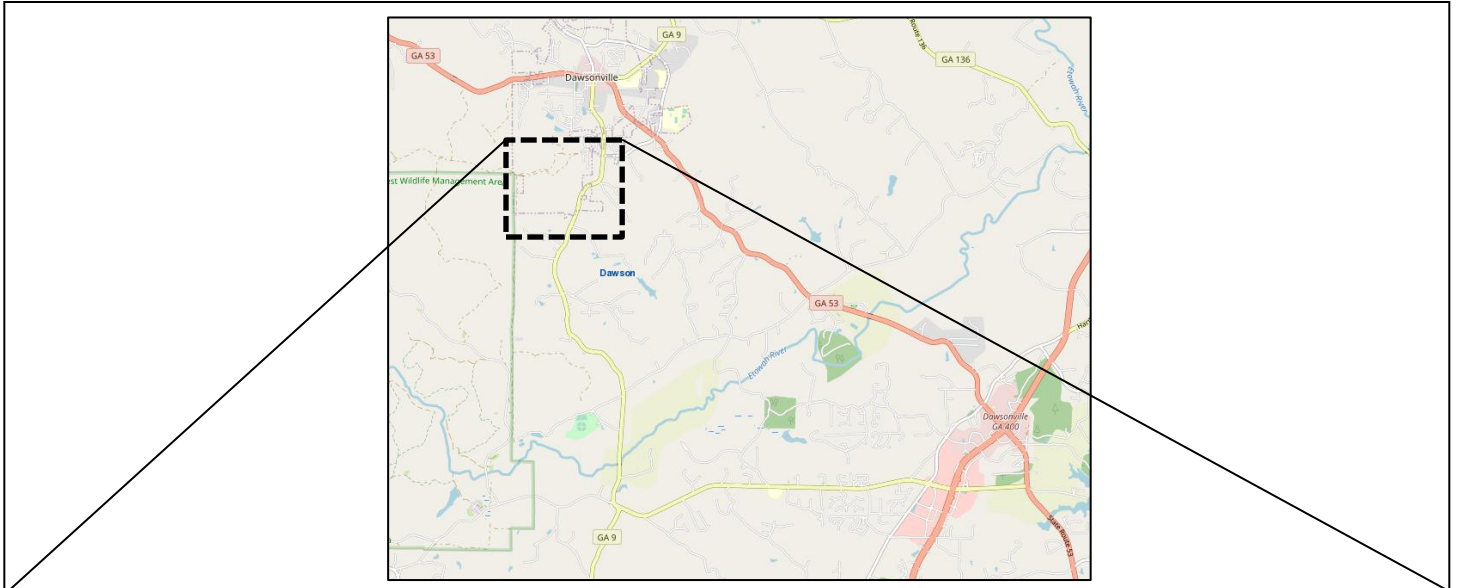
The City of Dawsonville or GDOT may choose to further evaluate additional mitigation options, as this report includes a limited evaluation. Additionally, the planned GDOT project PI 0014122 concept layout proposes to construct a roundabout at the intersection of SR 9 at Perimeter Road.

Appendices


- Appendix A
 - Figures
- Appendix B
 - Concept Plan
- Appendix C
 - Traffic Count Data
- Appendix D
 - GDOT Traffic Data
- Appendix E
 - Intersection Volume Development
- Appendix F
 - Capacity Analysis Reports
- Appendix G
 - Traffic Signal Warrant Analysis

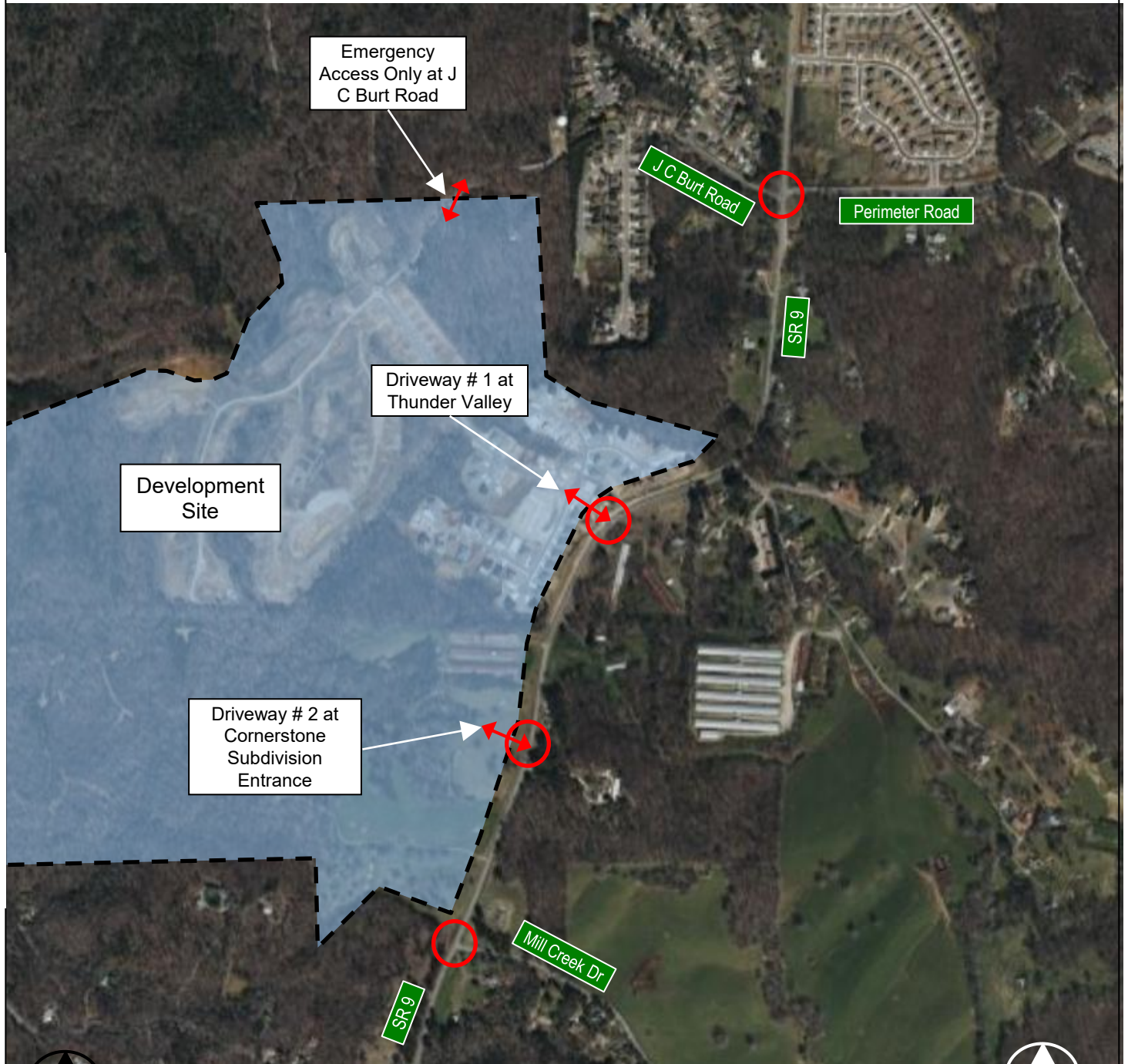
Appendix A

Figures



Legend:

 Study Intersection



Not to Scale



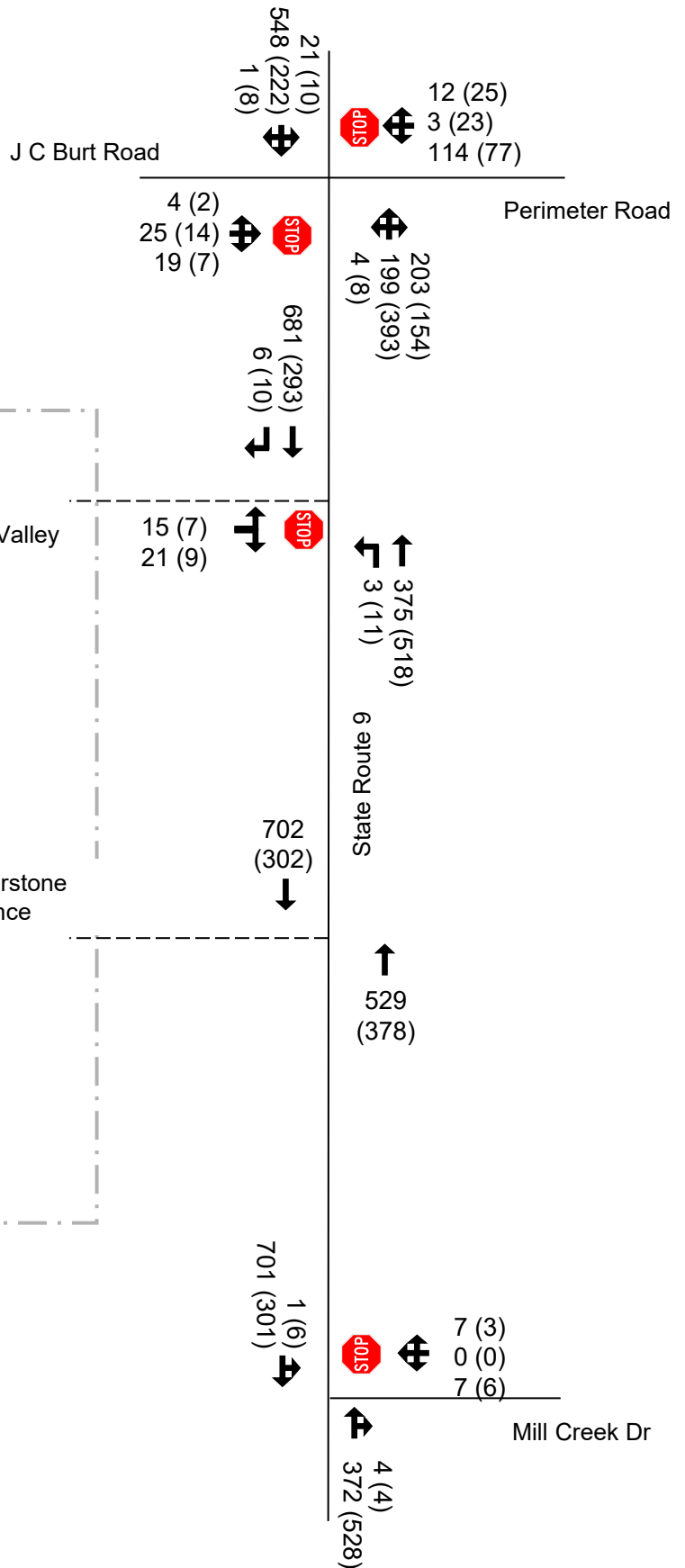
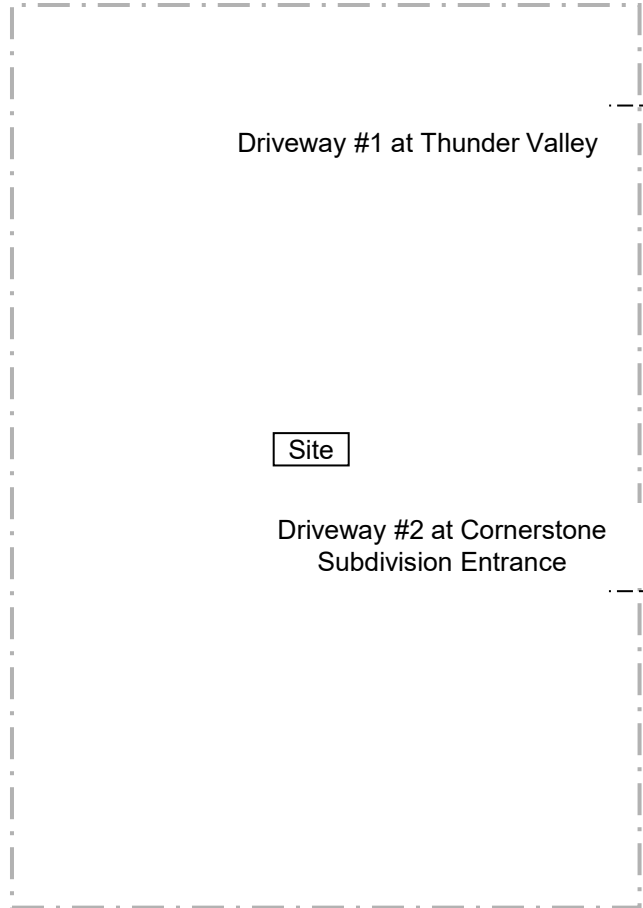
**Traffic Impact Study
Cornerstone Expansion
City of Dawsonville, Georgia**

**Aerial &
Access
Locations**

**Figure
2**

LEGEND:

- Existing Roadway Laneage
- XX AM Peak Hour Traffic Volumes
- (XX) PM Peak Hour Traffic Volumes



Not to Scale



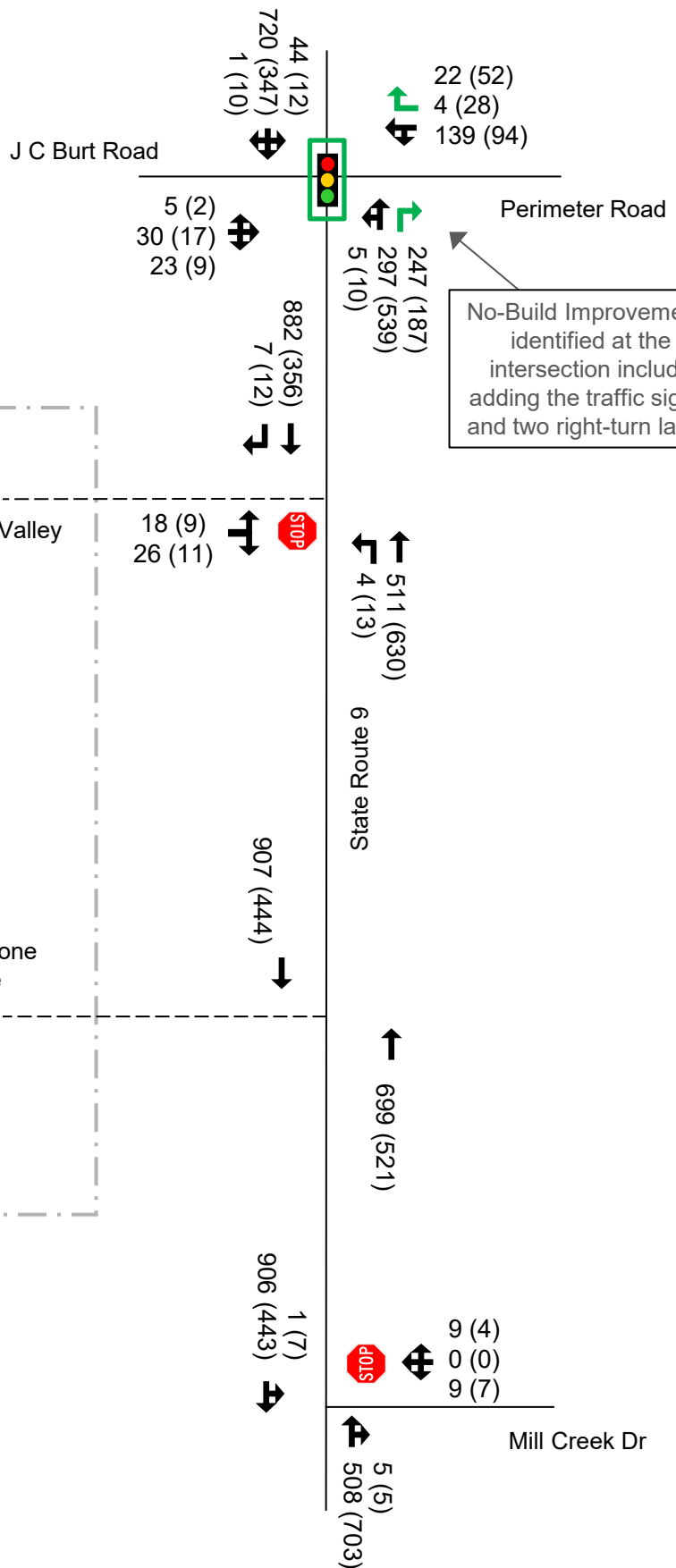
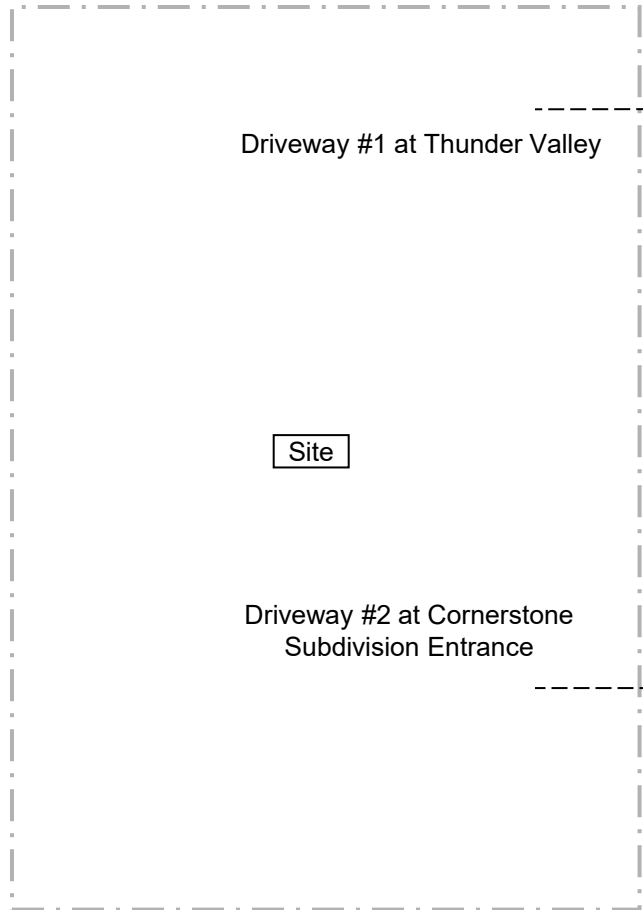
**Traffic Impact Study
Cornerstone Expansion
City of Dawsonville, Georgia**

**Existing
(Year 2025)
Traffic Conditions**

**Figure
3**

LEGEND:

- ➡ Existing Roadway Laneage
- ➡ No-Build Roadway Laneage
- XX AM Peak Hour Traffic Volumes
- (XX) PM Peak Hour Traffic Volumes



Not to Scale






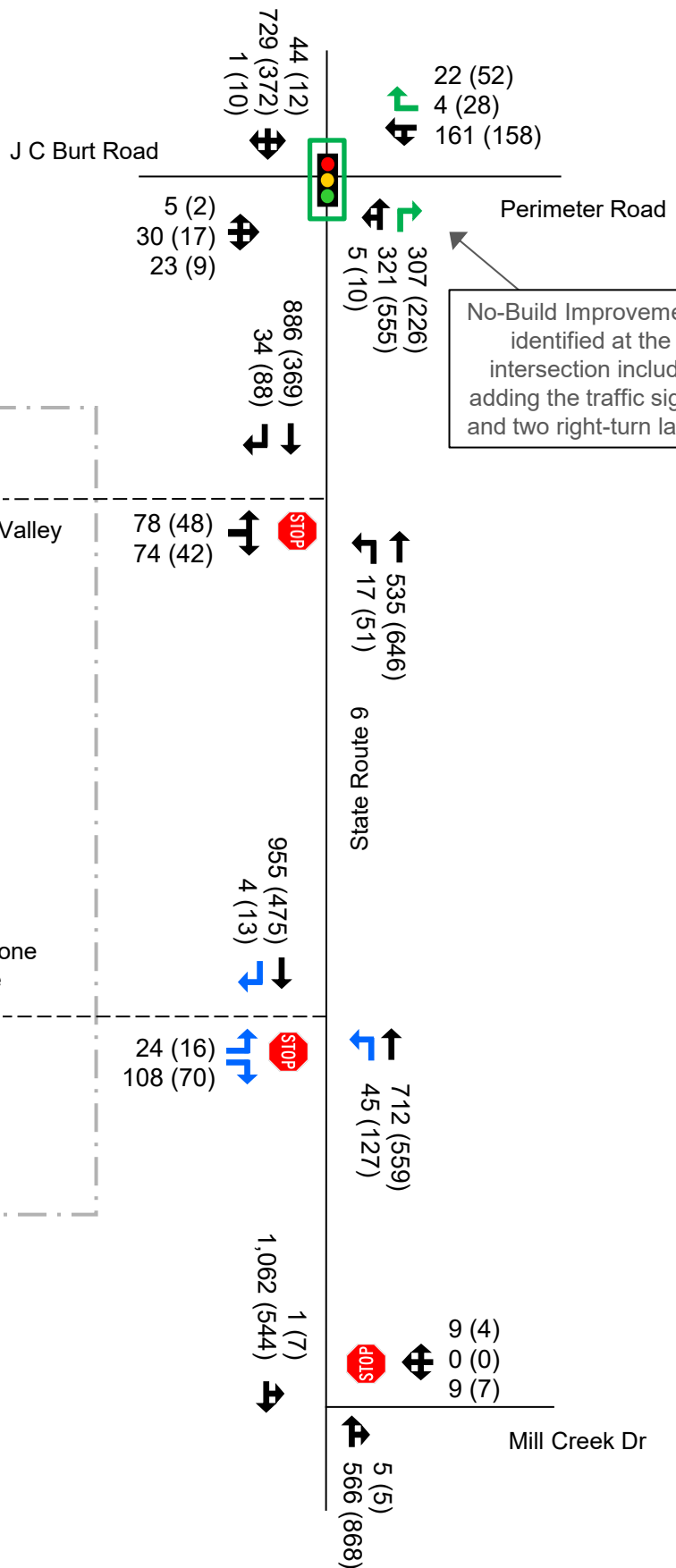
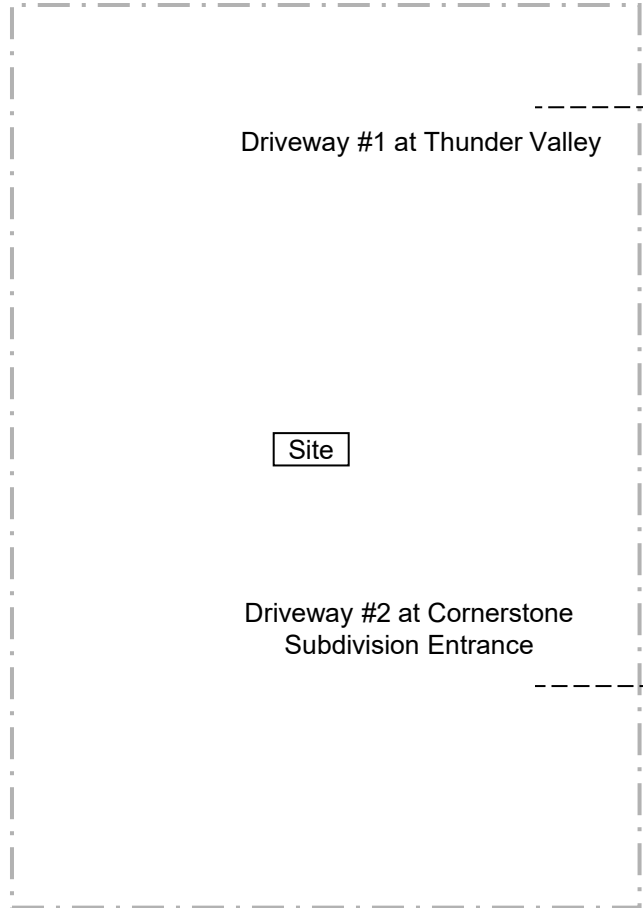
**Traffic Impact Study
Cornerstone Expansion
City of Dawsonville, Georgia**

**No-Build
(Year 2030)
Traffic Conditions**

**Figure
4**

LEGEND:

-  Existing Roadway Laneage
-  No-Build Roadway Laneage
-  Build Roadway Laneage
- XX** AM Peak Hour Traffic Volumes
- (XX)** PM Peak Hour Traffic Volumes



Not to Scale



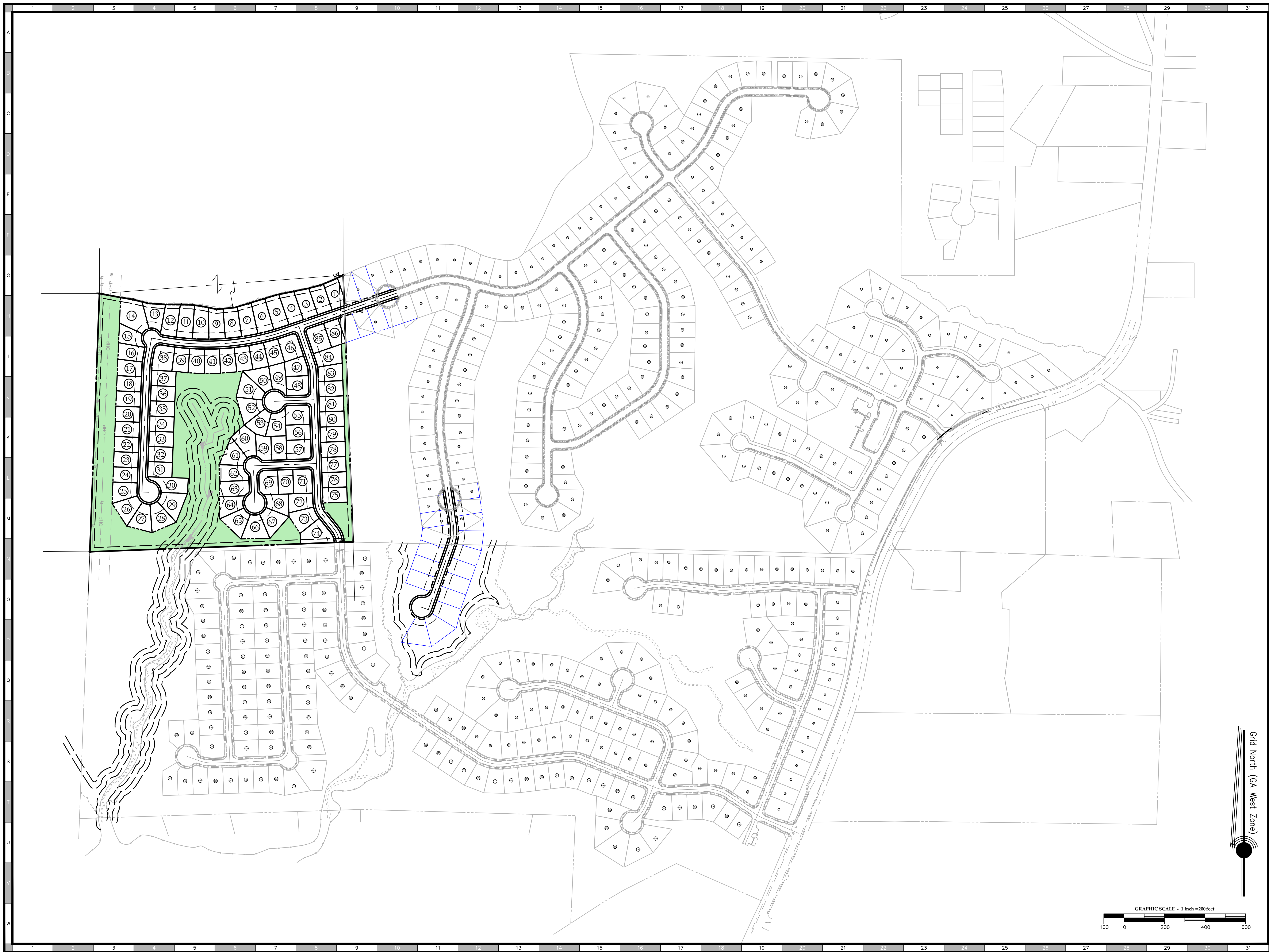
**Traffic Impact Study
Cornerstone Expansion
City of Dawsonville, Georgia**

**Build
(Year 2030)
Traffic Conditions**

**Figure
5**

Appendix B

Concept Plan



E N S I T E
CIVIL CONSULTING, LLC
 4224 Sweetwater Juno Road
 Dawsonville, GA 30534
 Mobile: 770-597-8813
 Contact: Corey Guthrie, PE
 Email: Corey.Guthrie@ensiteconsulting.com

OWNER/DEVELOPER:
B&K TURNER FAMILY LLP
1090 OAKHAVEN DR.
ROS WELL, GA 30075
PHONE: 678-570-0469
EMAIL:
allenstreetproperties@gmail.com

24-HOUR CONTACT:

PROJECT:
**THUNDER RIDGE
- TURNER TRACT**

**LOCATED IN:
LAND LOTS 584
4th DISTRICT, 1st SECTION
CITY OF DAWSONVILLE,
GEORGIA**

SHEET TITLE:
EXHIBIT



STAMP:

**FOR
REVIEW
ONLY**

Q	DRAWING DATE: 2024-11-21
---	--------------------------

SHEET REVISIONS

	NO.	DESCRIPTION	DATE
S			
T			
U			
V			

W
SHEET:
1 of 1

FILE: 24005LP1

Appendix C

Traffic Count Data

Project ID: 25-180207-002
Location: SR 9 & Thunder Valley
City: Dawsonville

Day: Thursday
Date: 8/14/2025

Groups Printed - Cars, PU, Vans - Heavy Trucks																									
	SR 9 Northbound						SR 9 Southbound						Thunder Valley Eastbound						Thunder Valley Westbound						
Start Time	Left	Thru	Rgt	Uturn	Peds	App. Total	Left	Thru	Rgt	Uturn	Peds	App. Total	Left	Thru	Rgt	Uturn	Peds	App. Total	Left	Thru	Rgt	Uturn	Peds	App. Total	Int. Total
7:00 AM	1	93	0	0	0	94	0	208	1	0	0	209	2	0	6	0	0	8	0	0	0	0	0	0	311
7:15 AM	2	127	0	0	0	129	0	226	1	0	0	227	8	0	4	0	0	12	0	0	0	0	0	0	368
7:30 AM	0	89	0	0	0	89	0	146	4	0	0	150	5	0	4	0	0	9	0	0	0	0	0	0	248
7:45 AM	0	66	0	0	0	66	0	101	0	0	0	101	0	0	7	0	0	7	0	0	0	0	0	0	174
Total	3	375	0	0	0	378	0	681	6	0	0	687	15	0	21	0	0	36	0	0	0	0	0	0	1101
8:00 AM	2	57	0	0	0	59	0	96	1	0	0	97	1	0	0	0	2	1	0	0	0	0	0	0	157
8:15 AM	0	40	0	0	0	40	0	60	2	0	0	62	2	0	2	0	0	4	0	0	0	0	0	0	106
8:30 AM	2	39	0	0	0	41	0	63	1	0	0	64	0	0	1	0	0	1	0	0	0	0	0	0	106
8:45 AM	2	69	0	0	0	71	0	54	2	0	0	56	1	0	2	0	0	3	0	0	0	0	0	0	130
Total	6	205	0	0	0	211	0	273	6	0	0	279	4	0	5	0	2	9	0	0	0	0	0	0	499
BREAK																									
4:00 PM	5	90	0	0	0	95	0	79	1	0	0	80	2	0	4	0	0	6	0	0	0	0	0	0	181
4:15 PM	2	92	0	0	0	94	0	50	1	0	0	51	1	0	2	0	0	3	0	0	0	0	0	0	148
4:30 PM	2	120	0	0	0	122	0	87	4	0	0	91	0	0	2	0	0	2	0	0	0	0	0	0	215
4:45 PM	4	112	0	0	0	116	0	83	2	0	0	85	2	0	1	0	0	3	0	0	0	0	0	0	204
Total	13	414	0	0	0	427	0	299	8	0	0	307	5	0	9	0	0	14	0	0	0	0	0	0	748
5:00 PM	4	115	0	0	0	119	0	78	4	0	0	82	2	0	3	0	0	5	0	0	0	0	0	0	206
5:15 PM	1	140	0	0	0	141	0	64	2	1	0	67	1	0	3	0	0	4	0	0	0	0	0	0	212
5:30 PM	2	151	0	0	0	153	0	68	2	0	0	70	2	0	2	0	0	4	0	0	0	0	0	0	227
5:45 PM	3	126	0	0	0	129	0	62	3	0	0	65	2	0	1	0	0	3	0	0	0	0	0	0	197
Total	10	532	0	0	0	542	0	272	11	1	0	284	7	0	9	0	0	16	0	0	0	0	0	0	842
Grand Total	32	1526	0	0	0	1558	0	1525	31	1	0	1557	31	0	44	0	2	75	0	0	0	0	0	0	3190
Apprch %	2.1	97.9	0.0	0.0	0.0		0.0	97.9	2.0	0.1	0.0		41.3	0.0	58.7	0.0	2.7		0.0	0.0	0.0	0.0	0.0		
Total %	1.0	47.8	0.0	0.0	0.0	48.8	0.0	47.8	1.0	0.0	0.0	48.8	1.0	0.0	1.4	0.0	0.1	2.4	0.0	0.0	0.0	0.0	0.0	0.0	
Cars, PU, Vans	31	1460	0	0		1491	0	1462	30	1		1493	30	0	43	0		73	0	0	0	0		0	3057
% Cars, PU, Vans	96.9	95.7	0.0	0.0		95.7	0.0	95.9	96.8	100.0		95.9	96.8	0.0	97.7	0.0		97.3	0.0	0.0	0.0	0.0		0.0	95.8
Heavy trucks	1	66	0	0		67	0	63	1	0		64	1	0	1	0		2	0	0	0	0		0	133
%Heavy trucks	3.1	4.3	0.0	0.0		4.3	0.0	4.1	3.2	0.0		4.1	3.2	0.0	2.3	0.0		2.7	0.0	0.0	0.0	0.0		0.0	4.2

Project ID: 25-180207-002
Location: SR 9 & Thunder Valley
City: Dawsonville

Day: Thursday
Date: 8/14/2025

PEAK HOURS

AM

	SR 9 Northbound					SR 9 Southbound					Thunder Valley Eastbound					Thunder Valley Westbound					
Start Time	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Int. Total
Peak Hour Analysis from 07:00 AM - 09:00 AM																					
Peak Hour for Entire Intersection Begins at 07:00 AM																					
7:00 AM	1	93	0	0	94	0	208	1	0	209	2	0	6	0	8	0	0	0	0	0	311
7:15 AM	2	127	0	0	129	0	226	1	0	227	8	0	4	0	12	0	0	0	0	0	368
7:30 AM	0	89	0	0	89	0	146	4	0	150	5	0	4	0	9	0	0	0	0	0	248
7:45 AM	0	66	0	0	66	0	101	0	0	101	0	0	7	0	7	0	0	0	0	0	174
Total Volume	3	375	0	0	378	0	681	6	0	687	15	0	21	0	36	0	0	0	0	0	1101
% App. Total	0.8	99.2	0.0	0.0	100	0.0	99.1	0.9	0.0	100	41.7	0.0	58.3	0.0	100	0.0	0.0	0.0	0.0	0	
PHF	0.733					0.757					0.750										0.748
Cars, PU, Vans	3	344	0	0	347	0	643	6	0	649	15	0	21	0	36	0	0	0	0	0	1032
% Cars, PU, Vans	100.0	91.7	0.0	0.0	91.8	0.0	94.4	100.0	0.0	94.5	100.0	0.0	100.0	0.0	100.0	0.0	0.0	0.0	0.0	0.0	93.7
Heavy trucks	0	31	0	0	31	0	38	0	0	38	0	0	0	0	0	0	0	0	0	0	69
%Heavy trucks	0.0	8.3	0.0	0.0	8.2	0.0	5.6	0.0	0.0	5.5	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	6.3

PM

	SR 9 Northbound						SR 9 Southbound						Thunder Valley Eastbound						Thunder Valley Westbound							
Start Time	Left	Thru	Rgt	Uturn	App. Total		Left	Thru	Rgt	Uturn	App. Total		Left	Thru	Rgt	Uturn	App. Total		Left	Thru	Rgt	Uturn	App. Total		Int. Total	
Peak Hour Analysis from 04:00 PM - 06:00 PM																										
Peak Hour for Entire Intersection Begins at 04:45 PM																										
4:45 PM	4	112	0	0	116		0	83	2	0	85		2	0	1	0	3		0	0	0	0	0	0		204
5:00 PM	4	115	0	0	119		0	78	4	0	82		2	0	3	0	5		0	0	0	0	0	0		206
5:15 PM	1	140	0	0	141		0	64	2	1	67		1	0	3	0	4		0	0	0	0	0	0		212
5:30 PM	2	151	0	0	153		0	68	2	0	70		2	0	2	0	4		0	0	0	0	0	0		227
Total Volume	11	518	0	0	529		0	293	10	1	304		7	0	9	0	16		0	0	0	0	0	0		849
% App. Total	2.1	97.9	0.0	0.0	100		0.0	96.4	3.3	0.3	100		43.8	0.0	56.3	0.0	100		0.0	0.0	0.0	0.0	0			
PHF	0.864						0.894						0.800												0.935	
Cars, PU, Vans	11	510	0	0	521		0	288	10	1	299		7	0	9	0	16		0	0	0	0	0	0		836
% Cars, PU, Vans	100.0	98.5	0.0	0.0	98.5		0.0	98.3	100.0	100.0	98.4		100.0	0.0	100.0	0.0	100.0		0.0	0.0	0.0	0.0	0.0	0.0		98.5
Heavy trucks	0	8	0	0	8		0	5	0	0	5		0	0	0	0	0		0	0	0	0	0	0		13
%Heavy trucks	0.0	1.5	0.0	0.0	1.5		0.0	1.7	0.0	0.0	1.6		0.0	0.0	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		1.5	

Project ID: 25-180207-001
Location: SR 9 & J C Burt Rd/Perimeter Rd
City: Dawsonville

Day: Thursday
Date: 8/14/2025

Groups Printed - Cars, PU, Vans - Heavy Trucks																									
	SR 9 Northbound						SR 9 Southbound						J C Burt Rd/Perimeter Rd Eastbound						J C Burt Rd/Perimeter Rd Westbound						
Start Time	Left	Thru	Rgt	Uturn	Peds	App. Total	Left	Thru	Rgt	Uturn	Peds	App. Total	Left	Thru	Rgt	Uturn	Peds	App. Total	Left	Thru	Rgt	Uturn	Peds	App. Total	Int. Total
7:00 AM	0	38	51	0	0	89	5	174	0	0	0	179	1	6	4	0	0	11	26	1	1	0	0	28	307
7:15 AM	0	59	83	0	0	142	7	192	1	0	0	200	2	7	7	0	0	16	26	1	4	0	0	31	389
7:30 AM	2	57	48	0	0	107	5	106	0	0	0	111	0	5	5	0	0	10	36	1	3	0	0	40	268
7:45 AM	2	45	21	0	0	68	4	76	0	0	0	80	1	7	3	0	0	11	26	0	4	0	0	30	189
Total	4	199	203	0	0	406	21	548	1	0	0	570	4	25	19	0	0	48	114	3	12	0	0	129	1153
8:00 AM	1	46	15	0	0	62	1	58	1	0	1	60	1	3	6	0	0	10	30	3	4	0	0	37	169
8:15 AM	0	26	13	0	0	39	1	42	1	0	0	44	0	3	2	0	0	5	12	1	2	0	0	15	103
8:30 AM	2	29	12	0	0	43	5	56	0	0	0	61	2	3	3	0	0	8	9	0	2	0	0	11	123
8:45 AM	0	53	17	0	0	70	3	50	1	0	1	54	0	3	1	0	0	4	10	1	2	0	0	13	141
Total	3	154	57	0	0	214	10	206	3	0	2	219	3	12	12	0	0	27	61	5	10	0	0	76	536
BREAK																									
4:00 PM	5	60	28	0	0	93	5	54	1	0	0	60	0	3	0	0	0	3	28	2	4	0	0	34	190
4:15 PM	2	65	26	0	0	93	5	39	1	0	0	45	1	1	1	0	0	3	17	1	4	0	0	22	163
4:30 PM	4	83	29	0	0	116	1	59	3	0	0	63	1	1	2	0	0	4	34	1	5	0	0	40	223
4:45 PM	3	75	30	0	0	108	3	60	3	0	0	66	0	0	5	0	0	5	20	6	5	0	0	31	210
Total	14	283	113	0	0	410	14	212	8	0	0	234	2	5	8	0	0	15	99	10	18	0	0	127	786
5:00 PM	3	86	37	0	0	126	4	68	2	0	0	74	0	3	0	0	0	3	23	6	5	0	0	34	237
5:15 PM	1	104	31	0	0	136	3	53	2	0	0	58	0	1	1	0	0	2	16	7	7	0	0	30	226
5:30 PM	4	112	40	0	0	156	0	47	1	0	0	48	1	4	2	0	0	7	22	6	5	0	0	33	244
5:45 PM	0	91	46	0	0	137	3	54	3	0	0	60	1	6	4	0	0	11	16	4	8	0	0	28	236
Total	8	393	154	0	0	555	10	222	8	0	0	240	2	14	7	0	0	23	77	23	25	0	0	125	943
Grand Total	29	1029	527	0	0	1585	55	1188	20	0	2	1263	11	56	46	0	0	113	351	41	65	0	0	457	3418
Apprch %	1.8	64.9	33.2	0.0	0.0		4.4	94.1	1.6	0.0	0.2		9.7	49.6	40.7	0.0	0.0		76.8	9.0	14.2	0.0	0.0		
Total %	0.8	30.1	15.4	0.0	0.0	46.4	1.6	34.8	0.6	0.0	0.1	37.0	0.3	1.6	1.3	0.0	0.0	3.3	10.3	1.2	1.9	0.0	0.0	13.4	
Cars, PU, Vans	28	980	506	0		1514	52	1135	20	0		1207	11	55	45	0		111	340	40	64	0		444	3276
% Cars, PU, Vans	96.6	95.2	96.0	0.0		95.5	94.5	95.5	100.0	0.0		95.6	100.0	98.2	97.8	0.0		98.2	96.9	97.6	98.5	0.0		97.2	95.8
Heavy trucks	1	49	21	0		71	3	53	0	0		56	0	1	1	0		2	11	1	1	0		13	142
%Heavy trucks	3.4	4.8	4.0	0.0		4.5	5.5	4.5	0.0	0.0		4.4	0.0	1.8	2.2	0.0		1.8	3.1	2.4	1.5	0.0		2.8	4.2

Project ID: 25-180207-001
Location: SR 9 & J C Burt Rd/Perimeter Rd
City: Dawsonville

PEAK HOURS

Day: Thursday
Date: 8/14/2025

AM																							
	SR 9 Northbound					SR 9 Southbound					J C Burt Rd/Perimeter Rd Eastbound					J C Burt Rd/Perimeter Rd Westbound							
Start Time	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Int. Total		
Peak Hour Analysis from 07:00 AM - 09:00 AM																							
Peak Hour for Entire Intersection Begins at 07:00 AM																							
7:00 AM	0	38	51	0	89	5	174	0	0	179	1	6	4	0	11	26	1	1	0	28	307		
7:15 AM	0	59	83	0	142	7	192	1	0	200	2	7	7	0	16	26	1	4	0	31	389		
7:30 AM	2	57	48	0	107	5	106	0	0	111	0	5	5	0	10	36	1	3	0	40	268		
7:45 AM	2	45	21	0	68	4	76	0	0	80	1	7	3	0	11	26	0	4	0	30	189		
Total Volume	4	199	203	0	406	21	548	1	0	570	4	25	19	0	48	114	3	12	0	129	1153		
% App. Total	1.0	49.0	50.0	0.0	100	3.7	96.1	0.2	0.0	100	8.3	52.1	39.6	0.0	100	88.4	2.3	9.3	0.0	100			
PHF	0.715					0.713					0.750					0.806					0.741		
Cars, PU, Vans	4	181	189	0	374	21	519	1	0	541	4	25	18	0	47	106	2	12	0	120	1082		
% Cars, PU, Vans	100.0	91.0	93.1	0.0	92.1	100.0	94.7	100.0	0.0	94.9	100.0	100.0	94.7	0.0	97.9	93.0	66.7	100.0	0.0	93.0	93.8		
Heavy trucks	0	18	14	0	32	0	29	0	0	29	0	0	1	0	1	8	1	0	0	9	71		
%Heavy trucks	0.0	9.0	6.9	0.0	7.9	0.0	5.3	0.0	0.0	5.1	0.0	0.0	5.3	0.0	2.1	7.0	33.3	0.0	0.0	7.0	6.2		

PM																							
	SR 9 Northbound					SR 9 Southbound					J C Burt Rd/Perimeter Rd Eastbound					J C Burt Rd/Perimeter Rd Westbound							
Start Time	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Int. Total		
Peak Hour Analysis from 04:00 PM - 06:00 PM																							
Peak Hour for Entire Intersection Begins at 05:00 PM																							
5:00 PM	3	86	37	0	126	4	68	2	0	74	0	3	0	0	3	23	6	5	0	34	237		
5:15 PM	1	104	31	0	136	3	53	2	0	58	0	1	1	0	2	16	7	7	0	30	226		
5:30 PM	4	112	40	0	156	0	47	1	0	48	1	4	2	0	7	22	6	5	0	33	244		
5:45 PM	0	91	46	0	137	3	54	3	0	60	1	6	4	0	11	16	4	8	0	28	236		
Total Volume	8	393	154	0	555	10	222	8	0	240	2	14	7	0	23	77	23	25	0	125	943		
% App. Total	1.4	70.8	27.7	0.0	100	4.2	92.5	3.3	0.0	100	8.7	60.9	30.4	0.0	100	61.6	18.4	20.0	0.0	100			
PHF	0.889					0.811					0.523					0.919					0.966		
Cars, PU, Vans	8	388	153	0	549	9	219	8	0	236	2	14	7	0	23	76	23	25	0	124	932		
% Cars, PU, Vans	100.0	98.7	99.4	0.0	98.9	90.0	98.6	100.0	0.0	98.3	100.0	100.0	100.0	0.0	100.0	98.7	100.0	100.0	0.0	99.2	98.8		
Heavy trucks	0	5	1	0	6	1	3	0	0	4	0	0	0	0	0	1	0	0	0	1	11		
%Heavy trucks	0.0	1.3	0.6	0.0	1.1	10.0	1.4	0.0	0.0	1.7	0.0	0.0	0.0	0.0	0.0	1.3	0.0	0.0	0.0	0.8	1.2		

Project ID: 25-180207-003
Location: SR 9 & Mill Creek Dr
City: Dawsonville

Day: Thursday
Date: 8/14/2025

Groups Printed - Cars, PU, Vans - Heavy Trucks

	SR 9 Northbound						SR 9 Southbound						Mill Creek Dr Eastbound						Mill Creek Dr Westbound							
Start Time	Left	Thru	Rgt	Uturn	Peds	App. Total	Left	Thru	Rgt	Uturn	Peds	App. Total	Left	Thru	Rgt	Uturn	Peds	App. Total	Left	Thru	Rgt	Uturn	Peds	App. Total	Int. Total	
7:00 AM	0	97	0	0	0	97	0	211	0	0	0	211	0	0	0	0	0	0	1	0	3	0	0	4	312	
7:15 AM	0	127	1	0	0	128	1	225	0	0	0	226	0	0	0	0	0	0	4	0	2	0	0	6	360	
7:30 AM	0	86	1	0	0	87	0	153	0	0	0	153	0	0	0	0	0	0	1	0	2	0	0	3	243	
7:45 AM	0	62	2	0	0	64	0	112	0	0	0	112	0	0	0	0	0	0	1	0	0	0	0	1	177	
Total	0	372	4	0	0	376	1	701	0	0	0	702	0	0	0	0	0	0	7	0	7	0	0	14	1092	
8:00 AM	0	64	1	0	0	65	2	95	0	0	0	97	0	0	0	0	0	0	0	0	1	0	0	1	163	
8:15 AM	0	36	1	0	0	37	0	58	0	0	0	58	0	0	0	0	0	0	2	0	1	0	0	3	98	
8:30 AM	0	39	0	0	0	39	0	65	0	0	0	65	0	0	0	0	0	0	0	0	0	0	0	0	104	
8:45 AM	0	73	0	0	0	73	0	56	0	0	0	56	0	0	0	0	0	0	0	0	0	0	0	0	129	
Total	0	212	2	0	0	214	2	274	0	0	0	276	0	0	0	0	0	0	2	0	2	0	0	4	494	
BREAK																										
4:00 PM	0	96	0	0	0	96	0	85	0	0	0	85	0	0	0	0	0	0	0	0	0	0	0	0	181	
4:15 PM	0	92	2	0	0	94	0	47	0	0	0	47	0	0	0	0	0	0	1	0	0	0	0	1	142	
4:30 PM	0	123	2	0	0	125	1	89	0	0	0	90	0	0	0	0	0	0	2	0	0	0	0	2	217	
4:45 PM	0	115	0	0	0	115	4	81	0	0	0	85	0	0	0	0	0	0	0	0	0	0	0	0	200	
Total	0	426	4	0	0	430	5	302	0	0	0	307	0	0	0	0	0	0	3	0	0	0	0	3	740	
5:00 PM	0	126	2	0	0	128	2	80	0	0	0	82	0	0	0	0	0	0	2	0	0	0	0	2	212	
5:15 PM	0	135	2	0	0	137	0	68	0	0	0	68	0	0	0	0	0	0	2	0	1	0	0	3	208	
5:30 PM	0	152	0	0	0	152	0	72	0	0	0	72	0	0	0	0	0	0	2	0	2	0	0	4	228	
5:45 PM	0	129	3	0	0	132	4	59	0	0	0	63	0	0	0	0	0	0	0	0	1	0	0	1	196	
Total	0	542	7	0	0	549	6	279	0	0	0	285	0	0	0	0	0	0	6	0	4	0	0	10	844	
Grand Total	0	1552	17	0	0	1569	14	1556	0	0	0	1570	0	0	0	0	0	0	18	0	13	0	0	31	3170	
Apprch %	0.0	98.9	1.1	0.0	0.0		0.9	99.1	0.0	0.0	0.0		0.0	0.0	0.0	0.0	0.0		58.1	0.0	41.9	0.0	0.0			
Total %	0.0	49.0	0.5	0.0	0.0	49.5	0.4	49.1	0.0	0.0	0.0	49.5	0.0	0.0	0.0	0.0	0.0	0.0	0.6	0.0	0.4	0.0	0.0	1.0		
Cars, PU, Vans	0	1486	16	0		1502	14	1491	0	0		1505	0	0	0	0		0	17	0	12	0		29	3036	
% Cars, PU, Vans	0.0	95.7	94.1	0.0		95.7	100.0	95.8	0.0	0.0		95.9	0.0	0.0	0.0	0.0		0.0	94.4	0.0	92.3	0.0		93.5	95.8	
Heavy trucks	0	66	1	0		67	0	65	0	0		65	0	0	0	0	0	0	1	0	1	0		2	134	
%Heavy trucks	0.0	4.3	5.9	0.0		4.3	0.0	4.2	0.0	0.0		4.1	0.0	0.0	0.0	0.0		0.0	5.6	0.0	7.7	0.0		6.5	4.2	

Project ID: 25-180207-003
Location: SR 9 & Mill Creek Dr
City: Dawsonville

Day: Thursday
Date: 8/14/2025

PEAK HOURS

AM

	SR 9 Northbound					SR 9 Southbound					Mill Creek Dr Eastbound					Mill Creek Dr Westbound					
Start Time	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Int. Total
Peak Hour Analysis from 07:00 AM - 09:00 AM																					
Peak Hour for Entire Intersection Begins at 07:00 AM																					
7:00 AM	0	97	0	0	97	0	211	0	0	211	0	0	0	0	0	1	0	3	0	4	312
7:15 AM	0	127	1	0	128	1	225	0	0	226	0	0	0	0	0	4	0	2	0	6	360
7:30 AM	0	86	1	0	87	0	153	0	0	153	0	0	0	0	0	1	0	2	0	3	243
7:45 AM	0	62	2	0	64	0	112	0	0	112	0	0	0	0	0	1	0	0	0	1	177
Total Volume	0	372	4	0	376	1	701	0	0	702	0	0	0	0	0	7	0	7	0	14	1092
% App. Total	0.0	98.9	1.1	0.0	100	0.1	99.9	0.0	0.0	100	0.0	0.0	0.0	0.0	0	50.0	0.0	50.0	0.0	100	
PHF	0.734					0.777										0.583					0.758
Cars, PU, Vans	0	342	3	0	345	1	662	0	0	663	0	0	0	0	0	6	0	6	0	12	1020
% Cars, PU, Vans	0.0	91.9	75.0	0.0	91.8	100.0	94.4	0.0	0.0	94.4	0.0	0.0	0.0	0.0	0.0	85.7	0.0	85.7	0.0	85.7	93.4
Heavy trucks	0	30	1	0	31	0	39	0	0	39	0	0	0	0	0	1	0	1	0	2	72
%Heavy trucks	0.0	8.1	25.0	0.0	8.2	0.0	5.6	0.0	0.0	5.6	0.0	0.0	0.0	0.0	0	14.3	0.0	14.3	0.0	14.3	6.6

PM

	SR 9 Northbound					SR 9 Southbound					Mill Creek Dr Eastbound					Mill Creek Dr Westbound					
Start Time	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Left	Thru	Rgt	Uturn	App. Total	Int. Total
Peak Hour Analysis from 04:00 PM - 06:00 PM																					
Peak Hour for Entire Intersection Begins at 04:45 PM																					
4:45 PM	0	115	0	0	115	4	81	0	0	85	0	0	0	0	0	0	0	0	0	0	200
5:00 PM	0	126	2	0	128	2	80	0	0	82	0	0	0	0	0	2	0	0	0	2	212
5:15 PM	0	135	2	0	137	0	68	0	0	68	0	0	0	0	0	2	0	1	0	3	208
5:30 PM	0	152	0	0	152	0	72	0	0	72	0	0	0	0	0	2	0	2	0	4	228
Total Volume	0	528	4	0	532	6	301	0	0	307	0	0	0	0	0	6	0	3	0	9	848
% App. Total	0.0	99.2	0.8	0.0	100	2.0	98.0	0.0	0.0	100	0.0	0.0	0.0	0.0	0	66.7	0.0	33.3	0.0	100	
PHF	0.875					0.903										0.563					0.930
Cars, PU, Vans	0	521	4	0	525	6	296	0	0	302	0	0	0	0	0	6	0	3	0	9	836
% Cars, PU, Vans	0.0	98.7	100.0	0.0	98.7	100.0	98.3	0.0	0.0	98.4	0.0	0.0	0.0	0.0	0.0	100.0	0.0	100.0	0.0	100.0	98.6
Heavy trucks	0	7	0	0	7	0	5	0	0	5	0	0	0	0	0	0	0	0	0	0	12
%Heavy trucks	0.0	1.3	0.0	0.0	1.3	0.0	1.7	0.0	0.0	1.6	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	1.4

Appendix D

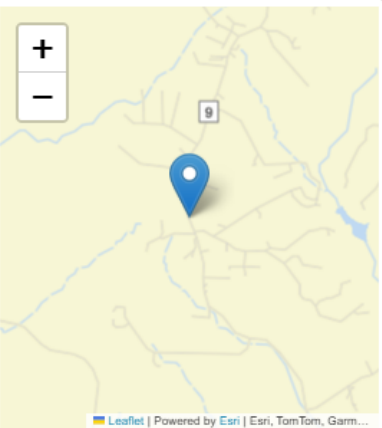
GDOT Traffic Data

Location Map of GDOT Count Stations



0000085_0105 - 085-0105 - CRX 038500LCR0426R**County:** Dawson**Route number:** 00000900**LRS section:** 0851000900**Functional class:** 5R - Major Collector (Rural)**Coordinates:** 34.4101712167512, -84.116618291201**Site Data****Count History**

Year	Month	Count type	Duration	Count	ADT
2025	April	Class	48 hours	13,488	6,744
2018	October	Class	48 hours	9,842	4,921
2015	May	Class	48 hours	8,085	4,042
2013	November	Volume	48 hours	8,698	4,349
2011	September	Volume	48 hours	7,109	3,554
2010	July	Volume	48 hours	7,715	3,858

0000085_0103 - 085-0103 - CRX 019400LCR0252R**County:** Dawson**Route number:** 00000900**LRS section:** 0851000900**Functional class:** 5U - Major Collector (Urban)**Coordinates:** 34.38683229, -84.12552669**Site Data****Count History**

Year	Month	Count type	Duration	Count	ADT
2025	July	Class	48 hours	16,222	8,111
2022	May	Class	48 hours	14,394	7,197
2020	May	Volume	48 hours	11,242	5,621
2018	September	Class	48 hours	11,389	5,694
2016	August	Volume	48 hours	12,890	6,445
2014	May	Volume	48 hours	10,670	5,335
2012	June	Volume	48 hours	8,512	4,256

2009 April Class 48 hours 6,967 3,484

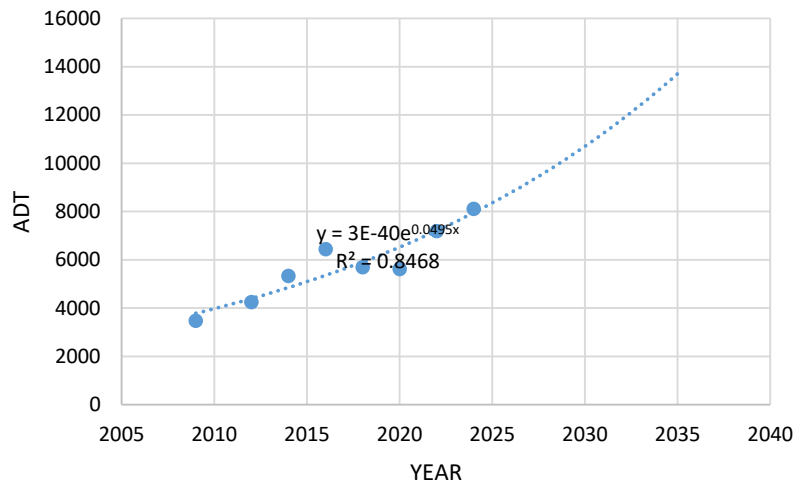
Count Station: GDOT #085-0103
 Street: SR 9
 Location: South of Mill Creek Dr
 Source: GDOT

YEAR	ADT	TREND
2009	3484	3800
2010		4000
2011		4200
2012	4256	4400
2013		4600
2014	5335	4800
2015		5100
2016	6445	5400
2017		5600
2018	5694	5900
2019		6200
2020	5621	6500
2021		6900
2022	7197	7200
2023		7600
2024	8111	8000
2025		8400
2026		8800
2027		9200
2028		9700
2029		10200
2030		10700
2031		11200
2032		11800
2033		12400
2034		13000
2035		13700

15-Years of Count Data

Trend Annual Historic Compound Growth Rate

5.20%



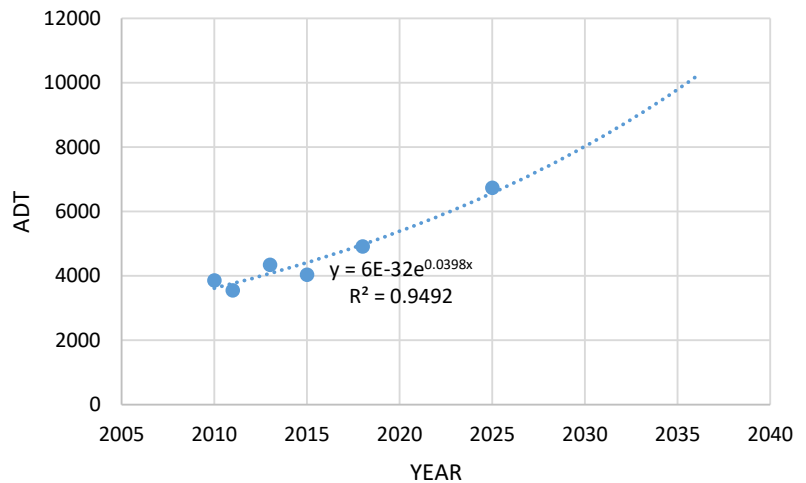
Count Station: GDOT #085-0105
 Street: SR 9
 Location: North of Perimeter Rd
 Source: GDOT

YEAR	ADT	TREND
2010	3858	3600
2011	3554	3800
2012		3900
2013	4349	4100
2014		4200
2015	4042	4400
2016		4600
2017		4800
2018	4921	5000
2019		5200
2020		5400
2021		5600
2022		5800
2023		6100
2024		6300
2025	6744	6600
2026		6800
2027		7100
2028		7400
2029		7700
2030		8000
2031		8300
2032		8700
2033		9000
2034		9400
2035		9800
2036		10200
2037		10600

16-Years of Count Data

Trend Annual Historic Compound Growth Rate

4.21%



Appendix E

Intersection Volume Development

Traffic Impact Study
 Cornerstone Expansion Development
 Intersection Traffic Volumes

Intersection: #1 - SR 9 at Thunder Valley

A.M. PEAK HOUR

Condition	SR 9 Northbound				SR 9 Southbound				Thunder Valley Driveway Eastbound			N/A Westbound		
	U-turn	L	T	R	U-turn	L	T	R	L	T	R	L	T	R
Existing Volumes (2025)		3	375				681	6	15		21			
Annual Growth Rate	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%
Growth Factor	1.217	1.217	1.217	1.217	1.217	1.217	1.217	1.217	1.217	1.217	1.217	1.217	1.217	1.217
Other: Dawsonville Pointe- Trips			4				11							
Other: Jenkins Tract- Trips			8				28							
Other: Starlight- Trips			43				14							
No-Build Condition (2030)	0	4	511	0	0	0	882	7	18	0	26	0	0	0
Project Trips:														
Trip Distribution IN		15%					5%	30%						
Trip Distribution OUT			10%						25%		20%			
Residential Trips	0	13	24	0	0	0	4	27	60	0	48	0	0	0
Total Project Trips	0	13	24	0	0	0	4	27	60	0	48	0	0	0
Buildout Total (2030)	0	17	535	0	0	0	886	34	78	0	74	0	0	0

P.M. PEAK HOUR

Condition	SR 9 Northbound				SR 9 Southbound				Thunder Valley Driveway Eastbound			N/A Westbound		
	U-turn	L	T	R	U-turn	L	T	R	L	T	R	L	T	R
Existing Volumes (2025)		11	518				293	10	7		9			
Annual Growth Rate	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%
Growth Factor	1.217	1.217	1.217	1.217	1.217	1.217	1.217	1.217	1.217	1.217	1.217	1.217	1.217	1.217
Other: Dawsonville Pointe- Trips			13				7							
Other: Jenkins Tract- Trips			19				20							
Other: Starlight- Trips			29				50							
No-Build Condition (2030)	0	13	630	0	0	0	356	12	9	0	11	0	0	0
Project Trips:														
Trip Distribution IN		15%					5%	30%						
Trip Distribution OUT			10%						25%		20%			
Residential Trips	0	38	16	0	0	0	13	76	39	0	31	0	0	0
Total Project Trips	0	38	16	0	0	0	13	76	39	0	31	0	0	0
Buildout Total (2030)	0	51	646	0	0	0	369	88	48	0	42	0	0	0

Traffic Impact Study
 Cornerstone Expansion Development
 Intersection Traffic Volumes

Intersection #2: SR 9 at Perimeter Road / J C Burt Road

A.M. PEAK HOUR

Condition	SR 9 Northbound				SR 9 Southbound				J C Burt Road Eastbound			Perimeter Road Westbound		
	U-turn	L	T	R	U-turn	L	T	R	L	T	R	L	T	R
Existing Volumes (2025)		4	199	203		21	548	1	4	25	19	114	3	12
Annual Growth Rate	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%
Growth Factor	1.217	1.217	1.217	1.217	1.217	1.217	1.217	1.217	1.217	1.217	1.217	1.217	1.217	1.217
Other: Dawsonville Pointe- Trips			4				11							
Other: Jenkins Tract- Trips			8			18	28							7
Other: Starlight- Trips			43				14							
No-Build Condition (2030)	0	5	297	247	0	44	720	1	5	30	23	139	4	22
Project Trips:														
Trip Distribution IN							10%					25%		
Trip Distribution OUT			10%	25%										
Residential Trips	0	0	24	60	0	0	9	0	0	0	0	22	0	0
Total Project Trips	0	0	24	60	0	0	9	0	0	0	0	22	0	0
Buildout Total (2030)	0	5	321	307	0	44	729	1	5	30	23	161	4	22

P.M. PEAK HOUR

Condition	SR 9 Northbound				SR 9 Southbound				J C Burt Road Eastbound			Perimeter Road Westbound		
	U-turn	L	T	R	U-turn	L	T	R	L	T	R	L	T	R
Existing Volumes (2025)		8	393	154		10	222	8	2	14	7	77	23	25
Annual Growth Rate	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%
Growth Factor	1.217	1.217	1.217	1.217	1.217	1.217	1.217	1.217	1.217	1.217	1.217	1.217	1.217	1.217
Other: Dawsonville Pointe- Trips			13				7							
Other: Jenkins Tract- Trips			19				20							22
Other: Starlight- Trips			29				50							
No-Build Condition (2030)	0	10	539	187	0	12	347	10	2	17	9	94	28	52
Project Trips:														
Trip Distribution IN							10%					25%		
Trip Distribution OUT			10%	25%										
Residential Trips	0	0	16	39	0	0	25	0	0	0	0	64	0	0
Total Project Trips	0	0	16	39	0	0	25	0	0	0	0	64	0	0
Buildout Total (2030)	0	10	555	226	0	12	372	10	2	17	9	158	28	52

Traffic Impact Study
 Cornerstone Expansion Development
 Intersection Traffic Volumes

Intersection #3: SR 9 at Cornerstone Subdivision Entrance

A.M. PEAK HOUR

Condition	SR 9 Northbound				SR 9 Southbound				Cornerstone Subdivision Entrance Eastbound			N/A Westbound			
	U-turn	L	T	R	U-turn	L	T	R	L	T	R	U-turn	L	T	R
Existing Volumes (2025)			529				702								
Annual Growth Rate	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%
Growth Factor	1.217	1.217	1.217	1.217	1.217	1.217	1.217	1.217	1.217	1.217	1.217	1.217	1.217	1.217	1.217
Other: Dawsonville Pointe- Trips			4				11								
Other: Jenkins Tract- Trips			8				28								
Other: Starlight- Trips			43				14								
No-Build Conditions (2030)	0	0	699	0	0	0	907	0	0	0	0	0	0	0	0
Project Trips:															
Trip Distribution IN		50%	15%				5%								
Trip Distribution OUT							20%		10%		45%				
Residential Trips	0	45	13	0	0	0	48	4	24	0	108	0	0	0	0
Total Project Trips	0	45	13	0	0	0	48	4	24	0	108	0	0	0	0
Buildout Total (2030)	0	45	712	0	0	0	955	4	24	0	108	0	0	0	0

P.M. PEAK HOUR

Condition	SR 9 Northbound				SR 9 Southbound				Cornerstone Subdivision Entrance Eastbound			N/A Westbound			
	U-turn	L	T	R	U-turn	L	T	R	L	T	R	U-turn	L	T	R
Existing Volumes (2025)			378				302								
Annual Growth Rate	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%
Growth Factor	1.217	1.217	1.217	1.217	1.217	1.217	1.217	1.217	1.217	1.217	1.217	1.217	1.217	1.217	1.217
Other: Dawsonville Pointe- Trips			13				7								
Other: Jenkins Tract- Trips			19				20								
Other: Starlight- Trips			29				50								
No-Build Conditions (2030)	0	0	521	0	0	0	444	0	0	0	0	0	0	0	0
Project Trips:															
Trip Distribution IN		50%	15%				5%								
Trip Distribution OUT							20%		10%		45%				
Residential Trips	0	127	38	0	0	0	31	13	16	0	70	0	0	0	0
Total Project Trips	0	127	38	0	0	0	31	13	16	0	70	0	0	0	0
Buildout Total (2030)	0	127	559	0	0	0	475	13	16	0	70	0	0	0	0

Traffic Impact Study
 Cornerstone Expansion Development
 Intersection Traffic Volumes

Intersection #4: SR 9 at Mill Creek Drive






A.M. PEAK HOUR

Condition	SR 9 Northbound				SR 9 Southbound				N/A Eastbound			Mill Creek Drive Westbound		
	U-turn	L	T	R	U-turn	L	T	R	L	T	R	L	T	R
Existing Volumes (2025)		0	372	4		1	701	0	0	0	0	7	0	7
Annual Growth Rate	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%
Growth Factor	1.217	1.217	1.217	1.217	1.217	1.217	1.217	1.217	1.217	1.217	1.217	1.217	1.217	1.217
Other: Dawsonville Pointe- Trips			4				11							
Other: Jenkins Tract- Trips			8				28							
Other: Starlight- Trips			43				14							
No-Build Condition (2030)	0	0	508	5	0	1	906	0	0	0	0	9	0	9
Project Trips:														
Trip Distribution IN			65%											
Trip Distribution OUT							65%							
Residential Trips	0	0	58	0	0	0	156	0	0	0	0	0	0	0
Total Project Trips	0	0	58	0	0	0	156	0	0	0	0	0	0	0
Buildout Total (2030)	0	0	566	5	0	1	1,062	0	0	0	0	9	0	9

P.M. PEAK HOUR

Condition	SR 9 Northbound				SR 9 Southbound				N/A Eastbound			Mill Creek Drive Westbound		
	U-turn	L	T	R	U-turn	L	T	R	L	T	R	L	T	R
Existing Volumes (2025)		0	528	4		6	301	0	0	0	0	6	0	3
Annual Growth Rate	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%	4.0%
Growth Factor	1.217	1.217	1.217	1.217	1.217	1.217	1.217	1.217	1.217	1.217	1.217	1.217	1.217	1.217
Other: Dawsonville Pointe- Trips			13				7							
Other: Jenkins Tract- Trips			19				20							
Other: Starlight- Trips			29				50							
No-Build Condition (2030)	0	0	703	5	0	7	443	0	0	0	0	7	0	4
Project Trips:														
Trip Distribution IN			65%											
Trip Distribution OUT							65%							
Residential Trips	0	0	165	0	0	0	101	0	0	0	0	0	0	0
Total Project Trips	0	0	165	0	0	0	101	0	0	0	0	0	0	0
Buildout Total (2030)	0	0	868	5	0	7	544	0	0	0	0	7	0	4

Appendix F
Capacity Analysis Reports
Existing Year 2025

Intersection						
Int Delay, s/veh	0.9					
Movement	EBL	EBR	NEL	NET	SWT	SWR
Lane Configurations						
Traffic Vol, veh/h	15	21	3	375	681	6
Future Vol, veh/h	15	21	3	375	681	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	Yield
Storage Length	0	-	200	-	-	200
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	75	75	75	75	75	75
Heavy Vehicles, %	6	6	6	6	6	6
Mvmt Flow	20	28	4	500	908	8
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	1416	908	908	0	-	0
Stage 1	908	-	-	-	-	-
Stage 2	508	-	-	-	-	-
Critical Hdwy	6.46	6.26	4.16	-	-	-
Critical Hdwy Stg 1	5.46	-	-	-	-	-
Critical Hdwy Stg 2	5.46	-	-	-	-	-
Follow-up Hdwy	3.554	3.354	2.254	-	-	-
Pot Cap-1 Maneuver	148	328	733	-	-	-
Stage 1	387	-	-	-	-	-
Stage 2	596	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	147	328	733	-	-	-
Mov Cap-2 Maneuver	147	-	-	-	-	-
Stage 1	385	-	-	-	-	-
Stage 2	596	-	-	-	-	-
Approach	EB	NE		SW		
HCM Ctrl Dly, s/v	26.22	0.08		0		
HCM LOS	D					
Minor Lane/Major Mvmt	NEL	NET	EBLn1	SWT	SWR	
Capacity (veh/h)	733	-	217	-	-	
HCM Lane V/C Ratio	0.005	-	0.221	-	-	
HCM Ctrl Dly (s/v)	9.9	-	26.2	-	-	
HCM Lane LOS	A	-	D	-	-	
HCM 95th %tile Q(veh)	0	-	0.8	-	-	

Intersection												
Int Delay, s/veh	41.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	4	25	19	114	3	12	4	199	203	21	548	1
Future Vol, veh/h	4	25	19	114	3	12	4	199	203	21	548	1
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	74	74	74	74	74	74	74	74	74	74	74	74
Heavy Vehicles, %	6	6	6	6	6	6	6	6	6	6	6	6
Mvmt Flow	5	34	26	154	4	16	5	269	274	28	741	1

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1080	1352	741	1231	1216	406	742	0	0	543	0	0
Stage 1	798	798	-	417	417	-	-	-	-	-	-	-
Stage 2	282	554	-	814	799	-	-	-	-	-	-	-
Critical Hdwy	7.16	6.56	6.26	7.16	6.56	6.26	4.16	-	-	4.16	-	-
Critical Hdwy Stg 1	6.16	5.56	-	6.16	5.56	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.16	5.56	-	6.16	5.56	-	-	-	-	-	-	-
Follow-up Hdwy	3.554	4.054	3.354	3.554	4.054	3.354	2.254	-	-	2.254	-	-
Pot Cap-1 Maneuver	192	147	410	~ 151	178	636	847	-	-	1006	-	-
Stage 1	374	392	-	605	584	-	-	-	-	-	-	-
Stage 2	716	507	-	366	392	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	173	139	410	~ 103	168	636	847	-	-	1006	-	-
Mov Cap-2 Maneuver	173	139	-	~ 103	168	-	-	-	-	-	-	-
Stage 1	356	374	-	600	579	-	-	-	-	-	-	-
Stage 2	687	502	-	297	373	-	-	-	-	-	-	-




Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	32.97	\$ 355.53	0.09	0.32
HCM LOS	D	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	16	-	-	192	112	66	-
HCM Lane V/C Ratio	0.006	-	-	0.337	1.552	0.028	-
HCM Ctrl Dly (s/v)	9.3	0	-	33\$	355.5	8.7	0
HCM Lane LOS	A	A	-	D	F	A	A
HCM 95th %tile Q(veh)	0	-	-	1.4	12.8	0.1	-

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

Intersection






Int Delay, s/veh 0.3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	7	7	372	4	1	701
Future Vol, veh/h	7	7	372	4	1	701
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	76	76	76	76	76	76
Heavy Vehicles, %	7	7	7	7	7	7
Mvmt Flow	9	9	489	5	1	922

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	1417	492	0
Stage 1	492	-	-
Stage 2	925	-	-
Critical Hdwy	6.47	6.27	-
Critical Hdwy Stg 1	5.47	-	-
Critical Hdwy Stg 2	5.47	-	-
Follow-up Hdwy	3.563	3.363	-
Pot Cap-1 Maneuver	147	567	-
Stage 1	604	-	-
Stage 2	378	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	147	567	-
Mov Cap-2 Maneuver	147	-	-
Stage 1	604	-	-
Stage 2	377	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	21.76	0	0.01
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	233	3
HCM Lane V/C Ratio	-	-	0.079	0.001
HCM Ctrl Dly (s/v)	-	-	21.8	8.5
HCM Lane LOS	-	-	C	A
HCM 95th %tile Q(veh)	-	-	0.3	0

Intersection						
Int Delay, s/veh	0.4					
Movement	EBL	EBR	NEL	NET	SWT	SWR
Lane Configurations						
Traffic Vol, veh/h	7	9	11	518	293	10
Future Vol, veh/h	7	9	11	518	293	10
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	Yield
Storage Length	0	-	200	-	-	200
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	7	10	12	551	312	11

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	886	312	312	0	-	0
Stage 1	312	-	-	-	-	-
Stage 2	574	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	315	728	1249	-	-	-
Stage 1	742	-	-	-	-	-
Stage 2	563	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	312	728	1249	-	-	-
Mov Cap-2 Maneuver	312	-	-	-	-	-
Stage 1	735	-	-	-	-	-
Stage 2	563	-	-	-	-	-

Approach	EB	NE	SW
HCM Ctrl Dly, s/v	13.13	0.16	0
HCM LOS	B		

Minor Lane/Major Mvmt	NEL	NET EBLn1	SWT	SWR
Capacity (veh/h)	1249	- 460	-	-
HCM Lane V/C Ratio	0.009	- 0.037	-	-
HCM Ctrl Dly (s/v)	7.9	- 13.1	-	-
HCM Lane LOS	A	- B	-	-
HCM 95th %tile Q(veh)	0	- 0.1	-	-

Intersection												
Int Delay, s/veh	3.4											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	2	14	7	77	23	25	8	393	154	10	222	8
Future Vol, veh/h	2	14	7	77	23	25	8	393	154	10	222	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	97	97	97	97	97	97	97	97	97	97	97	97
Heavy Vehicles, %	1	1	1	1	1	1	1	1	1	1	1	1
Mvmt Flow	2	14	7	79	24	26	8	405	159	10	229	8




Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	687	834	233	758	759	485	237	0	0	564	0	0
Stage 1	254	254	-	501	501	-	-	-	-	-	-	-
Stage 2	434	580	-	257	258	-	-	-	-	-	-	-
Critical Hdwy	7.11	6.51	6.21	7.11	6.51	6.21	4.11	-	-	4.11	-	-
Critical Hdwy Stg 1	6.11	5.51	-	6.11	5.51	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.11	5.51	-	6.11	5.51	-	-	-	-	-	-	-
Follow-up Hdwy	3.509	4.009	3.309	3.509	4.009	3.309	2.209	-	-	2.209	-	-
Pot Cap-1 Maneuver	362	305	809	325	337	584	1336	-	-	1013	-	-
Stage 1	753	699	-	554	544	-	-	-	-	-	-	-
Stage 2	603	502	-	750	696	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	315	299	809	300	330	584	1336	-	-	1013	-	-
Mov Cap-2 Maneuver	315	299	-	300	330	-	-	-	-	-	-	-
Stage 1	744	691	-	549	539	-	-	-	-	-	-	-
Stage 2	546	497	-	719	688	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Ctrl Dly, s/v	15.34		21.99		0.11		0.36	
HCM LOS	C		C					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	25	-	-	372	339	74	-
HCM Lane V/C Ratio	0.006	-	-	0.064	0.38	0.01	-
HCM Ctrl Dly (s/v)	7.7	0	-	15.3	22	8.6	0
HCM Lane LOS	A	A	-	C	C	A	A
HCM 95th %tile Q(veh)	0	-	-	0.2	1.7	0	-

Intersection

Int Delay, s/veh 0.2






Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	6	3	528	4	6	301
Future Vol, veh/h	6	3	528	4	6	301
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	1	1	1	1	1	1
Mvmt Flow	6	3	568	4	6	324

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	906	570	0
Stage 1	570	-	-
Stage 2	337	-	-
Critical Hdwy	6.41	6.21	-
Critical Hdwy Stg 1	5.41	-	-
Critical Hdwy Stg 2	5.41	-	-
Follow-up Hdwy	3.509	3.309	-
Pot Cap-1 Maneuver	308	523	-
Stage 1	568	-	-
Stage 2	726	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	305	523	-
Mov Cap-2 Maneuver	305	-	-
Stage 1	568	-	-
Stage 2	720	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	15.44	0	0.17
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	354	35
HCM Lane V/C Ratio	-	-	0.027	0.006
HCM Ctrl Dly (s/v)	-	-	15.4	8.6
HCM Lane LOS	-	-	C	A
HCM 95th %tile Q(veh)	-	-	0.1	0

No-Build (Year 2030)

Intersection						
Int Delay, s/veh	0.9					
Movement	EBL	EBR	NEL	NET	SWT	SWR
Lane Configurations						
Traffic Vol, veh/h	15	21	3	375	681	6
Future Vol, veh/h	15	21	3	375	681	6
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	Yield
Storage Length	0	-	200	-	-	200
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	75	75	75	75	75	75
Heavy Vehicles, %	6	6	6	6	6	6
Mvmt Flow	20	28	4	500	908	8
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	1416	908	908	0	-	0
Stage 1	908	-	-	-	-	-
Stage 2	508	-	-	-	-	-
Critical Hdwy	6.46	6.26	4.16	-	-	-
Critical Hdwy Stg 1	5.46	-	-	-	-	-
Critical Hdwy Stg 2	5.46	-	-	-	-	-
Follow-up Hdwy	3.554	3.354	2.254	-	-	-
Pot Cap-1 Maneuver	148	328	733	-	-	-
Stage 1	387	-	-	-	-	-
Stage 2	596	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	147	328	733	-	-	-
Mov Cap-2 Maneuver	147	-	-	-	-	-
Stage 1	385	-	-	-	-	-
Stage 2	596	-	-	-	-	-
Approach	EB	NE		SW		
HCM Ctrl Dly, s/v	26.22	0.08		0		
HCM LOS	D					
Minor Lane/Major Mvmt	NEL	NET	EBLn1	SWT	SWR	
Capacity (veh/h)	733	-	217	-	-	
HCM Lane V/C Ratio	0.005	-	0.221	-	-	
HCM Ctrl Dly (s/v)	9.9	-	26.2	-	-	
HCM Lane LOS	A	-	D	-	-	
HCM 95th %tile Q(veh)	0	-	0.8	-	-	




Intersection												
Int Delay, s/veh	443.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	5	30	23	139	4	22	5	297	247	44	720	1
Future Vol, veh/h	5	30	23	139	4	22	5	297	247	44	720	1
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	74	74	74	74	74	74	74	74	74	74	74	74
Heavy Vehicles, %	6	6	6	6	6	6	6	6	6	6	6	6
Mvmt Flow	7	41	31	188	5	30	7	401	334	59	973	1

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	1510	1841	974	1694	1675	568	974	0	0	735	0	0
Stage 1	1093	1093	-	582	582	-	-	-	-	-	-	-
Stage 2	418	749	-	1112	1093	-	-	-	-	-	-	-
Critical Hdwy	7.16	6.56	6.26	7.16	6.56	6.26	4.16	-	-	4.16	-	-
Critical Hdwy Stg 1	6.16	5.56	-	6.16	5.56	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.16	5.56	-	6.16	5.56	-	-	-	-	-	-	-
Follow-up Hdwy	3.554	4.054	3.354	3.554	4.054	3.354	2.254	-	-	2.254	-	-
Pot Cap-1 Maneuver	97	74	300	~ 72	93	515	692	-	-	852	-	-
Stage 1	255	286	-	492	493	-	-	-	-	-	-	-
Stage 2	605	414	-	249	285	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	71	61	300	~ 20	78	515	692	-	-	852	-	-
Mov Cap-2 Maneuver	71	61	-	~ 20	78	-	-	-	-	-	-	-
Stage 1	216	242	-	483	484	-	-	-	-	-	-	-
Stage 2	554	406	-	~ 157	242	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Ctrl Dly, s/v	140.64	\$ 4075.09	0.09	0.55
HCM LOS	F	F		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	15	-	-	91 24	104	-	-
HCM Lane V/C Ratio	0.01	-	-	0.86 9.349	0.07	-	-
HCM Ctrl Dly (s/v)	10.3	0	-	140.64075.1	9.5	0	-
HCM Lane LOS	B	A	-	F F	A	A	-
HCM 95th %tile Q(veh)	0	-	-	4.7 27.9	0.2	-	-






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

Intersection						
Int Delay, s/veh	0.5					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	9	9	508	5	1	906
Future Vol, veh/h	9	9	508	5	1	906
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	76	76	76	76	76	76
Heavy Vehicles, %	7	7	7	7	7	7
Mvmt Flow	12	12	668	7	1	1192

Major/Minor	Minor1	Major1	Major2		
Conflicting Flow All	1866	672	0	0	675
Stage 1	672	-	-	-	-
Stage 2	1195	-	-	-	-
Critical Hdwy	6.47	6.27	-	-	4.17
Critical Hdwy Stg 1	5.47	-	-	-	-
Critical Hdwy Stg 2	5.47	-	-	-	-
Follow-up Hdwy	3.563	3.363	-	-	2.263
Pot Cap-1 Maneuver	77	447	-	-	893
Stage 1	498	-	-	-	-
Stage 2	280	-	-	-	-
Platoon blocked, %			-	-	-
Mov Cap-1 Maneuver	77	447	-	-	893
Mov Cap-2 Maneuver	77	-	-	-	-
Stage 1	498	-	-	-	-
Stage 2	279	-	-	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	38.3	0	0.01
HCM LOS	E		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	131	2
HCM Lane V/C Ratio	-	-	0.18	0.001
HCM Ctrl Dly (s/v)	-	-	38.3	9
HCM Lane LOS	-	-	E	A
HCM 95th %tile Q(veh)	-	-	0.6	0




Intersection						
Int Delay, s/veh	0.4					
Movement	EBL	EBR	NEL	NET	SWT	SWR
Lane Configurations						
Traffic Vol, veh/h	9	11	13	630	356	12
Future Vol, veh/h	9	11	13	630	356	12
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	Yield
Storage Length	0	-	200	-	-	200
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	10	12	14	670	379	13
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	1077	379	379	0	-	0
Stage 1	379	-	-	-	-	-
Stage 2	698	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	243	668	1180	-	-	-
Stage 1	692	-	-	-	-	-
Stage 2	494	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	240	668	1180	-	-	-
Mov Cap-2 Maneuver	240	-	-	-	-	-
Stage 1	684	-	-	-	-	-
Stage 2	494	-	-	-	-	-
Approach	EB	NE		SW		
HCM Ctrl Dly, s/v	15.31	0.16		0		
HCM LOS	C					
Minor Lane/Major Mvmt	NEL	NET	EBLn1	SWT	SWR	
Capacity (veh/h)	1180	-	370	-	-	
HCM Lane V/C Ratio	0.012	-	0.057	-	-	
HCM Ctrl Dly (s/v)	8.1	-	15.3	-	-	
HCM Lane LOS	A	-	C	-	-	
HCM 95th %tile Q(veh)	0	-	0.2	-	-	

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	2	17	9	94	28	52	10	539	187	12	347	10
Future Vol, veh/h	2	17	9	94	28	52	10	539	187	12	347	10
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	97	97	97	97	97	97	97	97	97	97	97	97
Heavy Vehicles, %	1	1	1	1	1	1	1	1	1	1	1	1
Mvmt Flow	2	18	9	97	29	54	10	556	193	12	358	10

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	978	1157	363	1064	1065	652	368	0	0	748	0	0
Stage 1	388	388	-	673	673	-	-	-	-	-	-	-
Stage 2	591	769	-	391	393	-	-	-	-	-	-	-
Critical Hdwy	7.11	6.51	6.21	7.11	6.51	6.21	4.11	-	-	4.11	-	-
Critical Hdwy Stg 1	6.11	5.51	-	6.11	5.51	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.11	5.51	-	6.11	5.51	-	-	-	-	-	-	-
Follow-up Hdwy	3.509	4.009	3.309	3.509	4.009	3.309	2.209	-	-	2.209	-	-
Pot Cap-1 Maneuver	231	197	684	202	223	470	1196	-	-	865	-	-
Stage 1	638	611	-	447	456	-	-	-	-	-	-	-
Stage 2	495	412	-	635	608	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	172	191	684	175	216	470	1196	-	-	865	-	-
Mov Cap-2 Maneuver	172	191	-	175	216	-	-	-	-	-	-	-
Stage 1	627	600	-	440	449	-	-	-	-	-	-	-
Stage 2	404	406	-	597	597	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Ctrl Dly, s/v	21.59		64.64		0.11		0.3	
HCM LOS	C		F					



















Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1WBLn1	SBL	SBT	SBR
Capacity (veh/h)	23	-	-	246	224	58	-
HCM Lane V/C Ratio	0.009	-	-	0.117	0.801	0.014	-
HCM Ctrl Dly (s/v)	8	0	-	21.6	64.6	9.2	0
HCM Lane LOS	A	A	-	C	F	A	A
HCM 95th %tile Q(veh)	0	-	-	0.4	5.9	0	-

Intersection						
Int Delay, s/veh	0.3					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	7	4	703	5	7	443
Future Vol, veh/h	7	4	703	5	7	443
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	1	1	1	1	1	1
Mvmt Flow	8	4	756	5	8	476
Major/Minor	Minor1	Major1		Major2		
Conflicting Flow All	1250	759	0	0	761	0
Stage 1	759	-	-	-	-	-
Stage 2	491	-	-	-	-	-
Critical Hdwy	6.41	6.21	-	-	4.11	-
Critical Hdwy Stg 1	5.41	-	-	-	-	-
Critical Hdwy Stg 2	5.41	-	-	-	-	-
Follow-up Hdwy	3.509	3.309	-	-	2.209	-
Pot Cap-1 Maneuver	192	408	-	-	855	-
Stage 1	464	-	-	-	-	-
Stage 2	617	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	189	408	-	-	855	-
Mov Cap-2 Maneuver	189	-	-	-	-	-
Stage 1	464	-	-	-	-	-
Stage 2	610	-	-	-	-	-
Approach	WB	NB		SB		
HCM Ctrl Dly, s/v	21.11	0		0.14		
HCM LOS	C					
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT		
Capacity (veh/h)	-	-	235	28	-	
HCM Lane V/C Ratio	-	-	0.05	0.009	-	
HCM Ctrl Dly (s/v)	-	-	21.1	9.2	0	
HCM Lane LOS	-	-	C	A	A	
HCM 95th %tile Q(veh)	-	-	0.2	0	-	

No-Build (Year 2030) with Improvements



















HCM 7th Signalized Intersection Summary 2: SR 9 & J C Burt Rd/Perimeter Rd

PM Peak Hour
No-Build Improvement 2030






												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	2	17	9	94	28	52	10	539	187	12	347	10
Future Volume (veh/h)	2	17	9	94	28	52	10	539	187	12	347	10
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
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	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885
Adj Flow Rate, veh/h	2	18	9	97	29	0	10	556	0	12	358	10
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	1	1	1	1	1	1	1	1	1	1	1	1
Cap, veh/h	36	120	56	172	35		40	1490		54	1412	39
Arrive On Green	0.10	0.10	0.10	0.10	0.10	0.00	0.80	0.80	0.00	0.80	0.80	0.80
Sat Flow, veh/h	38	1194	555	1180	353	1598	12	1864	1598	28	1766	48
Grp Volume(v), veh/h	29	0	0	126	0	0	566	0	0	380	0	0
Grp Sat Flow(s),veh/h/ln	1787	0	0	1532	0	1598	1875	0	1598	1843	0	0
Q Serve(g_s), s	0.0	0.0	0.0	7.8	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	1.8	0.0	0.0	9.6	0.0	0.0	10.3	0.0	0.0	6.1	0.0	0.0
Prop In Lane	0.07		0.31	0.77		1.00	0.02		1.00	0.03		0.03
Lane Grp Cap(c), veh/h	212	0	0	207	0		1530	0		1504	0	0
V/C Ratio(X)	0.14	0.00	0.00	0.61	0.00		0.37	0.00		0.25	0.00	0.00
Avail Cap(c_a), veh/h	458	0	0	416	0		1530	0		1504	0	0
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	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	49.3	0.0	0.0	52.7	0.0	0.0	3.4	0.0	0.0	3.0	0.0	0.0
Incr Delay (d2), s/veh	0.3	0.0	0.0	2.9	0.0	0.0	0.7	0.0	0.0	0.4	0.0	0.0
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	0.0	3.9	0.0	0.0	3.4	0.0	0.0	2.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	49.6	0.0	0.0	55.6	0.0	0.0	4.1	0.0	0.0	3.4	0.0	0.0
LnGrp LOS	D			E			A			A		
Approach Vol, veh/h	29			126			566			380		
Approach Delay, s/veh	49.6			55.6			4.1			3.4		
Approach LOS	D			E			A			A		
Timer - Assigned Phs	2			4			6			8		
Phs Duration (G+Y+Rc), s	101.9			18.1			101.9			18.1		
Change Period (Y+Rc), s	6.0			6.0			6.0			6.0		
Max Green Setting (Gmax), s	79.0			29.0			79.0			29.0		
Max Q Clear Time (g_c+I1), s	12.3			3.8			8.1			11.6		
Green Ext Time (p_c), s	4.4			0.1			2.7			0.5		
Intersection Summary												
HCM 7th Control Delay, s/veh	11.0											
HCM 7th LOS	B											
Notes												
Unsignalized Delay for [NBR, WBR] is excluded from calculations of the approach delay and intersection delay.												

HCM 7th Signalized Intersection Summary 2: SR 9 & J C Burt Rd/Perimeter Rd

AM Peak Hour
No-Build Improvement 2030

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	5	30	23	139	4	22	5	297	247	44	720	1
Future Volume (veh/h)	5	30	23	139	4	22	5	297	247	44	720	1
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
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	1811	1811	1811	1811	1811	1811	1811	1811	1811	1811	1811	1811
Adj Flow Rate, veh/h	7	41	31	188	5	0	7	401	0	59	973	1
Peak Hour Factor	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74
Percent Heavy Veh, %	6	6	6	6	6	6	6	6	6	6	6	6
Cap, veh/h	43	161	110	269	6		37	1311		86	1228	1
Arrive On Green	0.16	0.16	0.16	0.16	0.16	0.00	0.74	0.74	0.00	0.74	0.74	0.74
Sat Flow, veh/h	61	982	674	1277	34	1535	9	1781	1535	74	1668	2
Grp Volume(v), veh/h	79	0	0	193	0	0	408	0	0	1033	0	0
Grp Sat Flow(s),veh/h/ln	1716	0	0	1311	0	1535	1791	0	1535	1744	0	0
Q Serve(g_s), s	0.0	0.0	0.0	12.4	0.0	0.0	0.0	0.0	0.0	23.0	0.0	0.0
Cycle Q Clear(g_c), s	4.9	0.0	0.0	17.3	0.0	0.0	9.2	0.0	0.0	44.7	0.0	0.0
Prop In Lane	0.09		0.39	0.97		1.00	0.02		1.00	0.06		0.00
Lane Grp Cap(c), veh/h	314	0	0	274	0		1348	0		1315	0	0
V/C Ratio(X)	0.25	0.00	0.00	0.70	0.00		0.30	0.00		0.79	0.00	0.00
Avail Cap(c_a), veh/h	373	0	0	321	0		1348	0		1315	0	0
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	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	44.0	0.0	0.0	49.1	0.0	0.0	5.4	0.0	0.0	9.9	0.0	0.0
Incr Delay (d2), s/veh	0.4	0.0	0.0	5.6	0.0	0.0	0.6	0.0	0.0	4.8	0.0	0.0
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	2.1	0.0	0.0	6.1	0.0	0.0	3.3	0.0	0.0	16.2	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	44.4	0.0	0.0	54.7	0.0	0.0	6.0	0.0	0.0	14.7	0.0	0.0
LnGrp LOS	D			D			A			B		
Approach Vol, veh/h	79			193			408			1033		
Approach Delay, s/veh	44.4			54.7			6.0			14.7		
Approach LOS	D			D			A			B		
Timer - Assigned Phs	2			4			6			8		
Phs Duration (G+Y+Rc), s	94.3			25.7			94.3			25.7		
Change Period (Y+Rc), s	6.0			6.0			6.0			6.0		
Max Green Setting (Gmax), s	84.0			24.0			84.0			24.0		
Max Q Clear Time (g_c+I1), s	11.2			6.9			46.7			19.3		
Green Ext Time (p_c), s	3.0			0.3			11.8			0.4		
Intersection Summary												
HCM 7th Control Delay, s/veh	18.5											
HCM 7th LOS	B											
Notes												
Unsignalized Delay for [NBR, WBR] is excluded from calculations of the approach delay and intersection delay.												

Build (Year 2030)

Intersection						
Int Delay, s/veh	16.1					
Movement	EBL	EBR	NEL	NET	SWT	SWR
Lane Configurations						
Traffic Vol, veh/h	78	74	17	535	886	34
Future Vol, veh/h	78	74	17	535	886	34
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	Yield
Storage Length	0	-	200	-	-	200
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	6	6	2
Mvmt Flow	89	84	19	608	1007	39



















Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	1653	1007	1007	0	-	0
Stage 1	1007	-	-	-	-	-
Stage 2	647	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	108	292	688	-	-	-
Stage 1	353	-	-	-	-	-
Stage 2	521	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	105	292	688	-	-	-
Mov Cap-2 Maneuver	105	-	-	-	-	-
Stage 1	343	-	-	-	-	-
Stage 2	521	-	-	-	-	-







Approach	EB	NE	SW
HCM Ctrl Dly, s/v	171.39	0.32	0
HCM LOS	F		

Minor Lane/Major Mvmt	NEL	NET EBLn1	SWT	SWR
Capacity (veh/h)	688	- 153	-	-
HCM Lane V/C Ratio	0.028	- 1.131	-	-
HCM Ctrl Dly (s/v)	10.4	- 171.4	-	-
HCM Lane LOS	B	- F	-	-
HCM 95th %tile Q(veh)	0.1	- 9.4	-	-

HCM 7th Signalized Intersection Summary 2: SR 9 & J C Burt Rd/Perimeter Rd




AM Peak Hour
Build 2030

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	5	30	23	161	4	22	5	321	307	44	729	1
Future Volume (veh/h)	5	30	23	161	4	22	5	321	307	44	729	1
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
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	1811	1811	1811	1811	1811	1811	1811	1811	1811	1811	1811	1811
Adj Flow Rate, veh/h	7	41	31	218	5	0	7	434	0	59	985	1
Peak Hour Factor	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74	0.74
Percent Heavy Veh, %	6	6	6	6	6	6	6	6	6	6	6	6
Cap, veh/h	44	182	125	297	5		36	1276		84	1191	1
Arrive On Green	0.18	0.18	0.18	0.18	0.18	0.00	0.72	0.72	0.00	0.72	0.72	0.72
Sat Flow, veh/h	63	982	675	1285	29	1535	8	1785	1535	73	1666	2
Grp Volume(v), veh/h	79	0	0	223	0	0	441	0	0	1045	0	0
Grp Sat Flow(s),veh/h/ln	1721	0	0	1315	0	1535	1793	0	1535	1741	0	0
Q Serve(g_s), s	0.0	0.0	0.0	15.1	0.0	0.0	0.0	0.0	0.0	29.2	0.0	0.0
Cycle Q Clear(g_c), s	4.8	0.0	0.0	19.9	0.0	0.0	11.0	0.0	0.0	50.2	0.0	0.0
Prop In Lane	0.09		0.39	0.98		1.00	0.02		1.00	0.06		0.00
Lane Grp Cap(c), veh/h	351	0	0	302	0		1313	0		1276	0	0
V/C Ratio(X)	0.23	0.00	0.00	0.74	0.00		0.34	0.00		0.82	0.00	0.00
Avail Cap(c_a), veh/h	376	0	0	322	0		1313	0		1276	0	0
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	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	41.8	0.0	0.0	47.9	0.0	0.0	6.4	0.0	0.0	11.8	0.0	0.0
Incr Delay (d2), s/veh	0.3	0.0	0.0	8.1	0.0	0.0	0.7	0.0	0.0	5.9	0.0	0.0
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	2.0	0.0	0.0	7.2	0.0	0.0	4.1	0.0	0.0	18.9	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	42.1	0.0	0.0	56.0	0.0	0.0	7.1	0.0	0.0	17.7	0.0	0.0
LnGrp LOS	D			E			A			B		
Approach Vol, veh/h	79			223			441			1045		
Approach Delay, s/veh	42.1			56.0			7.1			17.7		
Approach LOS	D			E			A			B		
Timer - Assigned Phs	2			4			6			8		
Phs Duration (G+Y+Rc), s	91.8			28.2			91.8			28.2		
Change Period (Y+Rc), s	6.0			6.0			6.0			6.0		
Max Green Setting (Gmax), s	84.0			24.0			84.0			24.0		
Max Q Clear Time (g_c+l1), s	13.0			6.8			52.2			21.9		
Green Ext Time (p_c), s	3.3			0.3			11.5			0.2		
Intersection Summary												
HCM 7th Control Delay, s/veh	21.0											
HCM 7th LOS	C											
Notes												
Unsignalized Delay for [NBR, WBR] is excluded from calculations of the approach delay and intersection delay.												

Intersection						
Int Delay, s/veh	3.4					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	24	108	45	712	955	4
Future Vol, veh/h	24	108	45	712	955	4
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	200	200	-	-	200
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	88	88	88	88	88	88
Heavy Vehicles, %	2	2	2	6	6	2
Mvmt Flow	27	123	51	809	1085	5
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	1997	1085	1090	0	-	0
Stage 1	1085	-	-	-	-	-
Stage 2	911	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	66	263	640	-	-	-
Stage 1	324	-	-	-	-	-
Stage 2	392	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	61	263	640	-	-	-
Mov Cap-2 Maneuver	61	-	-	-	-	-
Stage 1	298	-	-	-	-	-
Stage 2	392	-	-	-	-	-
Approach	EB	NB		SB		
HCM Ctrl Dly, s/v	43.76	0.66		0		
HCM LOS	E					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	640	-	61	263	-	-
HCM Lane V/C Ratio	0.08	-	0.448	0.466	-	-
HCM Ctrl Dly (s/v)	11.1	-	105.3	30.1	-	-
HCM Lane LOS	B	-	F	D	-	-
HCM 95th %tile Q(veh)	0.3	-	1.7	2.3	-	-

Intersection






Int Delay, s/veh 0.6

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	9	9	566	5	1	1062
Future Vol, veh/h	9	9	566	5	1	1062
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	76	76	76	76	76	76
Heavy Vehicles, %	7	7	7	7	7	7
Mvmt Flow	12	12	745	7	1	1397

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	2148	748	0
Stage 1	748	-	-
Stage 2	1400	-	-
Critical Hdwy	6.47	6.27	-
Critical Hdwy Stg 1	5.47	-	-
Critical Hdwy Stg 2	5.47	-	-
Follow-up Hdwy	3.563	3.363	-
Pot Cap-1 Maneuver	51	404	-
Stage 1	459	-	-
Stage 2	222	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	51	404	-
Mov Cap-2 Maneuver	51	-	-
Stage 1	459	-	-
Stage 2	221	-	-

Approach	WB	NB	SB
HCM Ctrl Dly, s/v	58.27	0	0.01
HCM LOS	F		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT
Capacity (veh/h)	-	-	91	2
HCM Lane V/C Ratio	-	-	0.261	0.002
HCM Ctrl Dly (s/v)	-	-	58.3	9.3
HCM Lane LOS	-	-	F	A
HCM 95th %tile Q(veh)	-	-	1	0

Intersection						
Int Delay, s/veh	2					
Movement	EBL	EBR	NEL	NET	SWT	SWR
Lane Configurations						
Traffic Vol, veh/h	48	42	51	646	369	88
Future Vol, veh/h	48	42	51	646	369	88
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	Yield
Storage Length	0	-	200	-	-	200
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	51	45	54	687	393	94



















Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	1188	393	393	0	-	0
Stage 1	393	-	-	-	-	-
Stage 2	796	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	208	656	1166	-	-	-
Stage 1	682	-	-	-	-	-
Stage 2	444	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	198	656	1166	-	-	-
Mov Cap-2 Maneuver	198	-	-	-	-	-
Stage 1	651	-	-	-	-	-
Stage 2	444	-	-	-	-	-







Approach	EB	NE	SW
HCM Ctrl Dly, s/v	23.06	0.6	0
HCM LOS	C		




Minor Lane/Major Mvmt	NEL	NET EBLn1	SWT	SWR
Capacity (veh/h)	1166	- 294	-	-
HCM Lane V/C Ratio	0.047	- 0.326	-	-
HCM Ctrl Dly (s/v)	8.2	- 23.1	-	-
HCM Lane LOS	A	- C	-	-
HCM 95th %tile Q(veh)	0.1	- 1.4	-	-

HCM 7th Signalized Intersection Summary 2: SR 9 & J C Burt Rd/Perimeter Rd

PM Peak Hour
Build 2030

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	2	17	9	158	28	52	10	555	226	12	372	10
Future Volume (veh/h)	2	17	9	158	28	52	10	555	226	12	372	10
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Lane Width 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
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	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885	1885
Adj Flow Rate, veh/h	2	18	9	163	29	0	10	572	0	12	384	10
Peak Hour Factor	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97	0.97
Percent Heavy Veh, %	1	1	1	1	1	1	1	1	1	1	1	1
Cap, veh/h	37	178	83	243	33		39	1400		49	1335	34
Arrive On Green	0.15	0.15	0.15	0.15	0.15	0.00	0.75	0.75	0.00	0.75	0.75	0.75
Sat Flow, veh/h	36	1200	556	1261	224	1598	11	1864	1598	25	1777	45
Grp Volume(v), veh/h	29	0	0	192	0	0	582	0	0	406	0	0
Grp Sat Flow(s),veh/h/ln	1792	0	0	1485	0	1598	1875	0	1598	1847	0	0
Q Serve(g_s), s	0.0	0.0	0.0	13.4	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Cycle Q Clear(g_c), s	1.7	0.0	0.0	15.1	0.0	0.0	13.3	0.0	0.0	8.2	0.0	0.0
Prop In Lane	0.07		0.31	0.85		1.00	0.02		1.00	0.03		0.02
Lane Grp Cap(c), veh/h	299	0	0	276	0		1439	0		1418	0	0
V/C Ratio(X)	0.10	0.00	0.00	0.69	0.00		0.40	0.00		0.29	0.00	0.00
Avail Cap(c_a), veh/h	461	0	0	411	0		1439	0		1418	0	0
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	0.00	1.00	0.00	0.00	1.00	0.00	0.00	1.00	0.00	0.00
Uniform Delay (d), s/veh	44.2	0.0	0.0	49.7	0.0	0.0	5.4	0.0	0.0	4.7	0.0	0.0
Incr Delay (d2), s/veh	0.1	0.0	0.0	3.1	0.0	0.0	0.8	0.0	0.0	0.5	0.0	0.0
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	0.0	5.9	0.0	0.0	4.9	0.0	0.0	3.0	0.0	0.0
Unsig. Movement Delay, s/veh												
LnGrp Delay(d), s/veh	44.3	0.0	0.0	52.9	0.0	0.0	6.2	0.0	0.0	5.2	0.0	0.0
LnGrp LOS	D			D			A			A		
Approach Vol, veh/h	29			192			582			406		
Approach Delay, s/veh	44.3			52.9			6.2			5.2		
Approach LOS	D			D			A			A		
Timer - Assigned Phs	2			4			6			8		
Phs Duration (G+Y+Rc), s	96.2			23.8			96.2			23.8		
Change Period (Y+Rc), s	6.0			6.0			6.0			6.0		
Max Green Setting (Gmax), s	79.0			29.0			79.0			29.0		
Max Q Clear Time (g_c+I1), s	15.3			3.7			10.2			17.1		
Green Ext Time (p_c), s	4.6			0.1			2.9			0.8		
Intersection Summary												
HCM 7th Control Delay, s/veh	14.2											
HCM 7th LOS	B											
Notes												
Unsignalized Delay for [NBR, WBR] is excluded from calculations of the approach delay and intersection delay.												

Intersection						
Int Delay, s/veh	2					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	16	70	127	559	475	13
Future Vol, veh/h	16	70	127	559	475	13
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	0	200	-	-	200
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	94	94	94	94	94	94
Heavy Vehicles, %	1	1	1	1	1	1
Mvmt Flow	17	74	135	595	505	14
Major/Minor	Minor2	Major1		Major2		
Conflicting Flow All	1370	505	519	0	-	0
Stage 1	505	-	-	-	-	-
Stage 2	865	-	-	-	-	-
Critical Hdwy	6.41	6.21	4.11	-	-	-
Critical Hdwy Stg 1	5.41	-	-	-	-	-
Critical Hdwy Stg 2	5.41	-	-	-	-	-
Follow-up Hdwy	3.509	3.309	2.209	-	-	-
Pot Cap-1 Maneuver	162	569	1052	-	-	-
Stage 1	608	-	-	-	-	-
Stage 2	414	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	141	569	1052	-	-	-
Mov Cap-2 Maneuver	141	-	-	-	-	-
Stage 1	530	-	-	-	-	-
Stage 2	414	-	-	-	-	-
Approach	EB	NB		SB		
HCM Ctrl Dly, s/v	16.31	1.65		0		
HCM LOS	C					
Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	1052	-	141	569	-	-
HCM Lane V/C Ratio	0.128	-	0.12	0.131	-	-
HCM Ctrl Dly (s/v)	8.9	-	33.9	12.3	-	-
HCM Lane LOS	A	-	D	B	-	-
HCM 95th %tile Q(veh)	0.4	-	0.4	0.4	-	-

Intersection						
Int Delay, s/veh	0.3					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	7	4	868	5	7	544
Future Vol, veh/h	7	4	868	5	7	544
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	None	-	None	-	None
Storage Length	0	-	-	-	-	-
Veh in Median Storage, #	0	-	0	-	-	0
Grade, %	0	-	0	-	-	0
Peak Hour Factor	93	93	93	93	93	93
Heavy Vehicles, %	1	1	1	1	1	1
Mvmt Flow	8	4	933	5	8	585
Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	1536	936	0	0	939	0
Stage 1	936	-	-	-	-	-
Stage 2	600	-	-	-	-	-
Critical Hdwy	6.41	6.21	-	-	4.11	-
Critical Hdwy Stg 1	5.41	-	-	-	-	-
Critical Hdwy Stg 2	5.41	-	-	-	-	-
Follow-up Hdwy	3.509	3.309	-	-	2.209	-
Pot Cap-1 Maneuver	128	323	-	-	734	-
Stage 1	383	-	-	-	-	-
Stage 2	550	-	-	-	-	-
Platoon blocked, %			-	-		-
Mov Cap-1 Maneuver	126	323	-	-	734	-
Mov Cap-2 Maneuver	126	-	-	-	-	-
Stage 1	383	-	-	-	-	-
Stage 2	542	-	-	-	-	-
Approach	WB	NB	SB			
HCM Ctrl Dly, s/v	28.91	0	0.13			
HCM LOS	D					
Minor Lane/Major Mvmt	NBT	NBRWBLn1	SBL	SBT		
Capacity (veh/h)	-	-	162	23	-	
HCM Lane V/C Ratio	-	-	0.073	0.01	-	
HCM Ctrl Dly (s/v)	-	-	28.9	10	0	
HCM Lane LOS	-	-	D	A	A	
HCM 95th %tile Q(veh)	-	-	0.2	0	-	

Appendix G

Traffic Signal Warrant Analysis

Traffic Signal Warrant Analysis

Based on 2009 MUTCD

CASE 1

Date: 9/15/2025

Intersection: SR 9 at Perimeter Road/J C Burt Road

Major Street: SR 9

Major Street number of approach lanes: 1

Minor Street: Perimeter Road/J C Burt Road

Minor Street number of approach lanes: 1

Isolated Community with population less than 10,000 (Y or N):

N

85th percentile speed greater than 40 MPH on major street (Y or N):

N

*per GDOT policy to use 100% volumes

Major St
Both
Approaches

Minor St
Highest
Approach

Warrant 1: Eight-Hour Vehicular Volume

Condition A	500	150
Condition B	750	75
Condition C-1 and	400	120
Condition C-2 (needs to meet both)	600	60

Note: Minor Street volumes DO NOT include right-turn volumes

Warrant 2: Four-Hour Vehicular Volume
see Figure 4C-2

Warrant 3: Peak Hour
see Figure 4C-4

Case 1: 2030 No-Build Traffic Volumes - per GDOT 100% policy Perimeter Road Side-Street Volume (LT + T) vs. SR 9 mainline volume

Time	Major St	Minor St	Eight Hour Warrants			Four Hour Warrant	Peak Hour Warrant
			Condition A	Condition B	Condition C		
7:00 am to 8:00 am	1,314	143		Y	Y	Y	Y
8:00 am to 9:00 am	0	0					
9:00 am to 10:00 am	0	0					
10:00 am to 11:00 am	0	0					
11:00 am to 12:00 pm	0	0					
12:00 pm to 1:00 pm	0	0					
1:00 pm to 2:00 pm	0	0					
2:00 pm to 3:00 pm	0	0					
3:00 pm to 4:00 pm	0	0					
4:00 pm to 5:00 pm	0	0					
5:00 pm to 6:00 pm	1,105	122		Y	Y	Y	
6:00 pm to 7:00 pm	0	0					

Total
Required
Signal Warrant Met?

0	2	2	2	1
8	8	8	4	1
No	No	No	No	Yes



DAWSONVILLE CITY COUNCIL EXECUTIVE SUMMARY FOR AGENDA ITEM # 10

SUBJECT: **CONSIDERATION OF VEHICLE PURCHASES**

CITY COUNCIL MEETING DATE: **01/22/2026**

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 PURCHASE TWO (2) CHEVY SILVERADO 1500 RST 4WD CREW CABS AT \$54,000.00 PER TRUCK TOTALLING \$108,000.00

LOW QUOTE PROVIDED BY JOHN MEGEL CHEVROLET

TO BE PAID OUT OF SPLOST VII – PUBLIC WORKS FACILITY AND EQUIPMENT

HISTORY/ FACTS / ISSUES:

QUOTES RECEIVED:

- **JOHN MEGEL CHEVROLET - \$54,000.00**
- **HARDY CHEVROLET - \$56,558.00**
- **ANDEAN CHEVROLET - \$55,627.64**

THE CITY WILL BE RETIRING AND SELLING THE TWO OLDEST VEHICLES IN OUR FLEET

- **2005 CHEVY SILVERADO – 21 YEARS OLD**
- **2007 F250 UTILITY BED – 19 YEARS OLD**

OPTIONS:

RECOMMENDED SAMPLE MOTION:

CITY MANAGER RECOMMENDS APPROVAL AS PRESENTED

REQUESTED BY: Jacob Evans, City Manager



1392 Hwy 400 S
Dawsonville, GA 30534
(706) 265-5400

Guest Proposal

Salesman BRADLEY SCOGGIN ~~DATE~~ 1/13/26

Buyer CITY OF DAWSONVILLE Business phone _____ Home phone 706-265-3256

Co-Buyer _____ Business phone _____ Home phone _____

Address, City, State & Zip 415 HIGHWAY 53 E SUITE 100, DAWSONVILLE, GA 30534

Vehicle Being Purchased

Stock # T262115 VIN 1GCUKEED7TZ204427 Mileage 5 Year 2026 Make CHEVROLET

Model SILVERADO 1500 Model Type CK10543 Body 4WD CREW CAB 14 Color SUMMIT WHITE Cyl _____

Vehicle Options AAK, A50, C5Y, FE9

GU5, L84, MHS, NZN

Vehicle Being Traded:

VIN _____ Mileage _____ Lienholder _____

Year _____ Make _____ Model _____ Address _____

Body _____ Color _____ Cyl _____

Trade allowance _____ Phone _____

Payoff _____ Good thru _____ Quoted by _____

Loan number _____ Verified by _____

Proposal:

Selling price 53339.00

Accessories .00

Taxes .00

Fees 661.00

Insurance .00

Service contract _____

Trade payoff _____

Total cash price 54000.00

Trade allowance .00

Down payment .00

Rebate .00

Unpaid balance due 54000.00

Outside Lender:

Name _____

Address _____

Phone _____

Service Contract:

Plan Name _____

Price _____

Months/Miles _____

Deductible _____

Plan _____ Product _____

↑ 30th RST's



2026 SILVERADO 1500 CREW RST 4WD x 2

EXTERIOR: SUMMIT WHITE
INTERIOR: JET BLACK

ENGINE: 5.3L ECOTEC3 V8
TRANSMISSION: 10-SPEED AUTO

PULL THIS STRIP TO EXPOSE ADHESIVE

STANDARD EQUIPMENT

ITEMS FEATURED BELOW ARE INCLUDED AT NO EXTRA CHARGE IN THE STANDARD VEHICLE PRICE SHOWN

CREW CAB SHORT BED 4WD

OWNER BENEFITS

- 3 YEAR / 36,000 MILE*
- BUMPER-TO-BUMPER LIMITED WARRANTY
- 5 YEAR / 60,000 MILE*
- POWERTRAIN LIMITED WARRANTY, ROADSIDE ASSISTANCE & COURTESY TRANSPORTATION
- FIRST MAINTENANCE VISIT
- WHICHEVER COMES FIRST
- *SEE CHEVROLET.COM OR DEALER FOR TERMS, DETAILS & LIMITS

SAFETY & SECURITY

- CHEVY SAFETY ASSIST
- *AUTOMATIC EMERGENCY BRAKING
- *FORWARD COLLISION ALERT
- *FRONT PEDESTRIAN BRAKING
- *LANE KEEP ASSIST W/LANE

DEPARTURE WARNING

- *FOLLOWING DISTANCE INDICATOR
- *INTELLIBEAM-AUTO HIGH BEAM
- HD REAR VISION CAMERA
- TEEN DRIVER MODE
- TIRE PRESSURE MONITORING WITH TIRE FILL ALERT

PERFORMANCE & MECHANICAL

- AUTO LOCKING REAR DIFF
- 170 AMP ALTERNATOR
- STABILITRAK W/ TRAILER SWAY CONTROL & HILL START ASSIST
- TRAILERING PACKAGE WITH HITCH GUIDANCE
- BRAKE PAD WEAR INDICATOR

CONNECTIVITY & TECHNOLOGY

- CHEVROLET INFOTAINMENT 3 PREMIUM WITH GOOGLE BUILT-IN 13.4" DIAG HD COLOR TOUCHSCREEN INCL AM/FM BLUETOOTH FOR MUSIC & MOST PHONES W/ WIRELESS ANDROID AUTO & APPLE CARPLAY

FOR COMPATIBLE PHONES
12.3" DIAG DIGITAL DRIVER INFORMATION CENTER

- 8 YEARS ONSTAR BASICS
- SEE ONSTAR.COM FOR TERMS
- SIRIUSXM RADIO CAPABLE, TRIAL INCLUDED WITH SUBSCRIPTION SOLD SEPARATELY
- 120V POWER OUTLET IN CARGO BED & INSTRUMENT PANEL
- USB PORTS
- KEYLESS OPEN, LOCK, & START
- REMOTE START
- REAR SEAT REMINDER

INTERIOR

- DUAL ZONE CLIMATE CONTROL
- POWER WINDOWS
- 10-WAY POWER DRIVER SEAT
- HEATED & WRAPPED STEERING WHEEL WITH AUDIO CONTROLS
- CARPETED FLOOR

EXTERIOR

- BODY-COLOR STYLING THEME
- CORNERSTEP REAR BUMPER
- LED CARGO AREA LIGHTING
- EZ LIFT, POWER LOCK, & RELEASE TAILGATE
- POWER ADJUSTABLE HEATED MIRRORS
- LED FOG LAMPS
- REAR-WINDOW DEFOGGER
- FRONT RECOVERY HOOKS

MANUFACTURER'S SUGGESTED RETAIL PRICE

STANDARD VEHICLE PRICE \$54,600.00

OPTIONS & PRICING

OPTIONS INSTALLED BY THE MANUFACTURER (MAY REPLACE STANDARD EQUIPMENT SHOWN)

- ENGINE: 5.3L ECOTEC3 V8 1,595.00
- WITH DYNAMIC FUEL MANAGEMENT
- CONVENIENCE PACKAGE II 1,065.00
- UNIVERSAL HOME REMOTE

Visit us at www.chevy.com

- REAR SLIDING POWER WINDOW
- HITCH GUIDANCE W/ HITCH VIEW
- TRAILERING APP
- BOSE PREMIUM SOUND SYSTEM 800.00
- 20" ALUMINUM WHEELS W/ GRAZEN PAINTED POCKETS
- Z71 OFF-ROAD PACKAGE 750.00
- TWIN TUBE SHOCKS
- HILL DESCENT CONTROL
- SKID PLATES
- HEAVY-DUTY AIR FILTER
- INTEGRATED DUAL EXHAUST
- 2-SPEED AUTOTRAC TRANSFER CASE
- Z71 BADGING
- DARK ESSENTIALS PACKAGE (DEALER INSTALLED) 695.00
- BLACK NAMEPLATES
- BLACK TAILGATE LETTERING
- PROTECTION PACKAGE 685.00
- CHEVYTEC SPRAY-ON BEDLINER
- REAR WHEELHOUSE LINERS
- FRONT BUCKET SEATS WITH CENTER 655.00

CONSOLE	
ALL-TERRAIN TIRES	400.00
ALL-WEATHER FLOOR LINERS (DEALER INSTALLED)	295.00
GVWR: 7,100 LBS. (3,221 KG)	INC.
REAR AXLE: 3.23 RATIO	INC.
CONVENIENCE PACKAGE	INC.
ALL STAR EDITION	INC.

TOTAL OPTIONS	\$6,940.00
TOTAL VEHICLE & OPTIONS	\$61,540.00
DESTINATION CHARGE	2,595.00

TOTAL VEHICLE PRICE* \$64,135.00

EPA DOT Fuel Economy and Environment

Gasoline Vehicle



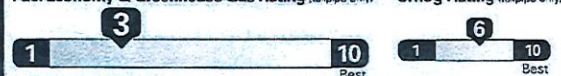
SILVERADO 4WD

Standard pickup trucks range from 12 to 87 MPG. The best vehicle rates 146 MPG.

You spend \$6,000
more in fuel costs over 5 years compared to the average new vehicle.

Annual fuel cost \$2,900

Fuel Economy & Greenhouse Gas Rating (tailpipe only) Smog Rating (tailpipe only)



This vehicle emits 514 grams CO₂ per mile. The best emits 0 grams per mile (tailpipe only). Producing and distributing fuel also create emissions; learn more at fuelconomy.gov.

Actual results will vary for many reasons, including driving conditions and how you drive and maintain your vehicle. The average new vehicle gets 29 MPG and costs \$8,500 to fuel over 5 years. Cost estimates are based on 15,000 miles per year at \$3.30 per gallon. MPG is miles per gasoline gallon equivalent. Vehicle emissions are a significant cause of climate change and smog.

fuelconomy.gov

Calculate personalized estimates and compare vehicles



GOVERNMENT 5-STAR SAFETY RATINGS

This vehicle has not been rated by the government for overall vehicle score, frontal crash, side crash or rollover risk.

Source: National Highway Traffic Safety Administration (NHTSA)
www.safercar.gov or 1-888-327-4236



Better drives start with OnStar®
Activate today

Learn more at onstar.com, or scan the QR code

onstar.com/privacy



PARTS CONTENT INFORMATION

FOR VEHICLES IN THIS CARLINE:
U.S./CANADIAN PARTS CONTENT: 38%
MAJOR SOURCES OF FOREIGN PARTS CONTENT: MEXICO 36%

NOTE: PARTS CONTENT DOES NOT INCLUDE FINAL ASSEMBLY, DISTRIBUTION, OR OTHER NON-PARTS COSTS.

FOR THIS VEHICLE:
FINAL ASSEMBLY POINT:
ROANOKE, IN U.S.A.
COUNTRY OF ORIGIN:
ENGINE: UNITED STATES
TRANSMISSION: UNITED STATES

This label has been applied pursuant to Federal law - Do not remove prior to delivery to the ultimate purchaser. Includes Manufacturer's Recommended Pre-Delivery Service. Does not include dealer installed options and accessories not listed above, local taxes or license fees.

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GMLBL_PROD_0043-10723/2025

ORDER NO FKHJH9 SALES CODE E
SALES MODEL CODE CK10543
DEALER NO 08125
FINAL ASSEMBLY:
ROANOKE, IN U.S.A.

VIN 1GCUKEED7TZ204427 REISSUE
DEALER TO WHOM DELIVERED
JOHN MEGEL CHEVROLET, LLC
1392 HWY 400 SOUTH
DAWSONVILLE, GA 30534-6863



Detail Report for Customer**HARDY CHEVROLET, INC.**

2115 BROWNS BRIDGE RD, GAINESVILLE, GA, 30501

770-532-4389

Customer/Company:

City of Dawsonville

Fleet Sales Mgr: David Hornsby

Address:

Vehicle #1: 2026 Chevrolet 1500 Silverado	VIN/Order #	Bid Price	Stock #
	2GCUKEED4T1150111	\$56,558.00	31137
Additional Vehicle Information		tonneau cover and spray liner included	

Body Style: CK10543-4WD, Short Crew

PEG: 1SP-RST Preferred Equipment Group

Primary Color: GAZ-Summit White

Trim: H0U-1WT/1LT/1SP/2LT/1FL/1LS-Cloth, Jet Black, Interior Trim

Engine: L84-Engine: 5.3L, EcoTec3 V-8, DI, Dynamic Fuel Mgt, V V T

Transmission: MHT-10-Speed Automatic

Options: 1SP-RST Preferred Equipment Group

1SZ-Option Package Discount

4AA-Interior Trim, Jet Black

A2X-Power Seat Adjuster (Driver's Side)

AAK-LPO- Floor Liners, 1st&2nd Row, All-Weather, with logo

AKO-Glass, Deep Tinted

AVJ-Keyless Open & Keyless Start

AXG-WINDOW REG DRVR DR POWER

OPERATED, EXPRESS UP/DOWN

AZ3-Seats: Front 40/20/40 Split-Bench, Full Feature

B1J-Liner, Rear Wheelhouse

B30-Floor Covering: Carpet, Color Keyed

BPH-Off Road Appearance Package

BTV-Remote Engine Starting Pkg

C49-Defogger, Rear Window, Electric

C5Y-GVW Rating 7100 Lbs

CGN-Chevytec Spray-on Liner

CJ2-Climate Control, Electronic - Multi-zone

DLF-Mirrors, O/S: Power, Heated

DNS-Supplier Installed Equipment

DP6-Mirrors, Outside, Body Color Cap

E63-Durabed

FE9-Federal Emissions

G80-Auto Locking Differential, Rear

GAZ-Summit White

GU5-Rear Axle: 3.23 Ratio

IOK-Chevrolet Infotainment, Enhanced connectivity 2.0

J26-ENGINEERING YEAR 2026

JHD-Hill Descent Control

JL1-Integrated Trailer Brake Controller

K34-Cruise Control

K47-Heavy Duty Air Filter

KA1-Heated Seats, Front

KC4-Cooler, Engine Oil

KC9-110 Volt Electrical Receptacle, In P/U Box

KI3-Heated Steering Wheel

KI4-120 Volt Electrical Receptacle, In Cab

KNP-Transmission Cooling System

KW7-Alternator, 170 AMP

L84-Engine: 5.3L, EcoTec3 V-8, DI, Dynamic Fuel Mgt, V V T

MHT-10-Speed Automatic

N10-Dual Exhaust System

N37-Steering Column, Manual Tilt & Telescoping

NQH-Transfer Case: Active, 2-Speed, Autotrac,

Rotary Dial

NZN-Wheels, 20" x 9" Painted Aluminum with

Grazen Pockets

NZZ-Skid Plate

PCL-1LT/1SP/2LT Convenience 1 Package

PDU-1LT/1SP All-Star Edition

PDZ-Off-Road and Protection Package

PED-Chevy Safety Assist

QAE-Tires: 275/60 R20 All Terrain, Blackwall

QAQ-Tire, Spare: 255/80 R17 All Season, Blackwall

QK1-Standard Tailgate

QT5-Tailgate Function--EZ Lift, Power Lock & Release

SAF-Spare Tire Lock

SLM-Sales Stock Orders

T3U-LED Fog Lamps, Front

TQ5-Headlamps, Intellibeam

U2K-SiriusXM Satellite Radio (subscription)

UBI-2-USBs, Second Row Charge/Data Ports

UE1-OnStar Communication System

UE4-Following Distance Indicator

UEU-Sensor, Forward Collision Alert

UF2-Lighting, Cargo Box, LED

UHX-Lane Keep Assist/Departure Warning

UHY-Automatic Emergency Braking

UK3-Radio Controls -Steering Wheel

UKJ-Sensor, Front Pedestrian Braking

UQF-Speaker System: Standard Sound System

UTJ-Theft Protection System, Unauthorized Entry

V76-Recovery Hooks

VK3-Front License Plate Mounting Provisions

VV4-4G LTE Wi-Fi Hotspot capable

WNO-VIN MODEL YEAR 2026

WPQ-1LT/1SP/2LT Bed Protection Package

Z71-Suspension Package: Off-Road

Z82-Trailer Package

Disclaimer:

GM has tried to make the pricing information provided in this summary accurate. Please refer to actual vehicle invoice, however, for complete pricing information. GM will not make any sales or policy adjustments in the case of inaccurate pricing information in this summary.



January 16, 2026 11:14 AM

Proposal Prepared For

city of dawsonville
trampas.hansard@dawsonville-ga.gov
(706) 531-6454



Your Vehicle's Cash Price

MSRP / Market Value	\$62,990.00
Savings	-\$6,526.00
Selling Price	\$56,464.00
Rebates	-\$5,750.00
tint	\$299.00
Sales Sub Total	\$51,013.00
State Taxes And Fees	\$3,626.14
Doc Fee	\$789.00
ETR Fee	\$151.00
License Plate	\$27.50
Title Fee	\$18.00
Lemon Law/MVWTF Fee	\$3.00
Final Price	\$55,627.64

2026 Chevrolet Silverado 1500

T1136 · 2GCUKEED4T1102799

Trim	4WD Crew Cab 147" RST
Exterior	Summit White
Interior	Black
Miles	3

Your Sales Consultant

JUSTIN BARR
jbarr@driveandeanchevrolet.com
(770) 887-2316

Guest Signature

Manager Signature



DAWSONVILLE CITY COUNCIL EXECUTIVE SUMMARY FOR AGENDA ITEM # 11

SUBJECT: **FINANCIAL POLICY AMENDMENT**

CITY COUNCIL MEETING DATE: **01/22/2026**

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 CONSIDER THE FOLLOWING AMENDMENTS TO THE FINANCIAL POLICY:

Section IX. C Purchasing of Goods and Services

- Department heads may authorize purchases under \$10,000, provided costs stay within the approved budget.
- City Manager may authorize purchases under \$50,000, provided costs stay within the approved budget.
- Purchases over \$10,000 and up to \$100,000 are generally bid informally, must stay within the approved budget, and require City Council approval.
- Increase the threshold for formal sealed bids from \$25,000 to \$100,000.
- Add IX, C, 6: Purchases for construction services for public works projects.
- All purchases must comply with existing procurement policies and internal controls.

Section VII. Revenues

- To add two additional revenue sources: Impact fees and TSPLOST revenues.
-

HISTORY/ FACTS / ISSUES:

- HB 137 increased Public Works bidding threshold from \$100,000 to \$250,000. This is largely due to inflation driving up the cost of construction materials, labor, and services.
-

OPTIONS:

Review presented changes. Will be requesting final approval at 2/2/26 Meeting.

If you have questions or need further explanation, let me know.

REQUESTED BY: Jacob Evans, City Manager

Addendum to Finance Policy Manual

IX. Purchasing

C. Purchasing of Good and Services

1. Each Department Head shall have the authority to purchase individual goods/services costing less than \$10,000 each as long as costs remain within the approved budget. Each department head is responsible to ensure that internal control procedures set forth in this Financial Policy are followed. These purchases are considered small purchases and can be handled using telephone quotes.
2. Purchases for individual goods/services costing more than \$10,000 and less than \$50,000 each can be authorized by the City Manager as long as costs remain within the approved budget. The department shall make every effort to solicit a minimum of three competitive prices as set forth in paragraph 3 below.
3. Purchases for individual goods/services costing more than \$50,000 and less than \$100,000 are generally bid through an informal bid process. These purchases are handled by written quotes/bids. An invitation to bid is the solicitation of written offers and/or pricing based on specification of the required equipment, material, and/or general service. These are neither publicly advertised in the newspaper nor opened publicly but must be within the budget for that department approved by the City Council.
4. Purchases for individual goods/services costing more than \$100,000 are considered as formal sealed bids. They are advertised for a minimum of two (2) weeks prior to bid opening and the contract award must be approved by the City Council. Bids are advertised in the legal organ and posted on the City's web site. A public bid opening is required for formal sealed bids. Department Heads shall document the process. All contracts for goods/services exceeding \$50,000 in value shall be reviewed by the City Attorney and approved by the City Council.
5. Annual renewable contracts and professional service providers (City Attorney, City Auditor, City Engineer, City Judge, City Geologist, etc.) shall be considered and approved annually by the City Council at the December meeting.
6. Construction services for public works projects require written contracts to be approved by the City of Dawsonville City Council. State law requirements for such procurement processes involving formal bidding or requests for proposals begin when the project reaches \$250,000.00 or more. For projects below that amount the following requirements apply:
 - a) Public works construction projects estimated to cost less than \$10,000.00 may proceed with the City Manager or designee obtaining a quote from a qualified contractor and presenting the same to the Council for approval.

- b) Public works construction projects estimated to cost between \$10,000.00 and \$250,000.00 require the City Manager or designee to obtain three quotes from qualified contractors, and presenting the same to the Council for approval. In the event that three quotes cannot be obtained, the Council may proceed on fewer quotes provided that there is justification for why less than three quotes are presented (i.e. lack of sufficient qualified contractors; lack of sufficient responses; sole source contracts; etc.)
- c) Regardless of the estimated cost, the actual proposed price received determines the method used to award a public works construction contract. By way of example, if the estimated cost of a project is \$200,000.00, but all three prices received from qualified contractors exceed \$250,000.00, then the formal requirements for competitive bidding or requests for proposals of state law must be satisfied.

Construction bidders are required to post performance and payment bonds as required by state law. Evidence of liability insurance equal to or exceeding the then current liability limits held by the City and workmen's compensation insurance is required prior to award. Any waiver of bid, performance, or payment bonds will be noted clearly for Council consideration and must be in compliance with state law.

Section VII. Revenues

B. Issues

Add 9. And 10.

9. Impact Fees – The City Council imposed a development impact fee to help manage growth and protect the health safety, and well-being of its residents. Impact fees are one-time charges assessed on new development to help fund the expansion of public facilities and infrastructure needed to serve the growth. These revenues are restricted by law and must be used for eligible capital improvements such as roads, parks, public safety facilities, and utilities that serve new development for which a building permit is issued. Impact fees are collected to offset a particular category of impact, are only to be utilized for the category for which they were collected.

10. TSPLOST Revenues – Transportation Special Purpose Local Option Sales Tax (TSPLOST) revenues are generated through a voter-approved sales tax dedicated exclusively to transportation-related purposes. These funds are restricted to uses such as road improvements, traffic management, sidewalks, bridges, and other transportation infrastructure projects consistent with the approved TSPLOST project list. The percentage of TSPLOST proceeds are negotiated every 5 to 6 years and should be budgeted based upon the prior year's collections absent significant reason for upward or downward adjustment or based upon a change in the percentage split agreement with the County.



DAWSONVILLE CITY COUNCIL EXECUTIVE SUMMARY FOR AGENDA ITEM # 12

SUBJECT: _____ **STAFF REPORT: CITY MANAGER** _____

CITY COUNCIL MEETING DATE: 01/22/2026

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 PROVIDE CITY UPDATES

HISTORY/ FACTS / ISSUES:

SEE ATTACHED OUTLINE

OPTIONS:

RECOMMENDED SAMPLE MOTION:

REQUESTED BY: Jacob Evans, City Manager

City Manager Report

Martin Luther King Jr. Day: As a reminder, City Hall will be closed on Monday, January 19th, 2026 in observance of Martin Luther King Jr. Day.

Retreat: The retreat is scheduled for February 20–22 at the BOE building. Lunch will be catered each day for attendees.

Cameras at Well Sites: Staff has encountered challenges installing cameras at each well and spring site. Under government pricing, Starlink has become three times more expensive, with an excessive monthly charge of approximately \$1,500. Staff is reevaluating all options.

UPS Store: The planned opening date for the UPS Store is Tuesday, January 20, 2025.

Upstairs Offices: My first office (formerly the P&Z Director's office) has now been divided into two offices. This provides additional workspace for our growing staff. The second window has also been opened, and both offices look excellent.

Pond aerators: Four aerators at the wastewater treatment pond have been down. Staff obtained quotes and ordered four replacement motors (approximately \$9,000 total). The motors should arrive within a week, and staff will have them operational shortly thereafter.

New Dawson County Maps: New Dawson County maps have been released, and they now include an updated City of Dawsonville map along with refreshed city branding.

LED Lights on Pavilion 4: Due to ongoing vandalism at Pavilion 4, staff installed new LED lights on each side of the structure. These lights help improve camera visibility of individuals entering and exiting the restrooms where vandalism has occurred.

Facility Cleanup: Staff has been working extensively this week to clean the wastewater treatment pond area, the shop, and surrounding spaces. This effort resulted in three dumpsters filled with debris and materials no longer usable.

Park equipment: The new piece of exercise equipment discussed at a recent Council meeting was delivered this week. Staff is installing this equipment today 1/16/26.

Maple Street Sidewalk: With the Jenkins property resolved, staff is moving forward with plans for a sidewalk on Maple Street. Quotes are being obtained and should fall within my approval limit.

CDL Training: John Tatum is scheduled for CDL training from **February 9 – March 3**.

Syclone Onboarding: Syclone has officially begun the onboarding process. Until onboarding is complete, we will temporarily have two monthly IT charges—one from Syclone and one from Logically. Syclone is working to finalize onboarding before month's end.

SPLOST 8: City and County leadership met on **January 15, 2026**, to sign the IGA for SPLOST 8.

Water Tower Inspection: American Tank Maintenance will be stopping by the week of January 19th to discuss the results of our inspections.

Landlord Accounts: No new update

Generator Grants – GEMA: No new update



DAWSONVILLE CITY COUNCIL EXECUTIVE SUMMARY FOR AGENDA ITEM # 13

SUBJECT: STAFF REPORT: FINANCE DIRECTOR

CITY COUNCIL MEETING DATE: 01/22/2026

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:

FINANCIAL REPORTS REFLECTING FUND BALANCES AND ACTIVITY THROUGH DECEMBER 31, 2025 ARE ATTACHED

HISTORY/ FACTS / ISSUES:

OPTIONS:

RECOMMENDED SAMPLE MOTION:

REQUESTED BY: Robin Gazaway, Finance Director

CITY OF DAWSONVILLE, GEORGIA
GENERAL FUND
July 1, 2025 -December 31, 2025

50%

	<u>Budget</u>	<u>Actual</u>	<u>Percentage</u>
REVENUES			
Taxes	\$ 2,719,400	\$ 1,593,615	58.60%
Licenses and permits	91,500	217,308	237.50%
Intergovernmental revenues	56,300	58,071	103.15%
Fees	339,035	477,537	140.85%
Other	<u>270,151</u>	<u>189,276</u>	<u>70.06%</u>
Total revenues	<u>3,476,386</u>	<u>2,535,807</u>	<u>72.94%</u>
EXPENDITURES			
Department:			
Council	167,620	81,688	48.73%
Mayor	63,700	29,215	45.86%
Elections	20,000	1,099	5.50%
Administration	1,127,000	506,345	44.93%
City Hall building	246,500	109,358	44.36%
Animal control	2,000	131	6.55%
Roads	899,500	413,583	45.98%
Parks	134,000	48,071	35.87%
Planning and zoning	574,922	280,654	48.82%
Economic development	<u>241,144</u>	<u>140,139</u>	<u>58.11%</u>
Total expenditures	<u>3,476,386</u>	<u>1,610,283</u>	<u>46.32%</u>
TOTAL REVENUES OVER EXPENDITURES		925,524	
Transfer in From Reserves		<u>(925,524)</u>	
NET CHANGE IN FUND BALANCE		<u><u>-</u></u>	

CITY OF DAWSONVILLE, GEORGIA
WATER, SEWER, AND GARBAGE FUND
July 1, 2025 - December 31, 2025

	<u>Budget</u>	<u>Actual</u>	<u>Percentage</u>
REVENUES			
Water fees	\$ 1,000,000	\$ 536,474	53.65%
Sewer fees	1,400,000	780,030	55.72%
Garbage fees	250,000	184,483	73.79%
Miscellaneous	<u>198,328</u>	<u>104,108</u>	<u>52.49%</u>
Total revenues	<u>2,848,328</u>	<u>1,605,095</u>	<u>56.35%</u>
EXPENDITURES			
Depreciation	633,000	333,761	52.73%
Garbage service	325,200	167,520	51.51%
Group insurance	236,000	84,021	35.60%
Insurance	600	-	0.00%
Interest	77,000	28,812	37.42%
Payroll taxes	32,700	15,706	48.03%
Professional	206,000	147,845	71.77%
Miscellaneous	217,200	70,100	32.27%
Repairs/supplies	305,000	151,710	49.74%
Retirement	33,000	18,682	56.61%
Salaries	422,628	199,548	47.22%
Overtime		9,788	
Technical services	142,000	60,150	42.36%
Utilities	<u>218,000</u>	<u>99,789</u>	<u>45.77%</u>
Total expenditures	<u>2,848,328</u>	<u>1,387,432</u>	<u>48.71%</u>
INCOME (LOSS)		<u><u>217,663</u></u>	

CITY OF DAWSONVILLE, GEORGIA
SPLOST VI
July 1, 2025 - December 31, 2025

SPLOST VI

	<u>Budget</u>	<u>Actual</u>	<u>Percentage</u>
REVENUES			
Taxes	-	-	#DIV/0!
Interest	972	294	30.25%
Other	<u>8,028</u>	<u>-</u>	<u>0.00%</u>
Total revenues	<u>9,000</u>	<u>294</u>	<u>3.27%</u>
EXPENDITURES (Capital Outlays)			
City hall acquisition	-	-	#DIV/0!
Roads and sidewalks	-	-	#DIV/0!
Public works equipment - roads	-	-	0.00%
Sewer projects	-	-	0.00%
Public works equipment - sewer	-	-	0.00%
Water projects	-	-	0.00%
Public works equipment - water	-	-	0.00%
Farmers market	9,000	4,500	50.00%
Parks and recreation	<u>-</u>	<u>-</u>	<u>0.00%</u>
Total expenditures	<u>9,000</u>	<u>4,500</u>	<u>50.00%</u>
TOTAL REVENUES OVER EXPENDITURES		(4,206)	
Transfer in From Reserves		<u>4,206</u>	
NET CHANGE IN FUND BALANCE		<u><u>-</u></u>	

CITY OF DAWSONVILLE, GEORGIA

SPLOST VII

July 1, 2025 - December 30, 2025

SPLOST VII

	<u>Budget</u>	<u>Actual</u>	<u>Percentage</u>
REVENUES			
Taxes	1,300,000	851,939	65.53%
Interest	84,000	51,502	61.31%
Other	<u>1,200,000</u>	<u>-</u>	<u>0.00%</u>
Total revenues	<u>2,584,000</u>	<u>903,441</u>	<u>34.96%</u>
EXPENDITURES (Capital Outlays)			
City hall acquisition	200,000	-	0.00%
Roads and sidewalks	2,384,000	-	0.00%
Public works equipment - roads	-	-	0.00%
Land Acq. / Downtown	-	-	0.00%
Public works equipment - sewer	-	-	0.00%
Water projects/Sewer Projects	-	-	0.00%
Public works equipment - water	-	-	0.00%
Farmers market	-	-	#DIV/0!
Parks and recreation	<u>-</u>	<u>-</u>	<u>0.00%</u>
Total expenditures	<u>2,584,000</u>	<u>-</u>	<u>0.00%</u>
TOTAL REVENUES OVER EXPENDITURES		903,441	
Transfer in From Reserves		<u>(903,441)</u>	
NET CHANGE IN FUND BALANCE		<u><u>-</u></u>	

CITY OF DAWSONVILLE, GEORGIA
TSPLOST
July 1, 2025 - December 30, 2025

TSPLOST

	<u>Budget</u>	<u>Actual</u>	<u>Percentage</u>
REVENUES			
Taxes	685,000	334,727	48.87%
Interest	2,500	2,483	99.32%
Other	<u>-</u>	<u>-</u>	<u>0.00%</u>
Total revenues	<u>687,500</u>	<u>337,210</u>	<u>49.05%</u>
EXPENDITURES (Capital Outlays)			
	-	-	#DIV/0!
Roads	687,500	634,934	92.35%
	-	-	0.00%
	-	-	0.00%
	-	-	0.00%
	-	-	0.00%
	-	-	0.00%
	-	-	#DIV/0!
	<u>-</u>	<u>-</u>	<u>0.00%</u>
Total expenditures	<u>687,500</u>	<u>634,934</u>	<u>92.35%</u>
TOTAL REVENUES OVER EXPENDITURES		(297,724)	
Transfer in From Reserves		<u>297,724</u>	
NET CHANGE IN FUND BALANCE		<u><u>-</u></u>	

CITY OF DAWSONVILLE, GEORGIA
IMPACT FEES
July 1, 2025 - December 31, 2025

TSPLOST

	<u>Budget</u>	<u>Actual</u>	<u>Percentage</u>
REVENUES			
Fees	212,500	438,600	206.40%
Interest	1,596	3,016	188.97%
Other	<u>198,404</u>	<u>-</u>	<u>0.00%</u>
Total revenues	<u>412,500</u>	<u>441,616</u>	<u>107.06%</u>
EXPENDITURES (Capital Outlays)			
	-	-	#DIV/0!
Park Improvements	412,500	85,858	20.81%
	-	-	0.00%
	-	-	0.00%
	-	-	0.00%
	-	-	0.00%
	-	-	0.00%
	-	-	#DIV/0!
	<u>-</u>	<u>-</u>	<u>0.00%</u>
Total expenditures	<u>412,500</u>	<u>85,858</u>	<u>20.81%</u>
TOTAL REVENUES OVER EXPENDITURES		355,758	
Transfer in From Reserves		<u>(355,758)</u>	
NET CHANGE IN FUND BALANCE		<u><u>-</u></u>	