

**AGENDA**  
**CITY COUNCIL REGULAR MEETING AND WORK SESSION**  
**G.L. Gilleland Council Chambers on 2<sup>nd</sup> Floor**  
**Monday, October 17, 2022**  
**5:00 P.M.**

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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 October 3, 2022
8. Introduce New Employees
9. Employee Recognition
10. Proclamation – 75<sup>th</sup> Anniversary of Dawsonville Hardware

**BUSINESS**

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

**WORK SESSION**

**STAFF REPORTS**

13. Bob Bolz, City Manager
14. Robin Gazaway, Finance Administrator

**EXECUTIVE SESSION, IF NEEDED**

**ADJOURNMENT**

***The next scheduled City Council meeting is Monday, November 7, 2022***

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



DAWSONVILLE CITY COUNCIL  
EXECUTIVE SUMMARY FOR  
AGENDA ITEM # 7

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SUBJECT: CONSENT AGENDA

CITY COUNCIL MEETING DATE: 10/17/2022

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PURPOSE FOR REQUEST:

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

- a. Approve Minutes
    - Regular Meeting held October 3, 2022
-



DAWSONVILLE CITY COUNCIL  
EXECUTIVE SUMMARY FOR  
AGENDA ITEM # 7a

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SUBJECT: APPROVE MINUTES

CITY COUNCIL MEETING DATE: 10/17/2022

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BUDGET INFORMATION: GL ACCOUNT # NA

Funds Available from:      Annual Budget      Capital Budget Other     

Budget Amendment Request from Reserve:      Enterprise Fund      General Fund

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PURPOSE FOR REQUEST:

**TO APPROVE THE MINUTES FROM:**

- **REGULAR MEETING OCTOBER 3, 2022**
- 

HISTORY/ FACTS / ISSUES:

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OPTIONS:

**AMEND OR APPROVE AS PRESENTED**

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RECOMMENDED SAMPLE MOTION:

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REQUESTED BY: Beverly Banister, City Clerk

**MINUTES**  
**CITY COUNCIL REGULAR MEETING**  
**G.L. Gilleland Council Chambers on 2<sup>nd</sup> Floor**  
**Monday, October 3, 2022**  
**5:00 P.M.**

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1. **CALL TO ORDER:** Mayor Eason called the meeting to order at 5:00 pm.
2. **ROLL CALL:** Present were Councilmember John Walden, Councilmember Mark French, Councilmember Caleb Phillips, Councilmember William Illg, City Attorney Kevin Tallant, City Manager Bob Bolz, City Clerk Beverly Banister, Public Works Director Trampas Hansard, Utilities Crew Chief Blake Croft, Finance Administrator Robin Gazaway, Interim Planning Director Diane Callahan and Director of Downtown Development Amanda Edmondson.
3. **INVOCATION AND PLEDGE:** Invocation and pledge were led by Councilmember Phillips.
4. **ANNOUNCEMENTS:** Mayor Eason announced and congratulated the recent wins for Georgia's sports teams; the Falcons, Georgia Tech, the Braves and UGA. He also congratulated Chase Elliott for winning at Talladega. He stated the Farmer's Market will be open through October 15<sup>th</sup> and the Health Department will hold a drive-thru flu vaccination event on Thursday, October 6<sup>th</sup> from 9:00 – 3:00 pm. Lasty, the Mountain Moonshine Festival will occur October 21 – 23, 2022 at the Dawsonville Municipal Complex and Main Street Park.
5. **APPROVAL OF THE AGENDA:** Motion to approve the agenda as submitted made by M. French; second by W. Illg. Vote carried unanimously in favor.
6. **PUBLIC INPUT:** None
7. **CONSENT AGENDA:** Motion to approve the consent agenda for the following items (a,b) made by C. Phillips; second by M. French. Vote carried unanimously in favor.
  - a. Approve Minutes
    - Regular Meeting and Work Session held September 19, 2022
    - Executive Session held September 19, 2022
  - b. Approve Use of Memorial Gardens for 2<sup>nd</sup> Annual Ghost Walk
8. **INTRODUCE THE DOWNTOWN DEVELOPMENT MANAGER – AMANDA EDMONDSON:** City Manager Bolz introduced Amanda Edmondson as the City's Director of Downtown Development, Tourism and Historic Preservation. She thanked the Council for their leadership and expressed her enthusiasm to be a part of the City of Dawsonville team.

#### **PUBLIC HEARING**

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

Interim Planning Director Callahan read the annexation request. Motion to open the public hearing made by M. French; second by W. Illg. Vote carried unanimously in favor. Mayor Eason conducted the public hearing. The following person(s) spoke in favor of the request:

- Joey Homans, 272 Hwy 9 South, Dawsonville – He stated this annexation is in conjunction with the rezone request (item #10) and would reserve his time to speak at that time. He stated they would have taken the entire tract; however, it would have left an unincorporated island.
- Jim Chapman, 2700 Cumberland Pkwy, Atlanta – He provided a presentation concerning his background, similar building projects, specifics on the types of homes to be built, details on build to rent communities and demographics about the types of families living in them.

The ten-minute allowance for the public hearing expired. Motion by C. Phillips to extend the public hearing by five minutes; second by M. French. Vote carried unanimously in favor.

- Karen McCord, 2120 Perimeter Road, Dawsonville - She is the owner of the property and stated this tract has been in her family for over 100 years. She further stated the property

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has been on the market for over ten years and they cannot continue to pay the taxes. She is in favor of the community presented by Mr. Chapman for her family's property and requests the Council approve the annexation and rezoning of the property.

No one spoke in opposition to the annexation request.

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

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

Interim Planning Director Callahan stated she received a letter from Mr. Homans shortly before the meeting outlining the applicant's agreement to certain conditions set forth by the Planning Department. She then read the rezone request and further stated the Planning Commission recommended denial of the request. Motion to open the public hearing made by M. French; second by C. Phillips. Vote carried unanimously in favor. Mayor Eason conducted the public hearing. The following person(s) spoke in favor of the request:

- Joey Homans, 272 Hwy 9 South, Dawsonville – He first stated he adopts and incorporates all comments made during the annexation request relating to the rezone request. He stated the R6 zoning request meets the City's requirements for an R6 zoning; the zoning meets the City's Comprehensive Plan and agrees to the conditions as stated in his letter dated 10/03/2022. Regarding the recommendation for no access easement adjoining the HWY 53E and Perimeter Road frontage boundary, he stated it was his understanding they would not be public roads as per the site plan. It will be a private road emphasizing it will not be a cut-through road from Hwy 53 to Perimeter Road; they will be gated access roads. He also stated Ms. McCord did not speak against the Sweetwater Preserve development when notified of its rezoning request, recognizing that it met the City's requirements. He discussed the potential traffic improvements and Mr. Chapman's willingness to contribute to them. He also stated in Mr. Chapman's other developments, there have been little to no service required by local law enforcement and will provide documentation supporting his statement. Lastly, he stated Mr. Chapman's commitment to the long term maintenance and management of the property and urged the Council to approve the annexation and rezone request.

No one spoke in opposition to the rezone request

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

Councilmember Illg asked several questions about the number of homes Jim Chapman Communities have built and where, the demand for this type of community and the information behind the demographics provided regarding school aged children within his other communities. Mr. Chapman provided responses and a brief discussion of renting vs. buying occurred. Additional discussion occurred regarding the traffic impact on the area. Mr. Homans further contributed to the conversation by supporting the rental community advantages and spoke about Mr. Chapman's potential contribution to traffic improvements for the area. He also spoke about the plans for the entrance/exit of the community to best mitigate traffic concerns and stated the Council could stipulate the community be built according to the plans provided.

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**11. REQUEST FOR REFUND OF BUILDING PERMIT FEE:** Paul Wunschuh spoke to the Council requesting a refund for his building permit for his shed.

Motion to approve a \$400 building permit refund (Permit No. C230029) to Paul Wunschuh made by C. Phillips; second by M. French. Councilmember Illg asked if there were additional residents who may come forward for a refund request; Diane Callahan stated no other permits were issued of this kind. Vote carried unanimously in favor.

**12. RED HAWK SUBDIVISION ROAD DEDICATION REQUEST:** Motion to approve the acceptance of the dedication request for the Red Hawk Subdivision roads consisting of Aplomado Lane West, Aplomado Lane East, Harrier Drive, Red Hawk Drive, Kestrel Court West, Kestrel Court East, Peregrine Lane North and Peregrine Lane South and Swanson Street and the right of ways made by C. Phillips; second by M. French. Vote carried unanimously in favor. (Exhibit "A")

**13. UPDATE APPRAISAL FOR ELLIOTT FIELD AIRPORT PROPERTY:** Motion to approve staff to proceed with the updated appraisal for the Elliott Field Airport Property not to exceed \$22,000 and to be paid out of General Fund Reserves if needed made by W. Illg; second by C. Phillips. Vote carried unanimously in favor.

**14. AWARD BIDS – PICKLEBALL AND BASKETBALL COURTS FOR MAIN STREET PARK:** Motion to award the bids to Signature Tennis Courts, Inc. for the construction of four (4) pickleball courts with lighting and the construction of a basketball court with fencing and to pursue the engineering and grading to prepare for the construction of the courts not to exceed a total of \$250,000.00 to be paid out of SPLOST VII for the complete project made by C. Phillips; second by M. French. Vote carried unanimously in favor.

**ADJOURNMENT:**

At 5:56 p.m. a motion to adjourn the meeting was made by M. French; second by C. Phillips. Vote carried unanimously.

***Approved this 17<sup>th</sup> day of October 2022.***

By: CITY OF DAWSONVILLE

\_\_\_\_\_  
Mike Eason, Mayor

\_\_\_\_\_  
Caleb Phillips, Councilmember Post 1

\_\_\_\_\_  
William Illg, Councilmember Post 2

\_\_\_\_\_  
John Walden, Councilmember Post 3

\_\_\_\_\_  
Mark French, Councilmember Post 4

Attest: \_\_\_\_\_  
Beverly A. Banister, City Clerk

Filed 10/04/2022 03:22PM  
Bk 01601 Pg 0507-0518  
Deed Doc: WD  
Georgia Transfer Tax Paid : \$0.00  
0422022001878  
Penalty: \$0.00 Interest: \$0.00  
Participants: 0386596004  
JUSTIN POWER, Clerk of Superior  
Court  
DAWSON County, Georgia

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

Parcel ID: \_\_\_\_\_

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

**STATE OF GEORGIA  
COUNTY OF DAWSON**

**THIS DEED** made this 3 day of October, 2022 between **LCG Residential, LLC**, the Grantor, and **City of Dawsonville**, a political subdivision of the State of Georgia, the Grantee.

**WITNESSETH:**

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

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

**TO HAVE AND TO HOLD** the said bargained premises, together with all and singular the rights, members and appurtenances thereof, to the same being, belonging or in anywise appertaining, to the only proper use, benefit and behoof of Grantee, forever, in fee simple. Grantor shall warrant and forever defend the right, title and interest in and to said property unto Grantee, its successors and assigns, against the claims of all persons whomsoever. Where the context requires or permits, "Grantor" and "Grantee" shall include their respective heirs, successors and assigns.

[REMINDER OF PAGE LEFT BLANK]

Exhibit "A"

**EXHIBIT "A"****PHASE 1 ROADS**

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

**AND**

**PHASE 2 ROADS**

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

**AND**



**EXHIBIT "A", CONTINUED****PHASE 3 ROADS**

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

**AND**

**PHASE 4 ROADS**

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

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

GRANTOR:  
LCG Residential, LLC

Signed, sealed, and delivered  
in the presence of:

By: [Signature] (SEAL)  
Matthew Bennett, Managing Member

[Signature]  
Witness

[Signature]  
Notary Public

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



**INDEMNITY & UNDERTAKING AGREEMENT  
(GAP)**

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

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

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

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

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

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

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

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


IN WITNESS WHEREOF, the parties have executed this agreement this 3 day of October, 2022.

**LCG Residential, LLC, a Georgia limited liability company**

By:   
**Matthew Bennett, Managing Member**

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

By: \_\_\_\_\_

By:   
Name: Mike Erson  
Its: Mayor

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

EDMUND P. BURKE, ESQ.  
\* MEMBER \*

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

**TITLE CERTIFICATE AND OPINION**

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

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

**CLIENT FILE #:** 2021-Red Hawk Ridge Roads – Update  
**PROPERTY ADDRESS:** Roads in Phases 1, 2, 3 and 4 – Red Hawk Ridge  
Dawson County Georgia Government  
**SCOPE OF SEARCH:** FULL SEARCH – Update  
**EFFECTIVE DATE:** August 4, 2022

**TITLE IS VESTED IN**

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

**LCG Residential, LLC, a Georgia limited liability company**

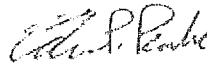
**VESTING INSTRUMENTS:**

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

**SUBJECT PROPERTY**

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

**DATED:** 8/15/2022



Edmund P. Burke - Examining Attorney  
\_\_\_\_\_  
(Total Pages with Attachments)

SPECIAL EXCEPTIONS

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

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

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

STANDARD EXCEPTIONS

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

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



EXHIBIT "A"

PHASE 1 ROADS

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

AND

PHASE 2 ROADS

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

AND

**EXHIBIT "A", CONTINUED****PHASE 3 ROADS**

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

**AND**

**PHASE 4 ROADS**

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

SECTION A – SELLER'S INFORMATION (Do not use agent's information)				SECTION C – TAX COMPUTATION	
SELLER'S BUSINESS / ORGANIZATION / OTHER NAME LCG RESIDENTIAL LLC				Exempt Code If no exempt code enter NONE	Govt/NonProfit Public Corp
MAILING ADDRESS (STREET & NUMBER) 4625 CHURCH RD STE 100				1. Actual Value of consideration received by seller Complete Line 1A if actual value unknown	\$10.00
CITY, STATE / PROVINCE / REGION, ZIP CODE, COUNTRY CUMMING, GA 30028 USA		DATE OF SALE 10/3/2022		1A. Estimated fair market value of Real and Personal property	\$0.00
SECTION B – BUYER'S INFORMATION (Do not use agent's information)				2. Fair market value of Personal Property only	\$0.00
BUYERS'S BUSINESS / ORGANIZATION / OTHER NAME CITY OF DAWSONVILLE				3. Amount of liens and encumbrances not removed by transfer	\$0.00
MAILING ADDRESS (Must use buyer's address for tax billing & notice purposes) 415 HWY 53 E STE 100				4. Net Taxable Value (Line 1 or 1A less Lines 2 and 3)	\$0.00
CITY, STATE / PROVINCE / REGION, ZIP CODE, COUNTRY DAWSONVILLE, GA 30534 USA		Check Buyers Intended Use ( ) Residential ( ) Commercial ( ) Agricultural ( ) Industrial		5. TAX DUE at .10 per \$100 or fraction thereof (Minimum \$1.00)	\$0.00
SECTION D – PROPERTY INFORMATION (Location of Property (Street, Route, Hwy, etc))					
HOUSE NUMBER & EXTENSION (ex 265A)		PRE-DIRECTION, STREET NAME AND TYPE, POST DIRECTION			SUITE NUMBER
COUNTY DAWSON		CITY (IF APPLICABLE)		MAP & PARCEL NUMBER 092 020	ACCOUNT NUMBER
TAX DISTRICT	GMD	LAND DISTRICT 308 309	ACRES	LAND LOT 4TH	SUB LOT & BLOCK
SECTION E – RECORDING INFORMATION (Official Use Only)					
DATE	DEED BOOK	DEED PAGE	PLAT BOOK	PLAT PAGE	

**ADDITIONAL BUYERS**

None



DAWSONVILLE CITY COUNCIL  
EXECUTIVE SUMMARY FOR  
AGENDA ITEM # 8

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SUBJECT: INTRODUCE NEW EMPLOYEES: HARMIT BEDI & ANNETTE WATSON

CITY COUNCIL MEETING DATE: 10/17/2022

---

BUDGET INFORMATION: GL ACCOUNT # \_\_\_\_\_

Funds Available from: \_\_\_\_\_ Annual Budget \_\_\_\_\_ Capital Budget Other \_\_\_\_\_

Budget Amendment Request from Reserve: \_\_\_\_\_ Enterprise Fund \_\_\_\_\_ General Fund

---

PURPOSE FOR REQUEST:

**TO INTRODUCE HARMIT BEDI & ANNETTE WATSON**

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HISTORY/ FACTS / ISSUES:

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OPTIONS:

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RECOMMENDED SAMPLE MOTION:

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REQUESTED BY: Bob Bolz, City Manager



DAWSONVILLE CITY COUNCIL  
EXECUTIVE SUMMARY FOR  
AGENDA ITEM # 9

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SUBJECT: EMPLOYEE RECOGNITION

CITY COUNCIL MEETING DATE: 10/17/2022

---

BUDGET INFORMATION: GL ACCOUNT # \_\_\_\_\_

Funds Available from: \_\_\_\_\_ Annual Budget \_\_\_\_\_ Capital Budget Other \_\_\_\_\_

Budget Amendment Request from Reserve: \_\_\_\_\_ Enterprise Fund \_\_\_\_\_ General Fund

---

PURPOSE FOR REQUEST:

TO RECOGNIZE AND PRESENT THE FOLLOWING:

- SERVICE AWARDS FOR OCTOBER
  - SEPTEMBER 2022 EMPLOYEE OF THE MONTH
  - SUMMER 2022 EMPLOYEE OF THE QUARTER
- 

HISTORY/ FACTS / ISSUES:

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OPTIONS:

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RECOMMENDED SAMPLE MOTION:

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REQUESTED BY: Bob Bolz, City Manager



DAWSONVILLE CITY COUNCIL  
EXECUTIVE SUMMARY FOR  
AGENDA ITEM # 10

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SUBJECT: PROCLAMATION – 75<sup>TH</sup> ANNIVERSARY OF DAWSONVILLE HARDWARE

CITY COUNCIL MEETING DATE: 10/17/2022

---

BUDGET INFORMATION: GL ACCOUNT # \_\_\_\_\_

Funds Available from: \_\_\_\_\_ Annual Budget \_\_\_\_\_ Capital Budget Other \_\_\_\_\_

Budget Amendment Request from Reserve: \_\_\_\_\_ Enterprise Fund \_\_\_\_\_ General Fund

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PURPOSE FOR REQUEST:

**TO READ AND PRESENT PROCLAMATION FOR 75<sup>TH</sup> ANNIVERSARY OF DAWSONVILLE  
HARDWARE**

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HISTORY/ FACTS / ISSUES:

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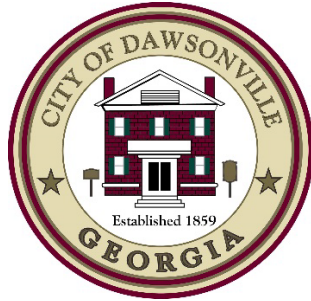
OPTIONS:

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RECOMMENDED SAMPLE MOTION:

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REQUESTED BY: Mike Eason, Mayor



**BY THE MAYOR OF THE CITY OF DAWSONVILLE**

**A PROCLAMATION**

## **DAWSONVILLE HARDWARE STORE 75<sup>TH</sup> YEAR ANNIVERSARY**

**WHEREAS**, Dawsonville Hardware Store is the oldest family-owned business in Dawson County.

**WHEREAS**, Carlton and Cleva Gilleland opened Dawsonville Hardware in 1947.

**WHEREAS**, Dwight Gilleland took over the business from his parents in 1977, in the same year Dawsonville Hardware was incorporated and became a member of the Dawson County Chamber of Commerce.

**WHEREAS**, Dwight Gilleland also served as the chamber's first president and is one of the chamber's longest, continuous members.

**WHEREAS**, Challenging times through a recession caused most businesses in Dawsonville to struggle, Dawsonville Hardware kept the doors open to offer customers the same service, even through the challenge; and managed to persevere.

**WHEREAS**, Dawsonville Hardware continues to maintain loyal customers and attract new ones.

**NOW, THEREFORE**, by virtue of the authority vested in me as Mayor of Dawsonville, I, Mayor Mike Eason, , do hereby deem it an honor to present this proclamation to **DAWSONVILLE HARDWARE** in recognition and appreciation of its investment in and commitment to our community.

In witness thereof, I have hereunto set my hand and caused the Seal of the City of Dawsonville to be affixed this 17th day of October in the year of our Lord, Two Thousand and Twenty-Two.

\_\_\_\_\_  
Mike Eason, Mayor

Attest:

\_\_\_\_\_  
Beverly Banister, City Clerk



# DAWSONVILLE CITY COUNCIL EXECUTIVE SUMMARY FOR AGENDA ITEM # 11

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SUBJECT: ANX-C2200122

CITY COUNCIL MEETING DATE: 10/17/2022

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BUDGET INFORMATION: GL ACCOUNT # \_\_\_\_\_

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

PURPOSE FOR REQUEST: **VOTE**

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

HISTORY/ FACTS / ISSUES:

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

OPTIONS:

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RECOMMENDED SAMPLE MOTION:

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DEPARTMENT: Planning and Zoning

REQUESTED BY: Diane Callahan



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



(706) 265-3256  
[www.dawsonville-ga.gov](http://www.dawsonville-ga.gov)

**Date:** 09.16.2022

**To:** Mayor and Council

**Reference:** ANX C2200122 Planning and Zoning Department Summary

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

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

Kindest regards,

Diane Callahan  
Interim Planning Director

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



706.265.3256  
[www.dawsonville-ga.gov](http://www.dawsonville-ga.gov)

August 11, 2022

**Via Certified Mail 7019 1640 001 9716 2112**

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

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

Dear Mr. Thurmond,

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

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

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

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

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

Sincerely,

Stacy Harris  
Zoning Administrative Assistance

Enclosures

cc: David Headley, County Manager  
Dawson County Attorney



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

**Annexation Petition  
Application**

ANNEXATION # ANX C2200122



**ZONING AMENDMENT APPLICATION AND FEES RECEIVED?**  YES  NO

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

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

E-Mail: [Redacted]

Cell Number(s) [Redacted]

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

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

E-Mail: \_\_\_\_\_

Property Owner's Telephone Number(s): \_\_\_\_\_

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

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

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

Current Use of Property: Residential

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

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

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

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

**FEE SCHEDULE**

*\* Fee Waived By cc on 12.20.21*

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

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



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

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

**Property Owner(s) Authorization**

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

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

*William S. Wade*  
 Property Owner Signature

William S. Wade (JSW Gee Corner, LLC)  
 Property Owner Printed Name

Property Owner Signature

Property Owner Printed Name

*J. Carter Richardson*  
 Applicant Signature

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

Applicant Signature

Applicant Printed Name

State of Georgia  
 County of DeKalb CO

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

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

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

Notary Seal

Annexation Application Received Date Stamp: Rec'd 01-12-2022 Completed Application with Signatures  
 Rec'd \_\_\_\_\_ Current Boundary Survey  
 Rec'd \_\_\_\_\_ Legal Description  
 Rec'd \_\_\_\_\_ ARC Population Estimate Information

*Fees  
 waived by  
 CC on 12-20-21*

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



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

**Annexation Petition**  
**Application**

Application # ANX C2200122 TMP#: 093 046

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

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

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

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

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

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

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

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

TMP # \_\_\_\_\_ 7. Name(s): \_\_\_\_\_  
 Address: \_\_\_\_\_

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

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



# JIM CHAPMAN COMMUNITIES



## ANNEXATION / REZONING LETTER OF INTENT

Mayor and City Council  
Planning Commission  
City of Dawsonville, Georgia

To Whom It May Concern:

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

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

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

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

Respectfully,

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

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

FILED 03/16/2022 09:37AM  
 PLD 0087 PG 0094  
 PLO Doc: PLAT  
 Penalty: \$0.00 Interest: \$0.00  
 Participants: 3244369885  
 JUSTIN POWER, Clerk of Superior Court  
 Dawson County, Georgia

THIS DEED RESERVED FOR THE CLERK  
 OF THE SUPERIOR COURT  
 OF THE STATE OF GEORGIA

**-LEGEND-**

<input type="checkbox"/> SURVEY PROPERTY	<input type="checkbox"/> RIGHT OF WAY	<input type="checkbox"/> BOUNDARY	<input type="checkbox"/> RIGHT OF WAY
<input type="checkbox"/> BOUNDARY	<input type="checkbox"/> RIGHT OF WAY	<input type="checkbox"/> BOUNDARY	<input type="checkbox"/> RIGHT OF WAY
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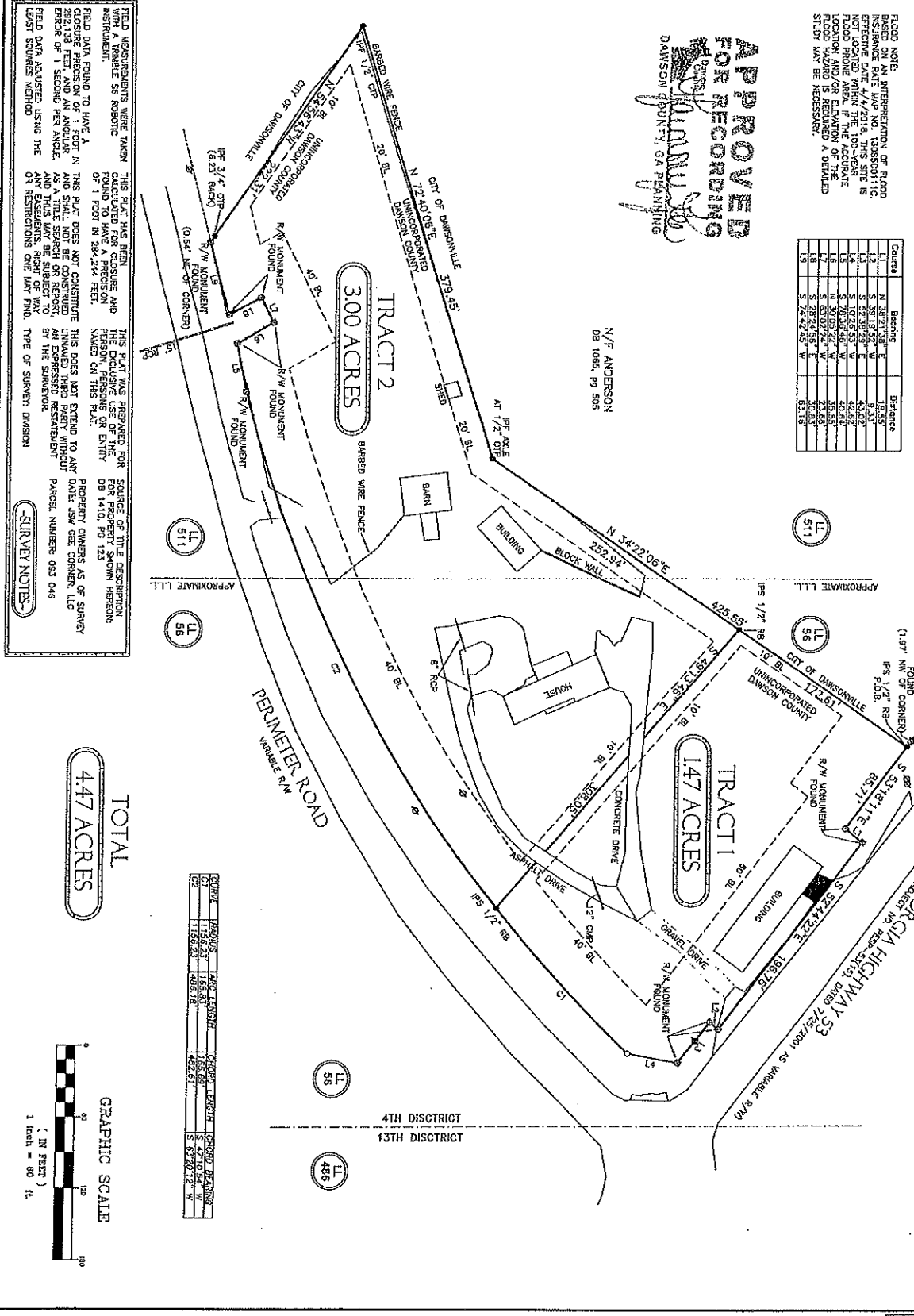
Course	Bearing	Distance
1	N 30°17'30" E	13.53'
2	S 88°18'35" W	9.15'
3	N 10°28'52" E	4.92'
4	S 10°28'52" W	4.92'
5	S 79°50'49" W	40.64'
6	N 30°17'30" E	35.55'
7	S 88°18'35" W	22.65'
8	N 10°28'52" E	22.65'
9	S 79°50'49" W	63.11'

**APPROVED FOR RECORDING**  
*Justin Power*  
 JUSTIN POWER  
 CLERK OF SUPERIOR COURT  
 DAWSON COUNTY, GEORGIA

GRID NORTH  
 5PC - GA WEST ZONE

AS REQUIRED BY SUBSECTION (c) OF O.C.G.A. SECTION 15-6-57, THIS PLAT HAS BEEN PREPARED BY A LAND SURVEYOR REGISTERED BY THE APPLICABLE LOCAL JURISDICTIONS FOR RECORDING AS ENGINEERED BY APPROVED PROFESSIONALS. THE ENGINEERED SURVEYING INFORMATION SHOWN HEREON IS THE PROPERTY OF THE SURVEYOR AND SHOULD BE CONSIDERED WITH THE APPROPRIATE CAUTION. THE SURVEYOR'S LIABILITY FOR ANY ERRORS OR OMISSIONS IN THIS PLAT IS LIMITED TO THE PROFESSIONAL STANDARDS OF THE SURVEYING INDUSTRY. THE ENGINEERED LAND SURVEYING INFORMATION IS NOT TO BE USED FOR ANY OTHER PURPOSES WITHOUT THE WRITTEN CONSENT OF THE SURVEYOR. THE SURVEYOR'S LIABILITY FOR ANY ERRORS OR OMISSIONS IN THIS PLAT IS LIMITED TO THE PROFESSIONAL STANDARDS OF THE SURVEYING INDUSTRY. THE ENGINEERED LAND SURVEYING INFORMATION IS NOT TO BE USED FOR ANY OTHER PURPOSES WITHOUT THE WRITTEN CONSENT OF THE SURVEYOR.

**SURVEYOR CERTIFICATION**  
 JUSTIN POWER  
 No. 9316  
 STATE OF GEORGIA  
 SURVEYOR



Course	Bearing	Distance
1	N 30°17'30" E	13.53'
2	S 88°18'35" W	9.15'
3	N 10°28'52" E	4.92'
4	S 10°28'52" W	4.92'
5	S 79°50'49" W	40.64'
6	N 30°17'30" E	35.55'
7	S 88°18'35" W	22.65'
8	N 10°28'52" E	22.65'
9	S 79°50'49" W	63.11'

**TOTAL 4.47 ACRES**



**SURVEY NOTES**

FIELD MEASUREMENTS WERE TAKEN... THIS PLAT HAS BEEN PREPARED FOR... SOURCE OF TITLE DESCRIPTION... THIS PLAT WAS PREPARED FOR... SOURCE OF TITLE DESCRIPTION... THIS PLAT WAS PREPARED FOR... SOURCE OF TITLE DESCRIPTION...

CERTIFICATE OF AUTHORIZATION NUMBER: LSF 001057

PREPARED BY  
**IDES**  
 DAVITS  
 ENGINEERING & SURVEYING  
 133 PROMINENCE COURT  
 SUITE 210  
 DAWSONVILLE, GA 30534  
 PHONE: (706) 265-1234  
 DAVITSENGINEERS.COM

**SURVEY FOR:**  
 JSW GEE CORNER, LLC  
 LAND LOTS 56 & 511  
 4th DISTRICT, 1st SECTION  
 DAWSON COUNTY, GEORGIA

REVISION BY:	MS
REVISION DATE:	1/20/22
DRAWN BY:	MS/ML/DS
FIELD CREW:	CC
PLAT DATE:	1/17/22
FIELD DATE:	3/24/2020
SHEET NO.	1 of 1
PROJECT NO.	20-079



William S. Wade, Manager *WS*

ESCROW AGENT:

Date:     /    /2021  
Company

Old Republic National Title Insurance

By: \_\_\_\_\_  
Carrie Tullis

**EXHIBIT "A-1"**

**Description of the Land**

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

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

*WS*  
*JBC*

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

*LSM*

**EXHIBIT "A-2"**

**Depiction of the Property**

*JBC*

1031303v1

[To be attached hereto.]

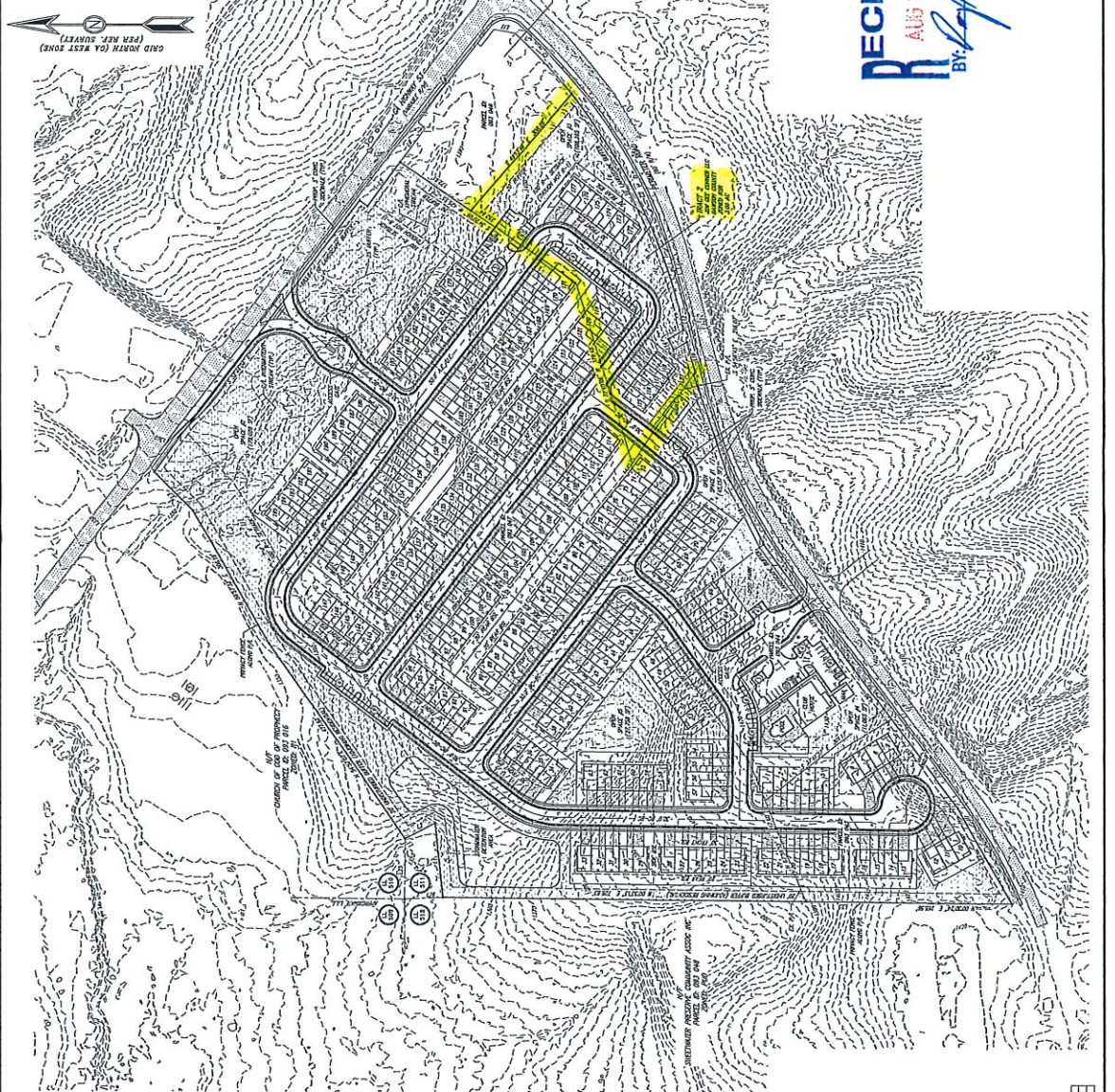
All that tract or parcel of land lying and being in land lots 56 and 511, 4<sup>th</sup> District, 1<sup>st</sup> Section, Dawson County Georgia being more particularly described as follows:

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

**RECEIVED**  
AUG 10 2022  
BY: 

**LOCATION MAP**  
 N.C.S.

**APPLICANT (FUTURE OWNER)**  
 JIM CHAPMAN COMMUNITIES  
 2700 CUMBERLAND PKWY SE  
 ATLANTA, GA 30339  
 (404) 557-9314



**RECEIVED**  
 AUG 10 2022  
*By [Signature]*

**GRAPHIC SCALE**  
 1" = 50' N.T.S.

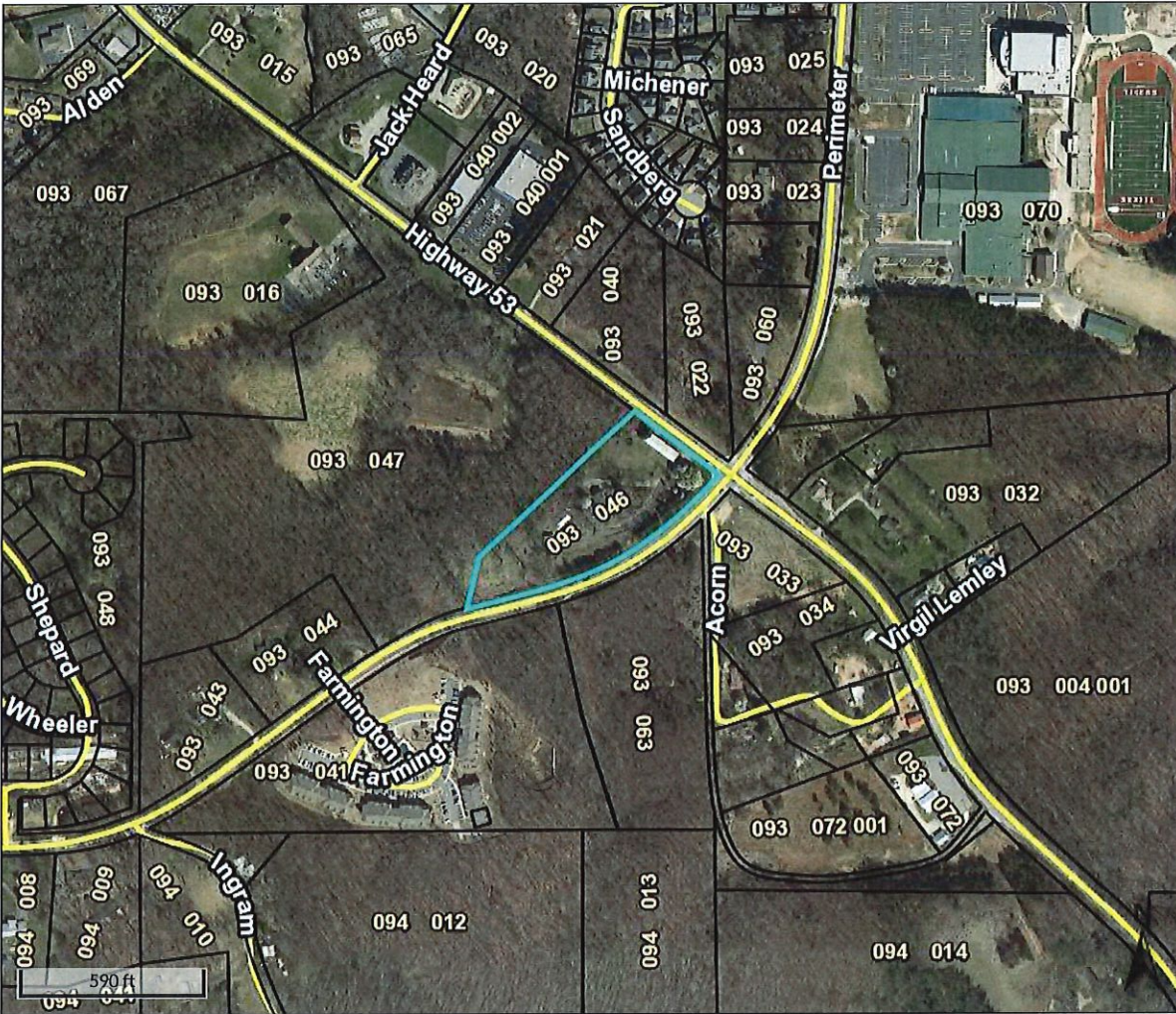
**NOTES:**  
 1. SEE PLAN 2021-529 FOR ALL DIMENSIONS.  
 2. ALL DIMENSIONS SHALL BE TO THE CENTERLINE UNLESS OTHERWISE NOTED.  
 3. ALL DIMENSIONS SHALL BE TO THE CENTERLINE UNLESS OTHERWISE NOTED.  
 4. ALL DIMENSIONS SHALL BE TO THE CENTERLINE UNLESS OTHERWISE NOTED.  
 5. ALL DIMENSIONS SHALL BE TO THE CENTERLINE UNLESS OTHERWISE NOTED.  
 6. ALL DIMENSIONS SHALL BE TO THE CENTERLINE UNLESS OTHERWISE NOTED.  
 7. ALL DIMENSIONS SHALL BE TO THE CENTERLINE UNLESS OTHERWISE NOTED.  
 8. ALL DIMENSIONS SHALL BE TO THE CENTERLINE UNLESS OTHERWISE NOTED.  
 9. ALL DIMENSIONS SHALL BE TO THE CENTERLINE UNLESS OTHERWISE NOTED.  
 10. ALL DIMENSIONS SHALL BE TO THE CENTERLINE UNLESS OTHERWISE NOTED.

**REVISIONS:**

NO.	DATE	DESCRIPTION
1	02/02/22	ISSUE FOR PERMIT
2	02/02/22	ISSUE FOR PERMIT
3	02/02/22	ISSUE FOR PERMIT
4	02/02/22	ISSUE FOR PERMIT
5	02/02/22	ISSUE FOR PERMIT
6	02/02/22	ISSUE FOR PERMIT
7	02/02/22	ISSUE FOR PERMIT
8	02/02/22	ISSUE FOR PERMIT
9	02/02/22	ISSUE FOR PERMIT
10	02/02/22	ISSUE FOR PERMIT

NO.	DATE	DESCRIPTION	BY	CHECKED BY
1	02/02/22	ISSUE FOR PERMIT		
2	02/02/22	ISSUE FOR PERMIT		
3	02/02/22	ISSUE FOR PERMIT		
4	02/02/22	ISSUE FOR PERMIT		
5	02/02/22	ISSUE FOR PERMIT		
6	02/02/22	ISSUE FOR PERMIT		
7	02/02/22	ISSUE FOR PERMIT		
8	02/02/22	ISSUE FOR PERMIT		
9	02/02/22	ISSUE FOR PERMIT		
10	02/02/22	ISSUE FOR PERMIT		

**PROJECT INFORMATION:**  
 PROJECT NO. 2021-529  
 SHEET NO. 1 OF 1



Overview



Legend

 Parcels

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

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

Developed by 

**City Council:**

John Walden  
Caleb Phillips  
William Ilg  
Mark French



Mike Eason  
Mayor

Robert Bolz  
City Manager

Beverly Banister  
City Clerk

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

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

Diane Callahan  
Interim Planning Director

Stacy Harris  
Zoning Admin Assistant

**PUBLIC NOTICE**

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

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

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

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

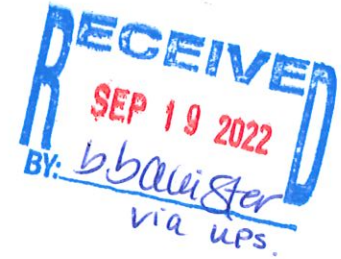
If you wish to speak on the requests, please contact City Hall for a CAMPAIGN DISCLOSURE form. ***This form is only needed if you have made campaign contributions in the amount of \$250.00 or more within 2 years prior to this date.***

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



# DAWSON COUNTY BOARD OF COMMISSIONERS

September 15, 2022



Billy Thurmond  
Chairman

Sharon Fausett  
Commissioner  
District 1

Chris Gaines  
Commissioner  
District 2

Tim Satterfield  
Commissioner  
District 3

Emory Dooley  
Commissioner  
District 4

**VIA OVERNIGHT DELIVERY and EMAIL**

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

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

Honorable Mayor Eason:

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

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

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

David Headley  
County Manager

Kristen Cloud  
County Clerk

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

September 15, 2022

Page 2

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

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

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

Sincerely,



Billy Thurmond, Chairman  
Dawson County Board of Commissioners

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





# DAWSONVILLE CITY COUNCIL EXECUTIVE SUMMARY FOR AGENDA ITEM # 12

---

SUBJECT: ZA-C2200123

CITY COUNCIL MEETING DATE: 10/17/2022

---

BUDGET INFORMATION: GL ACCOUNT # \_\_\_\_\_

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

PURPOSE FOR REQUEST: **VOTE**

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

HISTORY/ FACTS / ISSUES:

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

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

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

---

OPTIONS:

---

RECOMMENDED SAMPLE MOTION:

---

DEPARTMENT: Planning and Zoning

REQUESTED BY: Diane Callahan

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



(706) 265-3256  
[www.dawsonville-ga.gov](http://www.dawsonville-ga.gov)

**Date:** 09.16.2022

**To:** Mayor and Council

**Reference:** ZA C2200123 Planning and Zoning Department Summary

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

1. Property is in Post 2 City Council Member William Illg District.
2. Applicant is requesting to rezone property from R1 District (Restricted Single Family Residential District) to R6 District (Multiple-Family Residential District).
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donated prior to each building permit approval. Funds shall be eligible for future impact fee credit if the City adopts said fees in the future.

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Kindest regards,



Diane Callahan  
Interim Planning Director



City of Dawsonville

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

Zoning Amendment
Application

Application#: ZA-C2200123

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

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

Cell Phone: [Redacted] Email: [Redacted]

Signature(s) \_\_\_\_\_ Date \_\_\_\_\_

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

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

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

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

Subdivision Name: \_\_\_\_\_ Lot# \_\_\_\_\_

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

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

The applicant request:

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

Proposed use of property if rezoned: Multifamily Apartments

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

Amenity area proposed Yes if yes, what Clubhouse; Pool

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

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

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

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

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

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

[Signature]
Signature of Applicant

1/12/22 RECEIVED
Date JAN 12 2022

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



**City of Dawsonville**

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

**Zoning Amendment  
Adjacent Property Owners**

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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



**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.

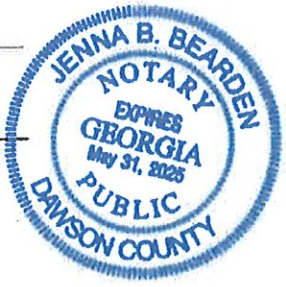
Applicant Signature *Curtis R. Anderson* *Karen A. McCune* Date *1-10-22*

Application Number: *ZA C22 00123*

SUBSCRIBED AND SWORN BEFORE ME ON THIS

*10th* DAY OF *January* 20*22*  
*Jenna B. Bearden*  
Notary Public, State of Georgia

My Commission Expires: *5/31/2022*



Notary Seal



**City of Dawsonville**

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

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

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

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

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This notice and acknowledgement shall be public record.

*[Handwritten Signature]*

Signature of Applicant / Representative of Applicant

*1/12/22*

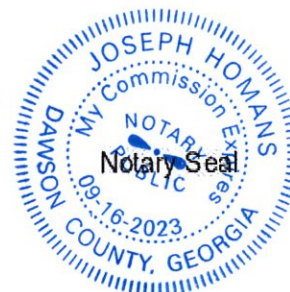
Date

Sworn to and subscribed before me on this

*12<sup>th</sup>* day of *January* 2022.

*[Handwritten Signature]*  
Notary Public, State of Georgia

My Commission Expires: *Sept. 16, 2023*







**City of Dawsonville**

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

**Zoning Amendment  
Authorization**

Property Owner Authorization

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

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

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

SUBSCRIBED AND SWORN BEFORE ME ON THIS

10<sup>th</sup> DAY OF January 2022

Jenna B. Bearden  
Notary Public, State of Georgia

My Commission Expires: 5/31/2025



Notary Seal



**City of Dawsonville**

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

**Zoning Amendment  
Authorization**

**Property Owner Authorization**

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

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

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

SUBSCRIBED AND SWORN BEFORE ME ON THIS

10 DAY OF Jan 2022

*Melanie Ruth Burruss*  
Notary Public, State of Georgia

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

My Commission Expires: \_\_\_\_\_

Notary Seal



**City of Dawsonville**

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

**Zoning Amendment  
Campaign Disclosure**

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

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

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

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

None \_\_\_\_\_

- 2. The dollar amount and description of each campaign contribution made by the opponent to the local government official during the two years immediately preceding the filing of the application for the rezoning action and the date of each such contribution.

Amount \$-0- \_\_\_\_\_ Date: \_\_\_\_\_

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

\_\_\_\_\_  
\_\_\_\_\_

*Karen A. McCord* *Curtis R. Anderson*  
*Hank McCord*

Signature of Applicant / Representative of Applicant

1-10-22  
Date

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



**City of Dawsonville**

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

**Zoning Amendment  
Campaign Disclosure**

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

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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:

\_\_\_\_\_

- 2. The dollar amount and description of each campaign contribution made by the opponent to the local government official during the two years immediately preceding the filing of the application for the rezoning action and the date of each such contribution.

Amount \$

Date:

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

\_\_\_\_\_  
\_\_\_\_\_  
\_\_\_\_\_

*[Handwritten Signature]*

Signature of Applicant / Representative of Applicant

*1/12/2022*

Date

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



# JIM CHAPMAN COMMUNITIES



## ANNEXATION / REZONING LETTER OF INTENT

Mayor and City Council  
Planning Commission  
City of Dawsonville, Georgia

To Whom It May Concern:

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

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

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

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

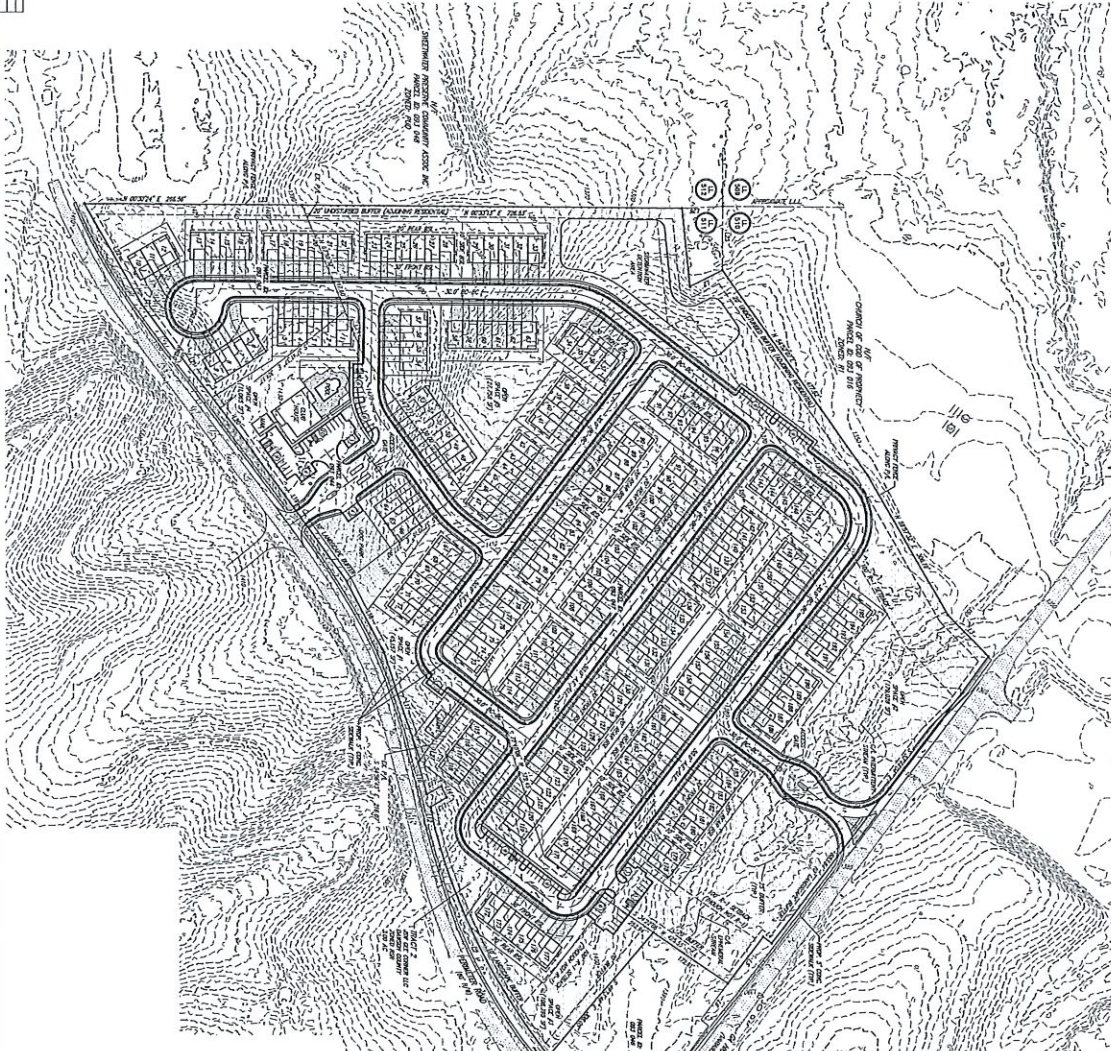
Respectfully,

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

NO.	DESCRIPTION	DATE	BY	CHECKED
1	PREPARED	08/10/2022	BY: [Signature]	
2	DESIGNED			
3	DRAWN			
4	CHECKED			
5	APPROVED			
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**GENERAL NOTES:**

1. THE APPLICANT SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS FROM THE LOCAL GOVERNMENT AND STATE AGENCIES.
2. THE APPLICANT SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY EASEMENTS FROM THE ADJACENT PROPERTY OWNERS.
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GRID NORTH (GA WEST ZONE)  
(PER REF. SURVEY)



APPLICANT/FUTURE OWNER:  
JIM CHAVANAN COMMUNITIES  
2700 CUMBERLAND PARKWAY SE  
ATLANTA, GA 30339  
(404) 537-9314

**RECEIVED**  
Aug 10 2022  
BY: [Signature]



**ANNEXATION / ZONING PLAN**

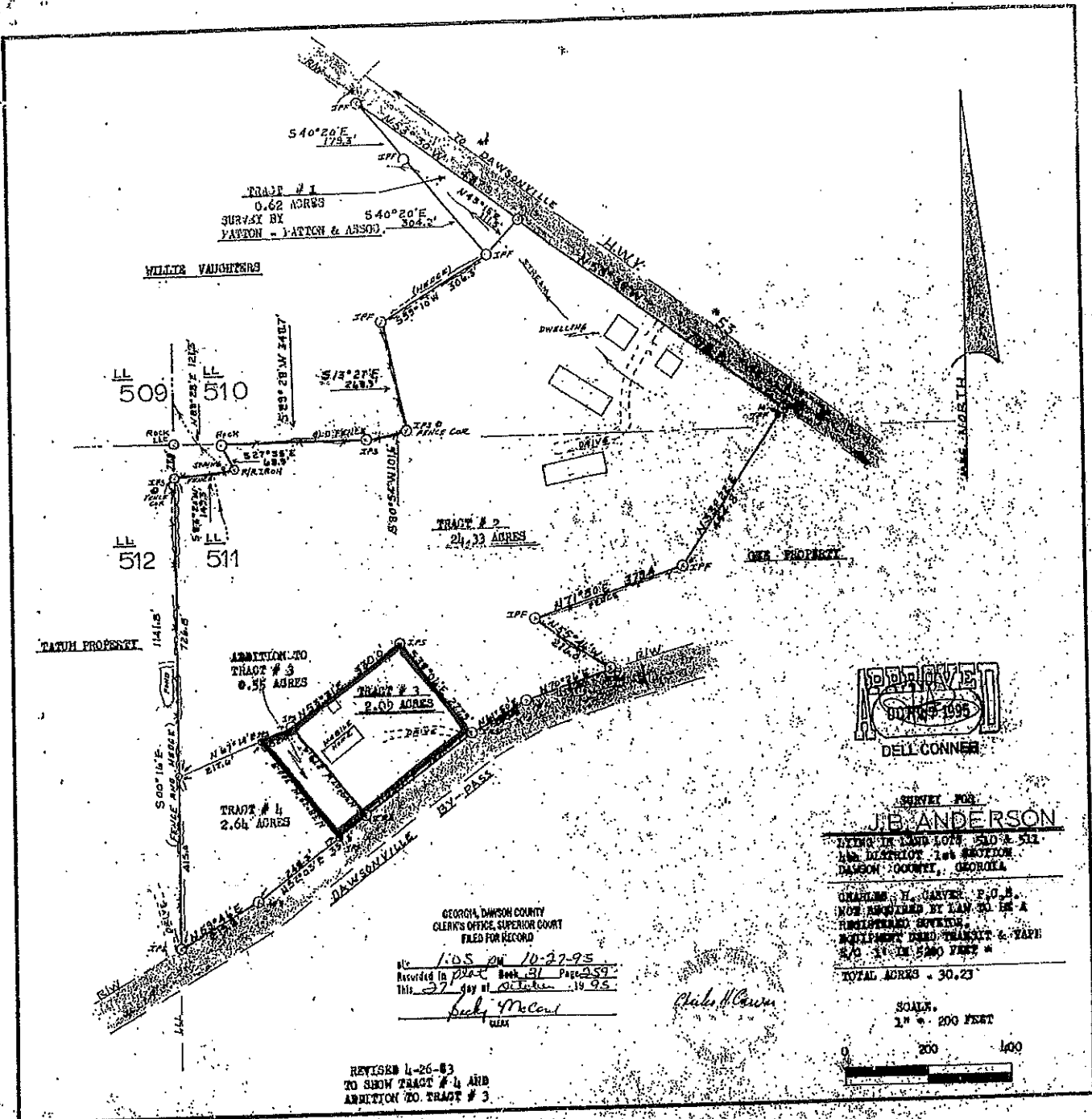
PERIMETER ROAD APARTMENTS  
LAND LOT 56.511  
4TH DISTRICT, 1ST SECTION  
CITY OF DAWSONVILLE, GA

REVISION	DATE	DESCRIPTION

NO.	DESCRIPTION	DATE	BY	CHECKED
1	PREPARED	08/10/2022	BY: [Signature]	
2	DESIGNED			
3	DRAWN			
4	CHECKED			
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8	AS BUILT			
9	FINAL			
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**DRS**  
DAVIS  
REGISTERED ENGINEERING ARCHITECTS  
123 PERIMETER ROAD  
DOWNSIDE, GA 30034  
DOWNSIDE@DRS.COM

PROJECT NO.  
2021-529



SURVEY FOR  
**J.B. ANDERSON**  
 LYING IN LAND LOT 510 & 511  
 1st DISTRICT 1st SECTION  
 DANSON COUNTY, GEORGIA  
 CHARLES H. CARVER, F.O.S.  
 NOT REQUIRED BY LAW TO BE A  
 REGISTERED SURVEYOR  
 EQUIPMENT USED TRANSIT & YARD  
 S.O. 1" = 200 FEET

GEORGIA DANSON COUNTY  
 CLERK'S OFFICE SUPERIOR COURT  
 FILED FOR RECORD  
 No. 105 ON 10-27-95  
 Recorded in Plat Book 31 Page 259  
 This 27 day of October 1995  
*Rich McCall*  
 CLERK

*Rich McCall*

SCALE  
 1" = 200 FEET  
 0 200 400

REVISED 4-26-83  
 TO SHOW TRACT #4 AND  
 ADDITION TO TRACT #3

POLATTY & SULLIVAN  
Attorneys at Law

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

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

WARRANTY DEED

STATE OF GEORGIA

COUNTY OF DAWSON

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

J.B. ANDERSON

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

CURTIS R. ANDERSON

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

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

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

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

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

DAWSON COUNTY, GEORGIA  
REAL ESTATE TRANSFER TAX  
PAID \$ 115.00  
DATE 05-83  
Ralph Maddox  
RALPH MADDOX, CLERK  
SUPERIOR COURT

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

Tract #4  
2.64 ac

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

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

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

Signed, sealed and delivered in presence of:  
[Signature]  
Witness  
[Signature]  
NOTARY PUBLIC  
M.C. Corbett, Exp. 9-15-86

J.B. Anderson (Seal)  
J.B. ANDERSON  
\_\_\_\_\_  
(Seal)  
\_\_\_\_\_  
(Seal)



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

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

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

**SURVIVORSHIP WARRANTY DEED**

STATE OF GEORGIA,  
COUNTY OF LUMPKIN.

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

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

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

Tract # 3

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

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

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

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

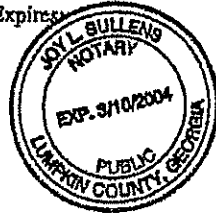
Page Two

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

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

Karin Journal  
Unofficial Witness

[Signature]  
Notary Public  
Commission Expires



[Signature] (SEAL)  
Harold McCord

[Signature] (SEAL)  
Karen McCord

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

Document prepared by and when recorded return to:

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

**POLATTY & SULLIVAN**  
Attorneys at Law

965 Canton Street  
Roanwell, Georgia 30075  
(770) 992-3480

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

**EXECUTOR'S DEED**

**STATE OF GEORGIA**

**COUNTY OF DAWSON**

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

CURTIS R. ANDERSON and KAREN A. McCORD

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

CURTIS R. ANDERSON and KAREN A. McCORD

of the State of Georgia and County of Dawson, of the Second Part, hereinafter called Grantee (the words "Grantor" and "Grantee" to include their respective heirs, successors and assigns where the context requires or permits).

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

Tract 1:

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

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

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

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

2

Tract 2:

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

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

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

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

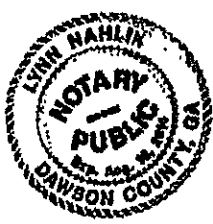
TO HAVE AND TO HOLD the said tract or parcel of land, with all and singular the rights, members and appurtenances thereof, to the same being, belonging, or in anywise appertaining, to the only proper use, benefit and behoof of the said Grantee forever in FEE SIMPLE: in as full and ample a manner as the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

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

Signed, sealed and delivered in the presence of:

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

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





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

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

**RECEIVED**  
AUG 10 2022  
BY: *[Signature]*

William S. Wade, Manager *WS*

ESCROW AGENT:

Date:    /   /2021  
Company

Old Republic National Title Insurance

By: \_\_\_\_\_  
Carrie Tullis

**EXHIBIT "A-1"**

**Description of the Land**

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

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

*WS*  
*JSC*

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

*LSM*

**EXHIBIT "A-2"**

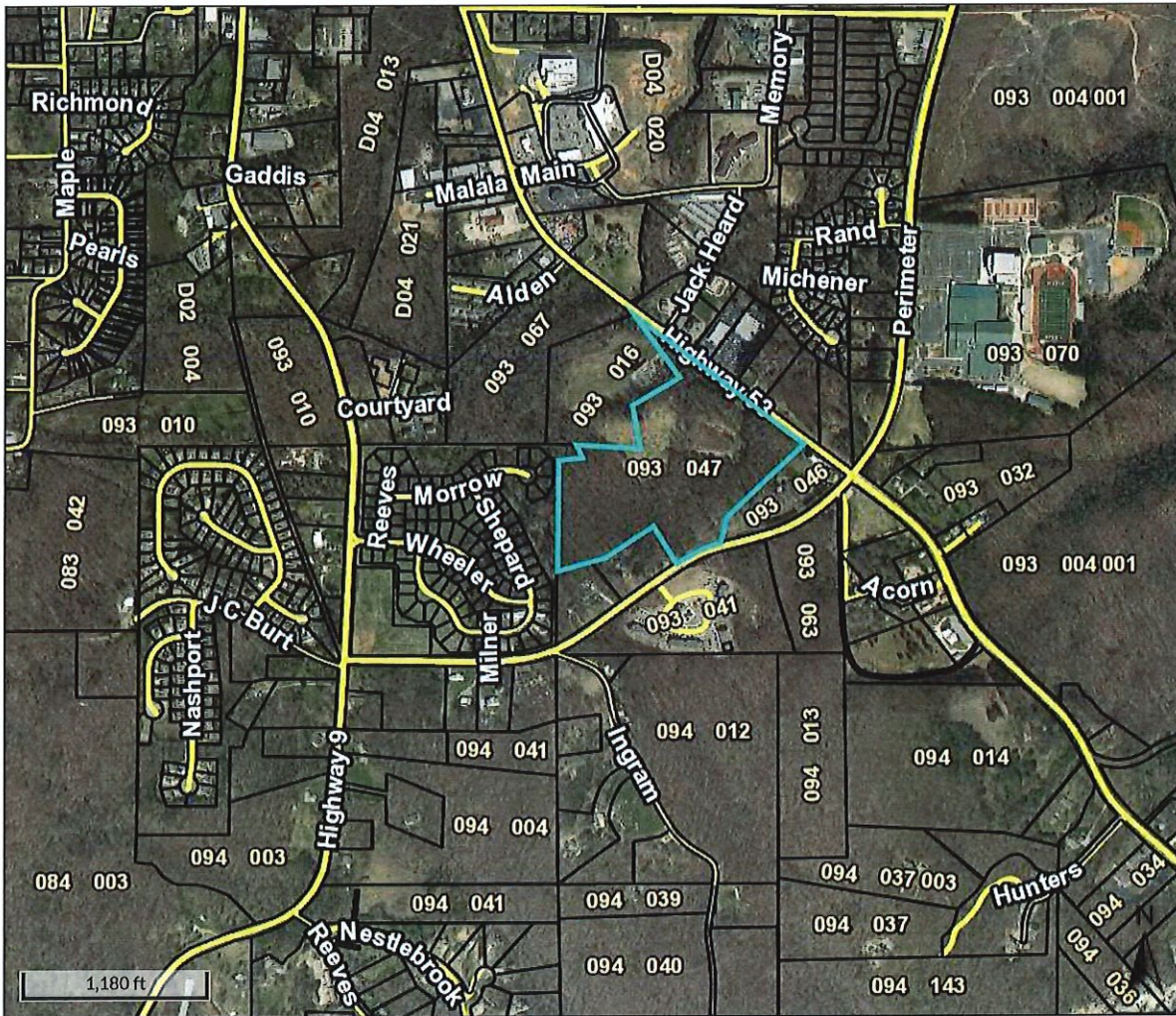
**Depiction of the Property**

*JRC*

1031303v1

[To be attached hereto.]





Overview



Legend

 Parcels

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

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

Developed by 

**City Council:**

John Walden  
Caleb Phillips  
William Illg  
Mark French



Mike Eason  
Mayor

Robert Bolz  
City Manager

Beverly Banister  
City Clerk

Diane Callahan  
Interim Planning Director

Stacy Harris  
Zoning Admin Assistant

**Planning Commission:**  
Randy David, Chairperson

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

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

**PUBLIC NOTICE**

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

.....

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

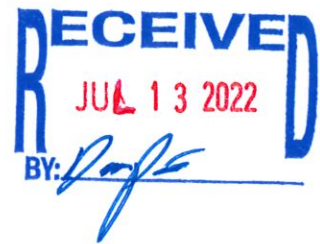
**ZA-C2200123:** Jim Chapman Communities, Inc has petitioned a zoning amendment for TMP 093 043, 093 044, and 093 047; Located at 2120 Perimeter Road and 922 Hwy 53 East from R1 (Restricted Single-Family Residential District) to R6 (Multiple-Family Residential District). Public Hearing Dates: Planning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

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

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

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

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



***Prepared for:***

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

***Prepared By:***



**A&R Engineering Inc.**

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

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

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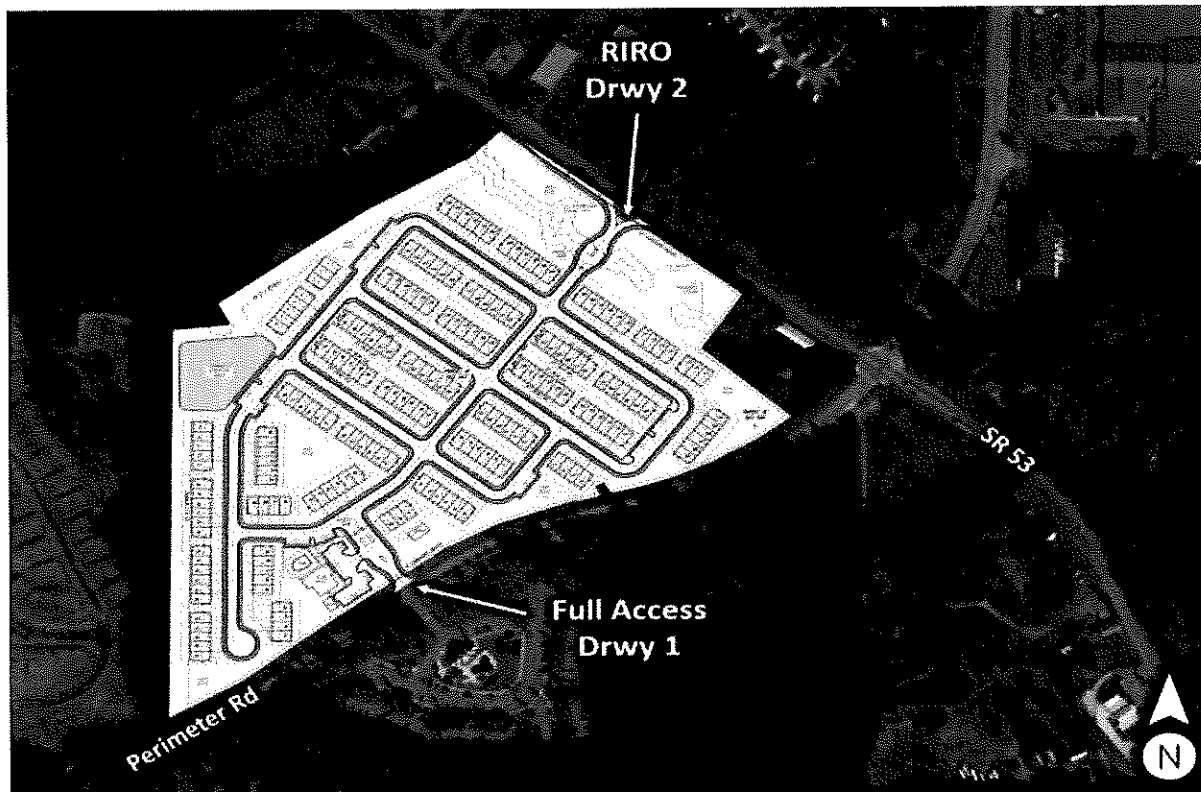
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## 1.0 INTRODUCTION

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



The development proposes access at the following locations:

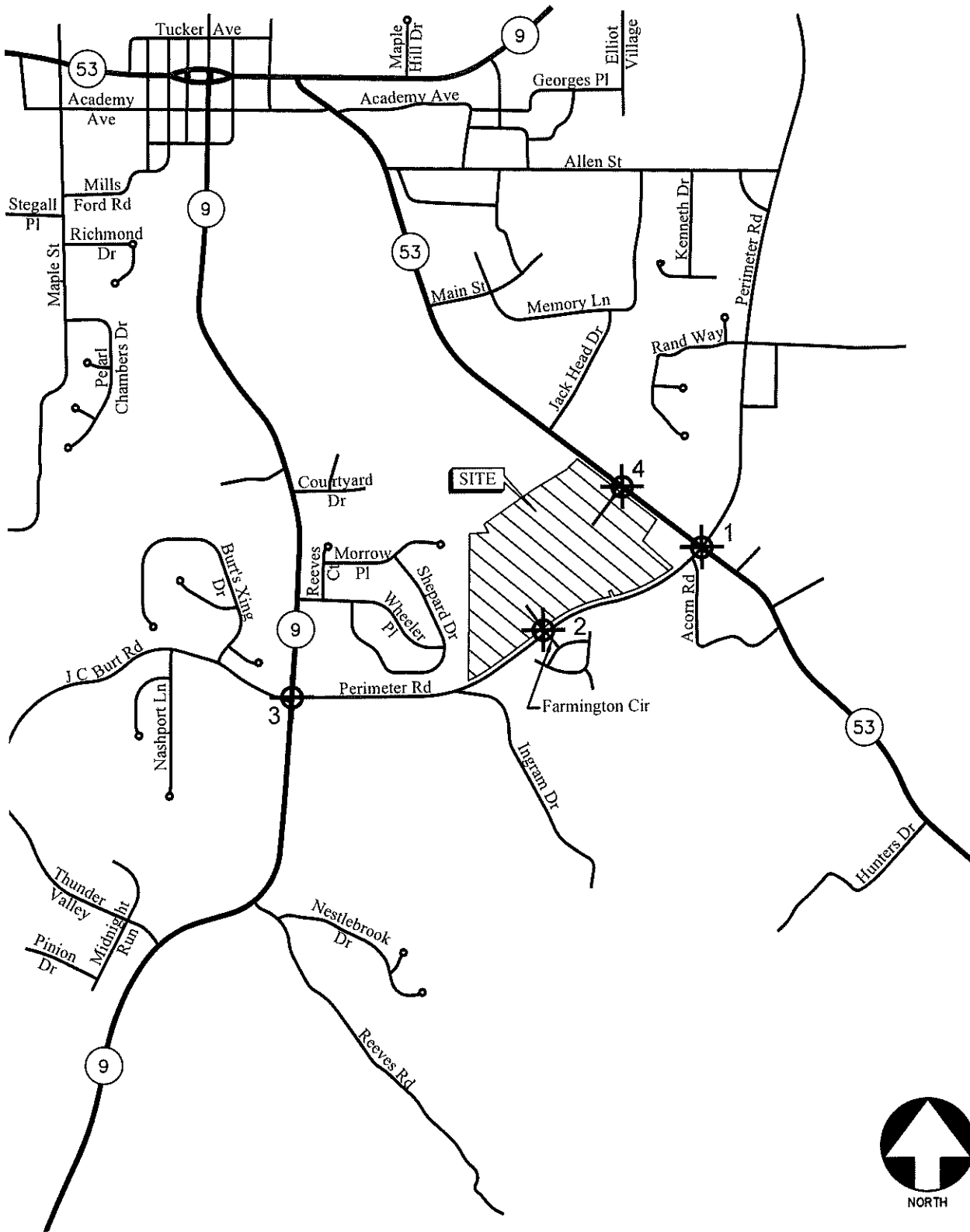
- Site Driveway 1: Full-access driveway on Perimeter Road, across from Farmington Circle
- Site Driveway 2: Right-in/right-out driveway on SR 53

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

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

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

⊕ Study Intersections



LOCATION MAP

FIGURE 1  
A&R Engineering Inc.

## **2.0 EXISTING FACILITIES / CONDITIONS**

### **2.1 Roadway Facilities**

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

#### **2.1.1 State Route 53 (SR 53)**

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

#### **2.1.2 Perimeter Road**

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

#### **2.1.3 State Route 9 (SR 9)**

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

#### **2.1.4 J C Burt Road**

J C Burt Road is an east-west, two-lane, undivided roadway with a posted speed limit of 25 mph in the vicinity of the site.



### 3.0 STUDY METHODOLOGY

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

#### 3.1 Unsignalized Intersections

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

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

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

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

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

Source: Highway Capacity Manual, 6<sup>th</sup> edition, Exhibit 20-2 LOS Criteria: Motorized Vehicle Mode

### 3.2 Signalized Intersections

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

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

TABLE 2 – LEVEL-OF-SERVICE CRITERIA FOR SIGNALIZED INTERSECTIONS		
Control Delay (sec/vehicle)*	LOS for Lane Group by Volume-to-Capacity Ratio*	
	v/c ≤ 1.0	v/c ≥ 1.0
≤ 10	A	F
> 10 and ≤ 20	B	F
> 20 and ≤ 35	C	F
> 35 and ≤ 45	D	F
> 55 and ≤ 80	E	F
> 80	F	F

\*For approach-based and intersection wide assessments, LOS is defined solely by control delay  
 Source: Highway Capacity Manual, 6<sup>th</sup> edition, Exhibit 19-8 *LOS Criteria: Motorized Vehicle Mode*

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

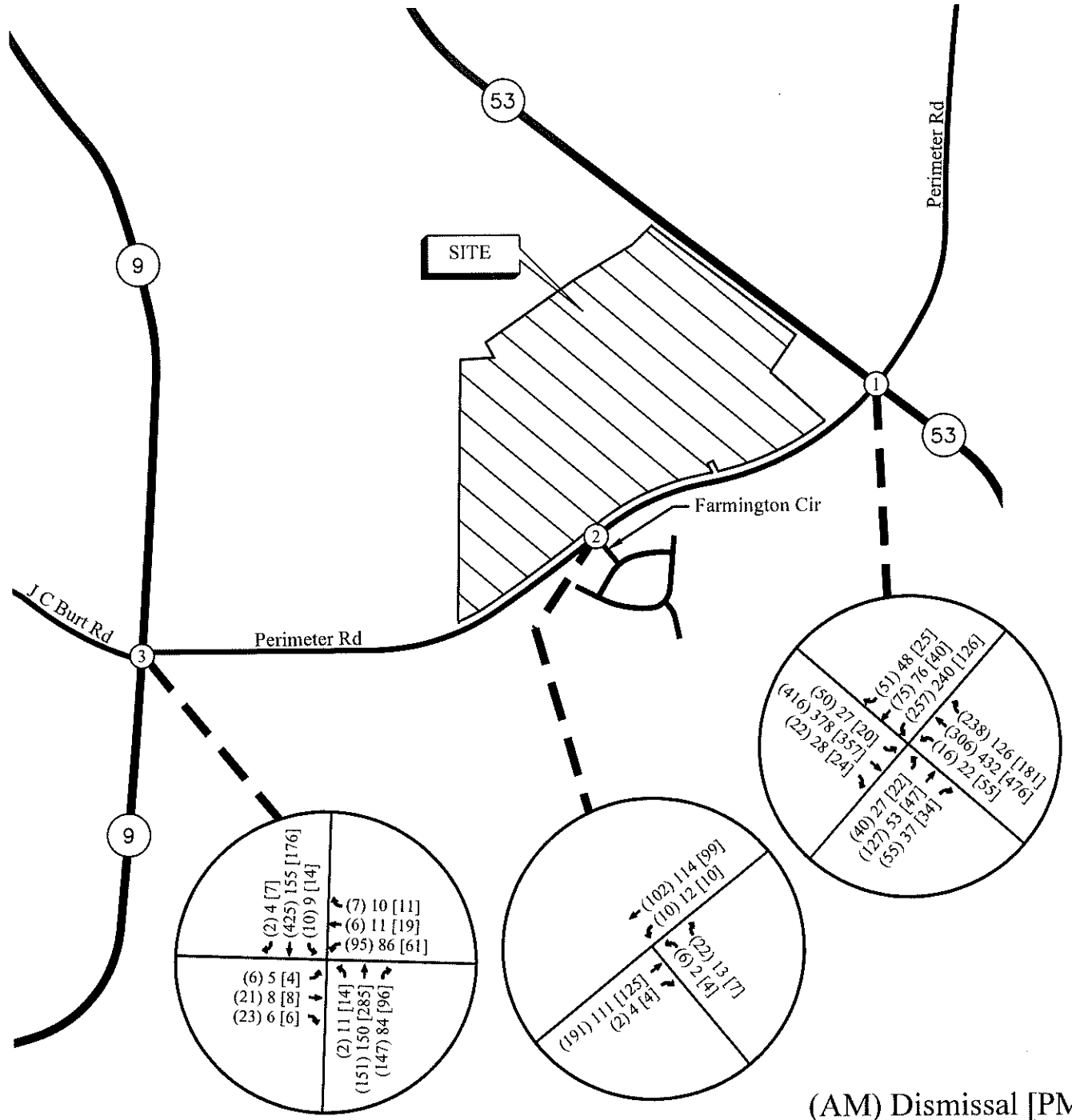
## **4.0 EXISTING 2022 TRAFFIC ANALYSIS**

### **4.1 Existing Traffic Volumes**

Existing traffic counts were obtained at the following study intersections:

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

Turning movement counts were collected on Tuesday, January 25, 2022. All turning movement counts were recorded during the AM, school dismissal and PM peak hours between 7:00 AM to 9:00 AM, 2:00 PM to 4:00 PM and 4:00 PM to 6:00 PM, respectively. The four consecutive 15-minute interval volumes that summed to produce the highest volume at the intersections were then determined. These volumes make up the peak hour traffic volumes for the intersections counted and are shown in Figure 2.



(AM) Dismissal [PM]



EXISTING WEEKDAY PEAK-HOUR VOLUMES

FIGURE 2  
A&R Engineering Inc.

## 4.2 Existing Traffic Operations




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

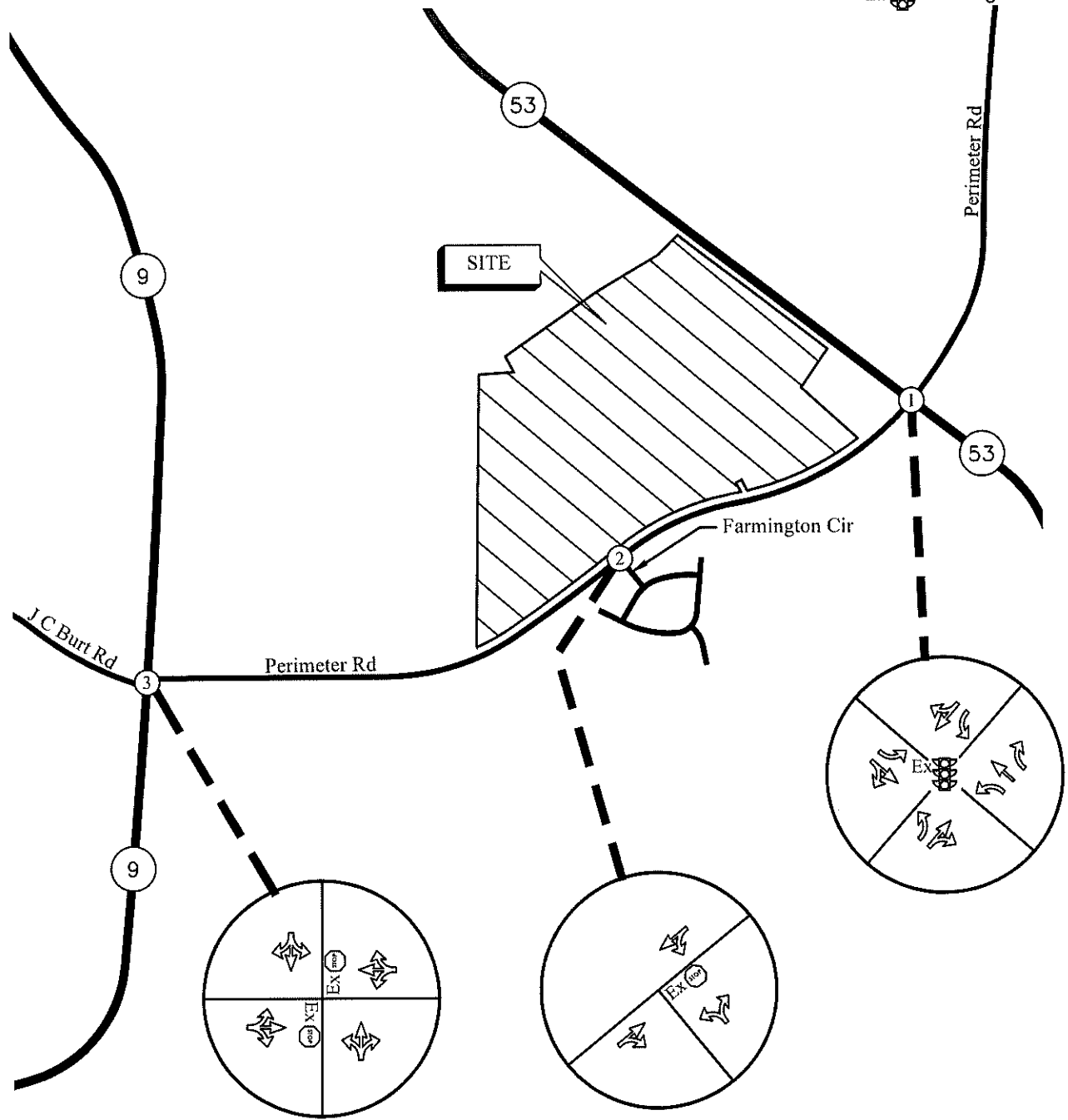
TABLE 3 – EXISTING INTERSECTION OPERATIONS					
Intersection	Traffic Control	LOS (Delay)			
		AM Peak	Dismissal Peak	PM Peak	
<b>1</b> <u>SR 53 @ Perimeter Road</u> -Eastbound Approach -Westbound Approach -Northbound Approach -Southbound Approach	Signalized	<b>D (36.0)</b>	<b>C (32.1)</b>	<b>B (19.4)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

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

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

**LEGEND**

- Ex  Existing Signed Approach
-  Existing Lane Geometry
- Ex  Existing Traffic Signal

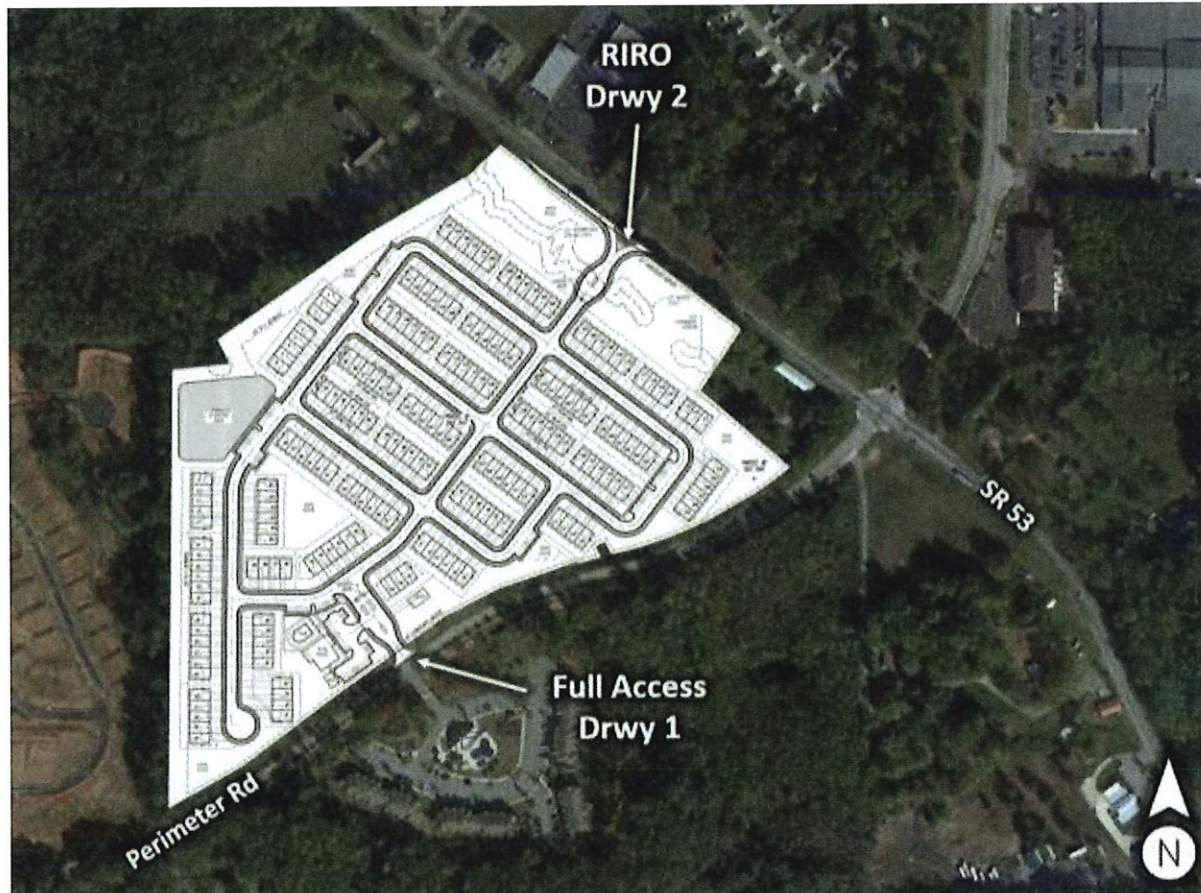


**EXISTING TRAFFIC CONTROL AND LANE GEOMETRY**

**FIGURE 3**  
**A&R Engineering Inc.**

## 5.0 PROPOSED DEVELOPMENT

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



The development proposes access at the following locations:

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

A site plan is shown in Figure 4.

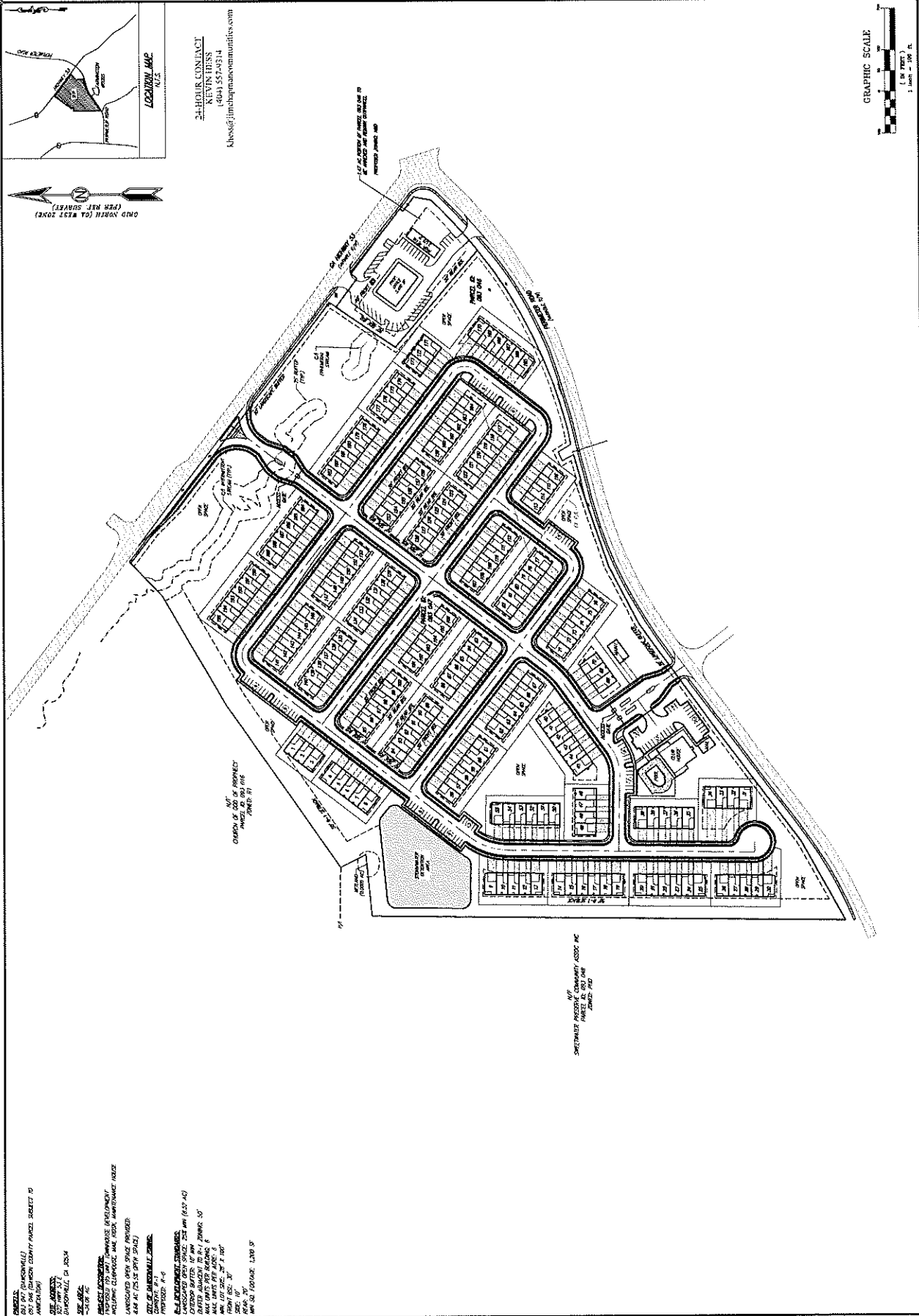


FIGURE 4 SITE PLAN



## 5.1 Trip Generation

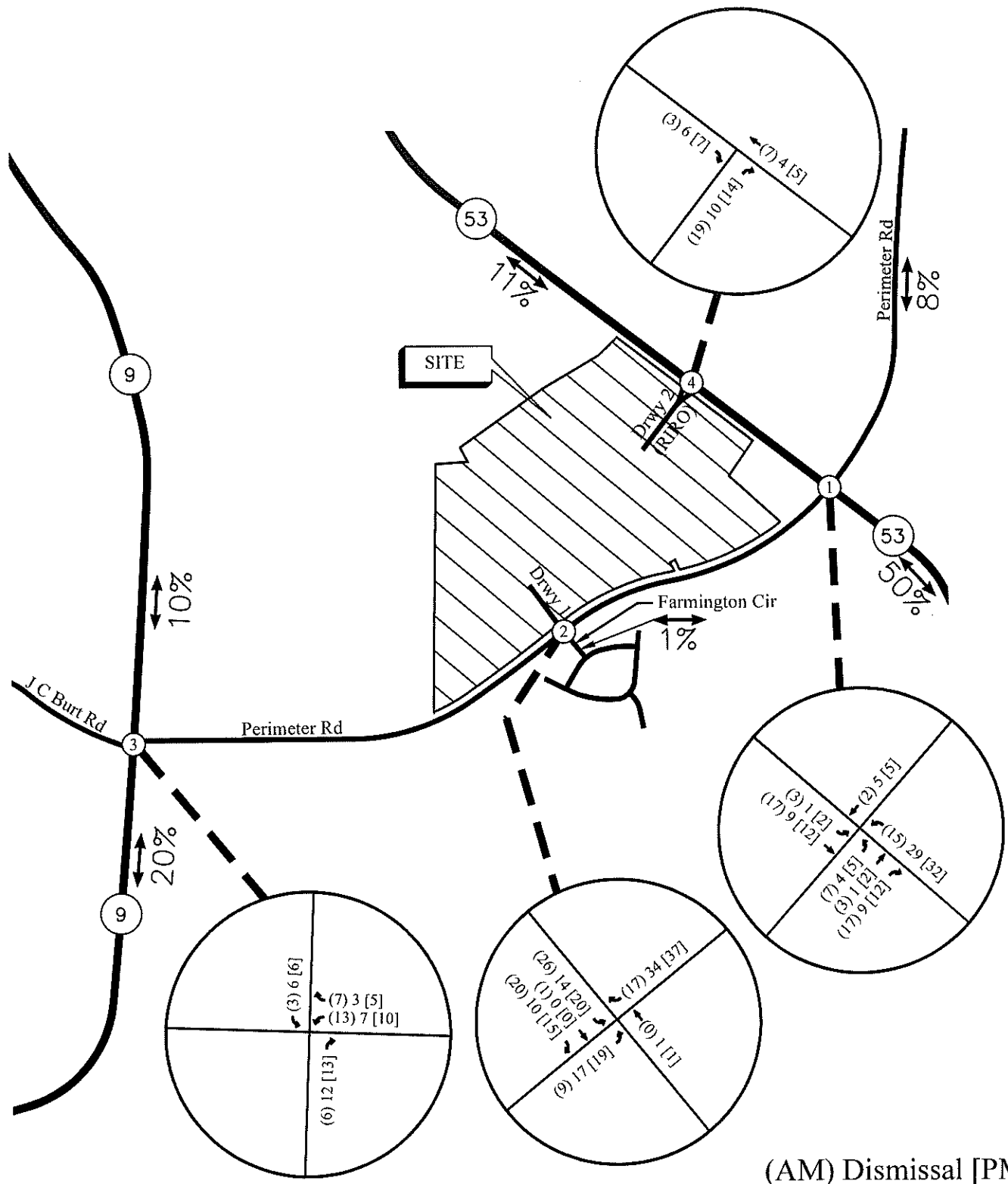
Trip generation estimates for the project were based on the rates and equations published in the 11<sup>th</sup> edition of the Institute of Transportation Engineers (ITE) Trip Generation report. This reference contains traffic volume count data collected at similar facilities nationwide. The trip generation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

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

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

## 5.2 Trip Distribution

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



(AM) Dismissal [PM]



TRIP DISTRIBUTION AND SITE-GENERATED  
WEEKDAY PEAK HOUR VOLUMES

FIGURE 5  
A&R Engineering Inc.

## **6.0 FUTURE 2024 TRAFFIC ANALYSIS**

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

### **6.1 Future “No-Build” Conditions**

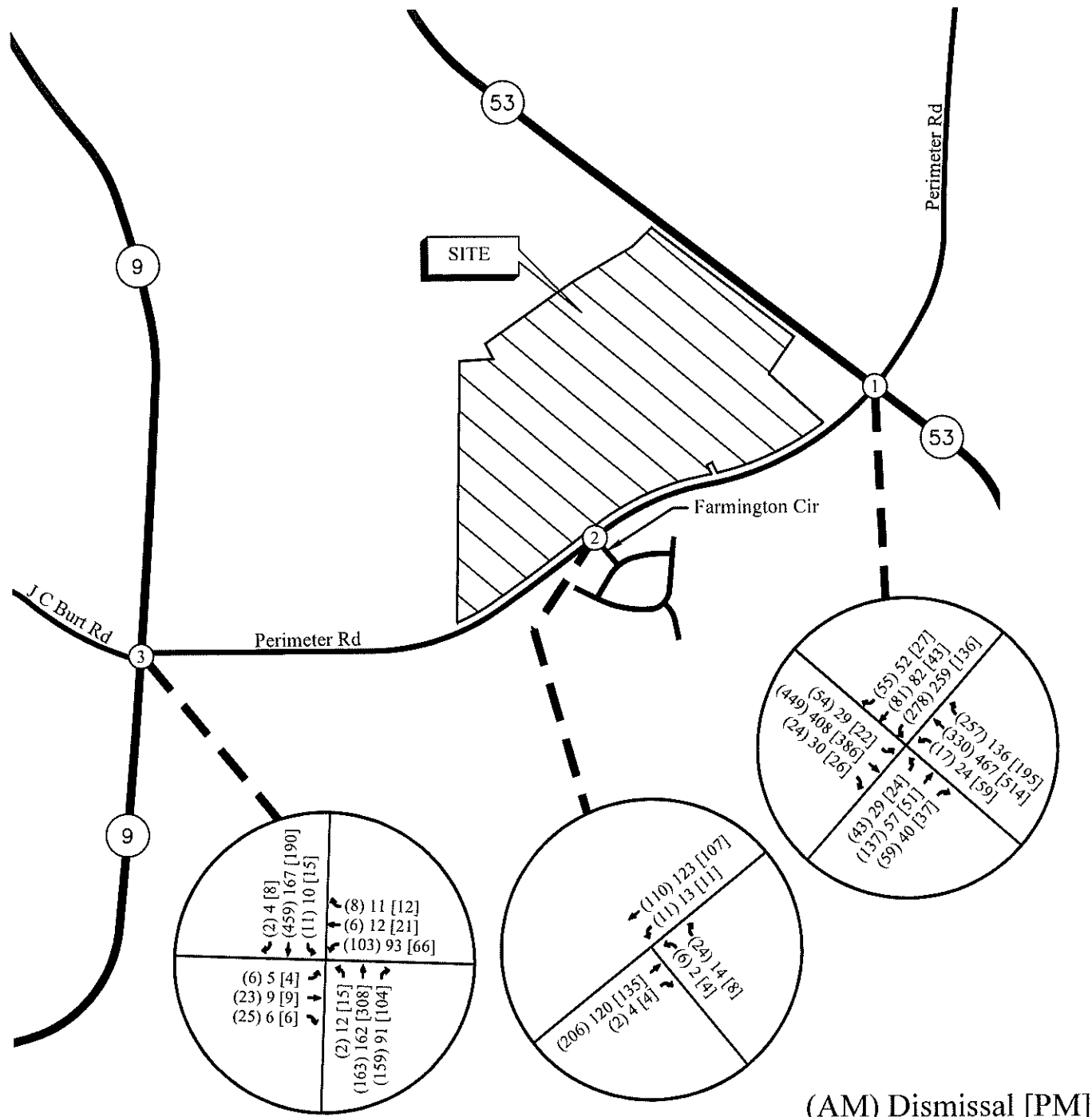
The “No-Build” (or background) conditions provide an assessment of how traffic will operate in the study horizon year without the study site being developed as proposed, with projected increases in through traffic volumes due to normal annual growth. The Future “No-Build” volumes consist of the existing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

#### **6.1.1 Annual Traffic Growth**

In order to evaluate future traffic operations in this area, a projection of normal traffic growth was applied to the existing volumes. The Georgia Department of Transportation recorded average daily traffic volumes at several locations in the vicinity of the site. Reviewing the growth over the last three (2017-2019) years revealed growth of approximately 4% in the area. This growth factor was applied to the existing traffic volumes between collector and arterial roadways in order to estimate the future year traffic volumes prior to the addition of site-generated traffic. The resulting Future “No-Build” volumes on the roadway are shown in Figure 6.

### **6.2 Future “Build” Conditions**

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

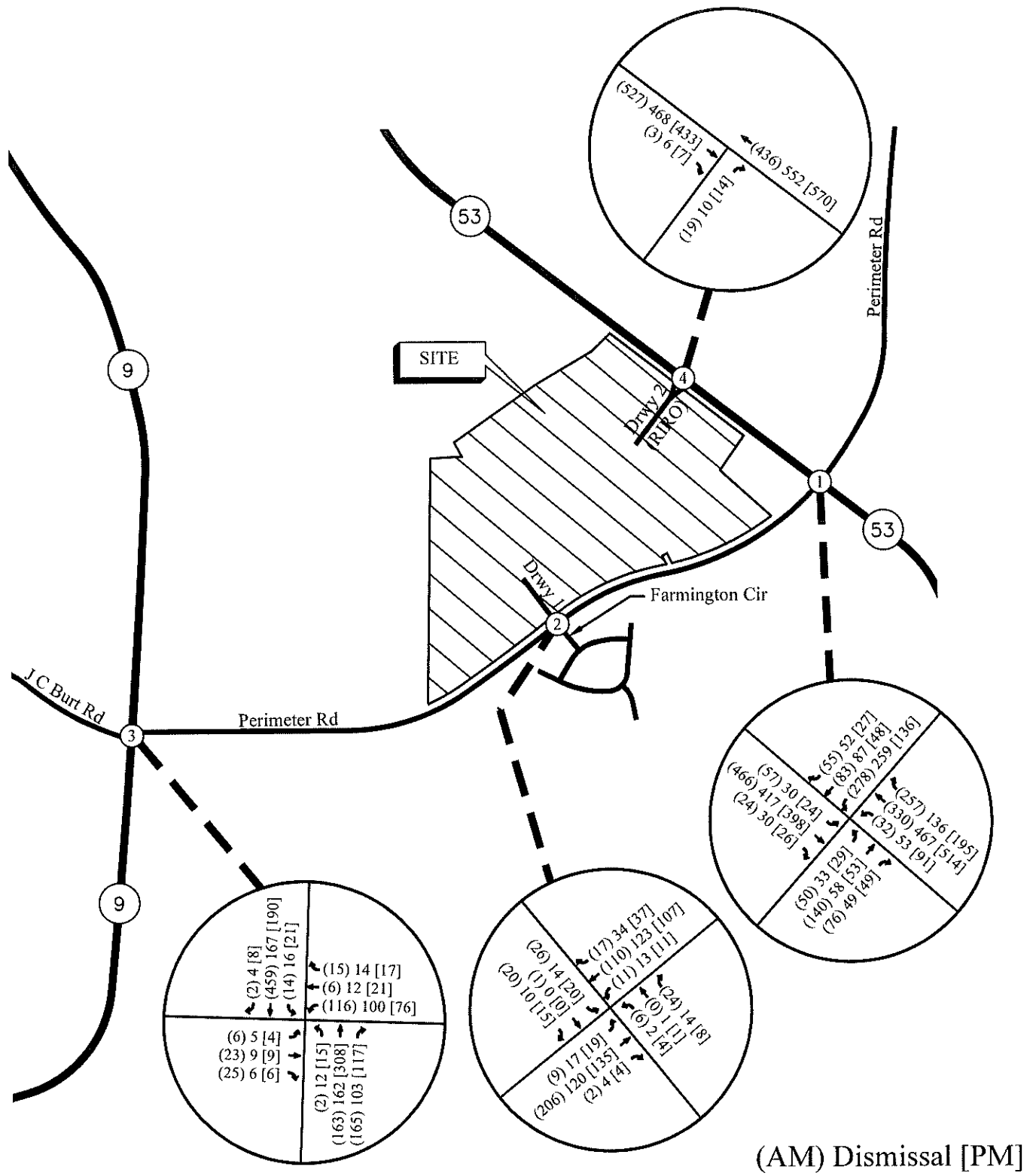


(AM) Dismissal [PM]



FUTURE (NO-BUILD) WEEKDAY PEAK HOUR VOLUMES

FIGURE 6  
A&R Engineering Inc.



FUTURE (BUILD) WEEKDAY PEAK HOUR VOLUMES

FIGURE 7

A&R Engineering Inc.

### 6.3 Auxiliary Lane Analysis

Included below are analyses for left-turn lanes and deceleration lanes for all site driveways per GDOT standards. The analyses below are based off the trip distribution included in Section 5.2. According to the trip distribution, the 24-hour two-way volume entering and exiting the site is 1,435 vehicles.

#### 6.3.1 Left Turn Lane Analysis

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

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

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

#### 6.3.2 Deceleration Turn Lane Analysis

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

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

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

## 6.4 Future Traffic Operations

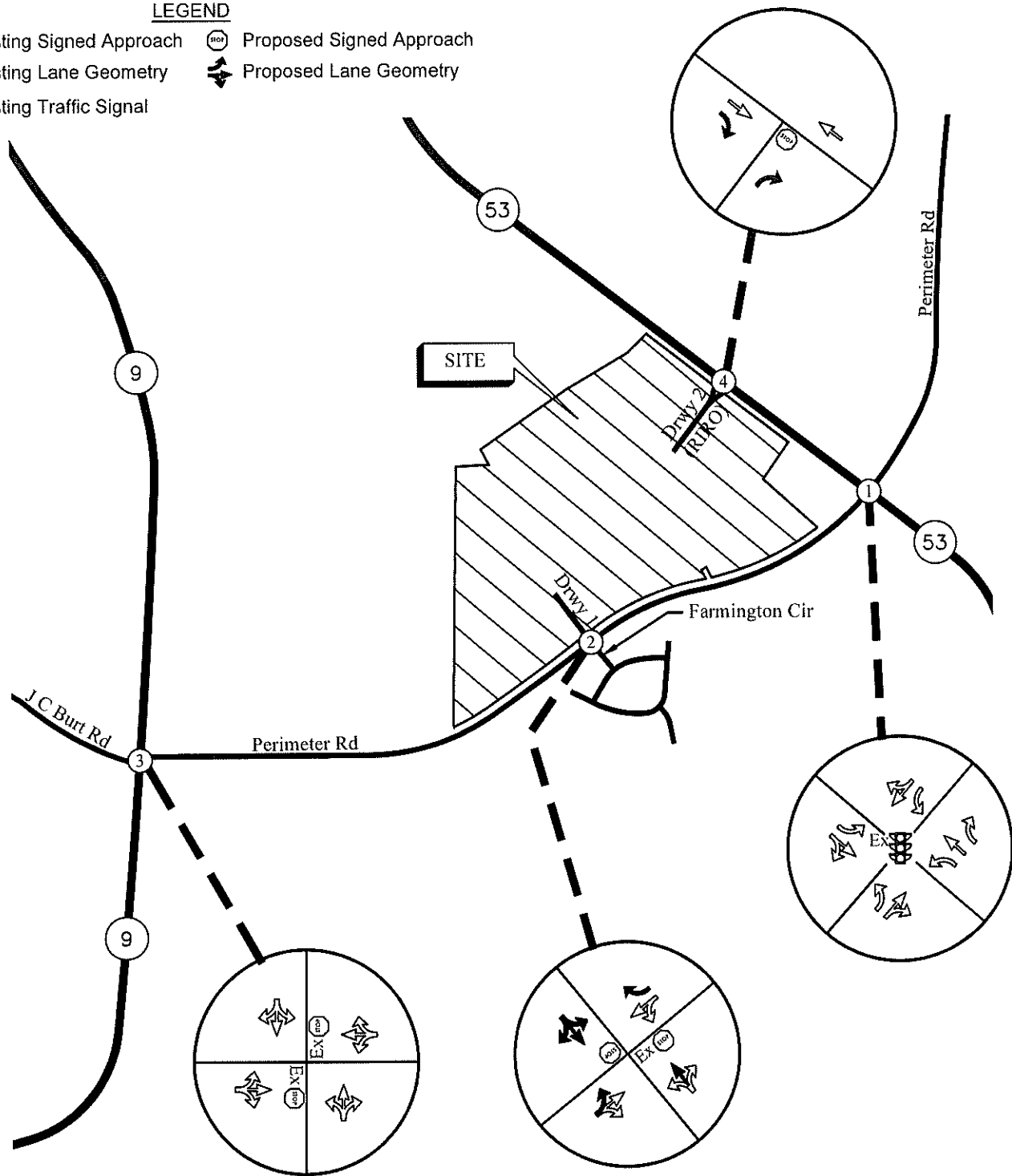
The future “No-Build” and “Build” traffic operations were analyzed using the volumes in Figure 6 and Figure 7, respectively. The results of the future traffic operations analysis are shown below in Table 7.

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

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

**LEGEND**

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



**FUTURE TRAFFIC CONTROL AND LANE GEOMETRY**

**FIGURE 8  
A&R Engineering Inc.**



## 7.0 CONCLUSIONS AND RECOMMENDATIONS

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

The development proposes access at the following locations:

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

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

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

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

### 7.1 Conclusion

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

## 7.2 Recommendations

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

- Site Driveway 1: Full-access driveway on Perimeter Road, across from Farmington Circle
  - One entering and one exiting lane.
  - Stop-sign controlled on Farmington Circle and Site Driveway 1 approaches with Perimeter Road remaining free flow.
  - Deceleration Lane for entering traffic.
  - Provide adequate sight distance per AASHTO standards.
  
- Site Driveway 2: Right-in/right-out driveway on SR 53
  - One right-turn lane for exiting traffic.
  - Stop-sign controlled on the driveway approach with SR 53 remaining free flow.
  - Deceleration Lane for entering traffic.
  - Provide adequate sight distance per AASHTO standards.

## **Appendix**

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

**EXISTING INTERSECTION TRAFFIC COUNTS**

# A & R Engineering, Inc.

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

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

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

## Groups Printed- Cars,Buses & Trucks

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

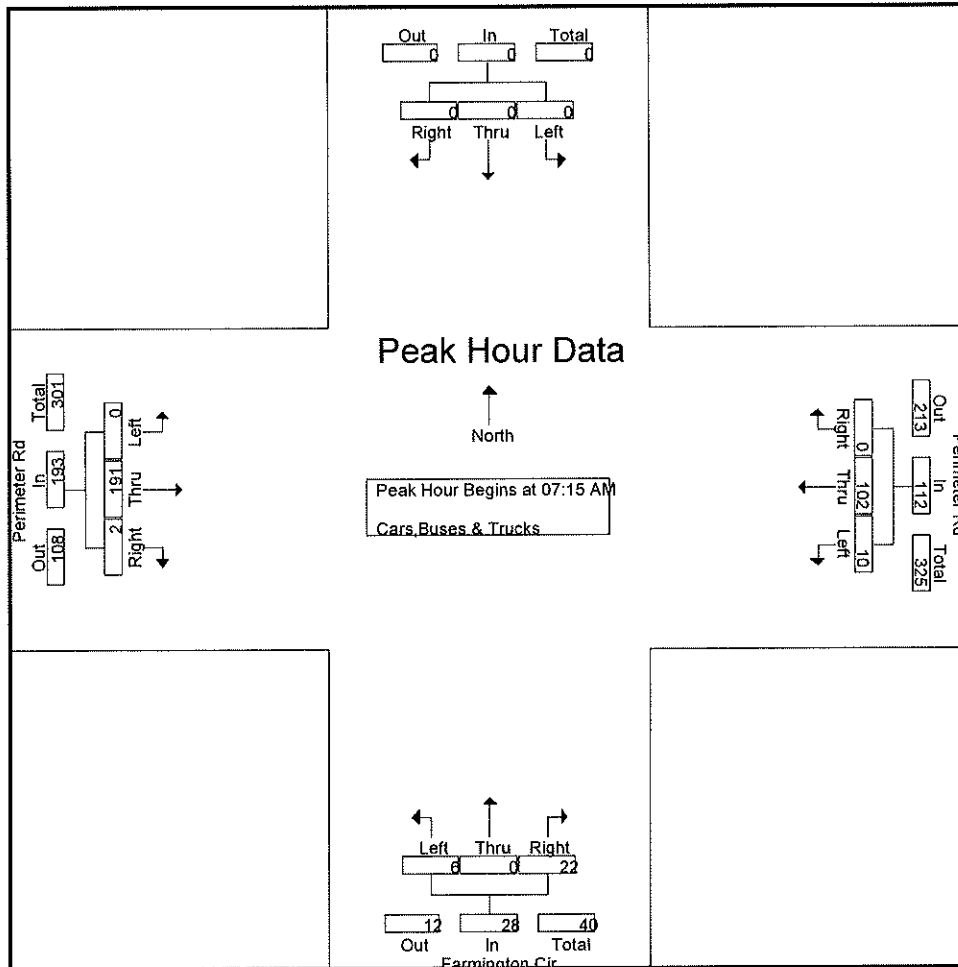
# A & R Engineering, Inc.

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

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

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

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



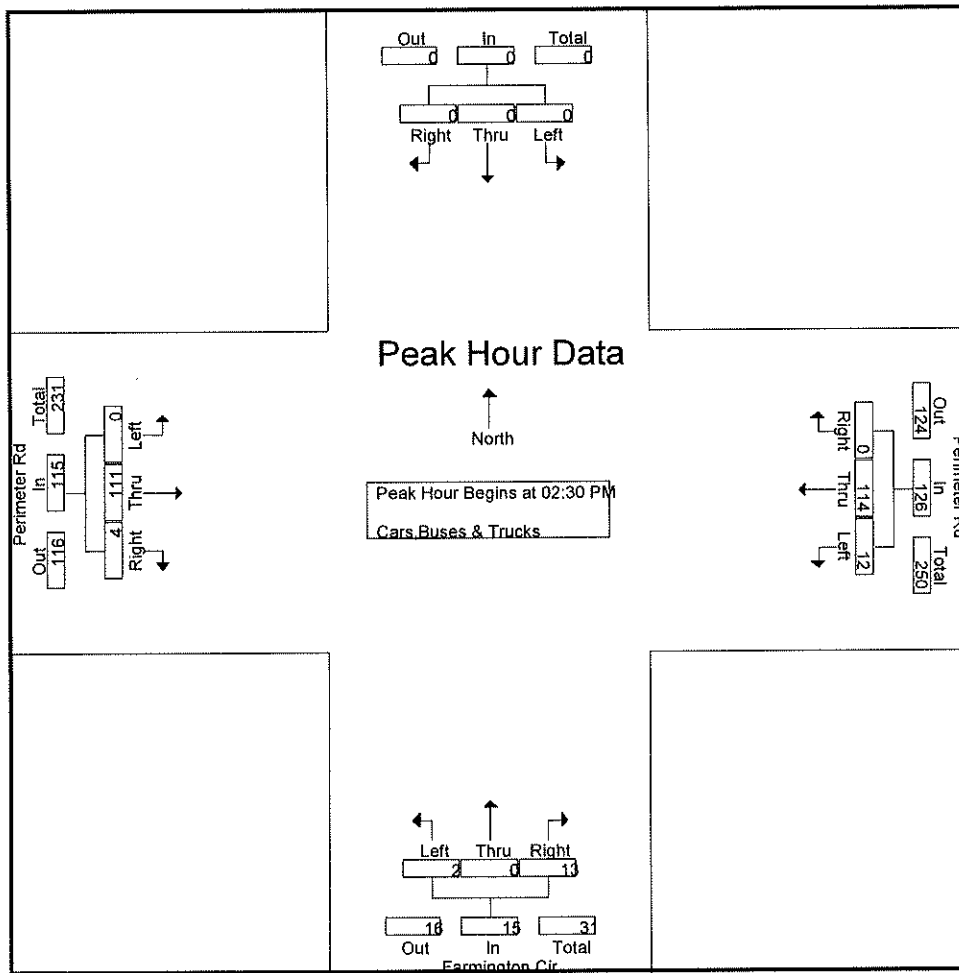
# A & R Engineering, Inc.

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

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



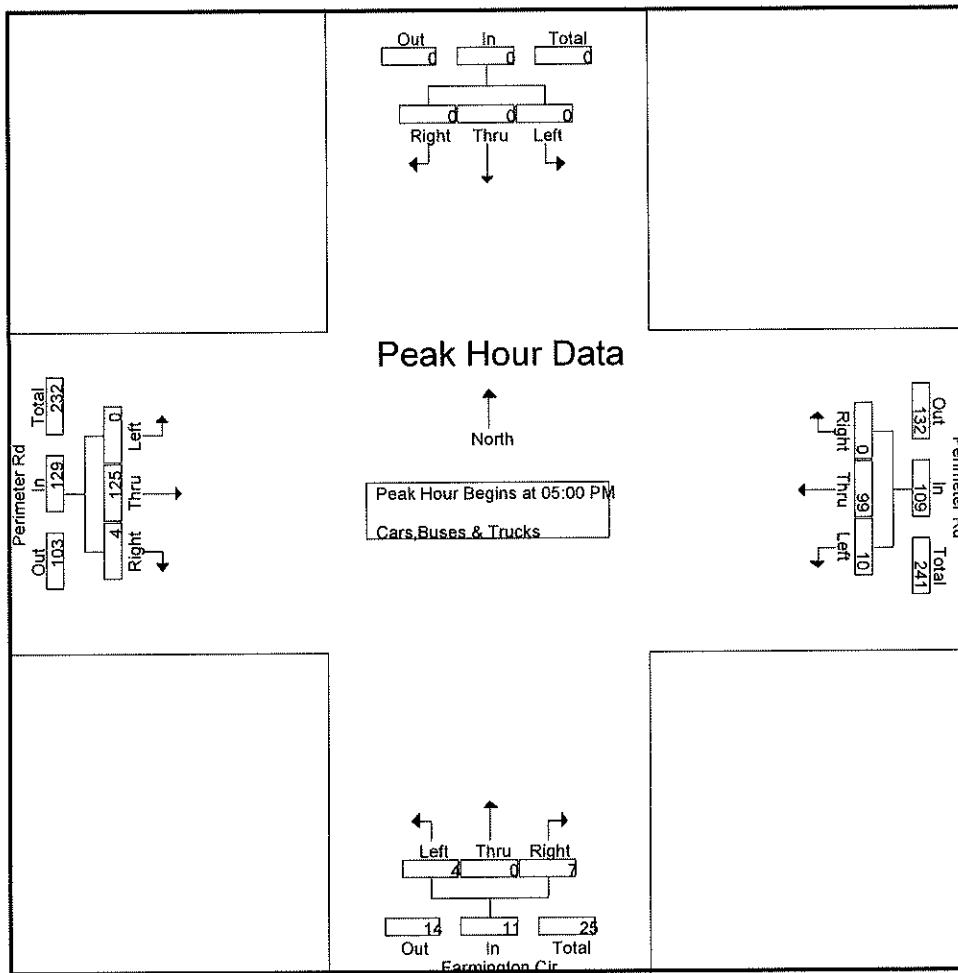
# A & R Engineering, Inc.

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

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

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

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





# A & R Engineering, Inc.

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

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

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

## Groups Printed- Cars,Buses & Trucks

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

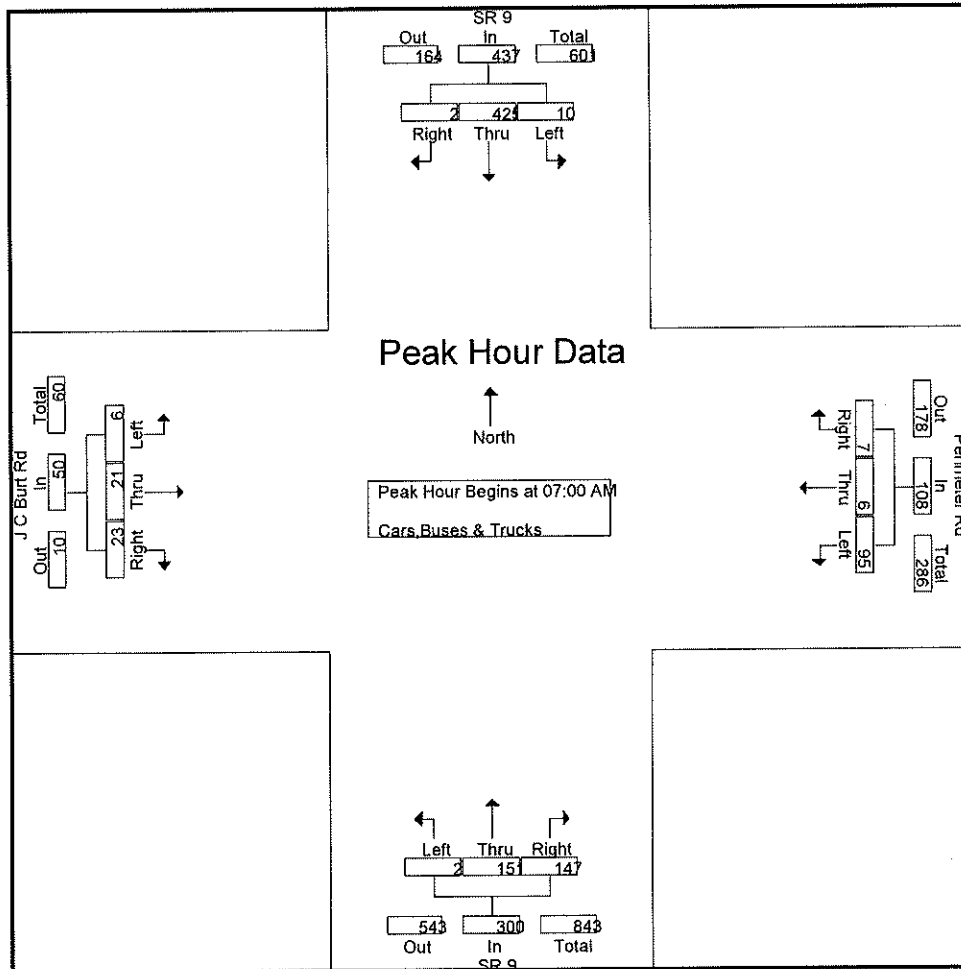
# A & R Engineering, Inc.

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

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

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

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



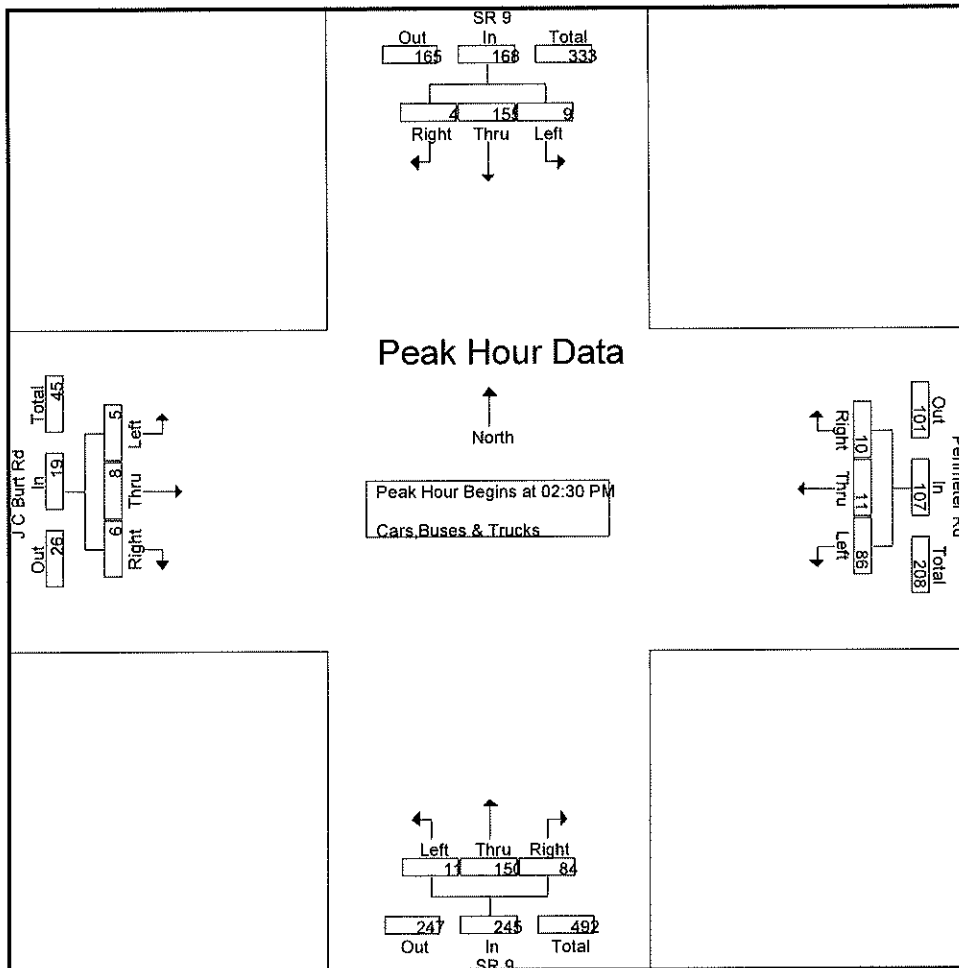
# A & R Engineering, Inc.

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

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

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

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



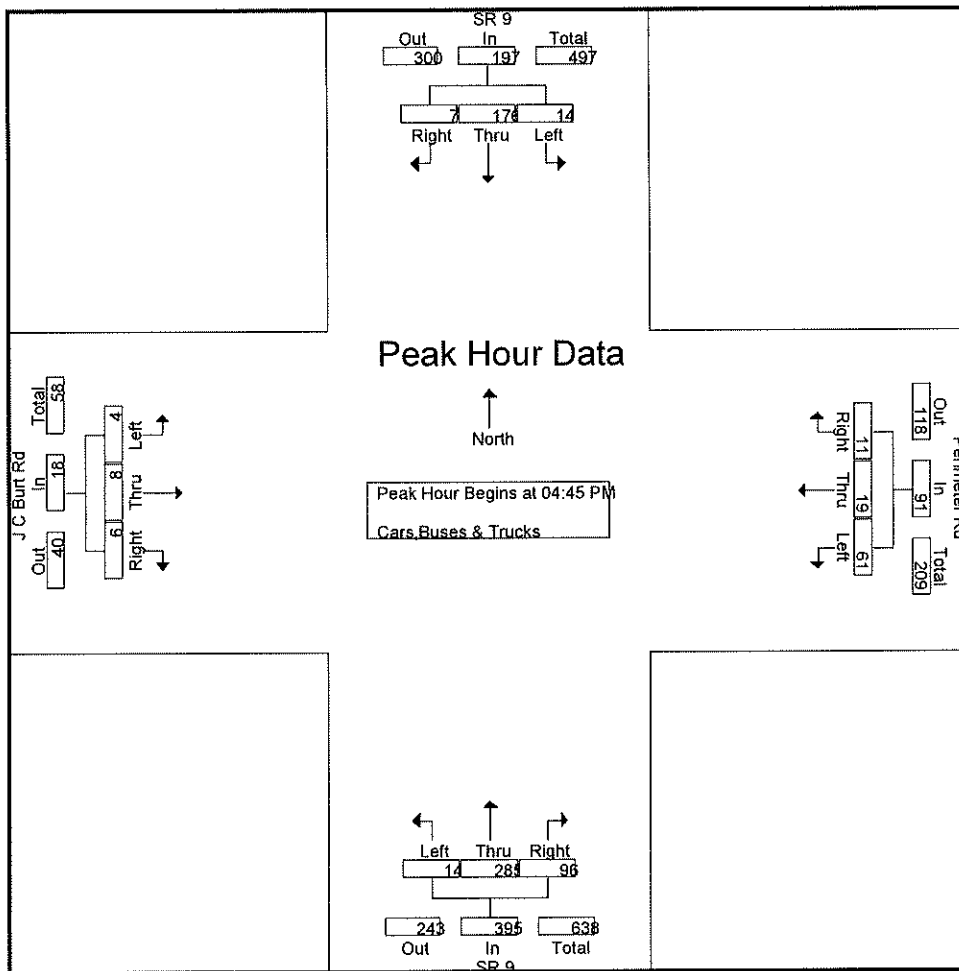
# A & R Engineering, Inc.

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

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

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

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



# A & R Engineering, Inc.

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

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

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

## Groups Printed- Cars,Buses & Trucks

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

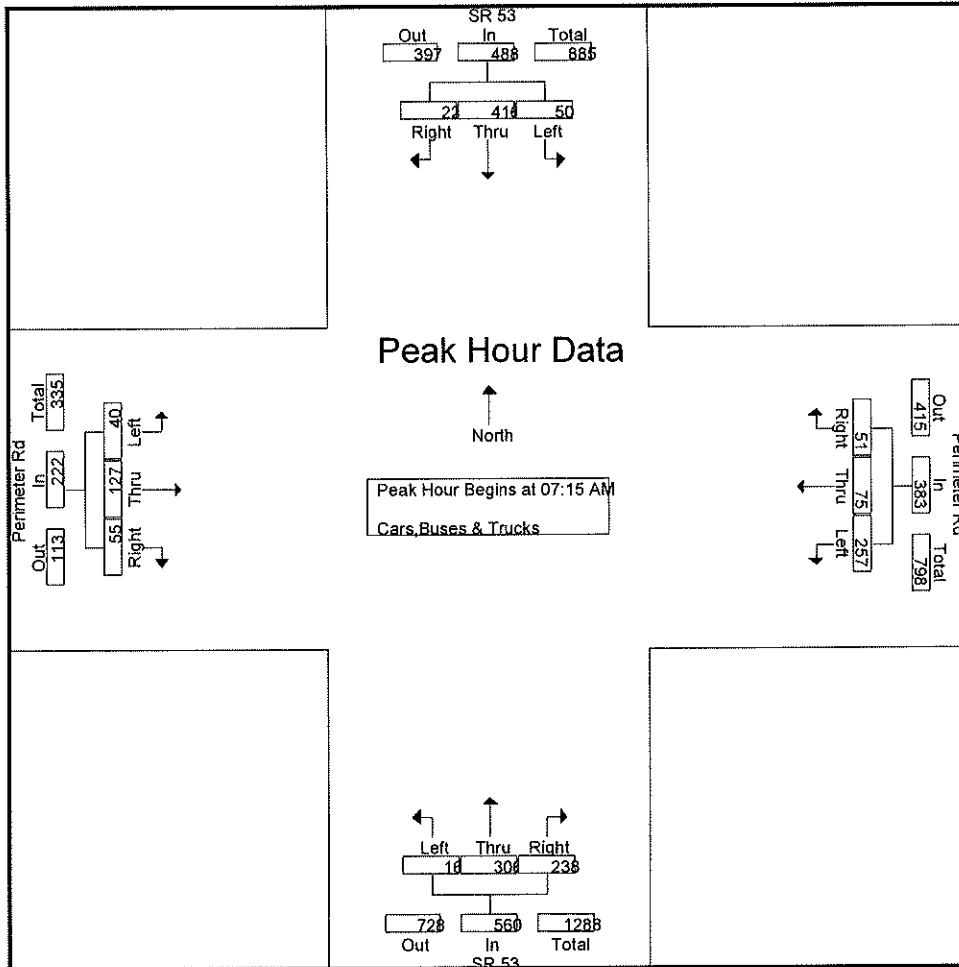
# A & R Engineering, Inc.

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

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

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

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



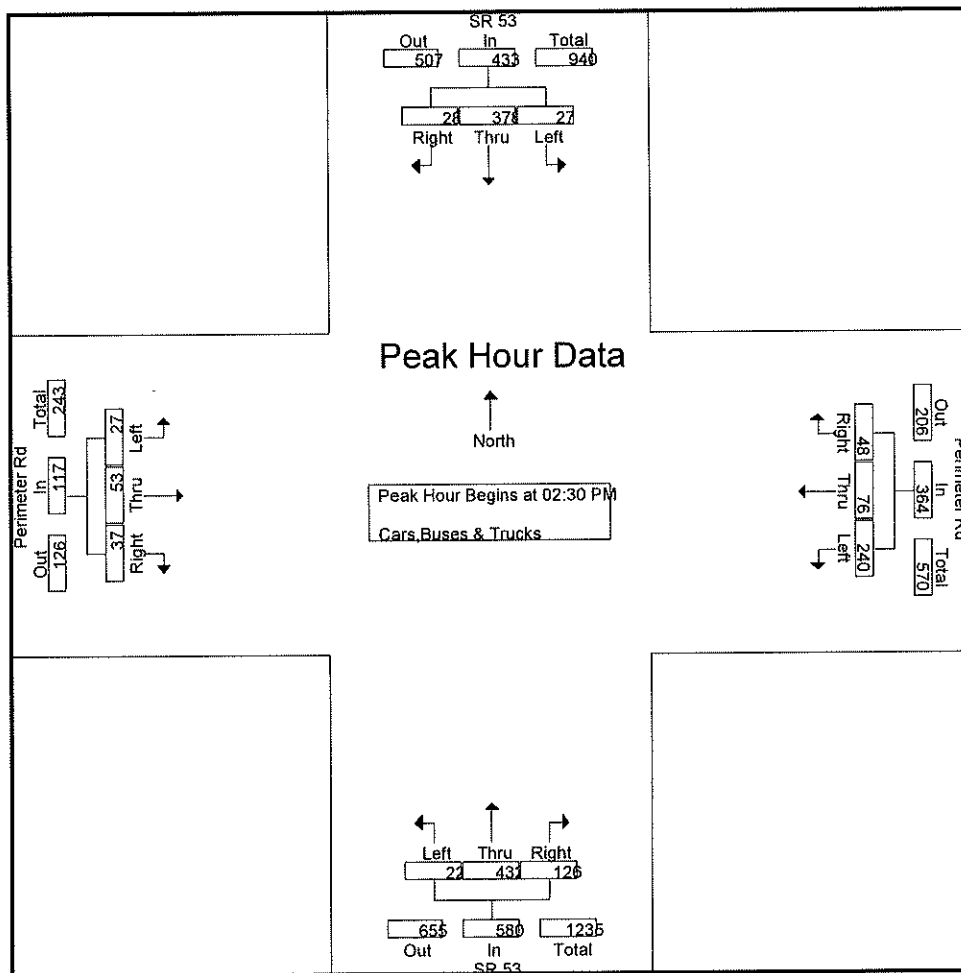
# A & R Engineering, Inc.

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

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

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

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



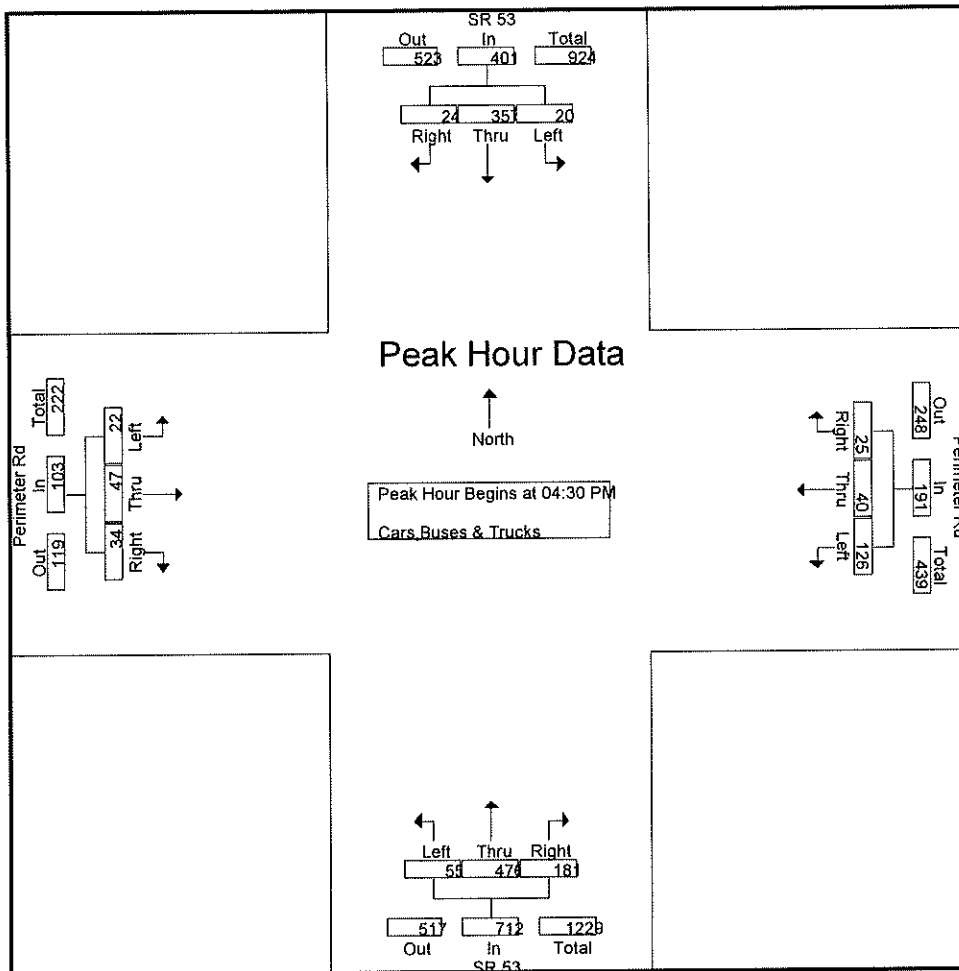
# A & R Engineering, Inc.

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

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

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

Start Time	SR 53 Northbound				SR 53 Southbound				Perimeter Rd Eastbound				Perimeter Rd Westbound				Int. Total
	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	Left	Thru	Right	App. Total	
Peak Hour Analysis From 04:00 PM to 05:45 PM - Peak 1 of 1																	
Peak Hour for Entire Intersection Begins at 04:30 PM																	
04:30 PM	11	124	51	186	6	87	10	103	5	14	9	28	42	10	8	60	377
04:45 PM	15	117	40	172	7	80	2	89	9	14	11	34	35	12	7	54	349
05:00 PM	14	98	44	156	6	87	6	99	1	9	6	16	25	11	5	41	312
05:15 PM	15	137	46	198	1	103	6	110	7	10	8	25	24	7	5	36	369
Total Volume	55	476	181	712	20	357	24	401	22	47	34	103	126	40	25	191	1407
% App. Total	7.7	66.9	25.4		5	89	6		21.4	45.6	33		66	20.9	13.1		
PHF	.917	.869	.887	.899	.714	.867	.600	.911	.611	.839	.773	.757	.750	.833	.781	.796	.933

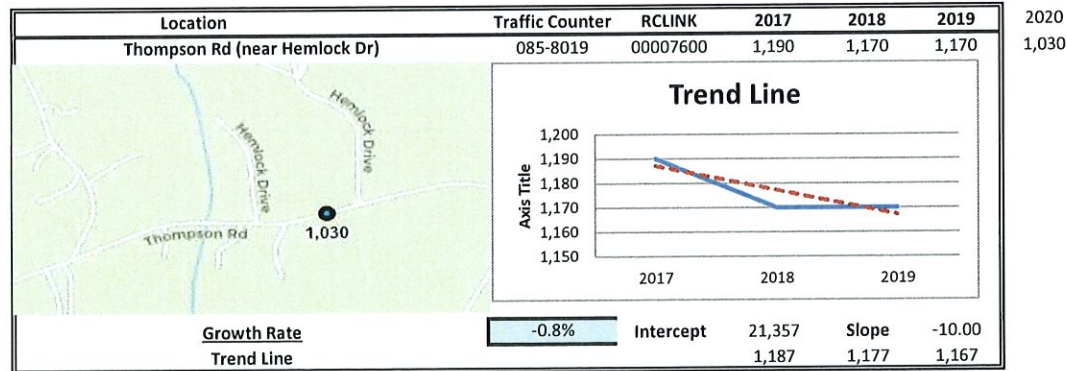
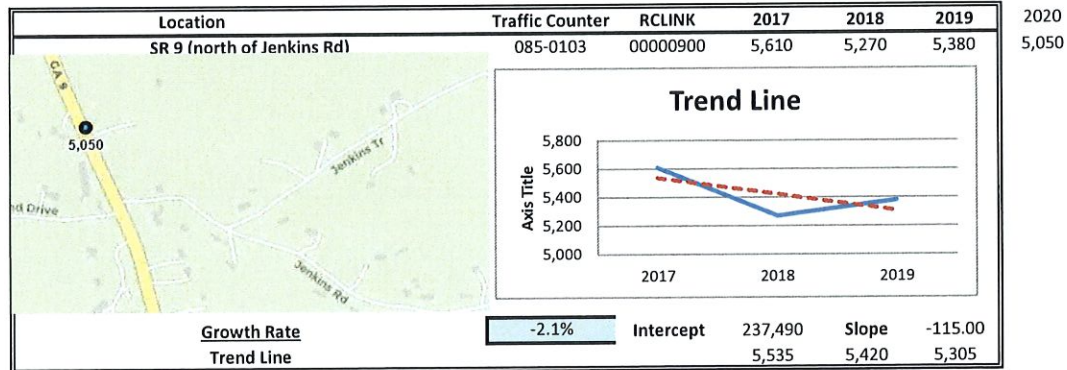
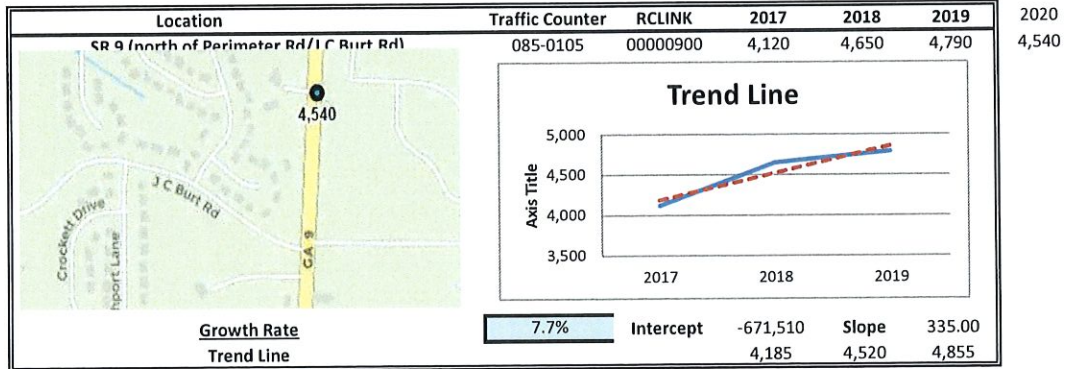
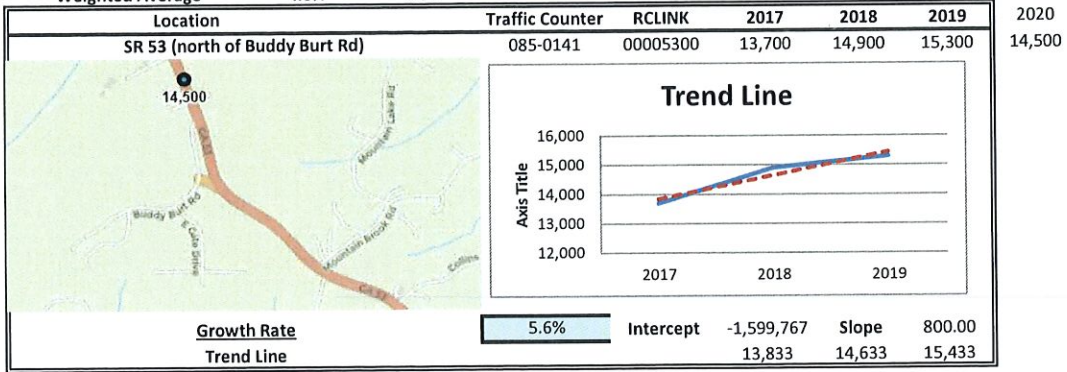




# LINEAR REGRESSION OF DAILY TRAFFIC

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

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



## **EXISTING INTERSECTION ANALYSIS**

Timings  
1: SR 53 & Perimeter Rd

1a. Existing 2022 AM  
02/07/2022



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

Intersection Summary

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

Timings

1: SR 53 & Perimeter Rd

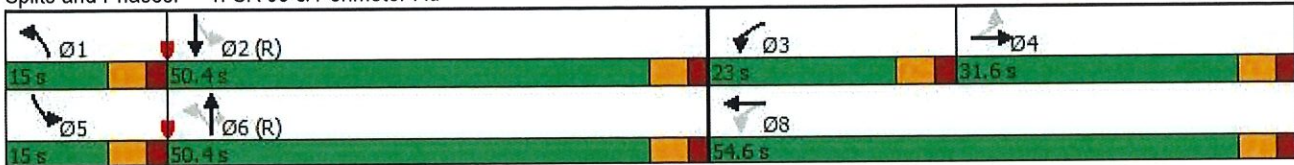
1a. Existing 2022 AM

02/07/2022

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























Queue shown is maximum after two cycles.

Splits and Phases: 1: SR 53 & Perimeter Rd



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

1a. Existing 2022 AM  
 02/07/2022

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

Intersection						
Int Delay, s/veh	1.1					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↖			↗	↘	
Traffic Vol, veh/h	191	2	10	102	6	22
Future Vol, veh/h	191	2	10	102	6	22
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	79	79	79	79	79	79
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	242	3	13	129	8	28

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	245	0	399
Stage 1	-	-	-	-	244
Stage 2	-	-	-	-	155
Critical Hdwy	-	-	4.12	-	6.42
Critical Hdwy Stg 1	-	-	-	-	5.42
Critical Hdwy Stg 2	-	-	-	-	5.42
Follow-up Hdwy	-	-	2.218	-	3.518
Pot Cap-1 Maneuver	-	-	1321	-	607
Stage 1	-	-	-	-	797
Stage 2	-	-	-	-	873
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1321	-	600
Mov Cap-2 Maneuver	-	-	-	-	600
Stage 1	-	-	-	-	797
Stage 2	-	-	-	-	863

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

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

Intersection												
Int Delay, s/veh	5.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	6	21	23	95	6	7	2	151	147	10	425	2
Future Vol, veh/h	6	21	23	95	6	7	2	151	147	10	425	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	81	81	81	81	81	81	81	81	81	81	81	81
Heavy Vehicles, %	2	2	2	2	2	2	2	8	2	2	8	2
Mvmt Flow	7	26	28	117	7	9	2	186	181	12	525	2

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	839	921	526	858	832	277	527	0	0	367	0	0
Stage 1	550	550	-	281	281	-	-	-	-	-	-	-
Stage 2	289	371	-	577	551	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	285	270	552	277	305	762	1040	-	-	1192	-	-
Stage 1	519	516	-	726	678	-	-	-	-	-	-	-
Stage 2	719	620	-	502	515	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	273	266	552	240	300	762	1040	-	-	1192	-	-
Mov Cap-2 Maneuver	273	266	-	240	300	-	-	-	-	-	-	-
Stage 1	518	509	-	725	677	-	-	-	-	-	-	-
Stage 2	702	619	-	446	508	-	-	-	-	-	-	-

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

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



Timings  
1: SR 53 & Perimeter Rd

1b. Existing 2022 Dismissal

02/07/2022



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

Intersection Summary

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

Timings

1: SR 53 & Perimeter Rd

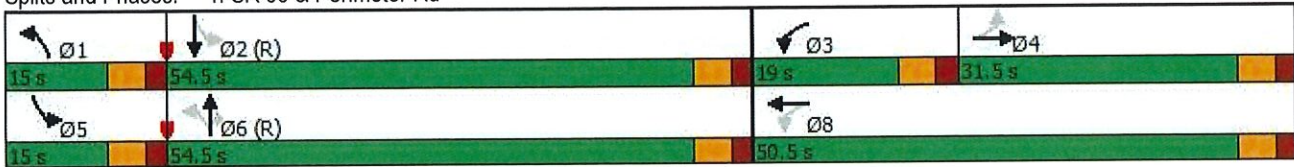
1b. Existing 2022 Dismissal

02/07/2022

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

Queue shown is maximum after two cycles.

Splits and Phases: 1: SR 53 & Perimeter Rd



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

1b. Existing 2022 Dismissal  
02/07/2022

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

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

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

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

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

Intersection												
Int Delay, s/veh	3.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↕			↕			↕			↕		
Traffic Vol, veh/h	5	8	6	86	11	10	11	150	84	9	155	4
Future Vol, veh/h	5	8	6	86	11	10	11	150	84	9	155	4
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	78	78	78	78	78	78	78	78	78	78	78	78
Heavy Vehicles, %	2	2	2	2	2	2	2	8	2	2	8	2
Mvmt Flow	6	10	8	110	14	13	14	192	108	12	199	5

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	514	554	202	509	502	246	204	0	0	300	0	0
Stage 1	226	226	-	274	274	-	-	-	-	-	-	-
Stage 2	288	328	-	235	228	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	471	440	839	475	471	793	1368	-	-	1261	-	-
Stage 1	777	717	-	732	683	-	-	-	-	-	-	-
Stage 2	720	647	-	768	715	-	-	-	-	-	-	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	445	430	839	454	460	793	1368	-	-	1261	-	-
Mov Cap-2 Maneuver	445	430	-	454	460	-	-	-	-	-	-	-
Stage 1	768	709	-	723	675	-	-	-	-	-	-	-
Stage 2	685	639	-	742	707	-	-	-	-	-	-	-

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

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

Timings  
1: SR 53 & Perimeter Rd

1c. Existing 2022 PM  
02/07/2022



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

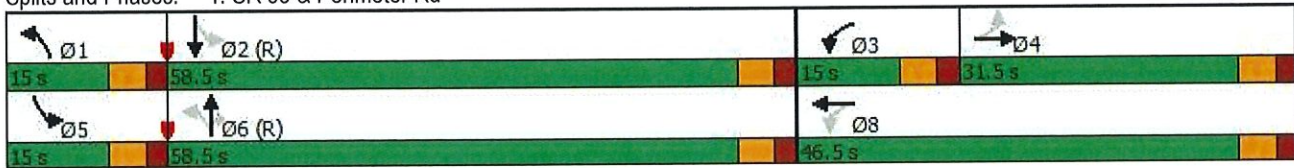
Intersection Summary

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

Timings  
1: SR 53 & Perimeter Rd























1c. Existing 2022 PM  
02/07/2022

Splits and Phases: 1: SR 53 & Perimeter Rd



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

1c. Existing 2022 PM  
02/07/2022

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



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

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	143	0	273
Stage 1	-	-	-	-	141
Stage 2	-	-	-	-	132
Critical Hdwy	-	-	4.12	-	6.42
Critical Hdwy Stg 1	-	-	-	-	5.42
Critical Hdwy Stg 2	-	-	-	-	5.42
Follow-up Hdwy	-	-	2.218	-	3.518
Pot Cap-1 Maneuver	-	-	1440	-	716
Stage 1	-	-	-	-	886
Stage 2	-	-	-	-	894
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1440	-	710
Mov Cap-2 Maneuver	-	-	-	-	710
Stage 1	-	-	-	-	886
Stage 2	-	-	-	-	887

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

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

Intersection												
Int Delay, s/veh	2.8											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	4	8	6	61	19	11	14	285	96	14	176	7
Future Vol, veh/h	4	8	6	61	19	11	14	285	96	14	176	7
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	2	2	2	2	8	2	2	8	2
Mvmt Flow	4	9	6	65	20	12	15	303	102	15	187	7

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	621	656	191	612	608	354	194	0	0	405	0	0
Stage 1	221	221	-	384	384	-	-	-	-	-	-	-
Stage 2	400	435	-	228	224	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	400	385	851	405	410	690	1379	-	-	1154	-	-
Stage 1	781	720	-	639	611	-	-	-	-	-	-	-
Stage 2	626	580	-	775	718	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	370	374	851	386	398	690	1379	-	-	1154	-	-
Mov Cap-2 Maneuver	370	374	-	386	398	-	-	-	-	-	-	-
Stage 1	770	709	-	630	602	-	-	-	-	-	-	-
Stage 2	586	572	-	749	707	-	-	-	-	-	-	-

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

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

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

Timings  
1: SR 53 & Perimeter Rd

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



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

Intersection Summary

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

Timings

1: SR 53 & Perimeter Rd

~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

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

Queue shown is maximum after two cycles.

Splits and Phases: 1: SR 53 & Perimeter Rd



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

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



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

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

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

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

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

Intersection												
Int Delay, s/veh	6.9											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↕			↕			↕			↕		
Traffic Vol, veh/h	6	23	25	103	6	8	2	163	159	11	459	2
Future Vol, veh/h	6	23	25	103	6	8	2	163	159	11	459	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	81	81	81	81	81	81	81	81	81	81	81	81
Heavy Vehicles, %	2	2	2	2	2	2	2	8	2	2	8	2
Mvmt Flow	7	28	31	127	7	10	2	201	196	14	567	2

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	908	997	568	929	900	299	569	0	0	397	0	0
Stage 1	596	596	-	303	303	-	-	-	-	-	-	-
Stage 2	312	401	-	626	597	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	256	244	522	248	278	741	1003	-	-	1162	-	-
Stage 1	490	492	-	706	664	-	-	-	-	-	-	-
Stage 2	699	601	-	472	491	-	-	-	-	-	-	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	243	239	522	209	272	741	1003	-	-	1162	-	-
Mov Cap-2 Maneuver	243	239	-	209	272	-	-	-	-	-	-	-
Stage 1	489	483	-	704	662	-	-	-	-	-	-	-
Stage 2	680	599	-	410	482	-	-	-	-	-	-	-

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

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



Timings  
1: SR 53 & Perimeter Rd



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

Intersection Summary

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

Timings

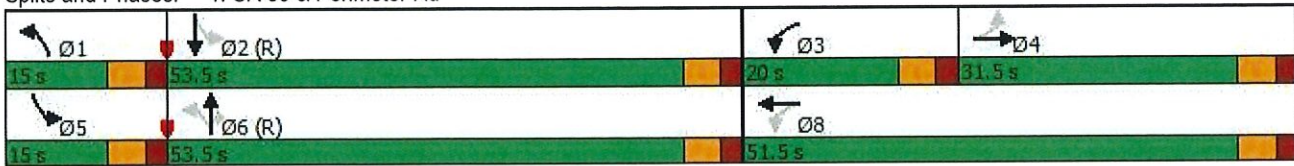
1: SR 53 & Perimeter Rd

02/07/2022

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






















Queue shown is maximum after two cycles.

Splits and Phases: 1: SR 53 & Perimeter Rd



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

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

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	29	57	40	259	82	52	24	467	136	29	408	30
Future Volume (veh/h)	29	57	40	259	82	52	24	467	136	29	408	30
Initial Q (Qb), veh	0	0	0	0	0	0	0	0	0	0	0	0
Ped-Bike Adj(A_pbT)	1.00		1.00	1.00		1.00	1.00		1.00	1.00		1.00
Parking Bus, Adj	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Work Zone On Approach		No			No			No			No	
Adj Sat Flow, veh/h/ln	1870	1870	1870	1870	1870	1870	1870	1796	1870	1870	1796	1870
Adj Flow Rate, veh/h	34	66	47	301	95	60	28	543	158	34	474	35
Peak Hour Factor	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86	0.86
Percent Heavy Veh, %	2	2	2	2	2	2	2	7	2	2	7	2
Cap, veh/h	164	86	61	302	269	170	478	1047	924	410	968	71
Arrive On Green	0.08	0.08	0.08	0.12	0.25	0.25	0.03	0.58	0.58	0.03	0.59	0.59
Sat Flow, veh/h	1232	1016	724	1781	1072	677	1781	1796	1585	1781	1652	122
Grp Volume(v), veh/h	34	0	113	301	0	155	28	543	158	34	0	509
Grp Sat Flow(s),veh/h/ln	1232	0	1740	1781	0	1749	1781	1796	1585	1781	0	1774
Q Serve(g_s), s	3.1	0.0	7.6	14.5	0.0	8.7	0.8	21.7	5.5	0.9	0.0	20.0
Cycle Q Clear(g_c), s	3.1	0.0	7.6	14.5	0.0	8.7	0.8	21.7	5.5	0.9	0.0	20.0
Prop In Lane	1.00		0.42	1.00		0.39	1.00		1.00	1.00		0.07
Lane Grp Cap(c), veh/h	164	0	148	302	0	440	478	1047	924	410	0	1039
V/C Ratio(X)	0.21	0.00	0.77	1.00	0.00	0.35	0.06	0.52	0.17	0.08	0.00	0.49
Avail Cap(c_a), veh/h	327	0	377	302	0	670	574	1047	924	501	0	1039
HCM Platoon Ratio	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Upstream Filter(I)	1.00	0.00	1.00	1.00	0.00	1.00	1.00	1.00	1.00	1.00	0.00	1.00
Uniform Delay (d), s/veh	51.7	0.0	53.7	46.0	0.0	36.9	11.0	15.0	11.6	11.3	0.0	14.4
Incr Delay (d2), s/veh	0.6	0.0	8.0	50.4	0.0	0.5	0.1	1.8	0.4	0.1	0.0	1.7
Initial Q Delay(d3),s/veh	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
%ile BackOfQ(50%),veh/ln	1.0	0.0	3.6	6.0	0.0	3.7	0.3	8.6	1.9	0.3	0.0	7.8
Unsig. Movement Delay, s/veh												
LnGrp Delay(d),s/veh	52.3	0.0	61.8	96.4	0.0	37.4	11.1	16.8	12.0	11.4	0.0	16.1
LnGrp LOS	D	A	E	F	A	D	B	B	B	B	A	B
Approach Vol, veh/h		147			456			729			543	
Approach Delay, s/veh		59.6			76.4			15.5			15.8	
Approach LOS		E			E			B			B	
Timer - Assigned Phs	1	2	3	4	5	6		8				
Phs Duration (G+Y+Rc), s	8.5	75.8	20.0	15.7	8.9	75.4		35.7				
Change Period (Y+Rc), s	5.5	5.5	5.5	5.5	5.5	5.5		5.5				
Max Green Setting (Gmax), s	9.5	48.0	14.5	26.0	9.5	48.0		46.0				
Max Q Clear Time (g_c+I1), s	2.8	22.0	16.5	9.6	2.9	23.7		10.7				
Green Ext Time (p_c), s	0.0	6.1	0.0	0.5	0.0	7.7		0.8				
<b>Intersection Summary</b>												
HCM 6th Ctrl Delay				33.9								
HCM 6th LOS				C								

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

Major/Minor	Major1	Major2	Minor1	Minor2	Minor3
Conflicting Flow All	0	0	169	0	371
Stage 1	-	-	-	-	167
Stage 2	-	-	-	-	204
Critical Hdwy	-	-	4.12	-	6.42
Critical Hdwy Stg 1	-	-	-	-	5.42
Critical Hdwy Stg 2	-	-	-	-	5.42
Follow-up Hdwy	-	-	2.218	-	3.518
Pot Cap-1 Maneuver	-	-	1409	-	630
Stage 1	-	-	-	-	863
Stage 2	-	-	-	-	830
Platoon blocked, %	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1409	-	621
Mov Cap-2 Maneuver	-	-	-	-	621
Stage 1	-	-	-	-	863
Stage 2	-	-	-	-	818

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

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

Intersection												
Int Delay, s/veh	4.1											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	5	9	6	93	12	11	12	162	91	10	167	4
Future Vol, veh/h	5	9	6	93	12	11	12	162	91	10	167	4
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	78	78	78	78	78	78	78	78	78	78	78	78
Heavy Vehicles, %	2	2	2	2	2	2	2	8	2	2	8	2
Mvmt Flow	6	12	8	119	15	14	15	208	117	13	214	5

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	554	598	217	550	542	267	219	0	0	325	0	0
Stage 1	243	243	-	297	297	-	-	-	-	-	-	-
Stage 2	311	355	-	253	245	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	443	416	823	446	447	772	1350	-	-	1235	-	-
Stage 1	761	705	-	712	668	-	-	-	-	-	-	-
Stage 2	699	630	-	751	703	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	415	405	823	424	435	772	1350	-	-	1235	-	-
Mov Cap-2 Maneuver	415	405	-	424	435	-	-	-	-	-	-	-
Stage 1	750	697	-	702	659	-	-	-	-	-	-	-
Stage 2	661	621	-	723	695	-	-	-	-	-	-	-

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

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

Timings  
1: SR 53 & Perimeter Rd

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

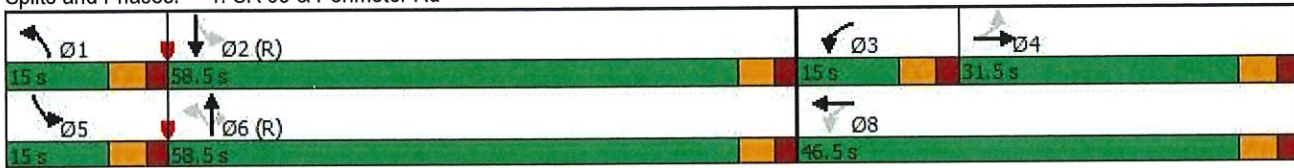


Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	24	51	136	43	59	514	195	22	386
Future Volume (vph)	24	51	136	43	59	514	195	22	386
Lane Group Flow (vph)	26	95	146	75	63	553	210	24	443
Turn Type	Perm	NA	pm+pt	NA	pm+pt	NA	Perm	pm+pt	NA
Protected Phases		4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

Intersection Summary






















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

Splits and Phases: 1: SR 53 & Perimeter Rd



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

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

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



Intersection						
Int Delay, s/veh	0.7					
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑			↑	↑	
Traffic Vol, veh/h	135	4	11	107	4	8
Future Vol, veh/h	135	4	11	107	4	8
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Free	Free	Free	Free	Stop	Stop
RT Channelized	-	None	-	None	-	None
Storage Length	-	-	-	-	0	-
Veh in Median Storage, #	0	-	-	0	0	-
Grade, %	0	-	-	0	0	-
Peak Hour Factor	90	90	90	90	90	90
Heavy Vehicles, %	2	2	2	2	2	2
Mvmt Flow	150	4	12	119	4	9
Major/Minor	Major1	Major2	Minor1			
Conflicting Flow All	0	0	154	0	295	152
Stage 1	-	-	-	-	152	-
Stage 2	-	-	-	-	143	-
Critical Hdwy	-	-	4.12	-	6.42	6.22
Critical Hdwy Stg 1	-	-	-	-	5.42	-
Critical Hdwy Stg 2	-	-	-	-	5.42	-
Follow-up Hdwy	-	-	2.218	-	3.518	3.318
Pot Cap-1 Maneuver	-	-	1426	-	696	894
Stage 1	-	-	-	-	876	-
Stage 2	-	-	-	-	884	-
Platoon blocked, %	-	-	-	-	-	-
Mov Cap-1 Maneuver	-	-	1426	-	690	894
Mov Cap-2 Maneuver	-	-	-	-	690	-
Stage 1	-	-	-	-	876	-
Stage 2	-	-	-	-	876	-
Approach	EB	WB	NB			
HCM Control Delay, s	0	0.7	9.5			
HCM LOS			A			
Minor Lane/Major Mvmt	NBLn1	EBT	EBR	WBL	WBT	
Capacity (veh/h)	814	-	-	1426	-	
HCM Lane V/C Ratio	0.016	-	-	0.009	-	
HCM Control Delay (s)	9.5	-	-	7.5	0	
HCM Lane LOS	A	-	-	A	A	
HCM 95th %tile Q(veh)	0.1	-	-	0	-	

Intersection												
Int Delay, s/veh	3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	4	9	6	66	21	12	15	308	104	15	190	8
Future Vol, veh/h	4	9	6	66	21	12	15	308	104	15	190	8
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	2	2	2	2	8	2	2	8	2
Mvmt Flow	4	10	6	70	22	13	16	328	111	16	202	9

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	672	710	207	663	659	384	211	0	0	439	0	0
Stage 1	239	239	-	416	416	-	-	-	-	-	-	-
Stage 2	433	471	-	247	243	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	370	359	833	375	384	664	1360	-	-	1121	-	-
Stage 1	764	708	-	614	592	-	-	-	-	-	-	-
Stage 2	601	560	-	757	705	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	338	348	833	356	372	664	1360	-	-	1121	-	-
Mov Cap-2 Maneuver	338	348	-	356	372	-	-	-	-	-	-	-
Stage 1	752	697	-	604	583	-	-	-	-	-	-	-
Stage 2	558	551	-	729	694	-	-	-	-	-	-	-

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

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

# **FUTURE "BUILD" INTERSECTION ANALYSIS**

Timings  
1: SR 53 & Perimeter Rd

3a. Build 2024 AM  
02/07/2022



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

Intersection Summary

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

Timings

1: SR 53 & Perimeter Rd

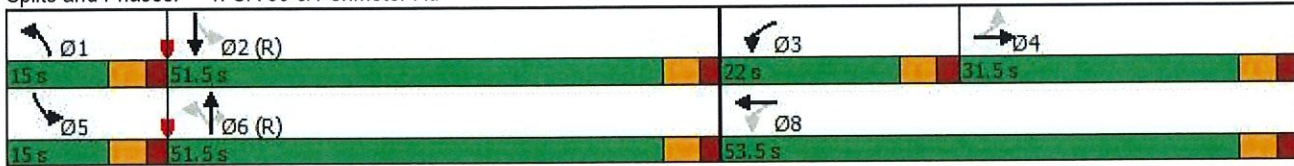
~ Volume exceeds capacity, queue is theoretically infinite.

Queue shown is maximum after two cycles.

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






















Queue shown is maximum after two cycles.

Splits and Phases: 1: SR 53 & Perimeter Rd



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

3a. Build 2024 AM  
02/07/2022

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

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

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	161	0	0	264	0	0	476	474	263	467	453	139
Stage 1	-	-	-	-	-	-	285	285	-	167	167	-
Stage 2	-	-	-	-	-	-	191	189	-	300	286	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1418	-	-	1300	-	-	499	489	776	506	503	909
Stage 1	-	-	-	-	-	-	722	676	-	835	760	-
Stage 2	-	-	-	-	-	-	811	744	-	709	675	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1418	-	-	1300	-	-	477	479	776	479	492	909
Mov Cap-2 Maneuver	-	-	-	-	-	-	477	479	-	479	492	-
Stage 1	-	-	-	-	-	-	716	670	-	827	751	-
Stage 2	-	-	-	-	-	-	778	735	-	675	669	-

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

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

Intersection												
Int Delay, s/veh	9.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	6	23	25	116	6	15	2	163	165	14	459	2
Future Vol, veh/h	6	23	25	116	6	15	2	163	165	14	459	2
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	81	81	81	81	81	81	81	81	81	81	81	81
Heavy Vehicles, %	2	2	2	2	2	2	2	8	2	2	8	2
Mvmt Flow	7	28	31	143	7	19	2	201	204	17	567	2

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	922	1011	568	939	910	303	569	0	0	405	0	0
Stage 1	602	602	-	307	307	-	-	-	-	-	-	-
Stage 2	320	409	-	632	603	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	251	240	522	244	275	737	1003	-	-	1154	-	-
Stage 1	486	489	-	703	661	-	-	-	-	-	-	-
Stage 2	692	596	-	468	488	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	235	234	522	204	268	737	1003	-	-	1154	-	-
Mov Cap-2 Maneuver	235	234	-	204	268	-	-	-	-	-	-	-
Stage 1	485	478	-	701	659	-	-	-	-	-	-	-
Stage 2	665	594	-	405	477	-	-	-	-	-	-	-

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

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



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

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

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

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

Timings  
1: SR 53 & Perimeter Rd



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

Intersection Summary

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

Timings

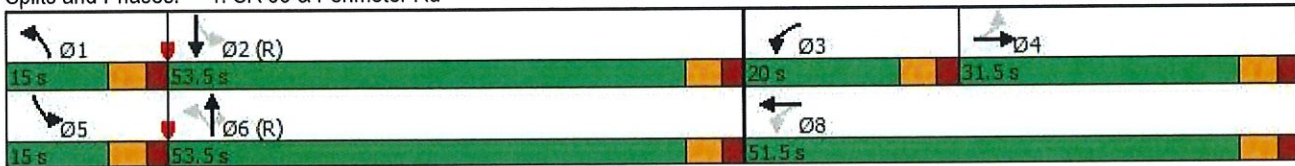
1: SR 53 & Perimeter Rd

02/07/2022

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























Queue shown is maximum after two cycles.

Splits and Phases: 1: SR 53 & Perimeter Rd



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

3b. Build 2024 Dismissal  
02/07/2022

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

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

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	215	0	0	169	0	0	448	464	167	427	419	168
Stage 1	-	-	-	-	-	-	213	213	-	204	204	-
Stage 2	-	-	-	-	-	-	235	251	-	223	215	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1355	-	-	1409	-	-	521	495	877	538	525	876
Stage 1	-	-	-	-	-	-	789	726	-	798	733	-
Stage 2	-	-	-	-	-	-	768	699	-	780	725	-
Platoon blocked, %		-	-		-	-						
Mov Cap-1 Maneuver	1355	-	-	1409	-	-	500	478	877	512	507	876
Mov Cap-2 Maneuver	-	-	-	-	-	-	500	478	-	512	507	-
Stage 1	-	-	-	-	-	-	774	712	-	783	722	-
Stage 2	-	-	-	-	-	-	745	689	-	747	711	-

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

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

Intersection												
Int Delay, s/veh	4.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↕			↕			↕			↕		
Traffic Vol, veh/h	5	9	6	100	12	14	12	162	103	16	167	4
Future Vol, veh/h	5	9	6	100	12	14	12	162	103	16	167	4
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	78	78	78	78	78	78	78	78	78	78	78	78
Heavy Vehicles, %	2	2	2	2	2	2	2	8	2	2	8	2
Mvmt Flow	6	12	8	128	15	18	15	208	132	21	214	5

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	580	629	217	573	565	274	219	0	0	340	0	0
Stage 1	259	259	-	304	304	-	-	-	-	-	-	-
Stage 2	321	370	-	269	261	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	426	399	823	430	434	765	1350	-	-	1219	-	-
Stage 1	746	694	-	705	663	-	-	-	-	-	-	-
Stage 2	691	620	-	737	692	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	394	385	823	405	419	765	1350	-	-	1219	-	-
Mov Cap-2 Maneuver	394	385	-	405	419	-	-	-	-	-	-	-
Stage 1	736	680	-	695	654	-	-	-	-	-	-	-
Stage 2	650	611	-	703	678	-	-	-	-	-	-	-

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

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

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

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

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

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

Timings  
1: SR 53 & Perimeter Rd

3c. Build 2024 PM  
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Lane Group	EBL	EBT	WBL	WBT	NBL	NBT	NBR	SBL	SBT
Lane Configurations									
Traffic Volume (vph)	29	53	136	48	91	514	195	24	398
Future Volume (vph)	29	53	136	48	91	514	195	24	398
Lane Group Flow (vph)	31	110	146	81	98	553	210	26	456
Turn Type	Perm	NA	pm+pt	NA	pm+pt	NA	Perm	pm+pt	NA
Protected Phases		4	3	8	1	6		5	2
Permitted Phases	4		8		6		6	2	
Detector Phase	4	4	3	8	1	6	6	5	2
Switch Phase									
Minimum Initial (s)	6.0	6.0	5.0	6.0	5.0	15.0	15.0	5.0	15.0
Minimum Split (s)	31.5	31.5	15.0	30.5	15.0	28.5	28.5	15.0	28.5
Total Split (s)	31.5	31.5	15.0	46.5	15.0	58.5	58.5	15.0	58.5
Total Split (%)	26.3%	26.3%	12.5%	38.8%	12.5%	48.8%	48.8%	12.5%	48.8%
Yellow Time (s)	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5	3.5
All-Red Time (s)	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0	2.0
Lost Time Adjust (s)	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Lost Time (s)	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5	5.5
Lead/Lag	Lag	Lag	Lead		Lead	Lag	Lag	Lead	Lag
Lead-Lag Optimize?	Yes	Yes	Yes		Yes	Yes	Yes	Yes	Yes
Recall Mode	None	None	None	None	None	C-Min	C-Min	None	C-Min
Act Effct Green (s)	10.7	10.7	25.6	25.6	81.8	76.2	76.2	75.5	69.4
Actuated g/C Ratio	0.09	0.09	0.21	0.21	0.68	0.64	0.64	0.63	0.58
v/c Ratio	0.27	0.59	0.62	0.21	0.17	0.49	0.20	0.05	0.45
Control Delay	54.9	47.2	51.9	27.4	7.3	15.3	5.1	7.2	16.9
Queue Delay	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0	0.0
Total Delay	54.9	47.2	51.9	27.4	7.3	15.3	5.1	7.2	16.9
LOS	D	D	D	C	A	B	A	A	B
Approach Delay		48.9		43.1		11.9			16.4
Approach LOS		D		D		B			B
Queue Length 50th (ft)	23	56	98	36	22	235	24	6	189
Queue Length 95th (ft)	53	111	153	75	46	378	67	17	307
Internal Link Dist (ft)		1314		635		704			699
Turn Bay Length (ft)	140		210		180		135	185	
Base Capacity (vph)	284	402	236	618	579	1127	1052	559	1022
Starvation Cap Reductn	0	0	0	0	0	0	0	0	0
Spillback Cap Reductn	0	0	0	0	0	0	0	0	0
Storage Cap Reductn	0	0	0	0	0	0	0	0	0
Reduced v/c Ratio	0.11	0.27	0.62	0.13	0.17	0.49	0.20	0.05	0.45

Intersection Summary

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



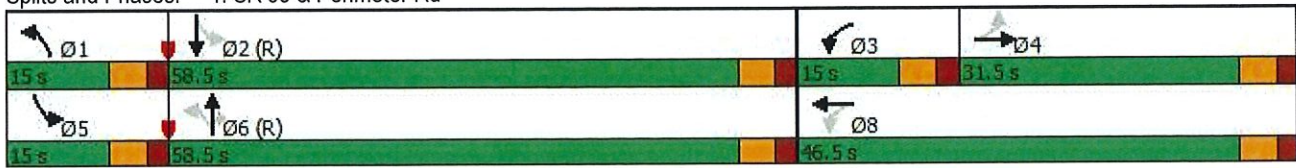
Timings

1: SR 53 & Perimeter Rd

3c. Build 2024 PM























02/07/2022

Splits and Phases: 1: SR 53 & Perimeter Rd



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

3c. Build 2024 PM  
 02/07/2022

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

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

Major/Minor	Major1			Major2			Minor1			Minor2		
Conflicting Flow All	160	0	0	154	0	0	366	378	152	342	339	119
Stage 1	-	-	-	-	-	-	194	194	-	143	143	-
Stage 2	-	-	-	-	-	-	172	184	-	199	196	-
Critical Hdwy	4.12	-	-	4.12	-	-	7.12	6.52	6.22	7.12	6.52	6.22
Critical Hdwy Stg 1	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Critical Hdwy Stg 2	-	-	-	-	-	-	6.12	5.52	-	6.12	5.52	-
Follow-up Hdwy	2.218	-	-	2.218	-	-	3.518	4.018	3.318	3.518	4.018	3.318
Pot Cap-1 Maneuver	1419	-	-	1426	-	-	590	554	894	612	582	933
Stage 1	-	-	-	-	-	-	808	740	-	860	779	-
Stage 2	-	-	-	-	-	-	830	747	-	803	739	-
Platoon blocked, %	-	-	-	-	-	-	-	-	-	-	-	-
Mov Cap-1 Maneuver	1419	-	-	1426	-	-	569	540	894	594	567	933
Mov Cap-2 Maneuver	-	-	-	-	-	-	569	540	-	594	567	-
Stage 1	-	-	-	-	-	-	795	728	-	846	772	-
Stage 2	-	-	-	-	-	-	808	740	-	781	727	-

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

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

Intersection												
Int Delay, s/veh	3.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	4	9	6	76	21	17	15	308	117	21	190	8
Future Vol, veh/h	4	9	6	76	21	17	15	308	117	21	190	8
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	94	94	94	94	94	94	94	94	94	94	94	94
Heavy Vehicles, %	2	2	2	2	2	2	2	8	2	2	8	2
Mvmt Flow	4	10	6	81	22	18	16	328	124	22	202	9

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	693	735	207	681	677	390	211	0	0	452	0	0
Stage 1	251	251	-	422	422	-	-	-	-	-	-	-
Stage 2	442	484	-	259	255	-	-	-	-	-	-	-
Critical Hdwy	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hdwy Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hdwy Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hdwy	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	358	347	833	364	375	658	1360	-	-	1109	-	-
Stage 1	753	699	-	609	588	-	-	-	-	-	-	-
Stage 2	594	552	-	746	696	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	322	334	833	343	361	658	1360	-	-	1109	-	-
Mov Cap-2 Maneuver	322	334	-	343	361	-	-	-	-	-	-	-
Stage 1	741	684	-	599	579	-	-	-	-	-	-	-
Stage 2	546	543	-	714	681	-	-	-	-	-	-	-

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

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

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

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

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

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

# TRAFFIC VOLUME WORKSHEETS

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

A&R Engineering  
 February 2022

**1. SR 53 @ Perimeter Rd**

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

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

**School Dismissal Peak Hour (2 pm - 4 pm)**

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

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

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

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

A&R Engineering  
 February 2022

**2. Perimeter Rd @ Farmington Cir/ Site Drwy 1**

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

Condition	Farmington Circle			Site Driveway 1			Perimeter Road			Perimeter Road							
	Northbound			Southbound			Eastbound			Westbound							
	L	T	R	L	T	R	L	T	R	L	T	R	Tot				
Existing 2022 Traffic Counts:	6	0	22	28	0	0	0	0	0	191	2	193	10	102	0	112	
Growth Factor (%):	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	
No-Build 2024 Volumes:	6	0	24	30	0	0	0	0	0	206	2	208	11	110	0	121	
Total New Trips:	0	0	0	0	26	1	20	47	9	0	0	9	0	0	0	17	17
Future 2024 Traffic Volumes:	6	0	24	30	26	1	20	47	9	206	2	217	11	110	17	138	

**School Dismissal Peak Hour (2 pm - 4 pm)**

Condition	Farmington Circle			Site Driveway 1			Perimeter Road			Perimeter Road							
	Northbound			Southbound			Eastbound			Westbound							
	L	T	R	L	T	R	L	T	R	L	T	R	Tot				
Existing 2022 Traffic Counts:	2	0	13	15	0	0	0	0	0	111	4	115	12	114	0	126	
Growth Factor (%):	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	
No-Build 2024 Volumes:	2	0	14	16	0	0	0	0	0	120	4	124	13	123	0	136	
Total New Trips:	0	1	0	1	14	0	10	24	17	0	0	17	0	0	0	34	34
Future 2024 Traffic Volumes:	2	1	14	17	14	0	10	24	17	120	4	141	13	123	34	170	

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

Condition	Farmington Circle			Site Driveway 1			Perimeter Road			Perimeter Road							
	Northbound			Southbound			Eastbound			Westbound							
	L	T	R	L	T	R	L	T	R	L	T	R	Tot				
Existing 2022 Traffic Counts:	4	0	7	11	0	0	0	0	0	125	4	129	10	99	0	109	
Growth Factor (%):	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	4	
No-Build 2024 Volumes:	4	0	8	12	0	0	0	0	0	135	4	139	11	107	0	118	
Total New Trips:	0	1	0	1	20	0	15	35	19	0	0	19	0	0	0	37	37
Future 2024 Traffic Volumes:	4	1	8	13	20	0	15	35	19	135	4	158	11	107	37	155	



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

A&R Engineering  
 February 2022

3. SR 9 @ Perimeter Rd

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

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

School Dismissal Peak Hour (2 pm - 4 pm)

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

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

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

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

A&R Engineering  
February 2022

4. SR 53 @ Drwy 2 (R/O)

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

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

School Dismissal Peak Hour (2 pm - 4 pm)

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

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

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



DAWSONVILLE CITY COUNCIL  
EXECUTIVE SUMMARY FOR  
AGENDA ITEM # 13

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SUBJECT: \_\_\_\_\_ **STAFF REPORT: CITY MANAGER** \_\_\_\_\_

CITY COUNCIL MEETING DATE: 10/17/2022

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BUDGET INFORMATION: GL ACCOUNT # \_\_\_\_\_ NA \_\_\_\_\_

Funds Available from: \_\_\_\_\_ Annual Budget \_\_\_\_\_ Capital Budget Other \_\_\_\_\_

Budget Amendment Request from Reserve: \_\_\_\_\_ Enterprise Fund \_\_\_\_\_ General Fund

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PURPOSE FOR REQUEST:

**TO PROVIDE PROJECT UPDATES**

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HISTORY/ FACTS / ISSUES:

**SEE ATTACHED OUTLINE**

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OPTIONS:

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RECOMMENDED SAMPLE MOTION:

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REQUESTED BY: Bob Bolz, City Manager

## CITY MANAGER REPORT

### OCTOBER 11 FOR OCTOBER 17, 2022, MEETING

**Food Truck Night:** Our October Food Truck Night was another great success featuring good food and fellowship. Food trucks included Brookton Catfish School, Black Market BBQ, Get Skewers, Egg Roll Boyz, Anutie Anne's Pretzels, and Best Ice Cream on Wheels. Balloons & magic sponsored by State Farm, free popcorn and goodies sponsored by Crye-Leike Realtors, and live music featuring J. W. Griffin sponsored by GA Farm Bureau agent Patrick Holman.

**Christmas Tree Lighting:** This special event is scheduled for November 19<sup>th</sup> and will include the parade, food trucks, the Jingle Market, musical and dancing entertainment, and the grand tree lighting.

**Director of Downtown Development, Tourism, and Historic Preservation:** We were excited to have Amanda Edmondson join our team on October 3<sup>rd</sup> in this role. She has hit the job running and we look forward to great things. She developed billboard ads fund by on behalf of the DDA. The two ads, one north bound and one south bound are in place to remind people that our downtown will be open during the Moonshine Festival. A second add will start on each board after the festival and spread the word bout our Christmas special event to be held on November 19<sup>th</sup>.

**Downtown Strategic Plan Grant from ARC:** We have been awarded the grant and the contract has been executed. We will now begin working with ARC to develop and RFP for sending out to potential vendors.

**Planning & Zoning Director:** We are happy to report that Harmit Bedi will join our team in this role starting October 17, 2022. He has 30 years of experience having served in like roles at cities such as Woodstock, Snellville, Sandy Springs, Grovetown, and Savannah.

**Civitan Grant:** The Dawsonville Civitan Club awarded the city grants totaling \$11,900.00. \$1,900.00 for a sidewalk from the senior home connecting to one of our sidewalks to be built leading into Main Street Park. \$10,000.00 has been allocated for improvements to the special needs portion of the Main Street Park playground. Much thanks to a wonderful civic club for other great donations.

**AEMC Grant:** On behalf of the city, Clerk Banister and Public Works Director Hansard accepted a \$10,000.00 grant from the AEMC Board of Directors which will go towards safety netting around portions of the playground to prevent disc golfers from accidentally sailing frisbees and hitting a child. The netting installation is finished looks good.

**OPB Grant for Water due to Population Increase:** No news on the grant we applied for offered by the Governor's Office of OPD that can be awarded to municipalities experiencing significant population increases. The grant request totaled \$1,154,720.00 and would be used to cover the cost of drilling and setting up operation of the new well. The grant requires a 75-25 match; so, our portion would be \$285,000.00. We already had budgeted in our Enterprise Fund for the total amount. If awarded, this could represent a savings of up to \$896,220.00

**Phone System Upgrade:** Our new phone system is in place, and we continue to work out some bugs.

**Impact Fees Study:** The City Manager and the Finance Administrator met with GMRC's Joe Rothwell to identify information to gather for the Impact Fee Study and staff are working to assemble the requested information.

**Water Meter Upgrade:** The project continues at a very impressive rate, with almost all of the meters installed and the radio system to follow soon thereafter.

**Wastewater Treatment Plant:** We await comments from USDA with regards to the package Turnipseed Engineering submitted for their permitting process and funding consideration.

**Maple Hill Detention Pond:** This project is complete. We are dealing with some residents who have not submitted their fees.

**Thunder Ridge Erosion Issues:** Fines are paid, and the stop work order is lifted. We will not need Municipal Court in October.

**Deputy Program with Sheriff's Office:** Deputy Jacob Champion has returned to his regular schedule which includes work every other weekend. They are interviewing for our second officer now.

**Moonshine Festival:** Staff are working with K4K as we prepare for this massive special event. We have alerted DCSO to the number of officers we will need and worked out other last-minute details. All smoothly so far. The event will occur October 20-22.

**GRHOF Ghost Walk:** This special event is scheduled for October 27-28.

**Farmer's Market:** The Farmer's Market has closed for the season and reported a great year.

**Fall Flu Clinic at the Farmer's Market:** The local Department of Public Health hosted a flu clinic this Thursday the Farmer's Market.

**Mulch Replenished:** All the mulch at the Farmer's Market, Main Street Park, and around City Hall has been replenished.

#### **Main Street Park Projects:**

- **Disc Golf:** Signs and maps are ordered and installation of safety netting along the boundary between the course and the playground this week has been installed.
- **Basketball Court:** The PW Director met with engineers and the selected vendor as the grading plan and bid packages is being developed.
- **Pickleball Courts:** The PW Director met with engineers and the selected vendor as the grading plan and bid packages is being developed.
- **Shade:** Staff continue researching shade for various locations in the park.
- **Skate Park Expansion:** Staff are estimating cost for expansion of this amenity.
- **Small Bathroom between Shelter #3 and Skate Park/Court Area:** We are working identify a modular rest room that can be set on site after grading and hooked up to utilities.
- **Stage:** Staff are researching the purchase of a hydraulic, mobile stage, similar to what we used at the tree lighting event. Since it is portable it can be set up and taken down in a few hours. This idea is opposed to an amphitheater. Our concerns for an amphitheater include cost, additionally facility would sit outside, weather,

and possibly get vandalized. As we develop more research, we will present pros, cons, and a recommendation soon.

- **Dog Park:** Eagle Scout candidate Palmer Hartley has finished his project complete with obstacles for the dogs, signage, and an entry way. The sidewalk and landscape work should start within the month.
- **Bridge & Trail to Library:** EPD approved a culvert at the location where the bridge was to be constructed connecting Main Street Park to the library via walkway. The IGA was approved by the BOC on October 6<sup>th</sup>.
- **Sidewalk to Main Street Park from Care Facility:** We now have bids to connect the care facility to the park. The Dawson County Civitan Club will reimburse the city for the portion of the sidewalk on their property, and we will construct and pay for the sidewalk on city property. The engineer we met with regarding the sidewalk projects is determining what we need to do with this sidewalk to ensure ADA compliance.
- **Geocaching Site:** Geocaching is a sport that is growing in popularity. There has existed a cache at the GRHOF for years. We have been approached by a volunteer geocaching enthusiast that wants to install and will maintain three sites, one in Main Street Park, one at the Dog Park, and one at Wallace Park. Staff have met with her, and we are awaiting her official proposal.
- **Splash Pad:** Research into the possibility of adding this amenity is underway. I will attach some 3-D renderings for four pads with cost estimates. These are for flow-through water not recycled.

**Covid Protocol:** Currently no staff are out due to Covid.

**Niche Columbarium:** Staff are researching potential models and cost for this addition to our cemetery. We hope to offer you cost proposals at the second meeting in October.

**Water First Program:** Chuck Benefield, formerly of GTB now with CEC is drafting a proposal to prepare the city's involvement in the Water First Program.

**Comprehensive Plan:** It is almost time to begin reviewing our city's comprehensive plan last completed in 2018. This formal process should start in September. We are working with Adam Hazell of GMRC planning to begin this process and discussing update of our CIE as part of that plan.

**Old Cemetery to National Register of Historic Places:** Pre-pandemic, the city was working on getting the cemetery listed on the National Register of Historic Places. The process got put on hold due to the pandemic. Staff are working with Joe Rothwell at GMRC to get this project re-started.

**Leak Adjustments:** 1 Leak Adjustment this month.

Water \$82.44 Sewer \$128.68 Total \$211.12

**Calendar YTD \$15,617.24**



DAWSONVILLE CITY COUNCIL  
EXECUTIVE SUMMARY FOR  
AGENDA ITEM # 14

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SUBJECT: \_\_\_\_\_ **STAFF REPORT: FINANCE ADMINISTRATOR** \_\_\_\_\_

CITY COUNCIL MEETING DATE: 10/17/2022 \_\_\_\_\_

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BUDGET INFORMATION: GL ACCOUNT # \_\_\_\_\_ NA \_\_\_\_\_

Funds Available from: \_\_\_\_\_ Annual Budget \_\_\_\_\_ Capital Budget Other \_\_\_\_\_

Budget Amendment Request from Reserve: \_\_\_\_\_ Enterprise Fund \_\_\_\_\_ General Fund

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PURPOSE FOR REQUEST:

**TO PRESENT FUND BALANCE AND ACTIVITY THROUGH SEPTEMBER 30, 2022**

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HISTORY/ FACTS / ISSUES:

**SEE ATTACHED FINANCIAL REPORTS**

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OPTIONS:

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RECOMMENDED SAMPLE MOTION:

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REQUESTED BY: Robin Gazaway, Finance Administrator

CITY OF DAWSONVILLE, GEORGIA  
 SPLOST VII  
 July 1, 2022 - September 30, 2022

**SPLOST VII**

	Budget	Actual	Percentage
<b>REVENUES</b>			
Taxes	1,599,900	290,705	18.17%
Interest	100	638	638.00%
Other	-	-	0.00%
	<b>1,600,000</b>	<b>291,343</b>	<b>18.21%</b>
<b>EXPENDITURES (Capital Outlays)</b>			
City hall acquisition	-	-	#DIV/0!
Roads and sidewalks	-	-	#DIV/0!
Public works equipment - roads	-	-	0.00%
Land Acq. / Downtown	789,000	689,000	0.00%
Public works equipment - sewer	-	-	0.00%
Water projects/Sewer Projects	677,000	-	0.00%
Public works equipment - water	34,000	-	0.00%
Farmers market	-	-	#DIV/0!
Parks and recreation	100,000	-	0.00%
	<b>1,600,000</b>	<b>689,000</b>	<b>43.06%</b>
<b>TOTAL REVENUES OVER EXPENDITURES</b>		<b>(397,657)</b>	
Transfer in From Reserves		<b>397,657</b>	
<b>NET CHANGE IN FUND BALANCE</b>		<b>-</b>	



CITY OF DAWSONVILLE, GEORGIA  
GENERAL FUND  
July 1, 2022 - September 30, 2022

25%

	<u>Budget</u>	<u>Actual</u>	<u>Percentage</u>
<b>REVENUES</b>			
Taxes	\$ 2,163,050	\$ 494,467	22.86%
Licenses and permits	91,900	14,258	15.51%
Intergovernmental revenues	6,000	-	0.00%
Fees	256,975	26,990	10.50%
Other	796,326	50,427	6.33%
	<u>3,314,251</u>	<u>586,142</u>	<u>17.69%</u>
<b>EXPENDITURES</b>			
Department:			
Council	134,400	36,123	26.88%
Mayor	22,860	3,664	16.03%
Elections	15,000	-	0.00%
Administration	1,769,862	359,946	20.34%
City Hall building	163,694	25,108	15.34%
Animal control	1,536	-	0.00%
Roads	584,363	155,783	26.66%
Parks	65,528	24,219	36.96%
Planning and zoning	440,008	121,972	27.72%
Economic development	117,000	3,000	2.56%
	<u>3,314,251</u>	<u>729,815</u>	<u>22.02%</u>
<b>TOTAL REVENUES OVER EXPENDITURES</b>		(143,673)	
Transfer in From Reserves		<u>143,673</u>	
<b>NET CHANGE IN FUND BALANCE</b>		<u><u>-</u></u>	

CITY OF DAWSONVILLE, GEORGIA  
WATER, SEWER, AND GARBAGE FUND  
July 1, 2022 - September 30, 2022

	<u>Budget</u>	<u>Actual</u>	<u>Percentage</u>
<b>REVENUES</b>			
Water fees	\$ 800,000	\$ 237,817	29.73%
Sewer fees	900,000	276,727	30.75%
Garbage fees	230,200	74,053	32.17%
Miscellaneous	<u>357,683</u>	<u>183,088</u>	<u>51.19%</u>
 Total revenues	 <u>2,287,883</u>	 <u>771,685</u>	 <u>33.73%</u>
<b>EXPENDITURES</b>			
Depreciation	574,000	152,199	26.52%
Garbage service	230,200	50,408	21.90%
Group insurance	164,000	52,669	32.12%
Insurance	-	455	#DIV/0!
Interest	87,450	20,122	23.01%
Payroll taxes	31,000	7,279	23.48%
Professional	193,000	159,691	82.74%
Miscellaneous	149,311	22,092	14.80%
Repairs/supplies	229,000	30,952	13.52%
Retirement	24,000	6,424	26.77%
Salaries	355,672	97,357	27.37%
Technical services	77,000	18,562	24.11%
Utilities	<u>173,250</u>	<u>29,143</u>	<u>16.82%</u>
 Total expenditures	 <u>2,287,883</u>	 <u>647,353</u>	 <u>28.29%</u>
 INCOME (LOSS)		 <u><u>124,332</u></u>	

CITY OF DAWSONVILLE, GEORGIA  
 SPLOST VI  
 July 1, 2022 - September 30, 2022

**SPLOST VI**

	<u>Budget</u>	<u>Actual</u>	<u>Percentage</u>
REVENUES			
Taxes	-	-	#DIV/0!
Interest	100	86	86.00%
Other	42,900	-	0.00%
	<u>43,000</u>	<u>86</u>	<u>0.20%</u>
Total revenues			
	<u>43,000</u>	<u>86</u>	<u>0.20%</u>
EXPENDITURES (Capital Outlays)			
City hall acquisition	-	-	#DIV/0!
Roads and sidewalks	-	-	#DIV/0!
Public works equipment - roads	-	44,219	0.00%
Sewer projects	-	-	0.00%
Public works equipment - sewer	34,000	-	0.00%
Water projects	-	-	0.00%
Public works equipment - water	-	-	0.00%
Farmers market	9,000	2,250	25.00%
Parks and recreation	-	-	0.00%
	<u>43,000</u>	<u>46,469</u>	<u>108.07%</u>
Total expenditures			
	<u>43,000</u>	<u>46,469</u>	<u>108.07%</u>
TOTAL REVENUES OVER EXPENDITURES		(46,383)	
Transfer in From Reserves		<u>46,383</u>	
NET CHANGE IN FUND BALANCE		<u><u>-</u></u>	