

AGENDA
PLANNING COMMISSION REGULAR MEETING
G.L. Gilleland Council Chambers on 2nd Floor
Monday, September 13, 2021
5:30 P.M.

1. Call to Order
2. Roll Call
3. Invocation and Pledge
4. Announcements
5. Approval of the Agenda
6. Approval of the Minutes: Planning Commission Regular Meeting July 12, 2021

7. **VAR-C2200007:** SDH Atlanta, LLC has requested the following variances for TMP 093 006 008 Located at 112 Kenneth Drive. Requesting a special exception regarding a driveway grade. Public Hearing Date: Planning Commission on September 13, 2021.

8. **ANX-C2100043 and ZA-C2100043:** Allen Street Properties, LLC and B & K Turner Family, LLP have petitioned to annex into the city limits of Dawsonville the 70.808 acres (amended application) tract known as a portion of TMP 093 004 001, located at Perimeter Road, with a request to rezone from County Zoning of RSR (Residential Sub Rural) and RA (Restricted Agriculture) to City Zoning of R3 (Single Family Residential). Public Hearing Dates: Planning Commission on September 13, 2021 and City Council on October 4, 2021. City Council for a decision on October 18, 2021.

9. **PLANNING DIRECTOR REPORT:**

10. **PLANNING COMMISSION REPORTS:**

ADJOURNMENT

The next scheduled Planning Commission meeting is October 11, 2021.

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. All speakers must sign up to speak at the public hearing itself.

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.

MINUTES
PLANNING COMMISSION REGULAR MEETING
G.L. Gilleland Council Chambers on 2nd Floor
Monday, July 12, 2021

1. **CALL TO ORDER:** Chairperson Randy Davis called the meeting to order at 5:30 p.m.
2. **ROLL CALL:** Present were Planning Commission Members Sandy Sawyer, Matt Fallstrom, City Attorney Paul Mitchell, Planning Director David Picklesimer, City Manager Bob Bolz, Zoning Administrative Assistant Stacy Harris.

Also present was Council Member Caleb Phillips liaison for the Planning Commission.

Commission Member Anna Tobolski was not present.
3. **ANNOUNCEMENTS:** None
4. **INVOCATION AND PLEDGE:** Invocation and Pledge were led by David Picklesimer.
5. **APPROVAL OF THE AGENDA:** Motion to approve the agenda as presented made by M. Fallstrom; second by S. Sawyer. Vote carried unanimously in favor.
6. **APPROVAL OF THE MINUTES:** Motion to approve the Regular Meeting minutes on May 10, 2021 made by S. Sawyer; second by M. Fallstrom. Vote carried unanimously in favor.

PUBLIC HEARING

7. **ZA-C2100238:** City of Dawsonville has requested a zoning amendment for TMP 090 031 001 Located at 1192 Highway 136 West, Land Lot 171 4th District, consisting of 0.17 acres, from PUD (Planned Unit Development District) to INST (Institutional District). Public Hearing Dates: Planning Commission on July 12, 2021 and City Council on August 2, 2021. City Council for a decision on August 16, 2021

Chairperson Davis read the zoning amendment request and open the public hearing.

S. Sawyer motioned to approve **ZA-C2100238**; second by M. Fallstrom. Voted carried unanimously in favor.
8. **VAR-C2100199:** Adams Homes AEC, LLC has requested the following variances for TMP 084 003 175 Located at 117 Pinion Drive. Request a reduction of the rear setback from 20' feet to 13' feet. Public Hearing Date: Planning Commission on July 12, 2021

Chairperson Davis read the variance request.

The following person spoke in favor of the request:
 - Keith Ferguson, 6025 Providence Lane, Cumming, GA – He spoke on behalf of the developer/applicant providing details regarding the reduction of the rear setback.
S. Sawyer motioned to approve **VAR-C2100199**; second by M. Fallstrom. Voted carried unanimously in favor.

MINUTES
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Monday, July 12, 2021

PLANNING DIRECTOR REPORT: D. Picklesimer reported that an Administrative Variance for a two and half (2.5') foot reduction in the rear setback of 20 feet to 17.5 feet was approved for 178 Shepard Drive Lot 55 in the Sweetwater Preserve Subdivision.

Chairperson R. Davis announced that the next Planning Commission Meeting is August 9, 2021 at 5:30 pm.

ADJOURNMENT:

At 5:40 p.m., a motion to adjourn the meeting was made by M. Fallstrom; second by S. Sawyer. Vote carried unanimously in favor.

Randy Davis, Commission Chairperson

Anna Tobolski, Planning Commissioner

Matt Fallstrom, Planning Commissioner

Sandy Sawyer, Planning Commissioner

Vacant

Attested: _____
Stacy Harris, Zoning Administrative Assistant

415 Highway 53 E. Suite 100
Dawsonville, Georgia 30534



(706) 265-3256
Fax (706) 265-4214
www.dawsonville-ga.gov

Date: 8/09/2021

To: City of Dawsonville Planning Commission

Reference: VAR C2200007 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 the vacant post 2 Planning Commission district.
2. The subject property is in Oakdale subdivision.
3. Current driveway grade is 11.05 percent.
4. Smith Douglas home builder sold the property to Evan Mcrae and he provided written acknowledgment about the driveway exceeding the city maximum grade of 10 percent before closing on the property.
5. To meet the driveway 10 percent maximum grade requirement the builder would have to lower the garage floor 4".
6. Planning Department issued a conditional certificate of occupancy.

Kindest Regards,



David Picklesimer
Planning Director



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

Variance Application

VAR- C2200007

Application for: Appeal Special Exception Adjustment

Variance Requested: _____ (Letter of Intent must fully describe this request)

Applicant Name: JUSTIN SWANSON Company: SMITH DAWSON HOMES
 Address: 29 RIVER SWALS DRIVE City: CARTERSVILLE Zip: 30120
 Phone: 678-618-0482 Cell Phone: 678-618-0482 Fax #: _____

Owner Name(s): TOM BRADY
 Address: 110 VILLAGE TRAIL, SUITE 215 City: WOODSTOCK Zip: 30188
 Phone: 770-213-8067 Cell Phone: _____ Fax #: _____

Exact Location and Description of Subject Property:

Address: 112 KENNETH DRIVE, DAWSONVILLE, GA 30534 Lot # 8
 Present/Proposed Zoning: R-3 Parcel # 093-006-008
 District: 4th Land Lot: 58/59 Tax Map # 093-006-008
~~13th~~ 372/428
 Present and/or Proposed Use of Property: RESIDENTIAL HOME

Required Items:

- A completed signed application.
- A detailed Letter of Intent of your request along with any supporting maps, survey's and/or documents requested by the Planning Director.
- The Letter of Intent shall address the criteria specified in Article IX, Sec. 907. Variances, conditional uses and map amendments (see page 2 & 3).

FEE SCHEDULE

Variance	\$300.00
Administrative fee	\$100.00
Public Notice Certified Mail	\$6.90 per adjacent property owner

Justin Swanson
 Signature of Applicant

8/3/21
 Date

Office Use Only	
Date Completed Application Rec'd: <u>08.06.2021</u>	Amount Paid: \$ <u>420.70</u> ^{cc} CK Cash
Date of Planning Commission Meeting: <u>9.13.2021</u>	Dates Advertised: <u>08.25.2021</u>
Approved by Planning Commission: YES NO	Approved by City Council: YES NO
Postponed: YES NO	Date: _____

RECEIVED
 AUG 06 2021 REV 04.2021
 BY: SH

City of Dawsonville Land Use and Zoning Ordinance: Article IX Variances.

Does This Proposal Qualify For A Variance?

The purpose of a variance is to provide relief when a strict application of the district requirements would impose unusual practical difficulties or unnecessary physical hardships on the applicant. Practical difficulties and unnecessary hardships may result from the size, shape, or dimensions of a site or the location of existing structures thereon; from geographic, topographic, or other conditions on the site or in the immediate vicinity. No variance shall be granted to allow the use of property for a purpose not authorized within the district in which the proposed use would be located. A variance should be granted only after evidence is presented and accepted that enforcement of all of the required standards on the property in question would render the property useless. This Article establishes conditions; criteria for granting variances; public hearings on proposed variances; variances to road requirements; variance procedures; compliance with conditions of approval; vested interest in approved variances; investigations and reports; revocation; limitations on re-applications; and use variance. **A variance may be granted, upon specific findings that all of the following conditions exist. The absence of any one of the conditions shall be grounds for denial of the application for variance.**

Please Answer The Following In Addition to Providing A Letter Of Intent

1. There are extraordinary and exceptional conditions pertaining to the particular piece of property in question because of its size, shape or topography that are not applicable to other land or structures in the same district; and,

Answer:

THE BUILDING PAD WAS SLIGHTLY HIGHER IN ELEVATION
PRIOR TO PURCHASE FROM THE DEVELOPER.
_____ and,

2. A literal interpretation of the provisions of these zoning regulations would create an unnecessary hardship and would deprive the applicant of rights commonly enjoyed by other property owners within the district in which the property is located;

Answer:

OUR BUYER IS AWARE OF THE 10% MAXIMUM DRIVEWAY GRADE
AND DOES NOT FEEL THAT A 1.05% OVERAGE IS A HINDRANCE
TO THE PROPERTY.
_____ and,

3. Granting the variance requested will not confer upon the property of the applicant any special privileges that are denied to other properties of the district in which the applicant's property is located;

Answer:

OUR HOMEBUYER WILL NOT WILL NOT CONFER DENIAL OF ANY
SPECIAL PRIVILEGES.
_____ and,

4. Relief, if granted, will be in harmony with the purpose and intent of these regulations and will not be injurious to the neighborhood or general welfare in such a manner as will interfere with or discourage the appropriate development and use of adjacent land and buildings or unreasonably affect their value;

Answer:

CORRECT, THE ADJACENT HOMES OR NEIGHBORHOOD AS A WHOLE
WILL NOT SUFFER INJURIES OR GENERAL WELFARE OR
AFFECT THEIR VALUE
and,

5. The special circumstances are not the result of the actions of the applicant;

Answer:

CORRECT, THE BUILDING PAD WAS SLIGHTLY HIGH.
and,

6. The variance requested is the minimum variance that will make possible the legal use of the land, building, or structure;

Answer:

CORRECT, WE ARE ASKING FOR A 1.05% REDUCTION IN
DRIVEWAY GRADE.
and,

7. The variance is a request to permit a use of land, building or structures which is permitted by right in the district involved.

Answer:

CORRECT.
and,

The applicant, or designated agent, **MUST*** attend the public hearings for the variance 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.



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

**Property Owner
 Authorization**

VAR# C2200007 TMP# 093006008 Applicant's Name: JUSTIN SWANSON

Property Owner Authorization

I / We Justin Swanson hereby swear that I / we own the property located at (fill in address and/or tax map & parcel #) 093-006-008
112 Kenneth Drive as shown in the tax maps and/or deed records of Dawson County, Georgia, and which parcel will be affected by this request.

I hereby authorize the person(s) or entity(ies) named below to act as the applicant or agent in pursuit of the variance requested on this property. I understand that any variance granted, and/or conditions or stipulations placed on the property will be binding upon the property regardless of ownership. The undersigner 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.

Printed Name of Owner X JUSTIN SWANSON SMITH DOWNS HOMEZ
 Signature of Owner X Justin Swanson Date 8/3/21
 Mailing Address 110 VILLAGE TRAIL, SUITE 215
 City WOODSTOCK State GA Zip 30188
 Telephone Number 770-213-8067

Sworn to and subscribed before me
 this 3rd day of August 2021.

Stacy Harris
 Notary Public, State of Georgia

My Commission Expires: 01-04-2022



**Stacy Harris
 NOTARY PUBLIC
 Dawson County, Georgia
 My Commission Expires
 January 4, 2022**

Notary Seal

(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/sheets notarized also.)



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 415 Highway 53 East, Suite 100
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**Adjacent
 Property Owners**

VAR# C2200007 TMP# 093 006 008 Applicant's Name: SDH Atlanta, LLC

Adjacent Property Owners

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 where the variance is being requested. Attach another page if needed. The postage for the certified letters to the adjacent property owners will be paid by the applicant.

TMP # 093006007 1. Name(s): Katelyn Karode
 Address: 96 Kenneth Dr
Dawsonville, GA 30534

TMP # 093006009 2. Name(s): SDH Atlanta, LLC
 Address: 110 Village Trail Ste 125
Woodstock, GA 30188

TMP # 093006011 3. Name(s): SDH Atlanta, LLC
 Address: 110 Village Trail Ste 125
Woodstock, GA 30188

TMP # 093 008 4. Name(s): Allen Street Limited Liability Co
 Address: 3898 War Hill Park Rd
Dawsonville, GA 30534

TMP # _____ 5. Name(s): _____
 Address: _____

TMP # _____ 6. Name(s): _____
 Address: _____

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

TMP # _____ 8. Name(s): _____
 Address: _____

TMP # _____ 9. Name(s): _____
 Address: _____

Adjacent Property Owner notification of a variance request is required.

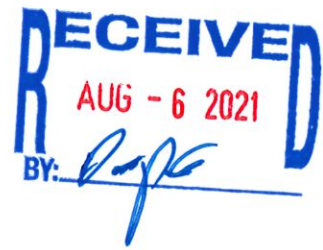
City of Dawsonville

August 4, 2021

City of Dawsonville

415 Highway 53 East, Suite 100

Dawsonville, GA 30534



Letter of Intent for Zoning Variance/Special Exception

112 Kenneth Drive, Dawsonville, GA 30534

ZONING: R3

PARCEL ID#: 093-006-008

Dear Planning & Zoning Members,

Smith Douglas Homes is requesting a variance for the above address in regard to a driveway grade exceeding the 10% maximum requirement per article VI sec. 109.54. Smith Douglas Homes purchased this lot from the developer with the given pad height established which proved to be higher than normal. The foundation was poured prior to SDH knowing the mathematical values that would ultimately dictate the driveway slope percentage. A survey requested by the Dawsonville inspection department would later show that we exceeded the allowable grade by 1.05% (less than 6" higher than allowable). Our surveyor recorded the slope to be 11.05%. We have examined the remainder of the lots within this community to ensure this would not happen again and have reached out to our surveyor for specific elevation shots to confirm we are safe. We have also reached out to our buyer in regard to the situation and they do not have a problem with the slope of their driveway. Smith Douglas is asking for a 1.05% (<6") exception for this oversight. Thank you for your consideration in this matter..

Justin Swanson

Smith Douglas Homes

678-618-0482

7/28/21

City of Dawsonville
415 Hwy 53 #100
Dawsonville, GA 30534



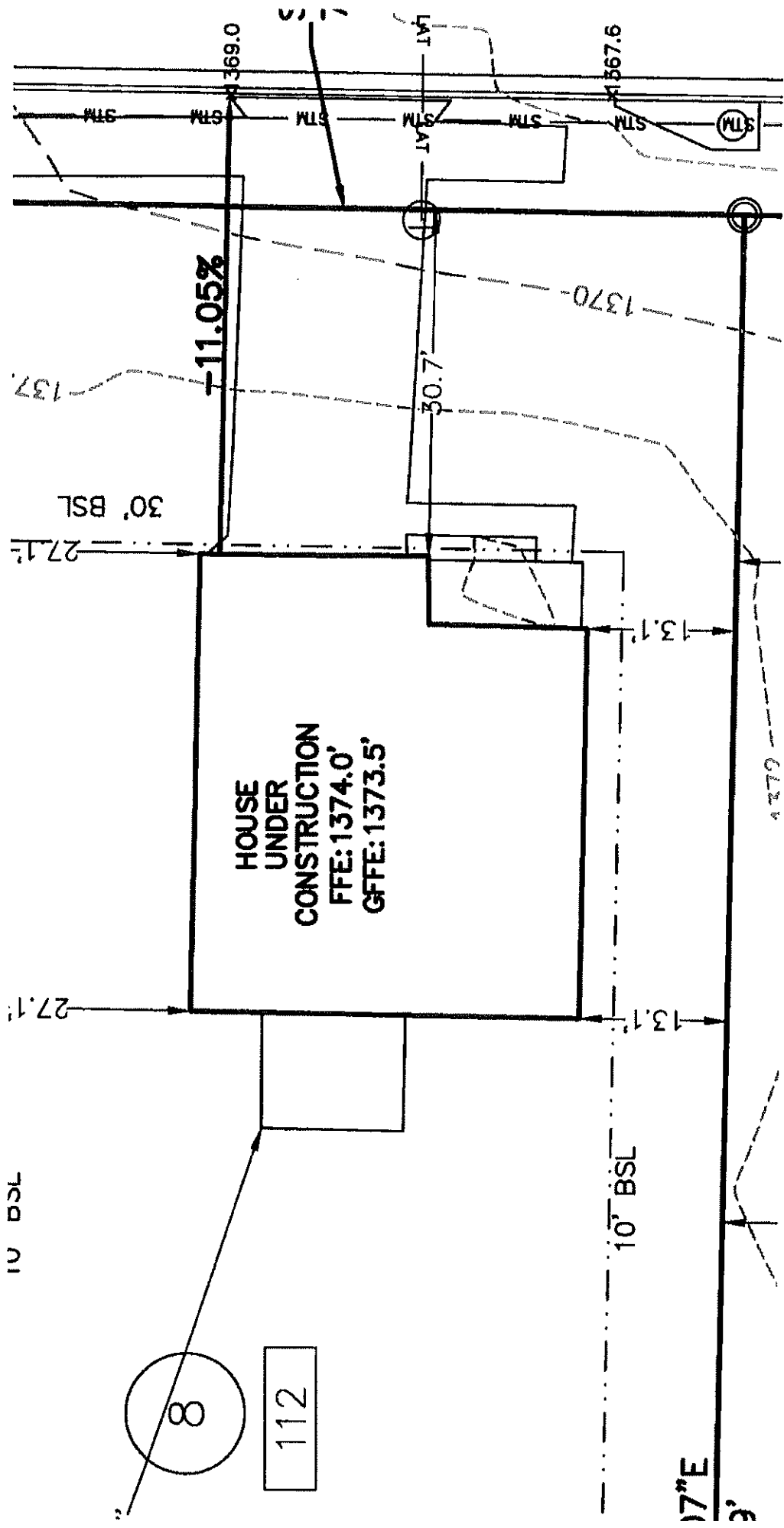
Dear Sir or Madam,

I am writing this letter to address the issue regarding the slope of our driveway at 112 Kenneth Drive (Lot #8 in Oakdale). My understanding is that the City of Dawsonville does not permit the slope of a residential driveway to be above 10%. Because our driveway yields a slope percentage of 11.05% we are unable to get the necessary Certificate of Occupancy for our closing on Friday July, 30th 2021. I'm writing to request that the City of Dawsonville grant the necessary variance for us to be able to keep the slope, as is, so that we might close on-time. I have been informed as to what the city code is and am also aware that the slope percentage is within the requirements of industry standards. I'm happy with the slope at 11.05% and have seen it personally and do not have a problem with it. I've observed the driveway numerous times, and it poses no issue with me or my vehicles. I love the home as it's currently constructed and any remedy to lower the driveway is undesirable to me. My wife and I, due to complications resulting from the Covid-19 pandemic, recently had to resign our post as missionaries serving overseas. After 9 years living abroad, we had to leave our ministry and life to come back to the states. We have also recently had a baby and, due to delays outside of our control, have had closing pushed back several times from the original estimated closing date of mid-June. We are currently living in temporary accommodation at our church, but that accommodation runs out on July 31st. I respectfully ask the City of Dawsonville to kindly grant this variance so that we might move into our new house without complication to our living situation.

Sincerely,

A handwritten signature in black ink, appearing to read "Evan McRae". The signature is fluid and cursive, with a long horizontal stroke at the end.

Evan McRae



HOUSE
UNDER
CONSTRUCTION
FFE: 1374.0'
GFFE: 1373.5'

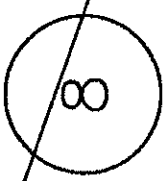
-11.05%

30' BSL

10' BSL

17" E

3'



10' BSL

27.1'

13.1'

27.1'

50.7'

1370-

137.

1369.0

1371

1367.6

STM

STM

STM

STM

STM

STM



1370

LEGEND:	SYMBOL	DESCRIPTION
1	—	BUILDING SETBACK LINE
2	—	CONCRETE MONUMENT FOUND
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RESIDENTIAL AS-BUILT/ PARTIAL TOPO FOR:

LOTS 8-10

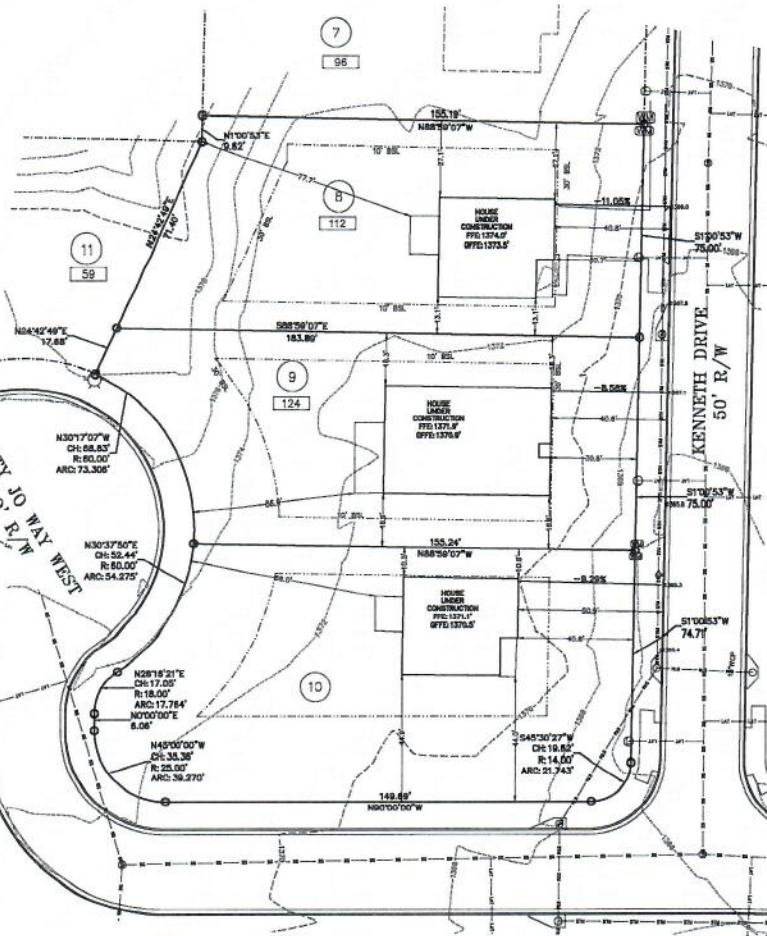
112, 124, 140 KENNETH DRIVE
 LAND LOTS 58
 4th DISTRICT - 1st SECTION
 DAWSON COUNTY, GEORGIA
 CITY OF DAWSONVILLE
 EXISTING ZONING: R-3
 LOT 8 PIN: 093 006 008
 LOT 9 PIN: 093 006 009
 LOT 10 PIN: 093 006 010

ZONED R-3
 SETBACKS:
 FRONT: 30'
 SIDE: 10'
 REAR: 20'

LOT 8 12,578 SQ FT 0.29 ACRES
 LOT 9 12,708 SQ FT 0.29 ACRES
 LOT 10 15,656 SQ FT 0.36 ACRES

NO MIN FEE PER FINAL PLAT

- HORIZONTAL DATUM IS GEORGIA STATE PLANE WEST ZONE COORDINATE SYSTEM, NORTH AMERICAN DATUM 1983 (NAD83)
- VERTICAL DATUM IS NORTH AMERICAN DATUM OF 1988 (NAD88)
- ALL BENCH REFERENCE SHOWN HEREON ARE RECORDED IN THE CLERK OF SUPERIOR COURT'S OFFICE OF DAWSON COUNTY, GEORGIA, SUBJECT AND ADJACENT PROPERTY OWNERS' BOOKS, REFERENCES MADE VIA SUPERIOR COURT RECORDS SHOULD BE APPROPRIATE AS TO ACCURACY ON INFORMATION.
- THIS SURVEY WAS PREPARED WITHOUT THE BENEFIT OF AN ASSESSMENT. ALL MATTERS PERTAINING TO TITLE ARE EXCEPTED.
- STRENGTHS MEASURED WITHIN THE SUBJECT PROPERTY BOUNDARIES ON THE DATE OF SURVEY ARE SHOWN HEREON. LOCATIONS ARE ACCURATE ONLY WHERE DIMENSIONS.
- DISTANCES SHOWN ON THE PLAN ARE HORIZONTAL GROUND DISTANCES.
- THIS PROPERTY MAY CONTAIN METALDS. ALL METALDS ARE UNDER THE JURISDICTION OF THE U.S. ARMY CORPS OF ENGINEERS AND/OR THE STATE OF GEORGIA DEPARTMENT OF NATURAL RESOURCES. LOT OWNERS ARE SUBJECT TO PENALTY OF LAW FOR INTERFERENCE TO THESE PROTECTED AREAS WITHOUT THE PROPER PERMITS AND APPROVAL.
- THIS PROPERTY IS NOT LOCATED IN SPECIAL FLOOD HAZARD AREA PER THE FEDERAL EMERGENCY MANAGEMENT AGENCY'S FLOOD INSURANCE RATE MAP NO. 1306020101E, EFFECTIVE DATE: 04/04/2018.
- THE CONSTRUCTION, AS SHOWN HEREON, IS PURELY A STATEMENT OF PROFESSIONAL OPINION BASED ON KNOWLEDGE, INFORMATION AND BELIEF, AND BASED ON EXISTING FIELD EVIDENCE AND DOCUMENTARY EVIDENCE AVAILABLE. THE CONVEYANCE IS NOT AN EXPRESSED OR IMPLIED WARRANTY OR GUARANTEE.
- DEED/PLAT DISCLOSURE: THIS PLAT MAY NOT CONFORM TO THE BEARINGS AND DISTANCES RECORDED ON THE DEED AND/OR PLAT OF RECORDS DUE TO SEVERAL FACTORS INCLUDING, BUT NOT LIMITED TO, THE NATURE OF THE ADVANCES IN SURVEYING TECHNOLOGY AS ELECTRONIC MEASURING DEVICES, MORE PRECISE ANGULAR MEASUREMENTS AND THE ADVENT OF SATELLITE SURVEYING TECHNIQUES USING "GPS" AND "GLONASS" SATELLITE CONSTELLATIONS. SURVEYING USING SATELLITE OBSERVATIONS ARE CORRELATED TO THE GEORGIA WEST STATE PLANE COORDINATE SYSTEM AND USE "MAGNETIC" OR "GRID" NORTH AS OPPOSED TO "TRUE" NORTH.
- INFORMATION CONCERNING THE NATURE, CHARACTER, SIZE, CHARACTER, AND LOCATION OF EXISTING UNDERGROUND UTILITIES AND STRUCTURES IS SHOWN HEREON. THERE IS NO CERTAINTY OF THE ACCURACY OF THIS INFORMATION AND IT SHALL BE CONSIDERED IN THAT LIGHT BY THOSE USING THE DRAWING. THE LOCATION AND ARRANGEMENT OF UNDERGROUND UTILITIES AND STRUCTURES SHOWN HEREON MAY BE INACCURATE AND UTILITIES AND STRUCTURES NOT SHOWN MAY BE ENCOUNTERED. THE OWNER, HIS EMPLOYEES, HIS CONSULTANTS, HIS CONTRACTORS, AND/OR HIS AGENTS SHALL BE RESPONSIBLE FOR THE CORRECTION OF SUPERFICIAL INFORMATION SHOWN HEREON AS TO SUCH UNDERGROUND INFORMATION.
- RIGHT-OF-WAYS ARE BASED ON CENTERLINES OF EXISTING PATHS OF TRAVEL, UNLESS NOTED OTHERWISE.
- ALL "P" MARKERS FOR LOTS TO BE SET IN FIELD AS "P" MARKERS WITH PIN OR CHAIN MARKED "1/8" CORNER LSP 5/8" UNLESS OTHERWISE STATED.
- THIS SURVEY COMPLETES WITH BOTH THE RULES OF THE GEORGIA BOARD OF SURVEYING FOR PROFESSIONAL ENGINEERS AND LAND SURVEYORS AND THE OFFICIAL CODE OF GEORGIA ANNOTATED CODES (15-8-87 AS AMENDED BY 1978 (2017)) IN THAT WHERE A CONFLICT EXISTS BETWEEN THOSE TWO SETS OF SPECIFICATIONS, THE REQUIREMENTS OF FIELD PREVALE.
- BOUNDARY FIELD WORK PERFORMED 08-31-20 BY FRONTLINE SURVEYING & MAPPING, INC.
- TOPOGRAPHIC INFORMATION IS GROUND RUN.
- EQUIPMENT USED: TOPCON ELECTRONIC TOTAL STATION & TRIMBLE C100 GPS RECEIVER UTILIZING CHAMPION GPS/ADPS NETWORK.
- ANGULAR ERROR: 2 SECONDS PER ANGLE.
- RAW FIELD PRECISION: 1/328,987
- ADJUSTED BY LEAST SQUARES.
- PLAT CLOSURE: 1:100,000+



BOUNDARY PER FINAL PLAT FOR OAKDALE SUBDIVISION BY GEORGIA FRONTLINE SURVEYING & MAPPING, INC. RECORDED IN PLAT BOOK 85 PAGES 227-232 IN DAWSON COUNTY CLERK OF THE SUPERIOR COURT.



THE FIELD DATA UPON WHICH THIS PLAT IS BASED HAS A CLOSURE OF 1 FOOT IN 100,000. FIELD ANGLE MEASUREMENTS WERE TAKEN PER ANGLE POINT AND CALCULATED FOR CLOSURE AND FOUND TO BE ACCURATE TO 1 FOOT IN 100,000. AN ELECTRONIC TOTAL STATION AND A CHAIN WERE USED TO GATHER THE INFORMATION USED IN THE PREPARATION OF THIS PLAT.

NO N.E.S. MONUMENT WAS FOUND WITHIN 500 FEET OF THIS PROPERTY. THIS PLAT WAS PREPARED FOR THE EXCLUSIVE USE OF THE PERSON, PERSONS OR ENTITY NAMED HEREON. THIS PLAT DOES NOT EXTEND TO ANY UNNAMED PERSON, PERSONS, OR ENTITY WITHOUT EXPRESS RECITATION BY THE SURVEYOR MAKING SAID PERSON, PERSONS OR ENTITY. THESE DOCUMENTS, AS INSTRUMENTS OF SERVICE REMAIN THE PROPERTY OF FRONTLINE SURVEYING & MAPPING, INC. AND NO PART THEREOF MAY BE USED, COPIED OR REPRODUCED IN ANY FORM WITHOUT WRITTEN PERMISSION. COPYRIGHT ©2018 FRONTLINE SURVEYING & MAPPING, INC. ALL MATTERS PERTAINING TO TITLE ARE EXCEPTED.

FRONTLINE SURVEYING & MAPPING, INC.
 3595 Canton Road
 SUITE 312 - 272
 Marietta, GA 30066
 Ph. (678) 355-9905
 Fax (678) 355-9805
 www.frontlinesurveying.com

RESIDENTIAL AS-BUILT FOR		DATE: 07/11/21	
SMITH DOUGLAS HOMES LLC		SCALE: 1" = 20'	
LAND LOT: 58	4 DISTRICT	SECTION: DAWSON COUNTY, GEORGIA	ST. DATE:
LOT: 8-10	BLOCK	ADDED DWS: 12/01/20	
SUBDIVISION: OAKDALE		PHASE:	
PS 20	227-232	I HAVE THIS DATE EXAMINED THE "PA OFFICIAL FLOOD HAZARD MAP" AND FOUND THAT BY GRAPHIC PLOTTING ONLY THE REFERENCE PARCEL IS SHOWN IN AN AREA HAVING SPECIAL FLOOD HAZARD.	
DR	PS	MAP IS 1306020101E, EFFECTIVE DATE: 04/04/2018	

**PUBLIC NOTICE
ON ZONING**

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

THE APPLICATION IS FOR:
VAR-C22000007

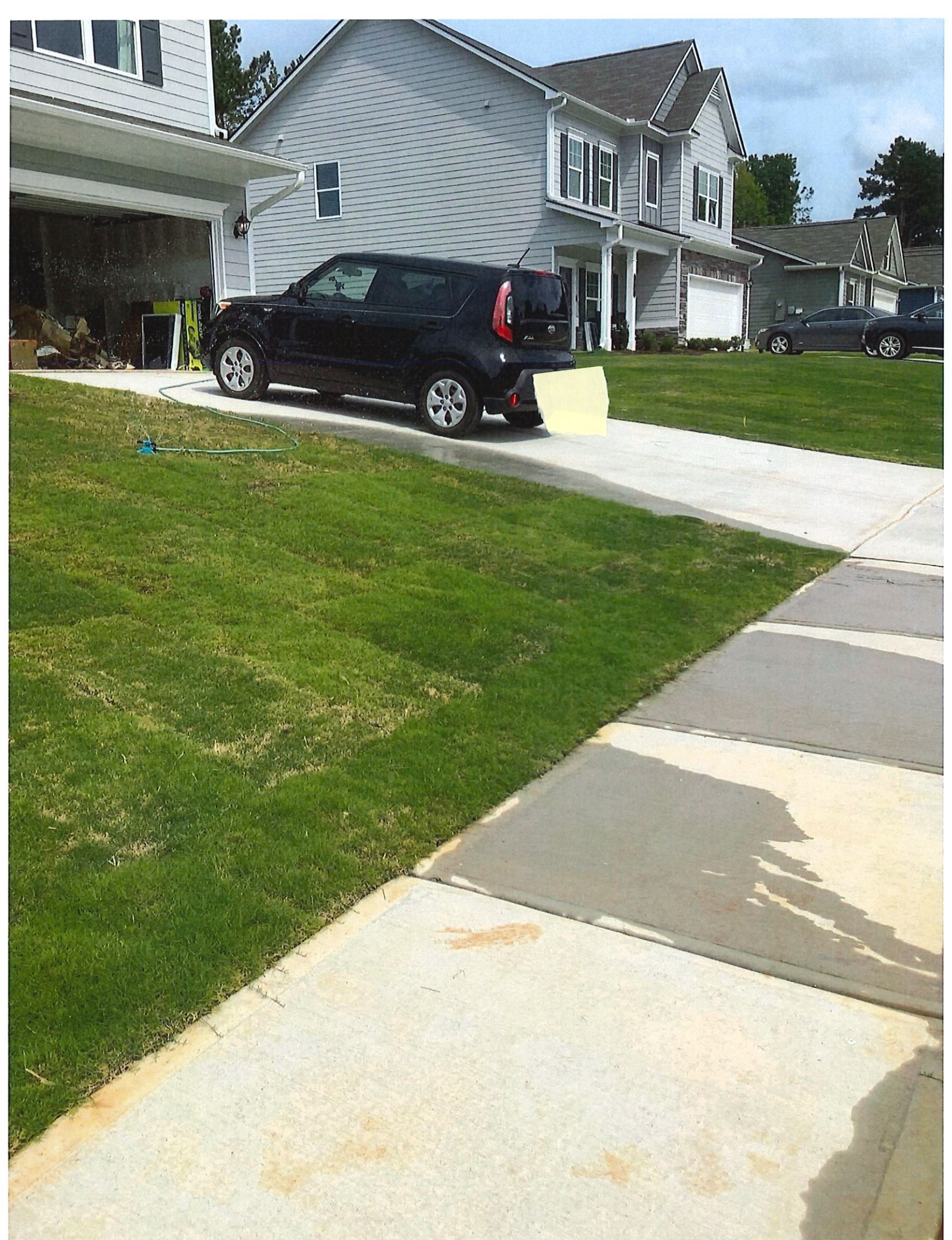
HEARINGS WILL BE HELD BY:
PLANNING COMMISSION: [REDACTED]
DATE: **09.13.2021** [REDACTED]
TIME: **5:30p.m.** [REDACTED]

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

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

THIS SIGN NOT TO BE REMOVED WITHOUT AUTHORIZATION







Overview



Legend

 Parcels

Parcel ID: 093 006 008
Alt ID: 17274
Owner: MFT SD 1 LLC
Acres: .29
Assessed Value: \$62000

Date created: 8/6/2021
Last Data Uploaded: 8/6/2021 1:37:44 AM

Developed by  **Schneider**
GEO SPATIAL

City Council:
John Walden
Caleb Phillips
William Ilg
Mark French



Michael Eason
Mayor

Robert Bolz
City Manager

Beverly Banister
City Clerk

David Picklesimer
Planning Director

Stacy Harris
Zoning Admin Assistant

Planning Commission:

Matt Fallstrom
Randy Davis
Anna Tobolski
Sandy Sawyer

415 Highway 53 East, Suite 100
Dawsonville, GA 30534
Office (706)265-3256 Fax (706)265-4214
www.dawsonville.com

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 C2100043 and ZA C2100043: Allen Street Properties, LLC and B & K Turner Family, LLP have petitioned to annex into the city limits of Dawsonville the **70.808 acres (amended application)** tract known as a portion of TMP 093 004 001, located at Perimeter Road, with a request to rezone from County Zoning of RSR (Residential Sub Rural) and RA (Restricted Agriculture) to City Zoning of R3 (Single Family Residential). Public Hearing Dates: Planning Commission on September 13, 2021 and City Council on October 4, 2021. City Council for a decision on October 18, 2021.

VAR C2200007: SDH Atlanta, LLC has requested the following variance for TMP 093 006 008 Located at 112 Kenneth Drive; requesting a special exception regarding a driveway grade. Public Hearing Date: Planning Commission on September 13, 2021.

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.

Sec. 109-54. - Driveways.

All structures erected in the city must be served with access from a public street by an appropriate driveway in accordance with the specifications below. "Residential" shall apply to all residentially zoned property and "Commercial" shall apply to all non-residentially zoned property including, but not limited to, all industrial, highway business, institutional and commercially zoned properties.

All driveways shall have a landing. The landing is defined as the portion of the driveway that connects to the public street.

	Residential	Commercial
Minimum width	9'	12' (one way entry/exit) 24' (two way entry/exit)
Apron width minimum	3' on each side	3' on each side
Slope maximum	10%	5%
Minimum landing length	20'	30'
Maximum landing slope	5%	4%

All driveways shall be constructed at a minimum of 3.5 inches or more of 3,000 psi concrete or two inches or more of asphalt on a compacted base. All culverts under driveways shall be 12 inches or more in diameter and covered with a minimum of four inches of gravel.

All driveways shall be setback at least six feet from the side property line and shall meet the same elevation at the existing (or to be constructed) sidewalk. There shall be at least 20 feet between the entrances for a U-shaped or similar driveway located on a single lot.

(Ord. of 7-15-2019, § 1)

City of Dawsonville
Inspection Report & Permit Card

VARIANCE ON DRIVEWAY SLOPE 1.05% (LESS THAN 6"
INCHES HIGHER THAN ALLOWABLE)

PERMIT #: C2200007

PERMIT EXPIRATION DATE: 02/02/22

Tax Map #: 093 006-008 _____

Owner: SDH ATLANTA LLC _____

Street Address: 112 KENNETH DRIVE, LOT 8 _____

Lot: _____

Contractor: _____

Inspection Results

Date	Type	Pass/Fail	Initials	Notes

TO SCHEDULE AN INSPECTION

PLEASE EMAIL: INSPECTIONS@DAWSONVILLE-GA.GOV OR CALL 706-203-4925 AT LEAST 24 HOURS IN ADVANCE

Permit card must be posted in an accessible location near the construction site entrance. If the card is not posted the inspection will not be done.

Construction shall comply with International Construction Codes per Section 102.19 of the City of Dawsonville Code of Ordinances.

Building permits shall become invalid unless the work authorized by it shall have been commenced within 90 days of date of issuance, or if the work authorized by it is suspended or abandoned for a period of six months or more.

PERMIT CARD MUST BE PROTECTED FROM WEATHER



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

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

INVOICE #
12200086

INVOICE DATE: 08/06/21
 DUE DATE: 09/05/21

ACCOUNT ID: SDCGW005 PIN: 7640 SDH ATLANTA LLC GEOFF SHREWSBURY 110 VILLAGE TRAIL STE 215 WOODSTOCK, GA 30188

PERMIT INFORMATION
 PERMIT NO: C2200007
 LOCATION: 112 KENNETH DRIVE, LOT 8
 OWNER: SDH ATLANTA LLC

QUANTITY/UNIT	SERVICE ID	DESCRIPTION	UNIT PRICE	AMOUNT
		Permit No: C2200007		
1.0000/EA	P-0155A	ADMINISTRATIVE FEES	100.000000	100.00
		Permit No: C2200007		
3.0000/EA	P-0155	CERTIFIED MAIL FEE	6.900000	20.70
		Permit No: C2200007		
1.0000	P-0153	VARIANCE	300.000000	300.00
		Permit No: C2200007		
			TOTAL DUE:	\$ 420.70
				<hr/> <hr/>
		Prn Payment: 08/06/21 CR		-420.70
			BALANCE:	\$ 0.00
				<hr/> <hr/>

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

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

INVOICE #: 12200086
 DESCRIPTION: Permit No: C2200007
 ACCOUNT ID: SDCGW005 PIN: 7640
 DUE DATE: 09/05/21
 TOTAL DUE: \$ 0.00

SDH ATLANTA LLC
 GEOFF SHREWSBURY
 110 VILLAGE TRAIL STE 215
 WOODSTOCK, GA 30188



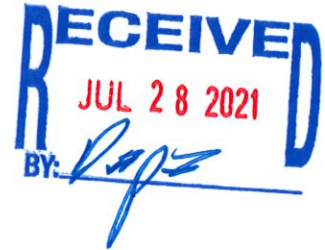
VAR C2200007
Katelyn Kanode
96 Kenneth Dr
Dawsonville, GA 30534

VAR C2200007
SDH Atlanta, LLC
110 Village Trail STE 125
Woodstock, GA 30188

VAR C2200007
Allen Street Limited Liability Co
3898 War Hill Park Rd
Dawsonville, GA 30534

David Picklesimer

From: Evan McRae <emcrae311@gmail.com>
Sent: Tuesday, July 27, 2021 11:09 AM
To: David Picklesimer
Subject: Regarding the slope of Lot 8 in Oakdale



Mr. Picklesimer,

I am to be closing on Lot 8 in Oakdale this Friday (7/30) and was informed that there may be an issue with the slope of our driveway. I'm writing to let you know that, if you're okay to accept the Mayor's permission allowing the slope to be slightly greater than 10%, I'm okay with the slope being 11.5%. I do not foresee it being a problem for my family. We would really like to close this Friday as we were originally supposed to close in mid-June and have experienced several delays due to the pandemic creating a shortage on certain building materials. My family and I have recently moved from living overseas and have been living in temporary accommodation. That accommodation runs out this Saturday, so closing this Friday would be greatly appreciated if you can. If you have any questions, please feel free to contact me. My mobile is 954-225-1432.

Regards,

Evan McRae

Commissioners reserves the right to reject any proposals and to any technicalities and to the bid based on the and best interests on County.
55661 8/25

Business Organizations

NOTICE TO DEBTORS AND CREDITORS
TO
A BUSINESS
CONDUCTED
A TRADE NAME
OF GEORGIA
OF DAWSON
I hereby
that they are
a business in
of Dawsonville,
of Dawson, State of
under the name of:
the Agency and that
are of the business
forming title services
to home closings
it said business is
ed of the following:
ation) Business

County Title
by
rton Circle
n, TX 76011
idavit is made in
nce with Georgia
nnnotated Title 10
1 Section 490.
5455 8/18,25

s given that articles
poration that will
rate Salem UMC
ry Association,
ve been delivered
Secretary of State
g in accordance
Georgia Nonprofit
tion Code. The
egistered office of
poration is located
Nicholson Road,
g,
30028 and its
egistered agent
address is Carol
8/18,25

Debtors & Creditors

NOTICE TO DEBTORS AND CREDITORS
Debtors to the Estate
Francis Sitzwohl,

NOTICE TO DEBTORS AND CREDITORS

STATE OF GEORGIA
COUNTY OF DAWSON
IN RE: ESTATE OF SHARON
TERESA BAYNE
All creditors of the estate
of SHARON TERESA
BAYNE, late of Dawson
County, deceased, are
hereby notified to render
in their demands to the
undersigned according
to law, and all persons
indebted to law, and all
persons indebted to said
estate are required to
make immediate payment.
This 9th day of August
2021
NAME: TAYLOR GRACE
BAYNE - BALENTINE,
Executrix
EXECUTOR
SHARON TERESA BAYNE,
deceased
ADDRESS: c/o R. Thad
McCormack
McCormack Law Firm
1730 Thompson Bridge
Road
Gainesville, GA 30501
55552 8/25,9/1,8,15

NOTICE TO DEBTORS AND CREDITORS

STATE OF GEORGIA
COUNTY OF DAWSON
All creditors of the Estate
of Mary Anne Waits,
late of Dawson County,
Georgia, deceased, are
hereby notified to render
in their demands to the
undersigned according
to law, and all persons
indebted to said estate
are required to make
immediate payment. This
17th day of August, 2021.
Jana Lindsey
Executor of the Estate of
Mary Anne Waits
1660 Durrett Way
Dunwoody, GA 30338
55594 8/25,9/1,8,15

NOTICE TO DEBTORS AND CREDITORS

STATE OF GEORGIA
COUNTY OF DAWSON
In RE: SUSAN LEE BRUMLEY,
deceased
Estate#: 2021-ES-118
All creditors of the estate
of SUSAN LEE BRUMLEY,
deceased, late of DAWSON
County, are hereby notified
to render their demands to
the undersigned according
to the law, and all persons
indebted to said estate

Foreclosures

(HUGHES) NOTICE OF FORECLOSURE OF RIGHT TO REDEEM

TO: TOMMY HUGHES;
OCCUPANT OF 7142
HIGHWAY 53 EAST,
DAWSONVILLE, GA
30534; OTHER KNOWN
AND UNKOWN PARTIES
WITH A LEGAL INTEREST
IN THE REAL PROPERTY AT
ISSUE
Take notice that:
The right to redeem
the following described
property, to wit:
All that tract or parcel of
land lying and being in
Land Lot 439 of the South
Half of the
13th District, 1st Section,
Dawson County, Georgia,
being a 13.50 acre, more
or less, tract as shown
on that certain platted
survey for Moutainview
Development Company,
Inc., by Jimmy D. Bullock,
R.J.S. No. 1765, dated June
24, 1999, said survey being
recorded in Plat Book 51,
Page
229, Dawson County,
Georgia records, which
survey is incorporated
herein for a more complete
description of the subject
property.
The Property is subject
to: A one-half undivided
interest of subject property
being held by a third party.
Flowage Easement to
United States of America
filed in Deed Book X,
Page 396, Dawson County
records. Judgment of Court
in favor of Oglethorpe
Power filed in Deed Book
278, Pages 1-5 and Deed
Book 598, Page 262,
Dawson County records.
As described in Deed Book
1180, Page 50. Further
described as Map & Parcel
L15120001.
will expire and be forever
foreclosed and barred on
the 1st day of October,
2021. The tax deed to
which this notice relates is
dated the 7th day of July,
2020 and is recorded in the
office of the Clerk of the
Superior Court of Dawson
County, Georgia in Deed
Book 1430 at pages 574-
575.
The property may be

Turner Family, LLP have
petitioned to annex into the
city limits of Dawsonville
the 70.808 acres (amended
application) tract known
as a portion of TMP
093 004 001, located at
Perimeter Road, with a
request to rezone from
County Zoning of RSR
(Residential Sub Rural) and
RA (Restricted Agriculture)
to City Zoning of R3 (Single
Family Residential). Public
Hearing Dates: Planning
Commission on September
13, 2021 and City Council
on October 4, 2021. City
Council for a decision on
October 18, 2021.
VAR C2200007: SDH
Atlanta, LLC has requested
the following variance for
TMP 093 006 008 Located
at 112 Kenneth Drive;
requesting a special
exception regarding a
driveway grade. Public
Hearing Date: Planning
Commission on September
13,
2021.
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.
55554 8/25,9/1

Probate Notices

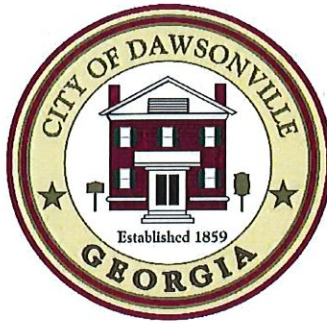
IN THE PROBATE COURT OF DAWSON COUNTY STATE OF GEORGIA
IN RE: ESTATE OF
STANLEY NEAL LANGSTON

objections should be
sworn to before a notary
public or before a probate
court clerk, and filing fees
must be tendered with
your objections, unless you
qualify to file as an indigent
party. Contact probate
court personnel for the
required amount of filing
fees. If any objections
are filed, a hearing will
be (scheduled at a later
date). If no objections are
filed, the petition may be
granted without a hearing.
Jude Jennifer Burt
Judge of the Probate Court
By: Allie Phillips
25 Justice Way, Suite 4332
Dawsonville, GA 30534
(706)344-3580
55444 8/18,25,9/1,8

IN THE PROBATE COURT OF DAWSON COUNTY STATE OF GEORGIA

IN RE: ESTATE OF
DALE LEARY CHENEY
DECEASED
ESTATE NO. 2021-ES-119
PETITION FOR LETTERS OF
ADMINISTRATION
NOTICE
and to whom it may
concern:
Melanie Joy Buhl
has petitioned for Melanie
Joy Buhl
to be appointed
administrator(s) of the
estate of DALE LEARY
CHENEY deceased, of said
county. (The petitioner
has also applied for
waiver of bond, waiver
of reports, waiver of
statements, and/or grant of
certain powers contained
in O.C.G.A. § 53-12-261.)
All interested persons are
hereby notified to show
cause why said petition
should not be granted. All
objections to the petition
must be in writing, setting
forth the grounds of any
such objections, and must
be filed with the Court
on or before September
13th, 2021
BE NOTIFIED FURTHER: All
objections to the petition
must be in writing, setting
forth the grounds of any

415 Highway 53 E. Suite 100
Dawsonville, Georgia 30534



(706) 265-3256
Fax (706) 265-4214
www.dawsonville-ga.gov

Date: 8/4/2021

To: City of Dawsonville Planning Commission

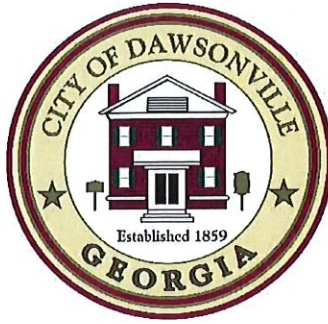
Reference: ANX/ZA C2100043 Planning and Zoning Department Summary

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

1. If the zoning amendment is approved the Planning Department is requesting a condition of zoning to include an approved water and sewer service area agreement between Etowah Water and Sewer Authority and the City of Dawsonville. The service area agreement dedication must include both water and sewer services. The agreement shall be dedicated to the City of Dawsonville prior to the issuance of a grading permit (LDP). If the service area agreement is not agreed upon by both parties the application for annexation and rezoning shall become null and void.
2. If the zoning amendment is approved the Planning Department is requesting a condition of zoning to include the rules of the DCA chapter 110-12-3-05.3 multi phased developments. If the multi phased nature of the project cannot be established in advanced, whenever a phase is submitted for approval that, when combined with all previously approved phases of the project built during the past five years, cumulatively equals or exceeds the applicable DRI threshold, the proposed new phase, plus any incomplete portions of the project must be submitted as a DRI.
3. If the zoning amendment is approved the Planning Department is requesting a condition of zoning to include the installation of an engineered AC-powered, high intensity LED signs, in pavement crosswalk LED lights and activated device at the existing crosswalk to provide pedestrian access across Perimeter Road to Dawson County High School.
4. If the zoning amendment is approved the Planning Department is requesting a condition of zoning to include the installation of a Cul-de-sac in front of lot 92 and 93 if the gated emergency access is approved on Turner Drive.
5. If the zoning amendment is approved the Planning Department is requesting a condition of zoning to include a ten foot no access buffer along Perimeter Road and Magic Dam Parkway.


David Picklesimer
Planning Director

415 Highway 53 E. Suite 100
Dawsonville, Georgia 30534



(706) 265-3256
Fax (706) 265-4214
www.dawsonville-ga.gov

Date: 8/4/2021

From: David Picklesimer, Planning Director

Reference: ANX/ZA C2100043 Timeline

- Original application submitted to the City: 8/14/20.
- Original application submitted to Dawson County BOC: 8/21/20.
- Planning Department advertised original application: 8/26/20.
- Original application response received from Dawson County BOC: 9/11/20.
- Planning Commission public hearing on original application: 9/14/20. Applicant requested postponement.
- Planning Commission public hearing on original application: 11/9/20. PC voted to deny.
- Council held public hearing on original application: 11/16/20. Council postponed until 1/19/21.
- Applicant amended application: 12/9/20.
- Amended application submitted to Dawson County BOC: 12/9/20
- Dawson County BOC response to amended application received: 1/7/21.
- Council held public hearing 1/19/21. Council tabled until arbitration complete.
- Dawson County BOC withdrew objection 5/11/21.
- Planning Department advertised Council public hearing meeting on 5/26/21 for amended application.
- Council public hearing date 6/21/21 for amended application.
- Council final decision date 7/19/21 for amended application.
- Applicant requested to postpone 7/19/21 until 10/18/21 to allow adjoining property owner time to request annexation.
- Planning Department advertised amended application 8/18/21 due to wrong TMP advertised.
- Planning Commission public hearing date 9/13/21 due to wrong TMP advertised.
- City Council public hearing date 10/4/21 due to wrong TMP advertised.
- City council decision date 10/18/21.

Amended 12/9/20



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

Annexation Petition
into the
City of Dawsonville, GA

Annexation # C2100043

FEE \$250.00 (NONREFUNDABLE) Date Paid _____ Cash /Ck # _____

COPY

Please Print Clearly **ZONING AMENDMENT APPLICATION AND FEES RECEIVED ? YES NO**

Applicant Name(s): Allen Street Properties LLC
Mailing Address 1090 Oakhaven Drive City Roswell State GA Zip 30075
E-Mail allenstreetproperties@gmail.com
Applicant Telephone Number(s): 678-570-0469

Property Owner's Name(s): B + K Turner Family, LLLP
Mailing Address 1090 Oakhaven Dr City Roswell State GA Zip 30075
E-Mail allenstreetproperties@gmail.com
Property Owner's Telephone Number(s): Michael Turner 678-570-0469

Address of Property to be Annexed: Perimeter Road **VACANT LOT**
Tax Map & Parcel # 093004001 Property Size in Acres: 74.85 **70.808 AC Op.** Survey Recorded in Plat Book # _____ Page # _____
Land Lot # 375, 371, 372, 427, 428 District # 12th Section # _____ Legal Recorded in Deed Book # 1053 Page # 303
Current Use of Property: vacant
County Zoning Classification: RSR + RA City Zoning Classification: R3

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 Office, Superior Court

Amended 12/9/20

COPY



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

Annexation Petition
into the
City of Dawsonville, GA

Please answer the following questions to meet and comply with the United States Department of Justice, Civil Rights Division, Voting Section, Section 5 of the Voting Rights Act.

- 1. Intended Use of Land: [X] Residential, Commercial, Existing Structure(s), Vacant, Other (specify)
2. Number of persons currently residing on the property: VACANT; Number of persons 18 years or older; Number of persons registered to vote
3. The number of all residents occupying the property: American Indian, Alaskan Native, Asian, Pacific Islander, Black, not of Hispanic Origin, Hispanic, White, not of Hispanic Origin, VACANT

Please answer the following questions to meet and comply with the U. S. Department of Commerce, which requires this information to provide Population Estimates.

ARC Population Estimate Information

- A. Number of existing housing units:
B. List of Addresses for each housing unit in the annexed area at the time of the annexation:
C. Disposition of existing structures (e.g. to stay the same, be demolished, moved or converted):
D. Names of affected Subdivision:
E. Name of affected Multi-Family Complex:
F. Names of Group Quarters (dormitories, nursing homes, jails, etc.):
G. Names of affected Duplexes:
H. Names of Mobile Home Parks:

Amended 12/9/20



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 Perimeter Road / 093004001 (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.

(1) [Signature] General Partner B&K Turner Family, LLC
Property Owner Signature Property Owner Printed Name

(2) _____
Property Owner Signature Property Owner Printed Name

(1) _____
Applicant Signature Applicant Printed Name

(2) [Signature] Michael K. Turner
Applicant Signature Applicant Printed Name

X Sworn to and subscribed before me
this 10 day of December 2020.

[Signature]
Notary Public, State of Georgia

My Commission Expires: 11-19-2022



Annexation Application Received Date Stamp: Rec'd 8/21/20 Completed Application with Signatures
Rec'd 8/21/20 Current Boundary Survey
Rec'd 8/14/20 Legal Description
Rec'd 8/17/20 ARC Population Estimate Information

Planning Commission Meeting Date (if rezone): 9/14 & 11/9/2020

Dates Advertised: 8/26/2020 sent on 8/21/2020

1st City Council Reading Date: 11/16/2020

2nd City Council Reading Date: 1/19/21 Approved: YES NO

Date Certified Mail to: 8/21/20 County Board of Commissioners & Chairman County Manager County Attorney

Letter Received from Dawson County Date: 9/11/20

letter received from Dawson₃ county Date: 1-7-2021

Amended 12/9/20

REQUEST FOR
ANNEXATION AND REZONING ACTION
FROM CITY OF DAWSONVILLE ZONING BOARD

FOR

**B & K TURNER FAMILY, LLP
70.808-ACRE SUBDIVISION ON PERIMETER ROAD**



NATURE OF REQUEST

To annex and rezone a vacant 70.808-Acre Tract into the City of Dawsonville

PURPOSE OF REQUEST

To allow for development of a 124 Lot Residential Subdivision

NARRATIVE

The scope of this project is to annex and rezone a 37.852-Acre tract (Tract 1) and a 32.956-Acre tract (Tract 2), subdivided out from an existing 492 Acre Tract, into the City of Dawsonville for a proposed 124 Lot Residential Subdivision(s). There will also be a shared community amenity area. Due to challenges in topo we have shown potential borrow pit areas as part of this annexation. If at all possible, we would like to potentially covert these areas into future phased developments.

This property is a 70.808 acre tract of land, Land Lots 370, 371, 372, 373, 427 and 428, 12th District. The property is currently zoned RSR and RA. We are requesting a rezoning of R-3. Minimum lot size shall be 75'x100'. It has frontage on Perimeter Road, but we are also proposing extending Turner Drive that will serve as an 2nd access point to the subject Tract 1. Tract 2 will have two proposed access point located along the proposed Magic Dam Parkway road. It is our intent to utilize the 70.808 acres to develop the proposed 124 lot subdivision(s) and shared community amenity area. Amenity area features to be determined at a later date. At this time the proposed site plan will yield a density of 1.751 units per acre; well below the 3.00 units per acre we are requesting. Our overall goal is to develop the proposed 124 lot site plan and under a future phase(s) develop additional potential lots on the remaining vacant ground, but not exceed the maximum 212 units per acre allowed under the R-3 zoning request. The number of potential future phased lots cannot be determined at this time. Shown on the proposed site plan is a 2.577-Acre strip of land that splits Tracts 1 and Tract 2. This Strip of land is to be used for the development of the Magic Dam Parkway road (80' R/W that will remain in Dawson County) and a 50' wide strip of land privately owned by B & K Turner Family, LLLP, the current owner of the original 492-Acre Tract, that will also stay in Dawson County.

Located to the north of subject property along Perimeter Road is residential property zoned R-A. Located to the north of subject property located along the Turner Drive access is The First Baptist Church of Dawsonville. Located to the east of the subject property is residential tracts and a large tract zoned RA owned by the applicant. Dawson County High School is located to

the south. Located to the west is Perimeter Road. Proposed access into the residential subdivision will be from a proposed revised intersection located along Perimeter Road / Allen Street, a proposed entrance from Turner Drive and two proposed entrances located along the proposed Parkway Road.

Both potable water and sanitary sewer will serve this tract. Storm water detention will be provided by an onsite pond facilities.

We feel that the requested annexation and rezoning to allow for a 124 Lot residential subdivision would be an appropriate type of use for this area. It is unlikely to pose any problems for any of the neighbors. We do not believe that allowing the proposed use of this property would in any way devalue or pose hardships on any of the surrounding properties.

Amended 12/9/20



- LEGEND**
- 1. ALL DIMENSIONS ARE IN FEET AND DECIMALS THEREOF UNLESS OTHERWISE NOTED.
 - 2. ALL CURVES ARE TO BE RUN BY THE METHOD OF CHORDS AND ANGLES.
 - 3. ALL DISTANCES ARE TO BE MEASURED ALONG THE CENTERLINE OF THE ROAD OR RAILROAD UNLESS OTHERWISE NOTED.
 - 4. ALL DISTANCES ARE TO BE MEASURED ALONG THE CENTERLINE OF THE CREEK UNLESS OTHERWISE NOTED.
 - 5. ALL DISTANCES ARE TO BE MEASURED ALONG THE CENTERLINE OF THE PROPERTY UNLESS OTHERWISE NOTED.
 - 6. ALL DISTANCES ARE TO BE MEASURED ALONG THE CENTERLINE OF THE ROAD OR RAILROAD UNLESS OTHERWISE NOTED.
 - 7. ALL DISTANCES ARE TO BE MEASURED ALONG THE CENTERLINE OF THE CREEK UNLESS OTHERWISE NOTED.
 - 8. ALL DISTANCES ARE TO BE MEASURED ALONG THE CENTERLINE OF THE PROPERTY UNLESS OTHERWISE NOTED.
 - 9. ALL DISTANCES ARE TO BE MEASURED ALONG THE CENTERLINE OF THE ROAD OR RAILROAD UNLESS OTHERWISE NOTED.
 - 10. ALL DISTANCES ARE TO BE MEASURED ALONG THE CENTERLINE OF THE CREEK UNLESS OTHERWISE NOTED.
 - 11. ALL DISTANCES ARE TO BE MEASURED ALONG THE CENTERLINE OF THE PROPERTY UNLESS OTHERWISE NOTED.
 - 12. ALL DISTANCES ARE TO BE MEASURED ALONG THE CENTERLINE OF THE ROAD OR RAILROAD UNLESS OTHERWISE NOTED.
 - 13. ALL DISTANCES ARE TO BE MEASURED ALONG THE CENTERLINE OF THE CREEK UNLESS OTHERWISE NOTED.
 - 14. ALL DISTANCES ARE TO BE MEASURED ALONG THE CENTERLINE OF THE PROPERTY UNLESS OTHERWISE NOTED.
 - 15. ALL DISTANCES ARE TO BE MEASURED ALONG THE CENTERLINE OF THE ROAD OR RAILROAD UNLESS OTHERWISE NOTED.
 - 16. ALL DISTANCES ARE TO BE MEASURED ALONG THE CENTERLINE OF THE CREEK UNLESS OTHERWISE NOTED.
 - 17. ALL DISTANCES ARE TO BE MEASURED ALONG THE CENTERLINE OF THE PROPERTY UNLESS OTHERWISE NOTED.
 - 18. ALL DISTANCES ARE TO BE MEASURED ALONG THE CENTERLINE OF THE ROAD OR RAILROAD UNLESS OTHERWISE NOTED.
 - 19. ALL DISTANCES ARE TO BE MEASURED ALONG THE CENTERLINE OF THE CREEK UNLESS OTHERWISE NOTED.
 - 20. ALL DISTANCES ARE TO BE MEASURED ALONG THE CENTERLINE OF THE PROPERTY UNLESS OTHERWISE NOTED.

THIS PLAT WAS PREPARED FOR THE EXCLUSIVE USE OF THE PERSON, FIRM OR ENTITY NAMED IN THE CERTIFICATE HEREON AND THE CERTIFICATE DOES NOT EXTEND TO ANY UNLAWFUL REUSE THEREOF WITHOUT AN EXPRESS LICENSE OBTAINED BY THE SURVEYOR SIGNING SAID DESIGN.

THE CERTIFICATION AS SHOWN HEREON IS PRELIMINARY AND SUBJECT TO THE FINAL SURVEY WHICH WILL BE CONDUCTED AND THE FINAL SURVEY WILL BE THE AUTHORITY FOR THE RECORDING OF THIS PLAT.

THIS SURVEY WAS PREPARED WITHOUT THE AID OF ANY INSTRUMENTS OR DEVICES WHICH WOULD MEASURE DISTANCES OR ANGLES AND THE SURVEYOR HAS BEEN ADVISED BY THE CLIENT THAT THE PROPERTY IS NOT BEING USED FOR ANY PURPOSES OTHER THAN THE PURPOSES STATED IN THE CERTIFICATE HEREON.

NO PORTIONS OF SAID PROPERTY ARE WITHIN A DESIGNATED 100-YEAR FLOOD HAZARD AREA AS DETERMINED BY LOCAL MAPS AND FEDERAL FLOOD INSURANCE RATE MAPS, DATED APRIL 4, 2008.

LINE TABLE

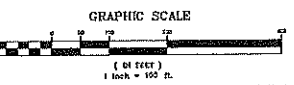
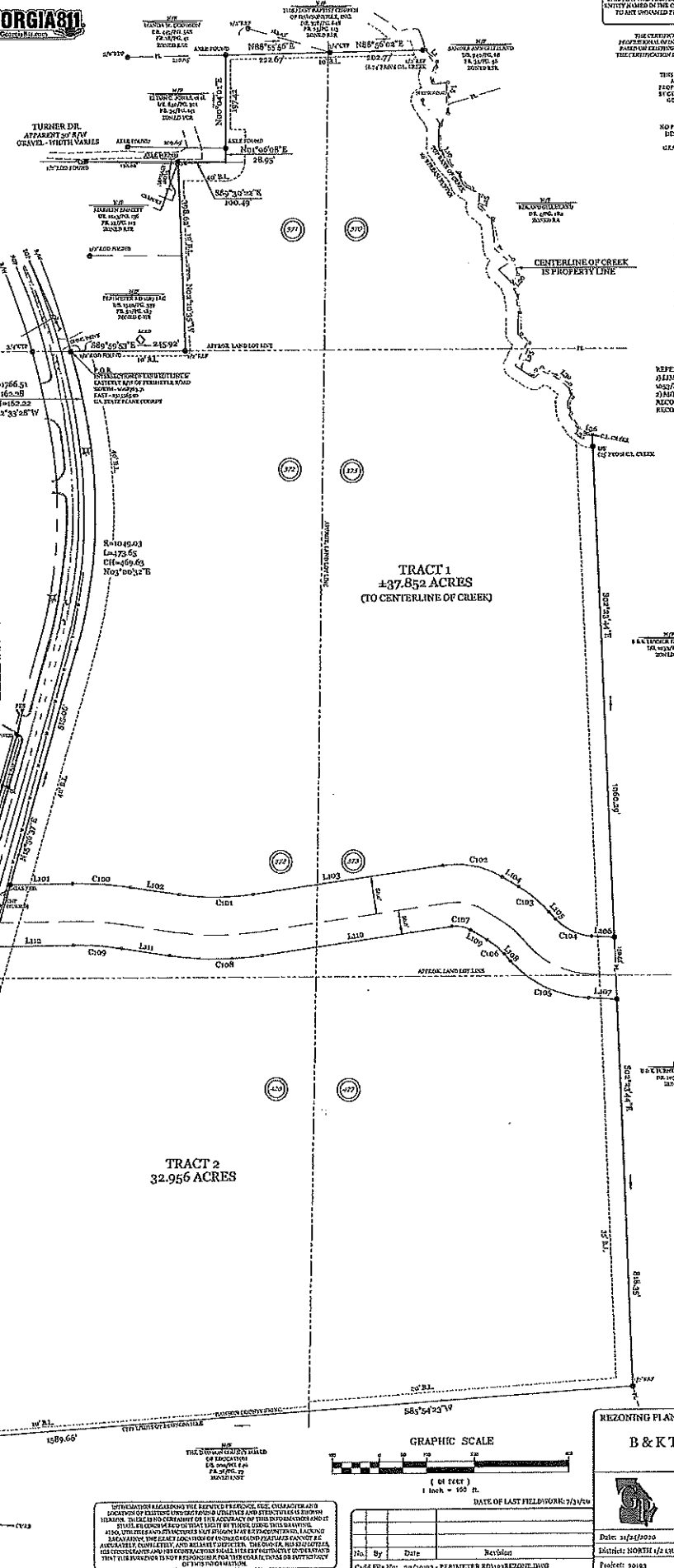
LINE	LENGTH	BEARING
L100	114.61	N11°32'42"E
L101	114.61	N89°17'45"E
L102	106.01	S89°17'45"E
L103	40.25	N89°17'45"E
L104	40.25	S89°17'45"E
L105	76.39	S15°38'16"E
L106	44.40	S87°48'14"E
L107	60.00	S89°17'45"E
L108	72.39	N12°28'15"W
L109	40.85	N89°17'45"E
L110	452.84	S87°48'14"E
L111	106.01	S89°17'45"E
L112	171.90	S89°17'45"E

CURVE TABLE

CURVE	RADIUS	LENGTH	CHORD	BEARING
C100	225.12	124.19	124.08	S88°50'17"E
C101	225.12	116.84	116.67	S89°17'45"E
C102	192.00	119.93	119.43	S78°41'37"E
C103	229.00	88.85	88.54	S90°27'00"E
C104	102.00	84.39	84.29	S34°18'35"E
C105	240.00	188.10	187.68	S64°48'34"E
C106	160.00	127.37	127.00	N10°17'09"W
C107	160.00	110.18	109.78	N10°17'09"W
C108	160.00	110.18	109.78	S10°17'09"E
C109	160.00	110.18	109.78	N10°17'09"W
C110	160.00	110.18	109.78	S10°17'09"E
C111	160.00	110.18	109.78	N10°17'09"W
C112	160.00	110.18	109.78	S10°17'09"E

LINE TABLE

LINE	LENGTH	BEARING
L1	33.74	S43°21'47"E
L2	10.41	S07°27'49"W
L3	33.60	S14°40'47"W
L4	21.55	S87°54'47"E
L5	31.16	S01°59'31"E
L6	23.45	S06°28'34"E
L7	34.45	S24°30'37"E
L8	41.19	S14°49'48"W
L9	33.90	S01°59'31"E
L10	28.79	S10°11'01"E
L11	34.18	S22°27'02"E
L12	42.49	S25°11'03"E
L13	19.25	S89°25'33"E
L14	36.31	S11°21'47"E
L15	10.07	S13°18'49"W
L16	11.47	S14°43'34"E
L17	84.63	S12°30'10"E
L18	22.37	S17°40'07"E
L19	22.37	S17°40'07"E
L20	19.01	S16°34'15"W
L21	36.78	S01°30'12"E
L22	23.18	S08°24'04"E
L23	45.04	S01°40'11"E
L24	24.43	S47°10'57"E
L25	24.43	S06°28'34"E
L26	20.31	S25°09'08"E
L27	14.93	N11°11'31"E
L28	11.23	N07°20'49"E
L29	23.48	S00°00'00"E
L30	26.00	S06°34'14"E
L31	27.65	S11°17'10"E
L32	10.14	S06°28'34"E
L33	21.43	S17°41'47"E
L34	33.77	S18°21'37"E
L35	24.43	S17°40'37"E
L36	8.47	S22°40'52"E



REZONING PLAN FOR:
B & K TURNER FAMILY, L.L.P.

GEORGIA PREMIER LAND SERVICES, INC.
 PROFESSIONAL SURVEYORS
 2000 HUNTERS BLVD. SUITE 200
 ALPHARETTA, GA 30201
 (404) 485-1100

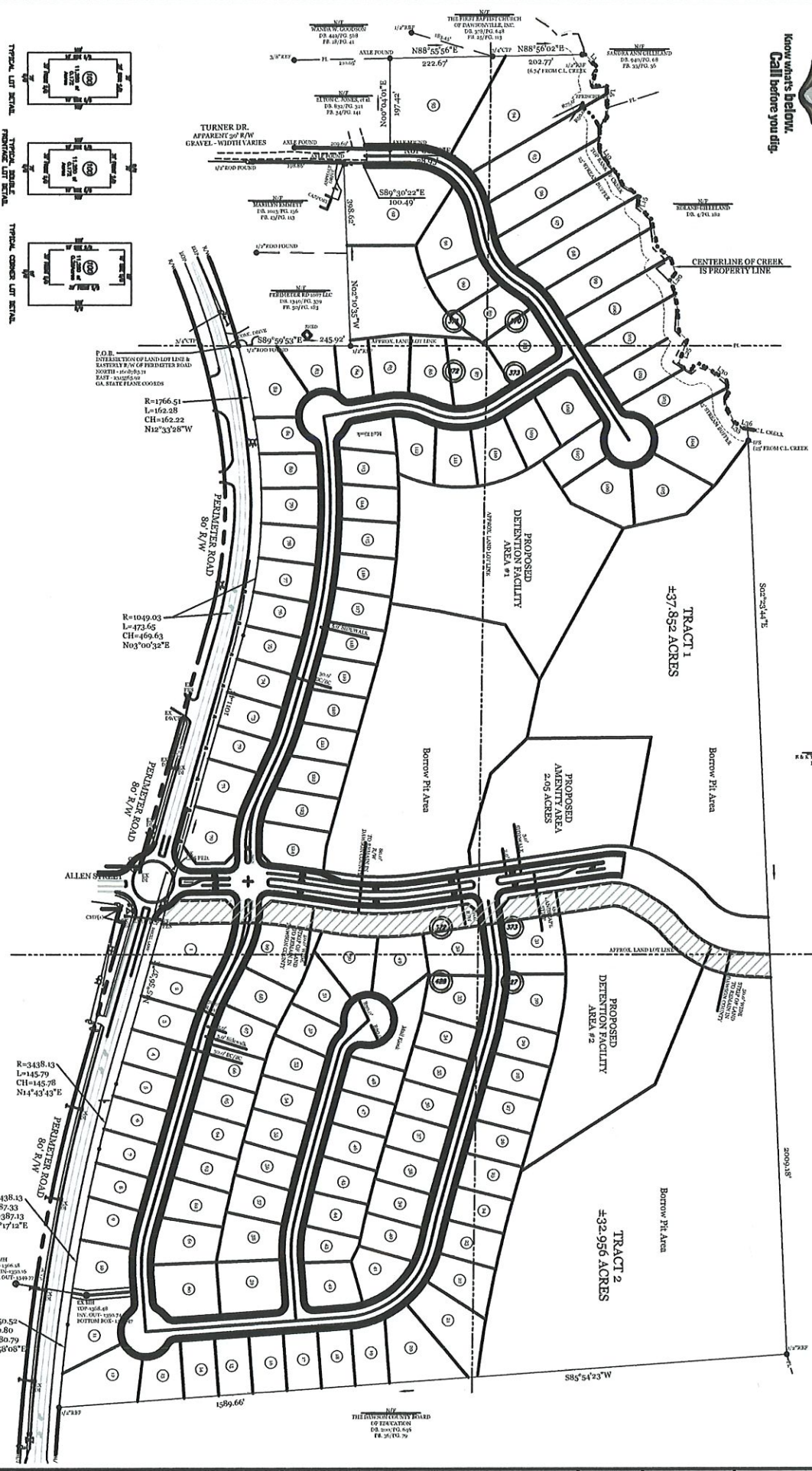
Date: 12/10/2020 Land: 32.956 ± ac ± 0.00 ± ac ± 0.00 ± ac
 Plat: BOKRM 1/2 Lth County: FANNING, GA Sheet: 1 of 1
 Project: 20193

INFORMATION REGARDING THE REZONING PROCESS, CONTACT THE LOCAL PLANNING AND ZONING DEPARTMENT. THE LOCAL PLANNING AND ZONING DEPARTMENT SHALL BE THE AUTHORITY FOR THE REZONING PROCESS. THE LOCAL PLANNING AND ZONING DEPARTMENT SHALL BE THE AUTHORITY FOR THE REZONING PROCESS. THE LOCAL PLANNING AND ZONING DEPARTMENT SHALL BE THE AUTHORITY FOR THE REZONING PROCESS.

Amended 12/9/20



Know what's below.
Call before you dig.



GENERAL NOTES:

1. EXISTING LOT LINES, PERMITS, ETC.
2. NUMBER OF LOTS: 124 w/ Proposed Amenity Area
3. TOTAL AREA: 70.80 Acres
4. TRACT 1: 37.852 Acres
5. TRACT 2: 32.956 Acres

TYPICAL LOT DETAILS:

TYPICAL CORNER LOT DETAILS:

GRAPHIC SCALE:
1" = 100'
1" = 500'

REVISIONS:

NO.	DATE	REMARKS
1	11/10/20	

ANNEXATION & REZONING PLAN
FOR
ALLEN STREET PROPERTIES, LLC
PERIMETER RD. 73.385 AC TRACT
L. L. 370, 371, 372, 373, 427, 428 * 12TH DIST.
DAWSON COUNTY, GEORGIA

Civilscaapes, Inc.
CIVIL DESIGN & LANDSCAPE ARCHITECTURE
7165 SHADY GROVE ROAD
CUMMING, GEORGIA 30041
OFFICE: 678-513-8838



REVISIONS

NO.	DATE	REMARKS

Amended 12/9/20

**Perimeter Road
Tract 1 +/-37.852Acres**

All that tract or parcel of land lying and being in Land Lots 370, 371, 372 and 373 of the North Half of the 13th Land District, Dawson County, Georgia and being more particularly described as follows;

Beginning at the intersection of Land Lots 371 and 372 and the Easterly right of way of Perimeter Road (80' right of way), said point marked by a ½ inch Rod found; THENCE leaving said right of way and traveling on the Land Lot Line common to Land Lots 371 and 372, South 89 Degrees 59 Minutes 53 Seconds East for a distance of 245.92 feet to a point, said point marked by a ½ inch rebar pin found; THENCE leaving said Land Lot Line North 02 Degrees 10 Minutes 35 Seconds West for a distance of 398.62 feet to a point, said point marked by an Axle found; THENCE South 89 Degrees 30 Minutes 22 Seconds East for a distance of 100.49 feet to a point; THENCE North 01 Degrees 06 Minutes 08 Seconds East for a distance of 28.95 feet to a point, said point marked by an Axle found; THENCE North 00 Degrees 04 Minutes 01 Seconds East for a distance of 197.42 feet to a point, said point marked by an Axle found; THENCE North 88 Degrees 55 Minutes 56 Seconds East for a distance of 222.67 feet to a point, said point marked by a ¾ inch crimp top pipe found; THENCE North 88 Degrees 56 Minutes 02 Seconds East for a distance of 202.77 feet to a point in the centerline of a creek; THENCE traveling on said creek the following thirty-six (36) courses and distances:

South 43 Degrees 24 Minutes 16 Seconds East for a distance of 33.74 feet to a point; THENCE South 03 Degrees 27 Minutes 49 Seconds West for a distance of 10.41 feet to a point; THENCE South 14 Degrees 46 Minutes 27 Seconds West for a distance of 33.59 feet to a point; THENCE South 87 Degrees 54 Minutes 34 Seconds East for a distance of 31.95 feet to a point; THENCE South 01 Degrees 55 Minutes 32 Seconds East for a distance of 31.16 feet to a point; THENCE South 00 Degrees 02 Minutes 56 Seconds West for a distance of 35.15 feet to a point; THENCE South 36 Degrees 20 Minutes 50 Seconds West for a distance of 26.45 feet to a point; THENCE South 21 Degrees 59 Minutes 08 Seconds West for a distance of 4.19 feet to a point; THENCE South 01 Degrees 23 Minutes 05 Seconds East for a distance of 51.39 feet to a point; THENCE South 36 Degrees 11 Minutes 04 Seconds East for a distance of 28.79 feet to a point; THENCE South 39 Degrees 57 Minutes 03 Seconds East for a distance of 34.18 feet to a point; THENCE South 25 Degrees 14 Minutes 03 Seconds East for a distance of 24.29 feet to a point; THENCE South 59 Degrees 25 Minutes 33 Seconds East for a distance of 19.36 feet to a point; THENCE South 51 Degrees 41 Minutes 47 Seconds East for a distance of 25.33 feet to a point; THENCE South 12 Degrees 28 Minutes 30 Seconds West for a distance of 19.07 feet to a point; THENCE South 44 Degrees 35 Minutes 34 Seconds East for a distance of 41.47 feet to a point; THENCE South 12 Degrees 33 Minutes 16 Seconds East for a distance of 61.63 feet to a point; THENCE South 47 Degrees 50 Minutes 05 Seconds East for a distance of 39.37 feet to a point; THENCE South 17 Degrees 24 Minutes 49 Seconds East for a distance of 32.97 feet to a point; THENCE South 38 Degrees 35 Minutes 45 Seconds West for a distance of 19.01 feet to a point; THENCE South 21 Degrees 51 Minutes 22 Seconds East for a distance of 30.73 feet to a point; THENCE South 08 Degrees 14 Minutes 26 Seconds East for a distance of 38.16 feet to a point; THENCE South 02 Degrees 50 Minutes 11

Seconds East for a distance of 45.04 feet to a point; THENCE South 43 Degrees 16 Minutes 26 Seconds East for a distance of 26.42 feet to a point; THENCE South 20 Degrees 08 Minutes 22 Seconds West for a distance of 55.37 feet to a point; THENCE South 56 Degrees 50 Minutes 55 Seconds East for a distance of 30.32 feet to a point; THENCE North 31 Degrees 21 Minutes 31 Seconds East for a distance of 14.38 feet to a point; THENCE North 67 Degrees 40 Minutes 49 Seconds East for a distance of 14.23 feet to a point; THENCE South 60 Degrees 56 Minutes 10 Seconds East for a distance of 32.92 feet to a point; THENCE South 55 Degrees 54 Minutes 24 Seconds East for a distance of 36.09 feet to a point; THENCE South 11 Degrees 17 Minutes 10 Seconds East for a distance of 27.95 feet to a point; THENCE South 32 Degrees 47 Minutes 51 Seconds West for a distance of 15.14 feet to a point; THENCE South 11 Degrees 54 Minutes 42 Seconds East for a distance of 21.43 feet to a point; THENCE South 28 Degrees 24 Minutes 57 Seconds East for a distance of 33.77 feet to a point; THENCE South 57 Degrees 40 Minutes 33 Seconds East for a distance of 24.43 feet to a point; THENCE South 79 Degrees 46 Minutes 55 Seconds East for a distance of 8.47 feet to a point;

THENCE leaving said centerline creek South 02 Degrees 23 Minutes 44 Seconds East for a distance of 1060.29 feet to a point; THENCE traveling North 87 Degrees 08 Minutes 15 Seconds West for a distance of 48.10 feet to a point; THENCE along a curve to the right having a radius of 110.00 feet and an arc length of 86.39 feet being subtended by a chord bearing of North 64 Degrees 38 Minutes 15 Seconds West and a chord distance of 84.19 feet to a point; THENCE North 42 Degrees 08 Minutes 15 Seconds West for a distance of 19.39 feet to a point; THENCE along a curve to the left having a radius of 290.00 feet and an arc length of 85.86 feet being subtended by a chord bearing of North 50 Degrees 37 Minutes 08 Seconds West and a chord distance of 85.54 feet to a point; THENCE North 59 Degrees 06 Minutes 00 Seconds West for a distance of 40.85 feet to a point; THENCE along a curve to the left having a radius of 190.00 feet and an arc length of 129.95 feet being subtended by a chord bearing of North 78 Degrees 41 Minutes 37 Seconds West and a chord distance of 127.43 feet to a point; THENCE South 81 Degrees 42 Minutes 46 Seconds West for a distance of 407.62 feet to a point; THENCE along a curve to the right having a radius of 532.74 feet and an arc length of 156.84 feet being subtended by a chord bearing of North 89 Degrees 51 Minutes 12 Seconds West and a chord distance of 156.27 feet to a point; THENCE North 81 Degrees 25 Minutes 09 Seconds West for a distance of 106.01 feet to a point; THENCE along a curve to the left having a radius of 766.62 feet and an arc length of 124.19 feet being subtended by a chord bearing of North 86 Degrees 03 Minutes 37 Seconds West and a chord distance of 124.06 feet to a point; THENCE South 89 Degrees 17 Minutes 56 Seconds West for a distance of 133.13 feet to a point on the easterly right of way of Perimeter Road (80' right of way), said point marked by a ½ inch rebar pin set; THENCE traveling on said Perimeter Road right of way North 15 Degrees 56 Minutes 37 Seconds East for a distance of 515.06 feet to a point; THENCE along a curve to the left having a radius of 1049.03 feet and an arc length of 473.65 feet being subtended by a chord bearing of North 03 Degrees 00 Minutes 32 Seconds East and a chord distance of 469.63 feet to a point; THENCE along a curve to the left having a radius of 1766.51 feet and an arc length of 162.28 feet being subtended by a chord bearing of North 12 Degrees 33 Minutes 28 Seconds West and a chord distance of 162.22 feet to a point, said point being THE TRUE POINT OF BEGINNING.

Said property contains +/-37.852 Acres.

Amended 12/9/20

**Perimeter Road
Tract 2
32.956 Acres**

All that tract or parcel of land lying and being in Land Lots 372, 373, 427 and 428 of the North Half of the 13th Land District, Dawson County, Georgia and being more particularly described as follows;

To find the True Point of Beginning, commence at the intersection of Land Lots 371 and 372 and the Easterly right of way of Perimeter Road (80' right of way), said point marked by a ½ inch Rod found; Thence traveling on said Perimeter Road right of way the following three (3) courses and distances:

along a curve to the right having a radius of 1766.51 feet and an arc length of 162.28 feet being subtended by a chord bearing of South 12 Degrees 33 Minutes 28 Seconds East and a chord distance of 162.22 feet to a point; THENCE along a curve to the right having a radius of 1049.03 feet and an arc length of 473.65 feet being subtended by a chord bearing of South 03 Degrees 00 Minutes 32 Seconds West and a chord distance of 469.63 feet to a point; THENCE continuing on said right of way South 15 Degrees 56 Minutes 37 Seconds West for a distance of 650.74 feet to a point, said point marked by a ½ inch rebar pin set, said point being THE TRUE POINT OF BEGINNING.

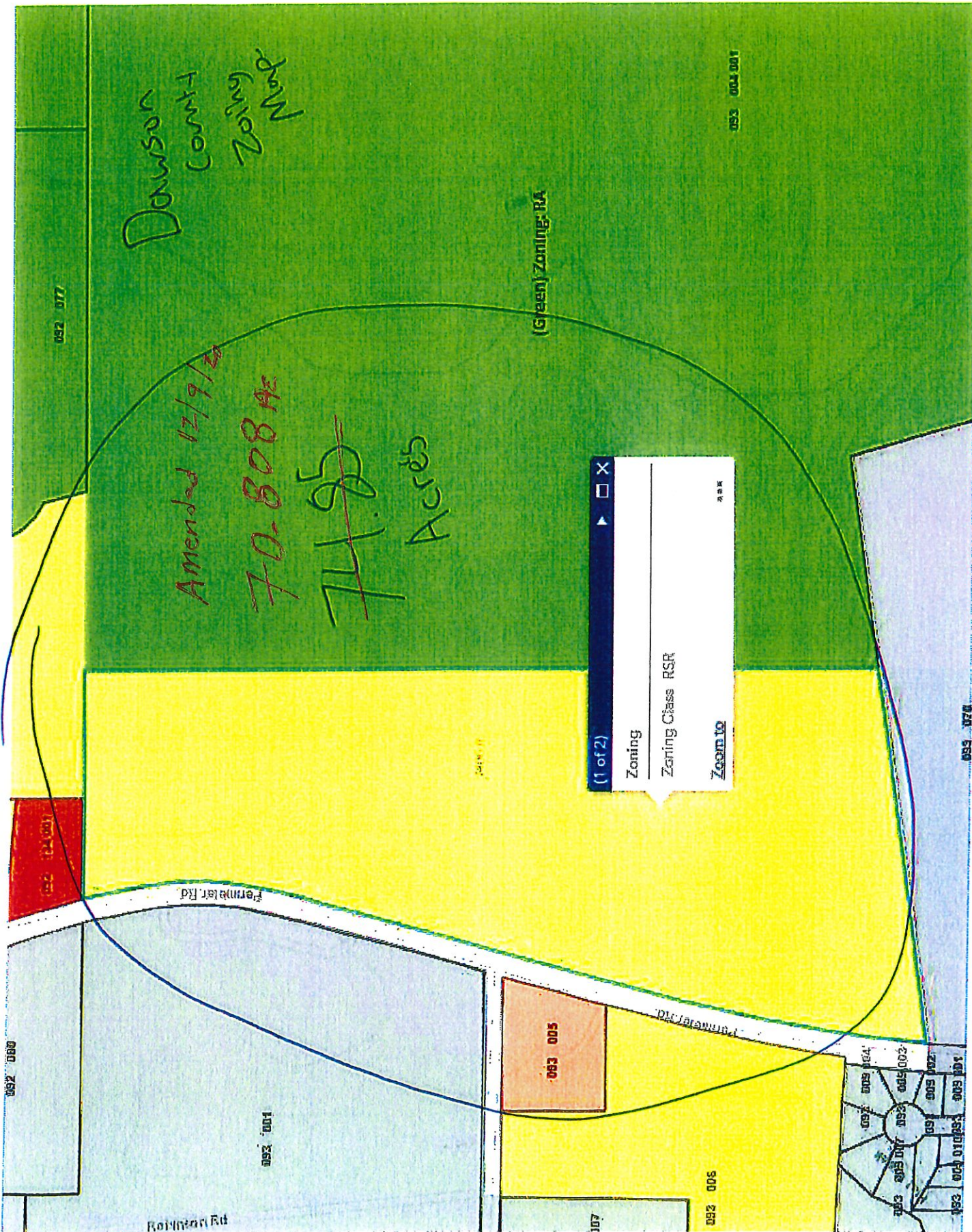
THENCE from said point as thus established, North 89 Degrees 17 Minutes 56 Seconds East for a distance of 171.99 feet to a point; THENCE along a curve to the right having a radius of 636.62 feet and an arc length of 103.13 feet being subtended by a chord bearing of South 86 Degrees 03 Minutes 37 Seconds East and a chord distance of 103.02 feet to a point; THENCE South 81 Degrees 25 Minutes 09 Seconds East for a distance of 106.01 feet to a point; THENCE along a curve to the left having a radius of 662.74 feet and an arc length of 195.11 feet being subtended by a chord bearing of South 89 Degrees 51 Minutes 12 Seconds East and a chord distance of 194.41 feet to a point; THENCE North 81 Degrees 42 Minutes 46 Seconds East for a distance of 407.62 feet to a point; THENCE along a curve to the right having a radius of 60.00 feet and an arc length of 41.04 feet being subtended by a chord bearing of South 78 Degrees 41 Minutes 37 Seconds East and a chord distance of 40.24 feet to a point; THENCE South 59 Degrees 06 Minutes 00 Seconds East for a distance of 40.85 feet to a point; THENCE along a curve to the right having a radius of 160.00 feet and an arc length of 47.37 feet being subtended by a chord bearing of South 50 Degrees 37 Minutes 08 Seconds East and a chord distance of 47.20 feet to a point; THENCE South 42 Degrees 08 Minutes 15 Seconds East for a distance of 19.39 feet to a point; THENCE along a curve to the left having a radius of 240.00 feet and an arc length of 188.50 feet being subtended by a chord bearing of South 64 Degrees 38 Minutes 15 Seconds East and a chord distance of 183.69 feet to a point; THENCE South 87 Degrees 08 Minutes 15 Seconds East for a distance of 60.06 feet to a point, said point marked by a ½ inch rebar pin set; THENCE traveling South 02 Degrees 23 Minutes 44 Seconds East for a distance of 818.35 feet to a point, said point marked by a ½ inch rebar pin found; THENCE South 85 Degrees 54 Minutes 23 Seconds West for a distance of 1589.65 feet to a point on the easterly right of way of Perimeter Road (80' right of way), said point marked by a ½ inch rebar pin found;

THENCE traveling on said Perimeter Road right of way the following four (4) courses and distances:

along a curve to the right having a radius of 4750.52 feet and an arc length of 180.80 feet being subtended by a chord bearing of North 05 Degrees 58 Minutes 08 Seconds East and a chord distance of 180.79 feet to a point; THENCE along a curve to the right having a radius of 3438.13 feet and an arc length of 387.33 feet being subtended by a chord bearing of North 10 Degrees 17 Minutes 12 Seconds East and a chord distance of 387.13 feet to a point; THENCE along a curve to the right having a radius of 3438.13 feet and an arc length of 145.79 feet being subtended by a chord bearing of North 14 Degrees 43 Minutes 43 Seconds East and a chord distance of 145.78 feet to a point; THENCE North 15 Degrees 56 Minutes 37 Seconds East for a distance of 360.69 feet to a point, said point being THE TRUE POINT OF BEGINNING.

Said property contains 32.956 Acres

COPY



Dawson
County
Zoning
Map

Amended 12/19/24
70-808 AE
~~714.95~~
Acres

(1 of 2)
Zoning
Zoning Class RSR
Zoom to ***

Amended 12/9/20



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

Zoning Amendment Application

Request # ZA- C2100043

Condition/Stipulation Change

COPY

Original ZA # _____

Applicant Name(s): Michael K Turner

Address: 1090 Oakhaven Drive City: Roswell Zip: GA

Phone: 678-570-0469 Cell Phone: _____

Signature(s) [Signature] Date 8/14/2020

Property Address: Perimeter Road

Directions to Property from City Hall: turn east on Allen St go 3/4 mile to Perimeter Rd

Tax Map # 093004001 Parcel # _____ Current Zoning**: agricultural

Land Lot(s): 370 371 372 373 427 428 District: 1214 Section: _____

Subdivision Name: _____ Lot # _____

70.8084 Acres: 74.865 Current Use of Property: Vacant

withdrawn
9-27-18

Has a past Request of Rezone of this property been made before? yes If yes, provide ZA # C8-00209
Withdrawn by applicant, only for 32 Acres

The applicant request:

Rezoning to zoning category: R3 Special Use permit for: _____

Proposed use of property if rezoned is: Residential

If Residential: # of lots proposed 124 Minimum lot size proposed 75x100 (Include Conceptual Plan)

Is an Amenity area proposed yes, if yes, what pool, cabana, playground

If Commercial: Total Building area proposed _____ (Include Conceptual Plan)

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

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

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

Road name: Perimeter Rd/Turner Dr Type of Surface: Perimeter-paved
Turner Dr-gravel

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

[Signature]
Signature of Applicant

8/14/2020
Date

Office Use Only:

Date Completed Application Rec'd 8/21/2020 Amount Paid \$ 4691.65 Check # 11314 /Cash 1139

Date of Planning Commission Meeting: 9/14/2020 Dates Advertised: 8/26/20

Date of City Council Meeting: 11/16/2020 Dates Advertised: 8/26/20

Postponed: YES NO Date: 11/6/2020 Rescheduled for next Meeting: 1/9/21

Approved by Planning Commission: YES NO Approved by City Council: YES NO

11/9/20
11/9/21

Amended 12/9/2020



City of Dawsonville

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

Zoning Amendment
Authorization

Property Owner Authorization

I / We B.K Turner Family, LLP hereby swear that I / we own the property located at (fill in address and/or tax map & parcel #) Perimeter Rd 093004001 as shown in the tax maps and/or deed records of Dawson County, Georgia, and which parcel will be affected by the request.

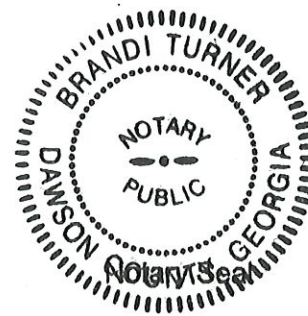
I hereby authorize the person(s) or entity(ies) named below to act as the applicant or agent in pursuit of the rezoning requested on this property. I understand that any rezone granted, and/or conditions or stipulations placed on the property will be binding upon the property regardless of ownership. 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 Michael K. Turner
Signature of Applicant or Agent [Signature] Date 70
Mailing Address 1090 Oakhaven Drive
City Roswell State GA Zip 30075
Telephone Number 678-570-0469

X p Sworn to and subscribed before me this 10 day of December 2020.

[Signature]
Notary Public, State of Georgia

My Commission Expires: 11-19-2022



(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.)

Amended 12/9/20



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

Zoning Amendment
Campaign Disclosure

COPY

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 (2) 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:

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: _____

Signature of Applicant / Representative of Applicant

8/14/2020

Date

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

Amended 12/9/20



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

Zoning Amendment
Adjacent Property Owners

ZA# C2100043

TMP# 093-004-001

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.

COPY

TMP # _____ 1. Name(s): _____
Address: _____

TMP # _____ 2. Name(s): _____
Address: See Attached List

TMP # _____ 3. Name(s): _____
Address: _____

TMP # _____ 4. Name(s): _____
Address: _____

TMP # _____ 5. Name(s): _____
Address: _____

TMP # _____ 6. Name(s): _____
Address: _____

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

TMP # _____ 8. Name(s): _____
Address: _____

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

The applicant is responsible for mailing the Public Notice (prepared by the Planning Dept.) to each adjacent property owner via Certified Mail or pays the additional postage to the City to mail.

ANX/ZA C2100043
Allen Street Properties LLC
1090 Oakhaven Drive
Roswell, GA 30075

ANX/ZA C2100043
Allen Street Properties LLC
1090 Oakhaven Drive
Roswell, GA 30075

ANX/ZA C2100043
Allen Street Properties LLC
1090 Oakhaven Drive
Roswell, GA 30075

ANX/ZA C2100043
Dawson County School District
P.O. Box X208
Dawsonville, GA 30534

ANX/ZA C2100043
Dawson County School District
P.O. Box X208
Dawsonville, GA 30534

ANX/ZA C2100043
Dawson County School District
P.O. Box X208
Dawsonville, GA 30534

ANX/ZA C2100043
GA School Board Assoc
5120 Sugarloaf PWKY
Lawrenceville, GA 30043

ANX/ZA C2100043
GA School Board Assoc
5120 Sugarloaf PWKY
Lawrenceville, GA 30043

ANX/ZA C2100043
GA School Board Assoc
5120 Sugarloaf PWKY
Lawrenceville, GA 30043

ANX/ZA C2100043
Perimeter Rd LLC
431 Bears Den Rd
Dahlonega, GA 30533

ANX/ZA C2100043
Perimeter Rd LLC
431 Bears Den Rd
Dahlonega, GA 30533

ANX/ZA C2100043
Perimeter Rd LLC
431 Bears Den Rd
Dahlonega, GA 30533

ANX/ZA C2100043
Marilyn Emmett
80 Turner Drive
Dawsonville, GA 30534

ANX/ZA C2100043
Marilyn Emmett
80 Turner Drive
Dawsonville, GA 30534

ANX/ZA C2100043
Marilyn Emmett
80 Turner Drive
Dawsonville, GA 30534

ANX/ZA C2100043
Elton & Sarah Jones
3100 HWY 9 South
Dawsonville, GA 30534

ANX/ZA C2100043
Elton & Sarah Jones
3100 HWY 9 South
Dawsonville, GA 30534

ANX/ZA C2100043
Elton & Sarah Jones
3100 HWY 9 South
Dawsonville, GA 30534

ANX/ZA C2100043
Wanda Goodson
P.O. Box 204
Dawsonville, GA 30534

ANX/ZA C2100043
Wanda Goodson
P.O. Box 204
Dawsonville, GA 30534

ANX/ZA C2100043
Wanda Goodson
P.O. Box 204
Dawsonville, GA 30534

ANX/ZA C2100043
First Baptist Church of Dawsonville
P.O. Box 1358
Dawsonville, GA 30534

ANX/ZA C2100043
First Baptist Church of Dawsonville
P.O. Box 1358
Dawsonville, GA 30534

ANX/ZA C2100043
First Baptist Church of Dawsonville
P.O. Box 1358
Dawsonville, GA 30534

ANX/ZA C2100043
Sandra Gilleland
135 Joan Lane
Dawsonville, GA 30534

ANX/ZA C2100043
Sandra Gilleland
135 Joan Lane
Dawsonville, GA 30534

ANX/ZA C2100043
Sandra Gilleland
135 Joan Lane
Dawsonville, GA 30534

ANX/ZA C2100043
Roland Gilleland
15 Joan Lane
Dawsonville, GA 30534

ANX/ZA C2100043
Roland Gilleland
15 Joan Lane
Dawsonville, GA 30534

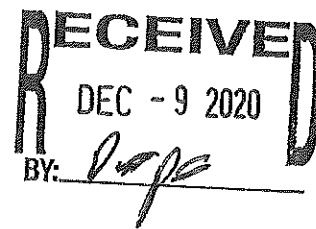
ANX/ZA C2100043
Roland Gilleland
15 Joan Lane
Dawsonville, GA 30534

Amended 12/9/20

REQUEST FOR
ANNEXATION AND REZONING ACTION
FROM CITY OF DAWSONVILLE ZONING BOARD

FOR

B & K TURNER FAMILY, LLP
70.808-ACRE SUBDIVISION ON PERIMETER ROAD



NATURE OF REQUEST

To annex and rezone a vacant 70.808-Acre Tract into the City of Dawsonville

PURPOSE OF REQUEST

To allow for development of a 124 Lot Residential Subdivision

NARRATIVE

The scope of this project is to annex and rezone a 37.852-Acre tract (Tract 1) and a 32.956-Acre tract (Tract 2), subdivided out from an existing 492 Acre Tract, into the City of Dawsonville for a proposed 124 Lot Residential Subdivision(s). There will also be a shared community amenity area. Due to challenges in topo we have shown potential borrow pit areas as part of this annexation. If at all possible, we would like to potentially covert these areas into future phased developments.

This property is a 70.808 acre tract of land, Land Lots 370, 371, 372, 373, 427 and 428, 12th District. The property is currently zoned RSR and RA. We are requesting a rezoning of R-3. Minimum lot size shall be 75'x100'. It has frontage on Perimeter Road, but we are also proposing extending Turner Drive that will serve as an 2nd access point to the subject Tract 1. Tract 2 will have two proposed access point located along the proposed Magic Dam Parkway road. It is our intent to utilize the 70.808 acres to develop the proposed 124 lot subdivision(s) and shared community amenity area. Amenity area features to be determined at a later date. At this time the proposed site plan will yield a density of 1.751 units per acre; well below the 3.00 units per acre we are requesting. Our overall goal is to develop the proposed 124 lot site plan and under a future phase(s) develop additional potential lots on the remaining vacant ground, but not exceed the maximum 212 units per acre allowed under the R-3 zoning request. The number of potential future phased lots cannot be determined at this time. Shown on the proposed site plan is a 2.577-Acre strip of land that splits Tracts 1 and Tract 2. This Strip of land is to be used for the development of the Magic Dam Parkway road (80' R/W that will remain in Dawson County) and a 50' wide strip of land privately owned by B & K Turner Family, LLLP, the current owner of the original 492-Acre Tract, that will also stay in Dawson County.

Located to the north of subject property along Perimeter Road is residential property zoned R-A. Located to the north of subject property located along the Turner Drive access is The First Baptist Church of Dawsonville. Located to the east of the subject property is residential tracts and a large tract zoned RA owned by the applicant. Dawson County High School is located to

the south. Located to the west is Perimeter Road. Proposed access into the residential subdivision will be from a proposed revised intersection located along Perimeter Road / Allen Street, a proposed entrance from Turner Drive and two proposed entrances located along the proposed Parkway Road.

Both potable water and sanitary sewer will serve this tract. Storm water detention will be provided by an onsite pond facilities.

We feel that the requested annexation and rezoning to allow for a 124 Lot residential subdivision would be an appropriate type of use for this area. It is unlikely to pose any problems for any of the neighbors. We do not believe that allowing the proposed use of this property would in any way devalue or pose hardships on any of the surrounding properties.

Amended 12/9/20



LEGEND

1. ALL DIMENSIONS ARE IN FEET UNLESS OTHERWISE NOTED.

2. ALL DIMENSIONS ARE TO CENTERLINE UNLESS OTHERWISE NOTED.

3. ALL DIMENSIONS ARE TO THE CENTERLINE OF THE ROAD UNLESS OTHERWISE NOTED.

4. ALL DIMENSIONS ARE TO THE CENTERLINE OF THE CREEK UNLESS OTHERWISE NOTED.

5. ALL DIMENSIONS ARE TO THE CENTERLINE OF THE LOT UNLESS OTHERWISE NOTED.

6. ALL DIMENSIONS ARE TO THE CENTERLINE OF THE TRACT UNLESS OTHERWISE NOTED.

7. ALL DIMENSIONS ARE TO THE CENTERLINE OF THE SECTION UNLESS OTHERWISE NOTED.

8. ALL DIMENSIONS ARE TO THE CENTERLINE OF THE TOWNSHIP UNLESS OTHERWISE NOTED.

9. ALL DIMENSIONS ARE TO THE CENTERLINE OF THE COUNTY UNLESS OTHERWISE NOTED.

10. ALL DIMENSIONS ARE TO THE CENTERLINE OF THE STATE UNLESS OTHERWISE NOTED.

11. ALL DIMENSIONS ARE TO THE CENTERLINE OF THE NATION UNLESS OTHERWISE NOTED.

12. ALL DIMENSIONS ARE TO THE CENTERLINE OF THE UNIVERSE UNLESS OTHERWISE NOTED.

THIS PLAN WAS PREPARED FOR THE EXCLUSIVE USE OF THE PERSONS, PERSONS OR ENTITIES NAMED IN THE CERTIFICATE HEREON. SAID CERTIFICATE DOES NOT EXTEND TO ANY OTHER PERSONS OR ENTITIES.

THE CERTIFICATION AS TO THE ACCURACY OF THIS PLAN IS LIMITED TO THE INFORMATION PROVIDED TO THE SURVEYOR AND TO THE DATA ON WHICH THIS PLAN IS BASED. THE SURVEYOR DOES NOT GUARANTEE THE ACCURACY OF THE DATA PROVIDED TO HIM.

NO REPRESENTATION IS MADE BY THIS PLAN AS TO THE ACCURACY OF THE DATA PROVIDED TO THE SURVEYOR.

NO REPRESENTATION IS MADE BY THIS PLAN AS TO THE ACCURACY OF THE DATA PROVIDED TO THE SURVEYOR.

LAND TABLE

LINE	LENGTH	BEARING
L101	151.59	N89°26'37"E
L102	151.59	N89°26'37"E
L103	151.59	N89°26'37"E
L104	151.59	N89°26'37"E
L105	151.59	N89°26'37"E
L106	151.59	N89°26'37"E
L107	151.59	N89°26'37"E
L108	151.59	N89°26'37"E
L109	151.59	N89°26'37"E
L110	151.59	N89°26'37"E
L111	151.59	N89°26'37"E
L112	151.59	N89°26'37"E

CURVE TABLE

CURVE	RADIUS	LENGTH	CHORD	BEARING
C101	755.22	124.18	124.02	S89°26'37"E
C102	611.24	156.84	156.87	S89°26'37"E
C103	103.00	129.02	127.43	S89°41'37"E
C104	390.00	85.24	85.24	S89°26'37"E
C105	190.00	66.12	66.12	S89°26'37"E
C106	340.00	108.00	103.64	S89°26'37"E
C107	150.00	47.87	47.87	S89°26'37"E
C108	64.00	41.04	40.84	S89°26'37"E
C109	662.24	183.11	184.41	S89°26'37"E
C110	616.62	153.13	153.02	S89°26'37"E

LAND TABLE

LINE	LENGTH	BEARING
L1	33.74	S47°14'10"E
L2	10.41	S89°27'48"W
L3	33.69	S14°48'27"W
L4	21.65	S89°26'37"E
L5	31.16	S89°26'37"E
L6	33.18	S89°26'37"E
L7	24.45	S89°26'37"E
L8	4.19	S89°26'37"E
L9	51.37	S89°26'37"E
L10	48.79	S89°26'37"E
L11	36.48	S89°26'37"E
L12	14.29	S89°26'37"E
L13	19.35	S89°26'37"E
L14	32.33	S89°26'37"E
L15	19.07	S89°26'37"E
L16	41.47	S89°26'37"E
L17	51.03	S89°26'37"E
L18	29.27	S89°26'37"E
L19	30.97	S89°26'37"E
L20	19.01	S89°26'37"E
L21	30.70	S89°26'37"E
L22	28.10	S89°26'37"E
L23	43.04	S89°26'37"E
L24	15.43	S89°26'37"E
L25	33.37	S89°26'37"E
L26	14.13	S89°26'37"E
L27	14.38	S89°26'37"E
L28	14.13	S89°26'37"E
L29	14.13	S89°26'37"E
L30	14.13	S89°26'37"E
L31	14.13	S89°26'37"E
L32	14.13	S89°26'37"E
L33	14.13	S89°26'37"E
L34	14.13	S89°26'37"E
L35	14.13	S89°26'37"E
L36	14.13	S89°26'37"E
L37	14.13	S89°26'37"E
L38	14.13	S89°26'37"E
L39	14.13	S89°26'37"E
L40	14.13	S89°26'37"E

PERMETER ROAD 80' WIDE

ALLEN STREET

TURNER DR. APPARENT 20' WIDE GRAVEL HIGHWAY

APPROXIMATE CENTERLINE OF CREEK

APPROXIMATE CENTERLINE OF ROAD

APPROXIMATE CENTERLINE OF SECTION

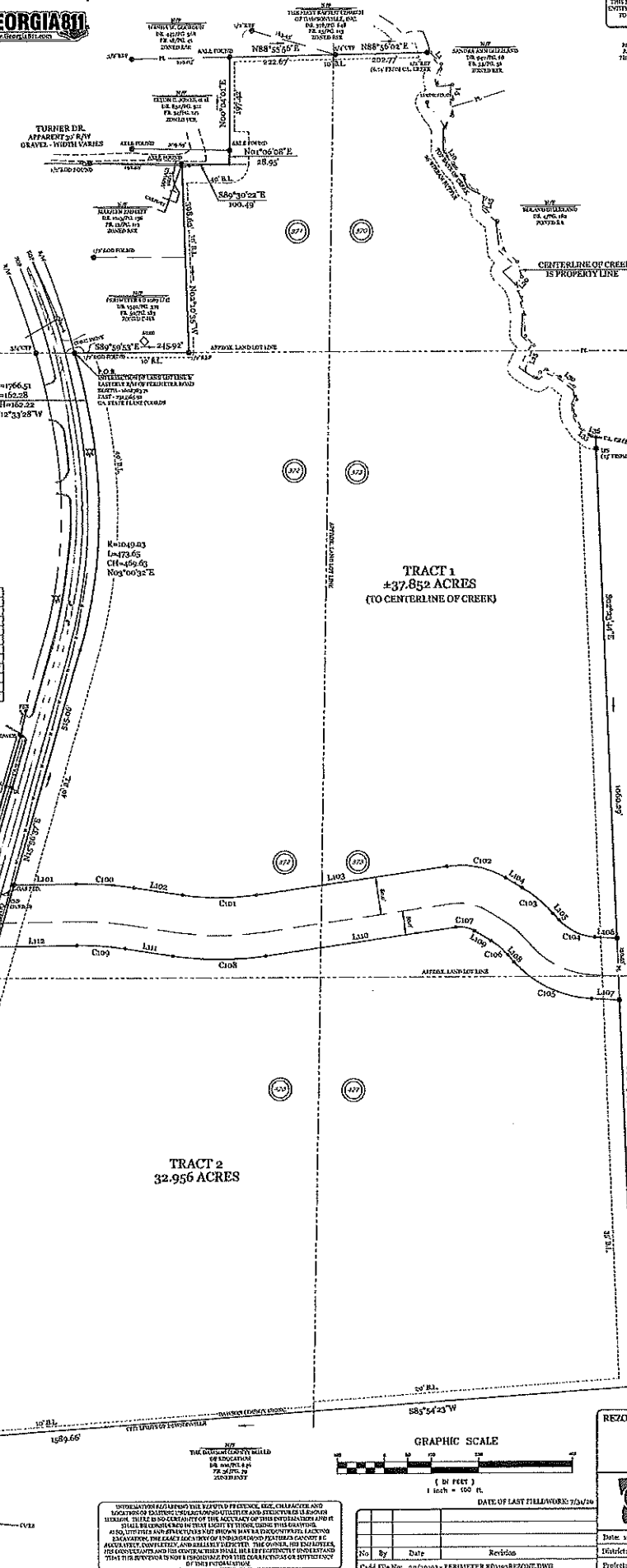
APPROXIMATE CENTERLINE OF TOWNSHIP

APPROXIMATE CENTERLINE OF COUNTY

APPROXIMATE CENTERLINE OF STATE

APPROXIMATE CENTERLINE OF NATION

APPROXIMATE CENTERLINE OF UNIVERSE

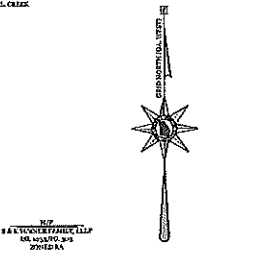


A TYPICAL 66' x 66' TOTAL STATION WAS USED TO OBTAIN THE DATA AND ANGLES. THE DATA WAS USED IN THE PREPARATION OF THIS PLAN.

THE FIELD DATA UPON WHICH THIS MAP OR PLAN IS BASED IS A COMBINATION OF FIELD DATA OF ONE FOOT IN 2500 FEET AND AN ANGULAR ERROR OF 60" PER ANGLE POINT, AND WAS ADJUSTED USING THE LEAST SQUARES METHOD.

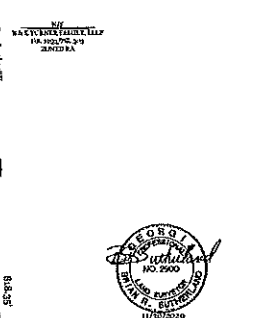
THIS MAP OR PLAN HAS BEEN CALCULATED FOR CLOSURE AND IS FOUND TO BE ACCURATE WITHIN ONE FOOT IN 100,000 FEET AND ONE CENT (0.01) ANGLE.

REFERENCES:
1) UNLIMITED WARRANTY DEED RECORDED IN DEED BOOK 1689, 204, FANNING COUNTY RECORDS.
2) ANNOX PLAN FOR B & K TURNER FAMILY, LLP RECORDED IN DEED BOOK 62, PAGE 165, FANNING COUNTY RECORDS.



LAND TABLE

LINE	LENGTH	BEARING
L1	33.74	S47°14'10"E
L2	10.41	S89°27'48"W
L3	33.69	S14°48'27"W
L4	21.65	S89°26'37"E
L5	31.16	S89°26'37"E
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L7	24.45	S89°26'37"E
L8	4.19	S89°26'37"E
L9	51.37	S89°26'37"E
L10	48.79	S89°26'37"E
L11	36.48	S89°26'37"E
L12	14.29	S89°26'37"E
L13	19.35	S89°26'37"E
L14	32.33	S89°26'37"E
L15	19.07	S89°26'37"E
L16	41.47	S89°26'37"E
L17	51.03	S89°26'37"E
L18	29.27	S89°26'37"E
L19	30.97	S89°26'37"E
L20	19.01	S89°26'37"E
L21	30.70	S89°26'37"E
L22	28.10	S89°26'37"E
L23	43.04	S89°26'37"E
L24	15.43	S89°26'37"E
L25	33.37	S89°26'37"E
L26	14.13	S89°26'37"E
L27	14.38	S89°26'37"E
L28	14.13	S89°26'37"E
L29	14.13	S89°26'37"E
L30	14.13	S89°26'37"E
L31	14.13	S89°26'37"E
L32	14.13	S89°26'37"E
L33	14.13	S89°26'37"E
L34	14.13	S89°26'37"E
L35	14.13	S89°26'37"E
L36	14.13	S89°26'37"E
L37	14.13	S89°26'37"E
L38	14.13	S89°26'37"E
L39	14.13	S89°26'37"E
L40	14.13	S89°26'37"E



THIS SURVEY WAS PREPARED IN CONFORMANCE WITH THE PROFESSIONAL STANDARDS AND ETHICS OF THE SURVEYING AND MAPPING INDUSTRY IN THE STATE OF GEORGIA AS SET FORTH IN CHAPTER 40 OF THE CODES OF THE OFFICIAL CODE OF GEORGIA AND THE PROFESSIONAL STANDARDS AND ETHICS OF THE SURVEYING AND MAPPING INDUSTRY.

REZONING PLAN FOR:
B & K TURNER FAMILY, LLLP

GEORGIA PREMIER LAND SERVICES, INC.
PROFESSIONAL LAND SURVEYOR
REGISTRATION NO. 2900
11/29/2020

Date: 12/9/2020 Land Lot: 370-271-272-273-274-275
Sheet No. 1 of 1

Project: 2002

UNLESS OTHERWISE SPECIFIED, THE SURVEYOR'S PREFERENCE, SIZE, CHARACTER AND LOCATION OF EVIDENCE SHALL BE DETERMINED BY THE SURVEYOR'S FIELD NOTES AND THIS PLAN. THE SURVEYOR'S FIELD NOTES SHALL BE CONSIDERED AS PART OF THIS PLAN. THE SURVEYOR'S FIELD NOTES SHALL BE CONSIDERED AS PART OF THIS PLAN. THE SURVEYOR'S FIELD NOTES SHALL BE CONSIDERED AS PART OF THIS PLAN.

No.	By	Date	Revision

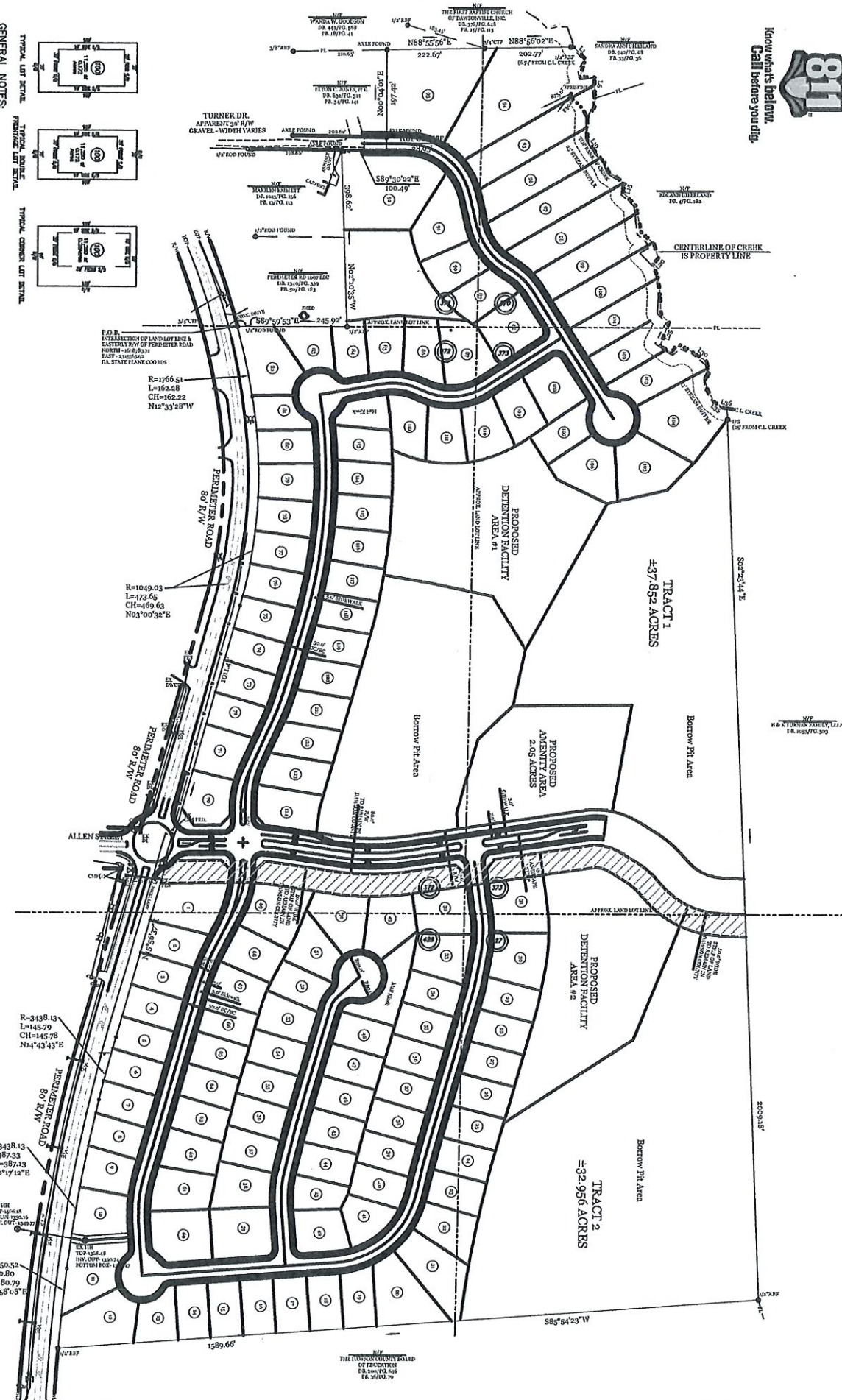
DATE OF LAST FIELD WORK: 7/24/20

Scale: 1 inch = 100 ft



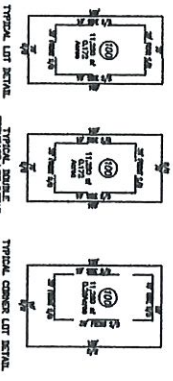
Know what's below. Call before you dig.

Amended 12/9/20

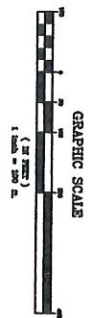


GENERAL NOTES:

1. PROPOSED CITY ZONING: R-3
2. EXISTING COUNTY ZONING: R-3 & R-4
3. PROPOSED COUNTY ZONING: R-3 & R-4
4. TOTAL AREA: 73.385 ACRES
5. AREA OF PERIMETER R/W AND 50' STRIP AREA TO BE ANNEXED: 2.977 ACRES
6. TOTAL AREA TO BE ANNEXED: 70.408 ACRES
7. TRACT 1: 37.852 ACRES
8. TRACT 2: 32.956 ACRES



5. MIN. LOT SIZE: 7,500 SF (75' x 100')
6. SETBACKS: FRONT: 30' SIDE: 10' REAR: 20'
7. FRONT-OF-YARD: SUBSTITUTION ROADS OR / PARKWAY OR DRIVE: 15' BACK OF CURB OR BACK OF DRIVE: 2' EXCEPT STRIPS AND 5' SIDEWAYS
8. THIS PHASE OF DEVELOPMENT TO BE SERVED BY GRANTY SANITARY SEWER AND DOMESTIC WATER SERVICE.



ANNEXATION & REZONING PLAN FOR
ALLEN STREET PROPERTIES, LLC
 PERIMETER RD. 73.385 AC TRACT
 L. L. 370, 371, 372, 373, 427, 428 • 12TH DIST.
 DAWSON COUNTY, GEORGIA

Civilscapes, Inc.
 CIVIL DESIGN & LANDSCAPE ARCHITECTURE
 7185 SHADY GROVE ROAD CUMMING, GEORGIA 30041
 OFFICE: 878-513-8836



REVISIONS		
NO.	DATE	REMARKS

DATE: 11/10/20
 PROJECT NO.: 20-065

**Perimeter Road
Tract 1 +/-37.852Acres**

All that tract or parcel of land lying and being in Land Lots 370, 371, 372 and 373 of the North Half of the 13th Land District, Dawson County, Georgia and being more particularly described as follows;

Beginning at the intersection of Land Lots 371 and 372 and the Easterly right of way of Perimeter Road (80' right of way), said point marked by a ½ inch Rod found; THENCE leaving said right of way and traveling on the Land Lot Line common to Land Lots 371 and 372, South 89 Degrees 59 Minutes 53 Seconds East for a distance of 245.92 feet to a point, said point marked by a ½ inch rebar pin found; THENCE leaving said Land Lot Line North 02 Degrees 10 Minutes 35 Seconds West for a distance of 398.62 feet to a point, said point marked by an Axle found; THENCE South 89 Degrees 30 Minutes 22 Seconds East for a distance of 100.49 feet to a point; THENCE North 01 Degrees 06 Minutes 08 Seconds East for a distance of 28.95 feet to a point, said point marked by an Axle found; THENCE North 00 Degrees 04 Minutes 01 Seconds East for a distance of 197.42 feet to a point, said point marked by an Axle found; THENCE North 88 Degrees 55 Minutes 56 Seconds East for a distance of 222.67 feet to a point, said point marked by a ¾ inch crimp top pipe found; THENCE North 88 Degrees 56 Minutes 02 Seconds East for a distance of 202.77 feet to a point in the centerline of a creek; THENCE traveling on said creek the following thirty-six (36) courses and distances:

South 43 Degrees 24 Minutes 16 Seconds East for a distance of 33.74 feet to a point; THENCE South 03 Degrees 27 Minutes 49 Seconds West for a distance of 10.41 feet to a point; THENCE South 14 Degrees 46 Minutes 27 Seconds West for a distance of 33.59 feet to a point; THENCE South 87 Degrees 54 Minutes 34 Seconds East for a distance of 31.95 feet to a point; THENCE South 01 Degrees 55 Minutes 32 Seconds East for a distance of 31.16 feet to a point; THENCE South 00 Degrees 02 Minutes 56 Seconds West for a distance of 35.15 feet to a point; THENCE South 36 Degrees 20 Minutes 50 Seconds West for a distance of 26.45 feet to a point; THENCE South 21 Degrees 59 Minutes 08 Seconds West for a distance of 4.19 feet to a point; THENCE South 01 Degrees 23 Minutes 05 Seconds East for a distance of 51.39 feet to a point; THENCE South 36 Degrees 11 Minutes 04 Seconds East for a distance of 28.79 feet to a point; THENCE South 39 Degrees 57 Minutes 03 Seconds East for a distance of 34.18 feet to a point; THENCE South 25 Degrees 14 Minutes 03 Seconds East for a distance of 24.29 feet to a point; THENCE South 59 Degrees 25 Minutes 33 Seconds East for a distance of 19.36 feet to a point; THENCE South 51 Degrees 41 Minutes 47 Seconds East for a distance of 25.33 feet to a point; THENCE South 12 Degrees 28 Minutes 30 Seconds West for a distance of 19.07 feet to a point; THENCE South 44 Degrees 35 Minutes 34 Seconds East for a distance of 41.47 feet to a point; THENCE South 12 Degrees 33 Minutes 16 Seconds East for a distance of 61.63 feet to a point; THENCE South 47 Degrees 50 Minutes 05 Seconds East for a distance of 39.37 feet to a point; THENCE South 17 Degrees 24 Minutes 49 Seconds East for a distance of 32.97 feet to a point; THENCE South 38 Degrees 35 Minutes 45 Seconds West for a distance of 19.01 feet to a point; THENCE South 21 Degrees 51 Minutes 22 Seconds East for a distance of 30.73 feet to a point; THENCE South 08 Degrees 14 Minutes 26 Seconds East for a distance of 38.16 feet to a point; THENCE South 02 Degrees 50 Minutes 11

Seconds East for a distance of 45.04 feet to a point; THENCE South 43 Degrees 16 Minutes 26 Seconds East for a distance of 26.42 feet to a point; THENCE South 20 Degrees 08 Minutes 22 Seconds West for a distance of 55.37 feet to a point; THENCE South 56 Degrees 50 Minutes 55 Seconds East for a distance of 30.32 feet to a point; THENCE North 31 Degrees 21 Minutes 31 Seconds East for a distance of 14.38 feet to a point; THENCE North 67 Degrees 40 Minutes 49 Seconds East for a distance of 14.23 feet to a point; THENCE South 60 Degrees 56 Minutes 10 Seconds East for a distance of 32.92 feet to a point; THENCE South 55 Degrees 54 Minutes 24 Seconds East for a distance of 36.09 feet to a point; THENCE South 11 Degrees 17 Minutes 10 Seconds East for a distance of 27.95 feet to a point; THENCE South 32 Degrees 47 Minutes 51 Seconds West for a distance of 15.14 feet to a point; THENCE South 11 Degrees 54 Minutes 42 Seconds East for a distance of 21.43 feet to a point; THENCE South 28 Degrees 24 Minutes 57 Seconds East for a distance of 33.77 feet to a point; THENCE South 57 Degrees 40 Minutes 33 Seconds East for a distance of 24.43 feet to a point; THENCE South 79 Degrees 46 Minutes 55 Seconds East for a distance of 8.47 feet to a point;

THENCE leaving said centerline creek South 02 Degrees 23 Minutes 44 Seconds East for a distance of 1060.29 feet to a point; THENCE traveling North 87 Degrees 08 Minutes 15 Seconds West for a distance of 48.10 feet to a point; THENCE along a curve to the right having a radius of 110.00 feet and an arc length of 86.39 feet being subtended by a chord bearing of North 64 Degrees 38 Minutes 15 Seconds West and a chord distance of 84.19 feet to a point; THENCE North 42 Degrees 08 Minutes 15 Seconds West for a distance of 19.39 feet to a point; THENCE along a curve to the left having a radius of 290.00 feet and an arc length of 85.86 feet being subtended by a chord bearing of North 50 Degrees 37 Minutes 08 Seconds West and a chord distance of 85.54 feet to a point; THENCE North 59 Degrees 06 Minutes 00 Seconds West for a distance of 40.85 feet to a point; THENCE along a curve to the left having a radius of 190.00 feet and an arc length of 129.95 feet being subtended by a chord bearing of North 78 Degrees 41 Minutes 37 Seconds West and a chord distance of 127.43 feet to a point; THENCE South 81 Degrees 42 Minutes 46 Seconds West for a distance of 407.62 feet to a point; THENCE along a curve to the right having a radius of 532.74 feet and an arc length of 156.84 feet being subtended by a chord bearing of North 89 Degrees 51 Minutes 12 Seconds West and a chord distance of 156.27 feet to a point; THENCE North 81 Degrees 25 Minutes 09 Seconds West for a distance of 106.01 feet to a point; THENCE along a curve to the left having a radius of 766.62 feet and an arc length of 124.19 feet being subtended by a chord bearing of North 86 Degrees 03 Minutes 37 Seconds West and a chord distance of 124.06 feet to a point; THENCE South 89 Degrees 17 Minutes 56 Seconds West for a distance of 133.13 feet to a point on the easterly right of way of Perimeter Road (80' right of way), said point marked by a ½ inch rebar pin set; THENCE traveling on said Perimeter Road right of way North 15 Degrees 56 Minutes 37 Seconds East for a distance of 515.06 feet to a point; THENCE along a curve to the left having a radius of 1049.03 feet and an arc length of 473.65 feet being subtended by a chord bearing of North 03 Degrees 00 Minutes 32 Seconds East and a chord distance of 469.63 feet to a point; THENCE along a curve to the left having a radius of 1766.51 feet and an arc length of 162.28 feet being subtended by a chord bearing of North 12 Degrees 33 Minutes 28 Seconds West and a chord distance of 162.22 feet to a point, said point being THE TRUE POINT OF BEGINNING.

Said property contains +/-37.852 Acres.

Amended 12/9/20

**Perimeter Road
Tract 2
32.956 Acres**

All that tract or parcel of land lying and being in Land Lots 372, 373, 427 and 428 of the North Half of the 13th Land District, Dawson County, Georgia and being more particularly described as follows;

To find the True Point of Beginning, commence at the intersection of Land Lots 371 and 372 and the Easterly right of way of Perimeter Road (80' right of way), said point marked by a ½ inch Rod found; Thence traveling on said Perimeter Road right of way the following three (3) courses and distances:

along a curve to the right having a radius of 1766.51 feet and an arc length of 162.28 feet being subtended by a chord bearing of South 12 Degrees 33 Minutes 28 Seconds East and a chord distance of 162.22 feet to a point; THENCE along a curve to the right having a radius of 1049.03 feet and an arc length of 473.65 feet being subtended by a chord bearing of South 03 Degrees 00 Minutes 32 Seconds West and a chord distance of 469.63 feet to a point; THENCE continuing on said right of way South 15 Degrees 56 Minutes 37 Seconds West for a distance of 650.74 feet to a point, said point marked by a ½ inch rebar pin set, said point being THE TRUE POINT OF BEGINNING.

THENCE from said point as thus established, North 89 Degrees 17 Minutes 56 Seconds East for a distance of 171.99 feet to a point; THENCE along a curve to the right having a radius of 636.62 feet and an arc length of 103.13 feet being subtended by a chord bearing of South 86 Degrees 03 Minutes 37 Seconds East and a chord distance of 103.02 feet to a point; THENCE South 81 Degrees 25 Minutes 09 Seconds East for a distance of 106.01 feet to a point; THENCE along a curve to the left having a radius of 662.74 feet and an arc length of 195.11 feet being subtended by a chord bearing of South 89 Degrees 51 Minutes 12 Seconds East and a chord distance of 194.41 feet to a point; THENCE North 81 Degrees 42 Minutes 46 Seconds East for a distance of 407.62 feet to a point; THENCE along a curve to the right having a radius of 60.00 feet and an arc length of 41.04 feet being subtended by a chord bearing of South 78 Degrees 41 Minutes 37 Seconds East and a chord distance of 40.24 feet to a point; THENCE South 59 Degrees 06 Minutes 00 Seconds East for a distance of 40.85 feet to a point; THENCE along a curve to the right having a radius of 160.00 feet and an arc length of 47.37 feet being subtended by a chord bearing of South 50 Degrees 37 Minutes 08 Seconds East and a chord distance of 47.20 feet to a point; THENCE South 42 Degrees 08 Minutes 15 Seconds East for a distance of 19.39 feet to a point; THENCE along a curve to the left having a radius of 240.00 feet and an arc length of 188.50 feet being subtended by a chord bearing of South 64 Degrees 38 Minutes 15 Seconds East and a chord distance of 183.69 feet to a point; THENCE South 87 Degrees 08 Minutes 15 Seconds East for a distance of 60.06 feet to a point, said point marked by a ½ inch rebar pin set; THENCE traveling South 02 Degrees 23 Minutes 44 Seconds East for a distance of 818.35 feet to a point, said point marked by a ½ inch rebar pin found; THENCE South 85 Degrees 54 Minutes 23 Seconds West for a distance of 1589.65 feet to a point on the easterly right of way of Perimeter Road (80' right of way), said point marked by a ½ inch rebar pin found;

THENCE traveling on said Perimeter Road right of way the following four (4) courses and distances:

along a curve to the right having a radius of 4750.52 feet and an arc length of 180.80 feet being subtended by a chord bearing of North 05 Degrees 58 Minutes 08 Seconds East and a chord distance of 180.79 feet to a point; THENCE along a curve to the right having a radius of 3438.13 feet and an arc length of 387.33 feet being subtended by a chord bearing of North 10 Degrees 17 Minutes 12 Seconds East and a chord distance of 387.13 feet to a point; THENCE along a curve to the right having a radius of 3438.13 feet and an arc length of 145.79 feet being subtended by a chord bearing of North 14 Degrees 43 Minutes 43 Seconds East and a chord distance of 145.78 feet to a point; THENCE North 15 Degrees 56 Minutes 37 Seconds East for a distance of 360.69 feet to a point, said point being THE TRUE POINT OF BEGINNING.

Said property contains 32.956 Acres

City Council:
John Walden
Caleb Phillips
William Ilg
Mark French



Michael Eason
Mayor

Robert Bolz
City Manager

Beverly Banister
City Clerk

David Picklesimer
Planning Director

Stacy Harris
Zoning Admin Assistant

Planning Commission:

Matt Fallstrom
Randy Davis
Anna Tobolski
Sandy Sawyer

415 Highway 53 East, Suite 100
Dawsonville, GA 30534
Office (706)265-3256 Fax (706)265-4214
www.dawsonville.com

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 C2100043 and ZA C2100043: Allen Street Properties, LLC and B & K Turner Family, LLP have petitioned to annex into the city limits of Dawsonville the **70.808 acres (amended application)** tract known as a portion of TMP 093 004 001, located at Perimeter Road, with a request to rezone from County Zoning of RSR (Residential Sub Rural) and RA (Restricted Agriculture) to City Zoning of R3 (Single Family Residential). Public Hearing Dates: Planning Commission on September 13, 2021 and City Council on October 4, 2021. City Council for a decision on October 18, 2021.

VAR C2200007: SDH Atlanta, LLC has requested the following variance for TMP 093 006 008 Located at 112 Kenneth Drive; requesting a special exception regarding a driveway grade. Public Hearing Date: Planning Commission on September 13, 2021.

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.

PUBLIC NOTICE ON ZONING

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

THE APPLICATION IS FOR:

ANX/ZA C2100043

HEARINGS WILL BE HELD BY:

PLANNING COMMISSION:

CITY COUNCIL:

DATE: **9-13-21**

DATE: **10-04-21**

TIME: **5:30 PM**

TIME: **5 PM**

HEARING LOCATION: **5 PM**

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

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

THIS SIGN NOT TO BE REMOVED

**PUBLIC NOTICE
ON ZONING**

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

THE APPLICATION IS FOR:
ANX/ZA-2100043

HEARINGS WILL BE HELD BY:

PLANNING COMMISSION:	CITY COUNCIL:
DATE: 9-13-21	DATE: 10-04-21
TIME: 5:30PM	TIME: 5 PM

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

FOR ADDITIONAL INFORMATION CALL
CITY PLANNING & ZONING DEPT AT 706-236-5271

THIS SIGN NOT TO BE REMOVED WITHOUT PERMISSION

**PUBLIC NOTICE
ON ZONING**

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

THE APPLICATION IS FOR:
ANX/ZA C2100043

HEARINGS WILL BE HELD BY:

PLANNING COMMISSION:	CITY COUNCIL:
DATE: 9-13-21	DATE: 10-04-21
TIME: 5:30 PM	TIME: 5 PM

HEARING LOCATION: **5**
DAWSONVILLE MUNICIPAL COMPLEX
415 HIGHWAY 53 E SUITE 100
DAWSONVILLE, GA 30534

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

THIS SIGN NOT TO BE REMOVED WITHOUT AUTHORIZATION

containing envelope must be marked with the appropriate bid number and title. Immediately following the deadline the names and bid prices of bidders will be recorded and read in the Administration Training Room at the above address. The Dawson County Board of Commissioners reserves the right to reject any and all proposals and to waive any technicalities or irregularities and to award the bid based on the highest and best interests of Dawson County.

55662 8/25

Dawson County Invitation for Bids

IFB #391-21 HOT ASPHALTIC MIX

Deadline: September 8, 2021 at 10:30 AM, EST

Dawson County Purchasing Department on behalf of the Dawson County Board of Commissioners is issuing this Invitation for Bids (IFB) to solicit sealed bids from qualified firms/individuals who provide various hot asphaltic mixes. Detailed bid documents are available at www.dawsoncounty.org.

There will not be a pre-bid meeting for this solicitation. Questions in reference to the above IFB must be in writing to the Dawson County Purchasing Manager, Melissa Hawk at mhawk@dawsoncounty.org by 1:00 p.m., on August 30, 2021. All answers will be posted to website no later than September 1, 2021, by 1:00PM, EST. Addenda, where applicable, will be posted in the same manner.

Sealed bids may be delivered to 25 Justice Way, Suite 2223, Dawsonville, GA 30534 until 10:30AM, on September 8, 2021. The outside of the shipping container/envelope must be marked with the appropriate bid number and title. Immediately following the deadline the names and bid prices of bidders will be recorded and read in the Administration Training Room at the above address. The Dawson County Board

are required to make immediate payment. This 19th day of August, 2021.

Shelly T. Martin, Attorney at law
Patricia Sitzwohl Executrix of the Estate of Kirk Francis Sitzwohl
3 5 Sassafras Grove
Dawsonville, Georgia 30534

55663 8/25,9/1,8,15

NOTICE TO DEBTORS & CREDITORS

All creditors to the Estate of Shirley Jean Day, late of Dawson County, Georgia, are hereby notified to render in their demands to the undersigned. According to the law, all persons indebted to the said estate are required to make immediate payment. This 19th day of August, 2021.

Shelly T. Martin, Attorney at law
Julia Lynn Browning Executrix of the Estate of Shirley Jean Day
128 Valley Brook Circle W
Dawsonville, Georgia 30534

55664 8/25,9/1,8,15

NOTICE TO DEBTORS AND CREDITORS

All creditors of the estate of JAMES L. NICOL, late of Dawson County, Georgia, deceased, are hereby notified to render their demand to the undersigned according to law, and all persons indebted to said estate are required to make immediate payment.

This 20th day of August, 2021.

SHEILA T. NICOL

As Executor of the Estate of JAMES L. NICOL, Deceased Estate No. 2021-ES-76

c/o Ronald D. Reemsnyder, Esq.

Mozley, Finlayson & Loggins, LLP
1050 Crown Pointe Parkway, Suite 1500
Atlanta, GA 30338
(404) 256-0700

55668 8/25,9/1,8,15

c/o Baker & Summy, PC
6340 Sugarloaf Parkway, Suite 200
Duluth, GA 30097
Telephone 404-566-4535
Fax 404-566-4536

55665 8/25,9/1,8,15

STATE OF GEORGIA, COUNTY OF DAWSON

IN RE: ESTATE OF ERNEST SATTERFIELD

All creditors of the Estate of ERNEST SATTERFIELD, deceased, late of DAWSON County, are hereby notified to render their demands to the undersigned according to law, and all persons indebted to said estate are required to make immediate payment to me. This 11th day of August, 2021.

JAMES C. WEIDNER
OLIVER & WEIDNER, LLC
ON BEHALF OF ERNEST SATTERFIELD Georgia Bar No. 745888
854 Washington Street, Suite 300
Clarkesville, GA 30523
706-754-9000

55499 8/18,25,9/1,8

Gainesville
c/o Joseph A. Homans
Fox Chandler Homans
Hicks & McKinnon, LLP
P.O.Box 477
Dawsonville, GA 30534
Please be governed accordingly.

55432 8/11,18,25,9/1

Public Hearings

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 C2100043 and ZA C2100043: Allen Street Properties, LLC and B & K

Gregory Van Lan has petitioned for Van Langston to be administrator(s) of the estate of STAN LANGSTON deceased, of said estate. (The petitioner applied for waiver of reports statements, and certain powers in O.C.G.A. § 5. All interested parties hereby notified cause why said should not be granted objections to the must be in writing forth the grounds such objections, must be filed with on or before September 13th 2021. BE NOTIFIED FOR objections to the must be in writing forth the grounds such objections.

Place your ad today.

Call

706-265-3384

Dawson County

missioners reserves the right to reject any proposals and to any technicalities and to the bid based on the and best interests on County.
55661 8/25

Business Organizations

NOTICE TO DEBTORS AND CREDITORS
STATE OF GEORGIA
COUNTY OF DAWSON
IN RE: ESTATE OF SHARON TERESA BAYNE
All creditors of the estate of SHARON TERESA BAYNE, late of Dawson County, deceased, are hereby notified to render in their demands to the undersigned according to law, and all persons indebted to law, and all persons indebted to said estate are required to make immediate payment. This 9th day of August 2021
NAME: TAYLOR GRACE BAYNE - BALENTINE, Executrix
EXECUTOR
SHARON TERESA BAYNE, deceased
ADDRESS: c/o R. Thad McCormack
McCormack Law Firm
1730 Thompson Bridge Road
Gainesville, GA 30501
55552 8/25,9/1,8,15

As given that articles of incorporation that will be filed with Georgia Secretary of State in accordance with Georgia Nonprofit Code. The registered office of the corporation is located at 2 Nicholson Road, 30028 and its registered agent address is Carol
8/18,25

Debtors & Creditors

NOTICE TO DEBTORS AND CREDITORS
In RE: SUSAN LEE BRUMLEY, deceased
Estate#: 2021-ES-118
All creditors of the estate of SUSAN LEE BRUMLEY, deceased, late of DAWSON County, are hereby notified to render their demands to the undersigned according to the law, and all persons indebted to said estate

Foreclosures

(HUGHES) NOTICE OF FORECLOSURE OF RIGHT TO REDEEM
TO: TOMMY HUGHES; OCCUPANT OF 7142 HIGHWAY 53 EAST, DAWSONVILLE, GA 30534; OTHER KNOWN AND UNKNOWN PARTIES WITH A LEGAL INTEREST IN THE REAL PROPERTY AT ISSUE
Take notice that: The right to redeem the following described property, to wit: All that tract or parcel of land lying and being in Land Lot 439 of the South Half of the 13th District, 1st Section, Dawson County, Georgia, being a 13.50 acre, more or less, tract as shown on that certain platted survey for Mountainview Development Company, Inc., by Jimmy D. Bullock, R.J.S. No. 1765, dated June 24, 1999, said survey being recorded in Plat Book 51, Page 229, Dawson County, Georgia records, which survey is incorporated herein for a more complete description of the subject property.
The Property is subject to: A one-half undivided interest of subject property being held by a third party. Flowage Easement to United States of America filed in Deed Book X, Page 396, Dawson County records. Judgment of Court in favor of Oglethorpe Power filed in Deed Book 278, Pages 1-5 and Deed Book 598, Page 262, Dawson County records. As described in Deed Book 1180, Page 50. Further described as Map & Parcel L15120001.
will expire and be forever foreclosed and barred on the 1st day of October, 2021. The tax deed to which this notice relates is dated the 7th day of July, 2020 and is recorded in the office of the Clerk of the Superior Court of Dawson County, Georgia in Deed Book 1430 at pages 574-575.
The property may be redeemed at any time

NOTICE TO DEBTORS AND CREDITORS
STATE OF GEORGIA
COUNTY OF DAWSON
All creditors of the Estate of Mary Anne Waits, late of Dawson County, Georgia, deceased, are hereby notified to render in their demands to the undersigned according to law, and all persons indebted to said estate are required to make immediate payment. This 17th day of August, 2021.
Jana Lindsey
Executor of the Estate of Mary Anne Waits
1660 Durrett Way
Dunwoody, GA 30338
55594 8/25,9/1,8,15

NOTICE TO DEBTORS AND CREDITORS
STATE OF GEORGIA
COUNTY OF DAWSON
In RE: SUSAN LEE BRUMLEY, deceased
Estate#: 2021-ES-118
All creditors of the estate of SUSAN LEE BRUMLEY, deceased, late of DAWSON County, are hereby notified to render their demands to the undersigned according to the law, and all persons indebted to said estate

Turner Family, LLP have petitioned to annex into the city limits of Dawsonville the 70.808 acres (amended application) tract known as a portion of TMP 093 004 001, located at Perimeter Road, with a request to rezone from County Zoning of RSR (Residential Sub Rural) and RA (Restricted Agriculture) to City Zoning of R3 (Single Family Residential). Public Hearing Dates: Planning Commission on September 13, 2021 and City Council on October 4, 2021. City Council for a decision on October 18, 2021.
VAR C2200007: SDH Atlanta, LLC has requested the following variance for TMP 093 006 008 Located at 112 Kenneth Drive;

requesting a special exception regarding a driveway grade. Public Hearing Date: Planning Commission on September 13, 2021.

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.
55554 8/25,9/1

Probate Notices

IN THE PROBATE COURT OF DAWSON COUNTY STATE OF GEORGIA
IN RE: ESTATE OF STANLEY NEAL LANGSTON

objections should be sworn to before a notary public or before a probate court clerk, and filing fees must be tendered with your objections, unless you qualify to file as an indigent party. Contact probate court personnel for the required amount of filing fees. If any objections are filed, a hearing will be (scheduled at a later date). If no objections are filed, the petition may be granted without a hearing.
Jude Jennifer Burt
Judge of the Probate Court
By: Allie Phillips
25 Justice Way, Suite 4332
Dawsonville, GA 30534
(706)344-3580
55444 8/18,25,9/1,8

IN THE PROBATE COURT OF DAWSON COUNTY STATE OF GEORGIA

IN RE: ESTATE OF DALE LEARY CHENEY DECEASED
ESTATE NO. 2021-ES-119
PETITION FOR LETTERS OF ADMINISTRATION NOTICE
and to whom it may concern:
Melanie Joy Buhl has petitioned for Melanie Joy Buhl to be appointed administrator(s) of the estate of DALE LEARY CHENEY deceased, of said county. (The petitioner has also applied for waiver of bond, waiver of reports, waiver of statements, and/or grant of certain powers contained in O.C.G.A. § 53-12-261.) All interested persons are hereby notified to show cause why said petition should not be granted. All objections to the petition must be in writing, setting forth the grounds of any such objections, and must be filed with the Court on or before September 13th, 2021
BE NOTIFIED FURTHER: All objections to the petition must be in writing, setting forth the grounds of any

ANX/ZA C2100043

TRAFFIC IMPACT STUDY

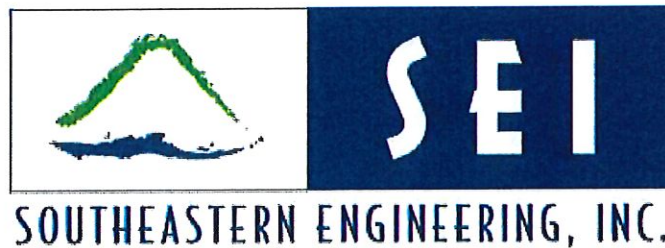
FOR

PERIMETER ROAD TRACT

Dawson County, GA

Prepared For:
Civilscales, Inc.
Cumming, GA 30041

Prepared By:



2470 Sandy Plains Road
Marietta, GA 30066

November 6, 2020

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EXECUTIVE SUMMARY

A residential development with 137 single-family detached homes is proposed in Dawson County, GA. The proposed development on Perimeter Road will have one access road that will align with Allen Street at its existing intersection with Perimeter Road. This study analyzes traffic impacts on the surrounding roadway network upon full build-out of the development, which is planned for 2025.

Based on the operational analysis, the study intersections are operating at an acceptable level of service, LOS B and C, in the existing year (2020). The study intersections are expected to operate acceptably at LOS B-D, with or without the development in the future year (2025). The site plan proposes a right turn lane on Perimeter Road and a channelized right-turn and a shared left-through lane for the access road.

Based on the findings of the analyses, the study intersections are expected to operate at an acceptable level of service in the future with the proposed development. The impact of the proposed development on the adjacent roadway network is minimal. Since the traffic impact caused by the development is minimal, no additional mitigation is recommended for the roadway network or study intersections based on the operational analysis.

INTRODUCTION

Southeastern Engineering, Inc. conducted this traffic impact study for the Perimeter Road Tract, residential development in Dawson County, GA. The development site is located east of Perimeter Road. The proposed development will have 137 units of single-family detached homes with one proposed access road, which will align with Allen Street at the existing T-intersection of Perimeter Road at Allen Street. A map of the development's general location is shown in Figure 1.

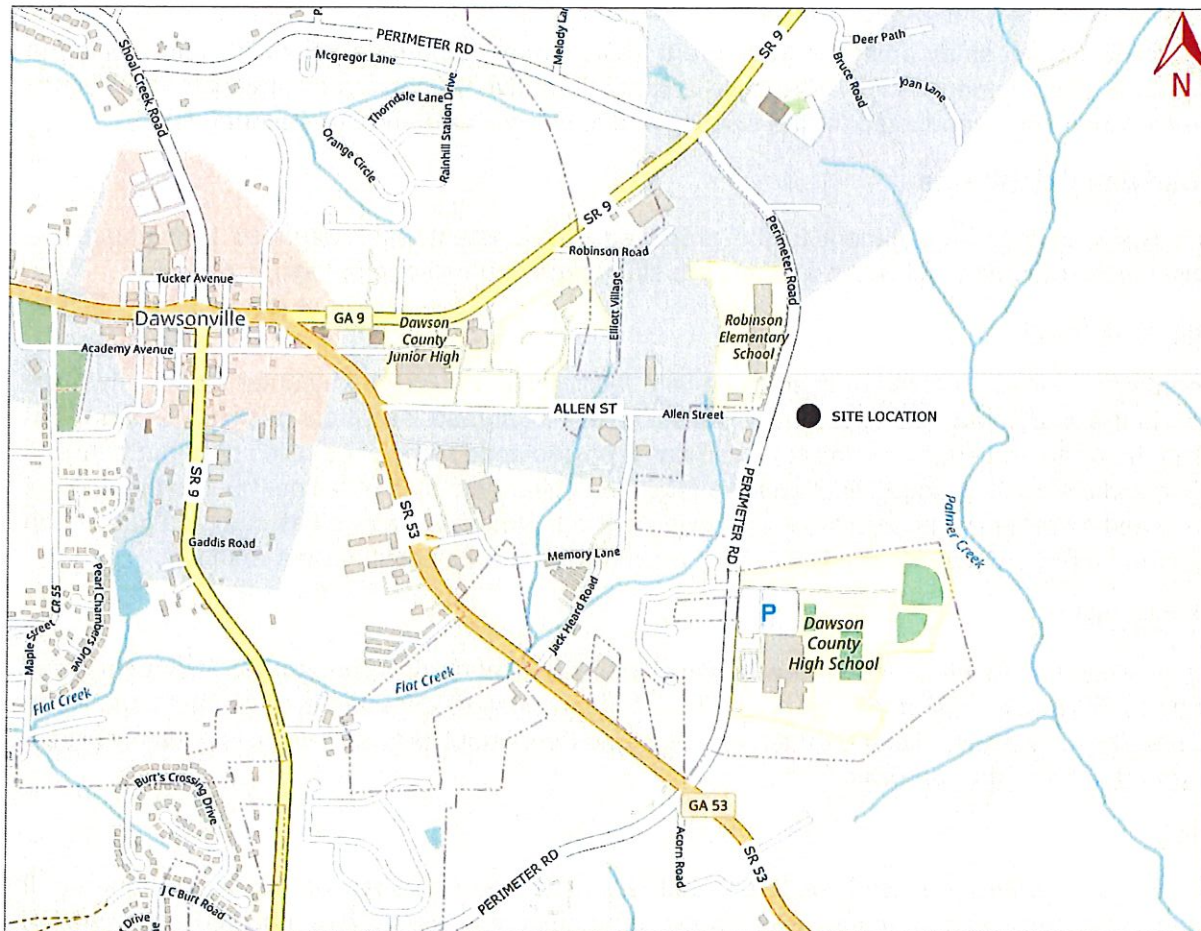


Figure 1 Site Location

The purpose of this study is to identify potential traffic impacts of the proposed residential development on the surrounding roadway network and recommend improvements to reduce those impacts if necessary. The study includes the existing and future peak hour traffic operations and capacity analysis at study intersections as well as any proposed site access. Operational improvements will be analyzed to mitigate the traffic impact caused by the proposed development if needed. Based on the results of the capacity analysis for the study intersections and site access, recommendations will be made for the required geometry and traffic control.

PROJECT DESCRIPTION

The site plan for the development proposes a total of 137 single-family detached homes with one proposed access road. The proposed access road aligns with Allen Street at the existing T-intersection of Perimeter Road at Allen Street. This study analyzes traffic upon full built-out of the proposed development, which is planned for 2025. The proposed site plan is included in **Appendix A**.

EXISTING TRAFFIC CONDITIONS

The traffic impact study analyzes the current traffic operations on the adjacent roadways in the proposed development vicinity. Capacity analysis and level of service evaluations of the study intersections were conducted for the existing and future no-build and build scenarios.

Roadway Conditions

The roadway network adjacent to the proposed development was examined to evaluate the existing roadway conditions. An aerial of the study area can be seen in **Figure 2**.

Perimeter Road

Perimeter Road alternates between a two-lane facility with and without a center two-way left-turn lane in the study area. It is functionally classified as a local road, and it connects to SR 9 and SR 53 in the north and south. Perimeter Road has a posted speed limit of 45 miles per hour between SR 9 and SR 53. The speed limit on Perimeter Road changes to 35 miles per hour to the north of SR 9 and 40 miles per hour to the southwest of SR 53. Sidewalks, as well as curb and gutter, can be found throughout its length, but it is not a consistent characteristic for the roadway.

Allen Street

Allen Street is a two-lane facility that is classified as a local road. It connects to Perimeter Road and SR 53 in the east and west. Allen Road has a posted speed limit of 25 miles per hour. Sidewalks, as well as curb and gutter, can be found throughout its length, but it is not a consistent characteristic for the roadway.

SR 53

SR 53 is an undivided two-lane street that is functionally classified as a principal arterial. It connects to SR 9 and Perimeter Road in the north and south. SR 53 has a posted speed limit of 45 miles per hour, which changes to 35 miles per hour to the north after the intersection of SR 53 at Jack Heard Drive.

SR 9

SR 9 is an undivided two-lane street that is functionally classified as a minor arterial. It connects to Perimeter Road and SR 53 in the east and west. It has a posted speed limit of 45 miles per hour, which changes to 35 miles per hour to the east after the intersection of SR 9 at Robinson Road.

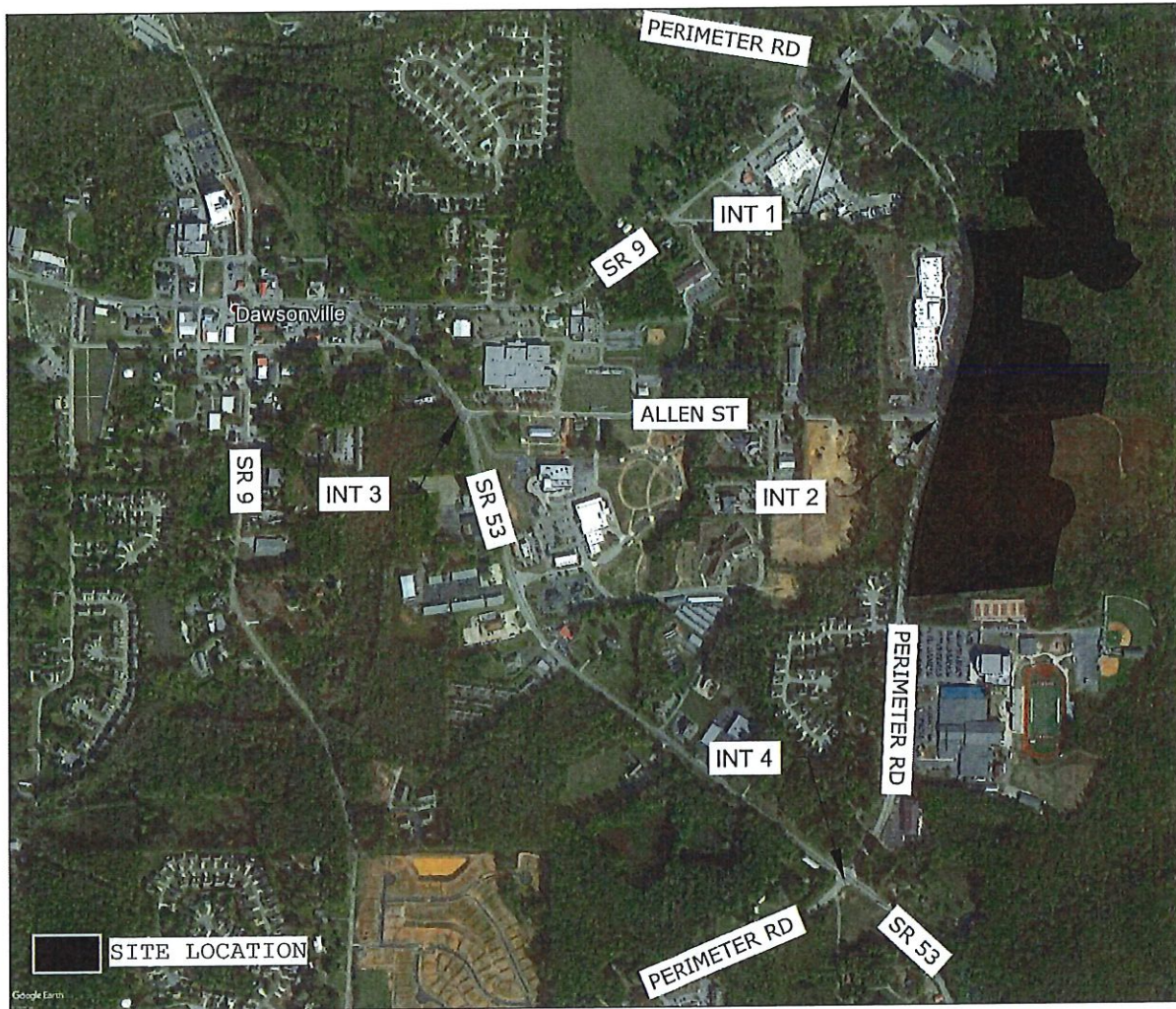
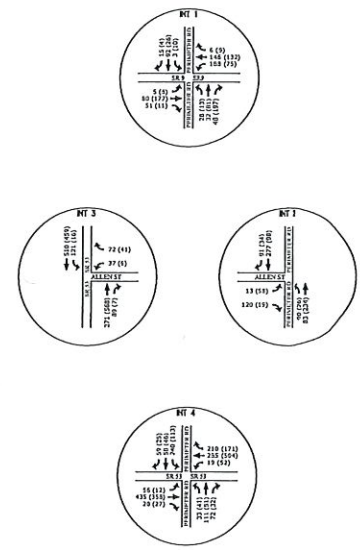
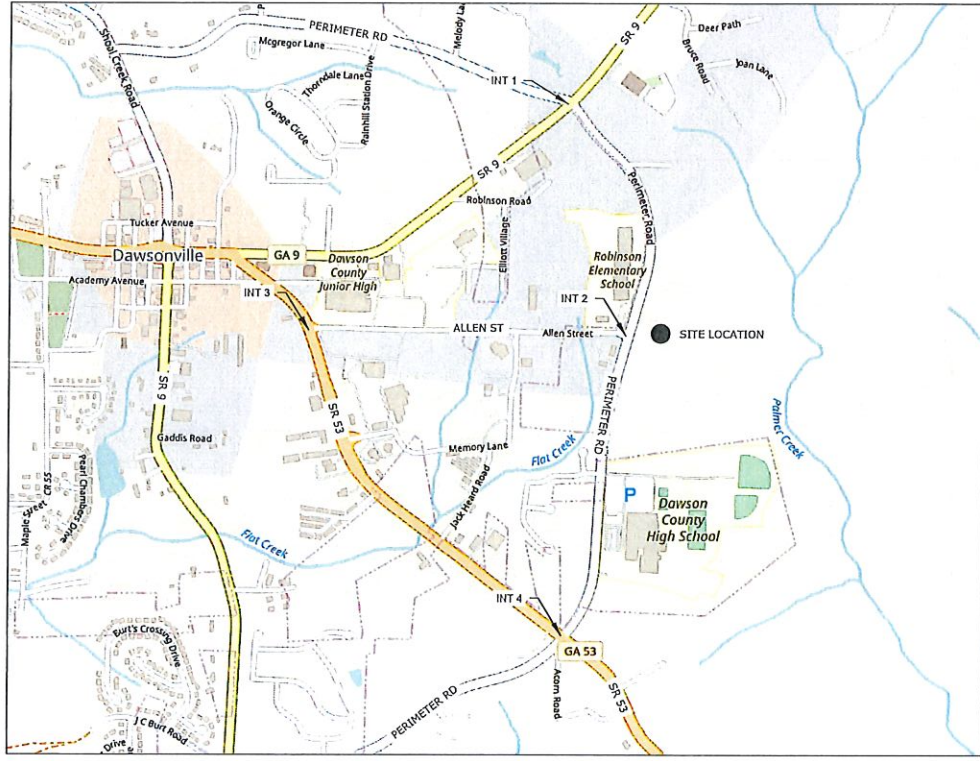


Figure 2 Study Area

Existing Traffic Patterns

Existing traffic volumes at the study intersections were collected on October 21, 2020. The average daily traffic on Perimeter Road and Allen Street was 4,140 and 1,685 vehicles per day, respectively. The study analyzes weekday morning and evening peak hour traffic conditions within the immediate site vicinity. The collected traffic counts were also used to determine the distribution for anticipated trips generated by the development. The existing count data are included in **Appendix B**. The existing A.M. and P.M. peak hour traffic volumes for the study area intersections are illustrated in **Figure 3**.

JURISDICTION	PROJECT NO./REV	SHEETS	TOTAL SHEETS
DAWSON COUNTY	1236-20-203		



Legend: AM (PM)

PROPERTY AND E.A.W LINE	STORY LINE	1
REQUIRED RW LINE	TELEPHONE LINE	2
CONSTRUCTION LIMITS	ON POWER LINE	3
PERMANENT EASEMENT FOR PAVEMENT	US POWER LINE	4
TEMPORARY EASEMENT FOR CONSTRUCTION	WATER LINE	5
EASEMENT FOR CONSTRUCTION OF DRIVEWAYS	FIRE OPTIC LINE	6
PERMANENT DRAINAGE EASEMENT	GAS LINE	7
	SANITARY SEWER LINE	8
	LIGHTING CONDUIT	9
	RETAINING WALL	10
	LIMIT OF DISTURBANCE	11

FIGURE 3



EXISTING (2020) PEAK HOUR VOLUMES

REVISION DATES	DATE

PERIMETER ROAD TRACT

SHEET NO.

Level of Service Methodology

Intersection capacity analyses were performed using the methodology outlined in the Highway Capacity Manual, 6th Edition (HCM). This methodology is the industry standard for the evaluation of intersection capacity and delay. To facilitate the analysis, computer software Synchro was used. This software conforms to the methodology of the HCM.

An analysis of peak hour traffic conditions was performed to determine the level of service (LOS) at the study intersections. LOS for an intersection is based on vehicular delay at the intersection and is a typical measure of effectiveness used to evaluate intersection operations. The HCM provides ranges of delay for each LOS definition, spanning from very minimal delays (LOS A) to high delays (LOS F). LOS F is considered unacceptable for most drivers.

For unsignalized intersections, where a stop sign controls side streets or minor streets, the criterion for evaluating traffic operations is the LOS for the controlled turning movements at the intersection. Methodology from the HCM to determine the delay and LOS for these turning movements is based on the following input data:

- Intersection geometry
- Lane configuration
- Turning movement volumes

For the signalized intersections, Synchro software was used to determine LOS, based on the following input data:

- Intersection geometry
- Lane configuration
- Turning movement volumes
- Existing traffic signal timing

Table 1 below indicates the relationship between delay and LOS for signalized and unsignalized intersections, respectively.

Table 1: Level of Service for Signalized and Unsignalized Intersections		
Level of Service	Control Delay Per Vehicle (sec)	
	Signalized Intersection	Unsignalized Intersection
A	≤10	≤10
B	>10 and ≤20	>10 and ≤15
C	>20 and ≤35	>15 and ≤25
D	>35 and ≤55	>25 and ≤35
E	>55 and ≤80	>35 and ≤50
F	>80	>50

Existing Conditions Level of Service

The level of service for the existing conditions was determined using Synchro 10, which follows the HCM methodology. All study intersections are minor-street stop-controlled intersections except for the intersection of SR 53 at Perimeter Road, which is a signalized intersection. The result of the existing intersection capacity analysis is summarized in **Table 2** and are included in **Appendix C**.

Table 2: Level of Service and Delay for Existing Year (2020)			
Intersection	Control Type	Delay (LOS)	
		AM	PM
SR 9 at Perimeter Road	Minor-Street Stop-Controlled	23 (C)	17 (C)
Perimeter Road at Allen Street	Minor-Street Stop-Controlled	12 (B)	11 (B)
SR 53 at Allen Street	Minor-Street Stop-Controlled	16 (C)	14 (B)
SR 53 at Perimeter Road	Signalized	23 (C)	15 (B)

The study intersections are operating at an acceptable level of service, LOS B and C, in the existing conditions.

FUTURE CONDITIONS - WITHOUT THE PROPOSED DEVELOPMENT (NO - BUILD)

In order to assess the impact of the proposed development on the roadway network, traffic operations at the study intersections were analyzed and evaluated in the future year (2025) without the proposed development (No-Build) to compare with the future conditions with the proposed development (Build).

Growth Rate Determination

As the development is expected to be completed in 2025 a growth rate will be applied to existing traffic volumes to calculate 2025 base year traffic volumes for analysis with the development generated trips. The growth rate for the study was calculated using annual volume statistics from GDOT’s Traffic & Data Application, Habersham County population estimates from the U.S. Census Bureau, and the Governor’s Office of Planning and Budget.

No GDOT count station was located on Perimeter Road; therefore, count stations located on similar roadways near the project area were used to calculate a growth rate. Historical counts obtained from the GDOT count stations located in the study area were used to calculate a historical growth rate shown in **Table 3**.

Station ID	Location	5-Year Growth Rate	10-Year Growth Rate
085-0138	SR 53 south of Academy Avenue	1.0%	1.5%
085-0112	SR 9 north of Bruce Road	9.2%	3.1%
085-0149	Shoal Creek Road north of Justice Way	-	8.3%
085-0105	SR 9 north of Perimeter Road	6.8%	4.8%
5-Year and 10-Year Average		5.7%	4.4%
Average Growth Rate		5.2%	

An average annual growth rate of 5.2% was calculated based on GDOT count stations. Census data for Dawson County was obtained from the Georgia Governor’s Office of Planning and Budget and U.S. Census Bureau. The growth rate calculated using both the census data is shown in **Table 4** and **Table 5**.

Geographic Area	Average 5-Year Growth Rate from 2020 to 2050						
	2020-2025	2025-2030	2030-2035	2035-2040	2040-2045	2045-2050	Average
Dawson County	4.36%	2.52%	2.21%	2.02%	2.17%	2.67%	2.66%

Geographic Area	Average 10-Year Growth Rate from 2020 to 2050			
	2020-2030	2030-2040	2040-2050	Average
Dawson County	2.88%	2.69%	3.43%	3.00%

Geographic Area	2010 Census	2010 Estimate Base	2019 Population Estimate	2010 to 2019 Estimated Growth Rate
Dawson County	22,330	22,382	26,108	1.73%

The growth rate calculated using the three different methods helped determine an overall growth rate based on engineering judgment. The growth rate calculated using the U.S Census Bureau population estimates is the lowest of all methods at 1.73%. The historical growth rate based on nearby GDOT count station data is limited due to the limited amount of data being available, instead of the typical 15-year period. The growth rate calculated using historical data is the highest at 5.2%. The growth rate calculated using the Georgia Governor’s Office of Planning and Budget Annual Population Estimates is 3.00%. Based on land use and other new developments in the area, an average of all three methods, 3.2%, was used as a growth rate for this study.

Future No-Build Traffic Volumes

The future background traffic volumes were calculated by applying the annual exponential growth rate over five years to the existing background traffic volumes. Future background traffic volume is as shown in **Figure 4**.

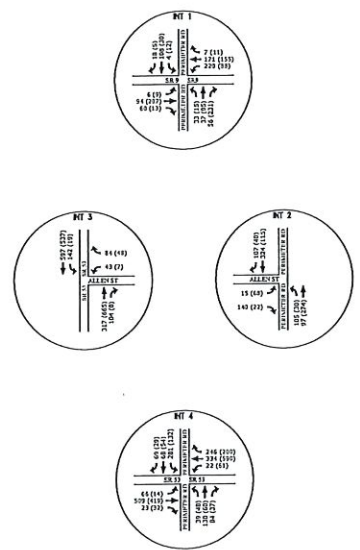
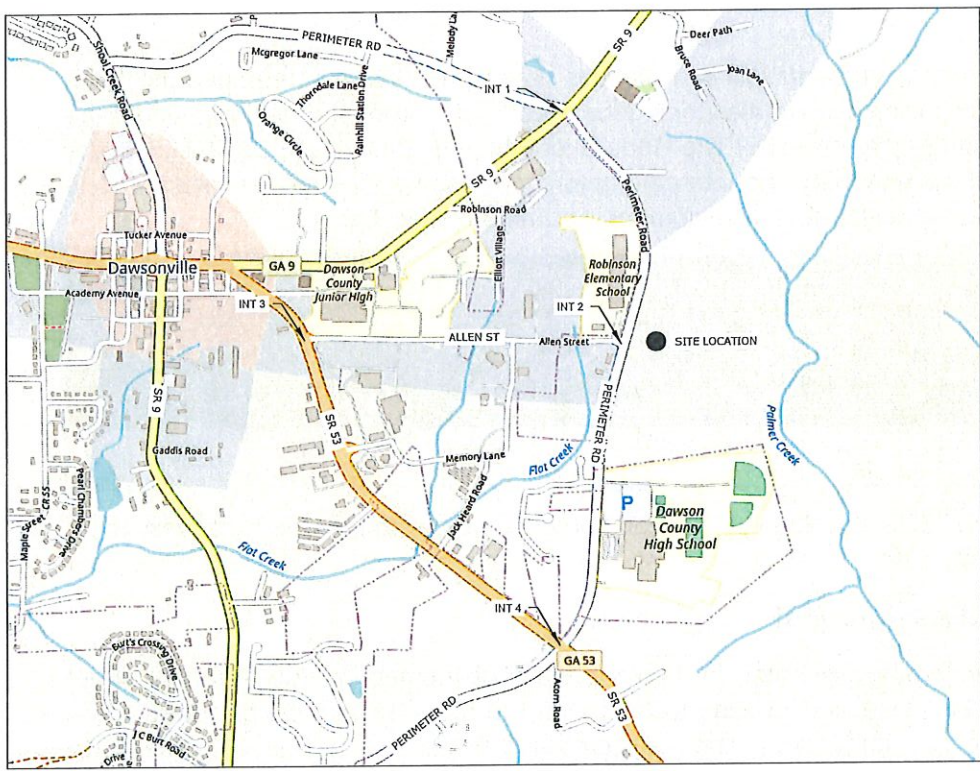
Future No-Build Level of Service

The future background traffic volumes were used to determine a level of service for the study intersections. The LOS methodology discussed previously was applied to the future background traffic volumes to project short term operations at the study intersections. The results for the future No-Build year are summarized in **Table 6** with detailed results attached in **Appendix C**.

Intersection	Control Type	Delay (LOS)	
		AM	PM
SR 9 at Perimeter Road	Minor-Street Stop-Controlled	33 (D)	22 (C)
Perimeter Road at Allen Street	Minor-Street Stop-Controlled	12 (B)	11 (B)
SR 53 at Allen Street	Minor-Street Stop-Controlled	22 (C)	16 (C)
SR 53 at Perimeter Road	Signalized	27 (C)	18 (B)

It is expected that there will be increased delay experienced on all study intersections due to the increased volume at each location. All study intersections are expected to operate at an acceptable level of service, LOS B-D.

MUNICIPALITY	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
DAWSON COUNTY	1116-30-303		



Legend: AM (PM)

PROPERTY AND E.C. ROW LINE	STOCK LINE	1" = 10'
CONSTRUCTION LIMITS	TELEPHONE LINE	1" = 10'
PERMANENT EASEMENT FOR MAINTENANCE	GAS POWER LINE	1" = 10'
TEMPORARY EASEMENT FOR CONSTRUCTION	WATER LINE	1" = 10'
EASEMENT FOR CONSTRUCTION OF DRIVEWAYS	SEWER LINE	1" = 10'
	GAS LINE	1" = 10'
	SEWER LINE	1" = 10'
	LIGHTING CONDUIT	1" = 10'
	RETAINING WALL	1" = 10'
	LIMIT OF DISTURBANCE	1" = 10'

FIGURE 4



NO-BUILD (2025) PEAK HOUR VOLUMES

REVISION DATES	DATE

PERIMETER ROAD TRACT	

SHEETS

DRAWING NO. 1116-30-303-01, PROJECT NO. 1116-30-303, PERIMETER ROAD TRACT, 11/11/2010, 11:11 AM

PROPOSED DEVELOPMENT

The proposed residential development will consist of 137 single-family detached homes with one proposed access road. The proposed access road will align with Allen Street at the existing T-intersection of Perimeter Road at Allen Street, and will create a four-legged intersection. A second access road could be provided to the development in the future through Turner Drive at Perimeter Road north of Allen Street, but that connection was not included in the analysis. Turner Drive is currently a dead-end, unpaved road that serves a few single-family residences. Any future connect is expected to reduce impacts to the intersection of Perimeter Road at Allen Street due to the development traffic. The development was analyzed to be completed in one phase of construction by 2025.

Trip Generation

The expected number of gross trips associated with this development was determined using trip generation software. The process estimates trips generated by the proposed land use under the Institute of Transportation Engineers (ITE) Trip Generation Manual, 9th Edition, 2012. Due to the nature of the proposed development, no internal capture or pass-by trips will be present. Trip generation for the proposed residential development is summarized in **Table 7**.

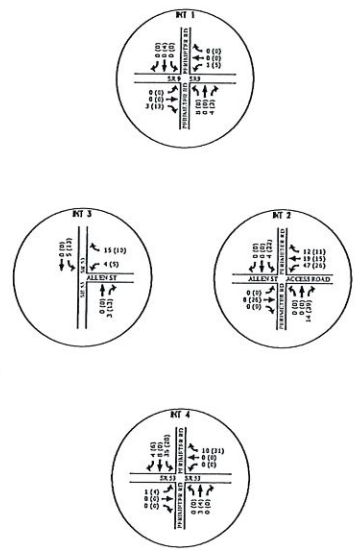
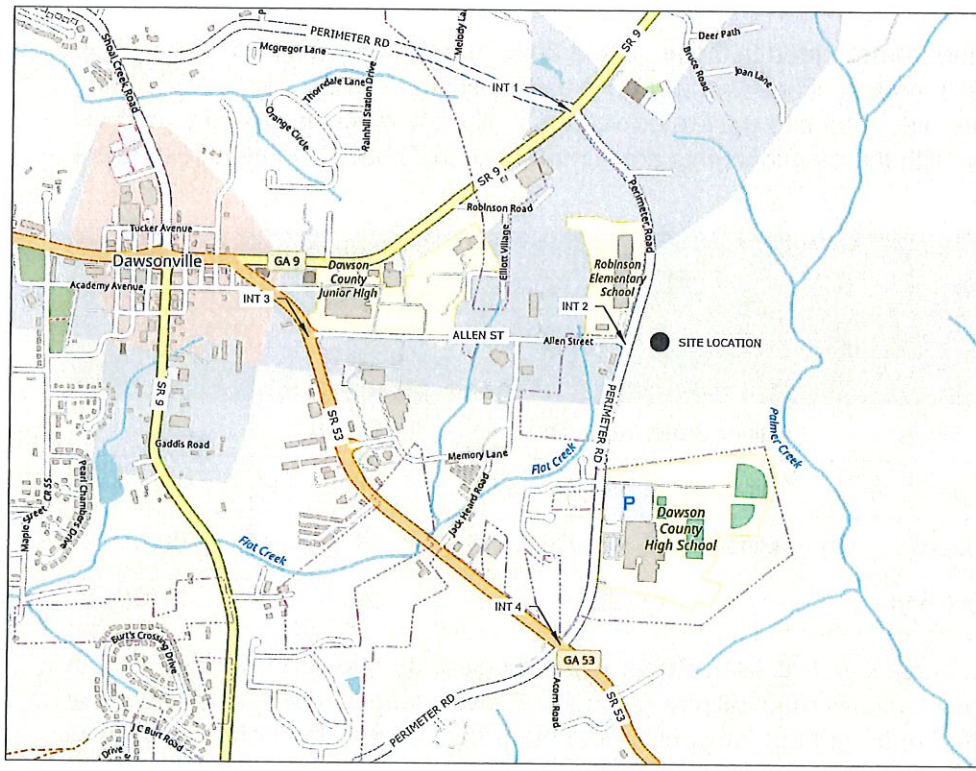
Land Use	Units	AM Peak Hour			PM Peak Hour			Daily Traffic		
		Enter	Exit	Total	Enter	Exit	Total	Enter	Exit	Total
Single-Family Detached Homes	137	26	77	103	86	51	137	652	652	1304

Trips generated from the 137 single-family detached homes are expected to use the access road, aligning with Allen Street.

Trip Distribution and Assignment

The estimated traffic volumes presented in **Table 7** were distributed on the adjacent street network based on the land use and existing traffic pattern in the area as well as future traffic volumes in and around the study area. The site-generated traffic was assigned to the study intersections according to the expected trip distribution and typical traffic patterns of the proposed land use and location on the roadway network. These traffic volumes are shown in **Figure 5**.

JURISDICTION	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
DAWSON COUNTY	1316-20-203		



Legend: AM (PM)

REVISION DATES		DATE:

PROPERTY AND E.C. R/W LINE	STONY LINE
REQUIRED R/W LINE	TELEPHONE LINE
CONSTRUCTION LIMITS	50' POWER LINE
PERMANENT EASEMENT FOR	US POWER LINE
MAINTENANCE	WATER LINE
TEMPORARY EASEMENT FOR	FIBER OPTIC LINE
CONSTRUCTION	SEWER LINE
EASEMENT FOR CONSTRUCTION	SANITARY SEWER LINE
OF OTHERS	ADJUTING CONDUIT
PERMANENT DRAINAGE EASEMENT	RETAINING WALL
	LIMIT OF DISTURBANCE

FIGURE 5



SITE GENERATED PEAK HOUR VOLUMES

PERIMETER ROAD TRACT

SHEET NO.

FUTURE CONDITIONS - WITH THE PROPOSED DEVELOPMENT (BUILD)

Trips generated by the proposed development were added to the background traffic, and the combined volumes were analyzed to assess the traffic impact of the proposed development.

Future Build Traffic Volumes

This scenario analysis has been conducted to determine any impacts associated with the full build-out of the proposed residential development. Based on the site trip distribution and planned access road, the generated peak hour volumes were assigned to the adjacent street network and are presented in **Figure 6**.

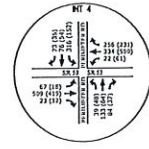
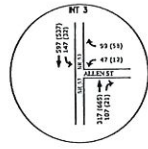
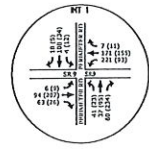
Future Build Level of Service

The site generated volumes were added to the projected 2025 background volumes. The level of service criteria discussed in prior sections was applied to the study area intersections to determine impacts of 2025 volumes plus total site generated volumes. The intersection capacity analysis results for the future year with the developments are summarized in **Table 8**. Detailed results are included in **Appendix C**.

Intersection	Control Type	Delay (LOS)	
		AM	PM
SR 9 at Perimeter Road	Minor-Street Stop-Controlled	35 (D)	24 (C)
Perimeter Road at Allen Street	Minor-Street Stop-Controlled	24 (C)	16 (C)
SR 53 at Allen Street	Minor-Street Stop-Controlled	22 (C)	18 (C)
SR 53 at Perimeter Road	Signalized	29 (C)	19 (B)

The intersection of Perimeter Road at Allen Street was modeled, as shown in the site plan in **Appendix A**. The proposed access road will have a single receiving lane, and a deceleration lane will be provided for northbound right turn movement into the proposed development. The access road will have a channelized right-turn lane and a shared left and through lane for vehicles exiting the proposed development. Operations at the study intersections are expected to continue to operate acceptably at full build-out in 2025.

SUBDIVISION	PROJECT NUMBER	SHEET NO.	TOTAL SHEETS
DAWSON COUNTY	1236-10-203		



Legend: AM (PM)

PROPERTY AND E.C. R/W LINE	STORM LINE	1
REQUIRED R/W LINE	TELEPHONE LINE	2
CONSTRUCTION LIMITS	OR POWER LINE	3
PERMANENT EASEMENT FOR MAINTENANCE	WATER LINE	4
TEMPORARY EASEMENT FOR CONSTRUCTION	FIBER & OPTIC LINE	5
EASEMENT FOR CONSTRUCTION OF DRIVEWAYS	SOB LINE	6
PERMANENT DRAINAGE EASEMENT	SANITARY SEWER LINE	7
	LIGHTING CONDUIT	8
	RETAINING WALL	9
	LIMIT OF DISTURBANCE	10

FIGURE 6



BUILD (2025) PEAK HOUR VOLUMES

REVISION DATES	DATE

PERIMETER ROAD TRACT

SHEET NO.

FINDINGS

A residential development with 137 single-family detached homes is proposed on Perimeter Road in Dawson County, GA. The proposed development will have one access road, which will align with Allen Street at its existing intersection with Perimeter Road. The study analyzes traffic impacts on the surrounding roadway network upon full build-out of the development, which is planned for 2025.

Based on the operational analysis, the study intersections are operating at an acceptable level of service, LOS B and C, in the existing year (2020). The study intersections are expected to operate acceptably with or without the development in the future year (2025). The site plan proposes a right turn lane on Perimeter Road and a channelized right-turn and a shared left-through lane for the access road.

RECOMMENDATIONS

Based on the findings of the analyses, the study intersections are expected to operate at an acceptable level of service in the future with the proposed development. The impact of the proposed development on the adjacent roadway network is minimal. Since the traffic impact caused by the development is minimal, no additional mitigation is recommended for the roadway network or study intersections based on the operational analysis.

APPENDICES

- **Appendix A**
 - Site Plan
- **Appendix B**
 - Traffic Count Summary
- **Appendix C**
 - Synchro Report

Appendix A
Site Plan

Appendix B
Traffic Count Summary Sheets

Dawson County, GA
Classified Turn Movement Count

Site 1 of 6
Perimeter Rd (South)
Perimeter Rd (North)
Allen St



Marr Traffic Inc
www.marrtraffic.com

Lat/Long
34,419189°, -84,104380°

Date
Wednesday, October 21, 2020

Weather
Mostly Cloudy
70°F

0600 - 0800 (Weekday 2h Session) (21-10-2020)
All vehicles

TIME	Northbound				Southbound				Eastbound				Int Total
	Perimeter Rd (South)		U-Turn		Perimeter Rd (North)		U-Turn		Allen St		U-Turn		
	Left 1.1	Thru 1.2	U-Turn 1.3	App Total	Thru 1.4	Right 1.5	U-Turn 1.6	App Total	Left 1.7	Right 1.8	U-Turn 1.9	App Total	
0600 - 0615	2	9	0	11	27	1	0	28	0	2	0	2	41
0615 - 0630	0	7	0	7	31	2	0	33	4	2	0	6	46
0630 - 0645	1	7	0	8	40	6	0	46	1	0	0	1	55
0645 - 0700	4	12	0	16	41	4	0	45	0	1	0	1	62
Hourly Total	7	35	0	42	139	13	0	152	5	5	0	10	204
0700 - 0715	11	14	0	25	48	14	0	62	2	25	0	27	114
0715 - 0730	19	21	0	40	83	14	0	97	6	39	0	45	182
0730 - 0745	44	36	1	81	71	22	0	93	3	50	0	53	227
0745 - 0800	16	12	0	28	75	41	0	116	2	6	0	8	152
Hourly Total	90	83	1	174	277	91	0	368	13	120	0	133	675
Grand Total	97	118	1	216	416	104	0	520	18	125	0	143	879
Approach %	44,91	54,63	0,46	-	80,00	20,00	0,00	-	12,59	87,41	0,00	-	
Intersection %	11,04	13,42	0,11	24,57	47,33	11,83	0,00	59,16	2,05	14,22	0,00	16,27	
PHF	0,51	0,58	0,25	0,54	0,83	0,55	0,00	0,79	0,54	0,60	0,00	0,63	0,74

1600 - 1800 (Weekday 2h Session) (21-10-2020)
All vehicles

TIME	Northbound				Southbound				Eastbound				Int Total
	Perimeter Rd (South)		U-Turn		Perimeter Rd (North)		U-Turn		Allen St		U-Turn		
	Left 1.1	Thru 1.2	U-Turn 1.3	App Total	Thru 1.4	Right 1.5	U-Turn 1.6	App Total	Left 1.7	Right 1.8	U-Turn 1.9	App Total	
1600 - 1615	1	35	0	36	22	2	0	24	8	11	0	19	79
1615 - 1630	7	37	0	44	22	9	0	31	11	10	0	21	96
1630 - 1645	9	49	0	58	30	7	0	37	10	5	0	15	110
1645 - 1700	7	41	0	48	33	10	0	43	10	3	0	13	104
Hourly Total	24	162	0	186	107	28	0	135	39	29	0	68	389
1700 - 1715	6	52	0	58	25	9	0	34	15	6	0	21	113
1715 - 1730	14	64	0	78	26	12	0	38	14	5	0	19	135
1730 - 1745	2	55	0	57	21	9	0	30	17	7	0	24	111
1745 - 1800	4	63	0	67	26	4	0	30	12	1	0	13	110
Hourly Total	26	234	0	260	98	34	0	132	58	19	0	77	469
Grand Total	50	396	0	446	205	62	0	267	97	48	0	145	858
Approach %	11,21	88,79	0,00	-	76,78	23,22	0,00	-	66,90	33,10	0,00	-	
Intersection %	5,83	46,15	0,00	51,98	23,89	7,23	0,00	31,12	11,31	5,59	0,00	16,90	
PHF	0,46	0,91	0,00	0,83	0,94	0,71	0,00	0,87	0,85	0,68	0,00	0,80	0,87

Dawson County, GA
Peak Hour Turning Movement Count



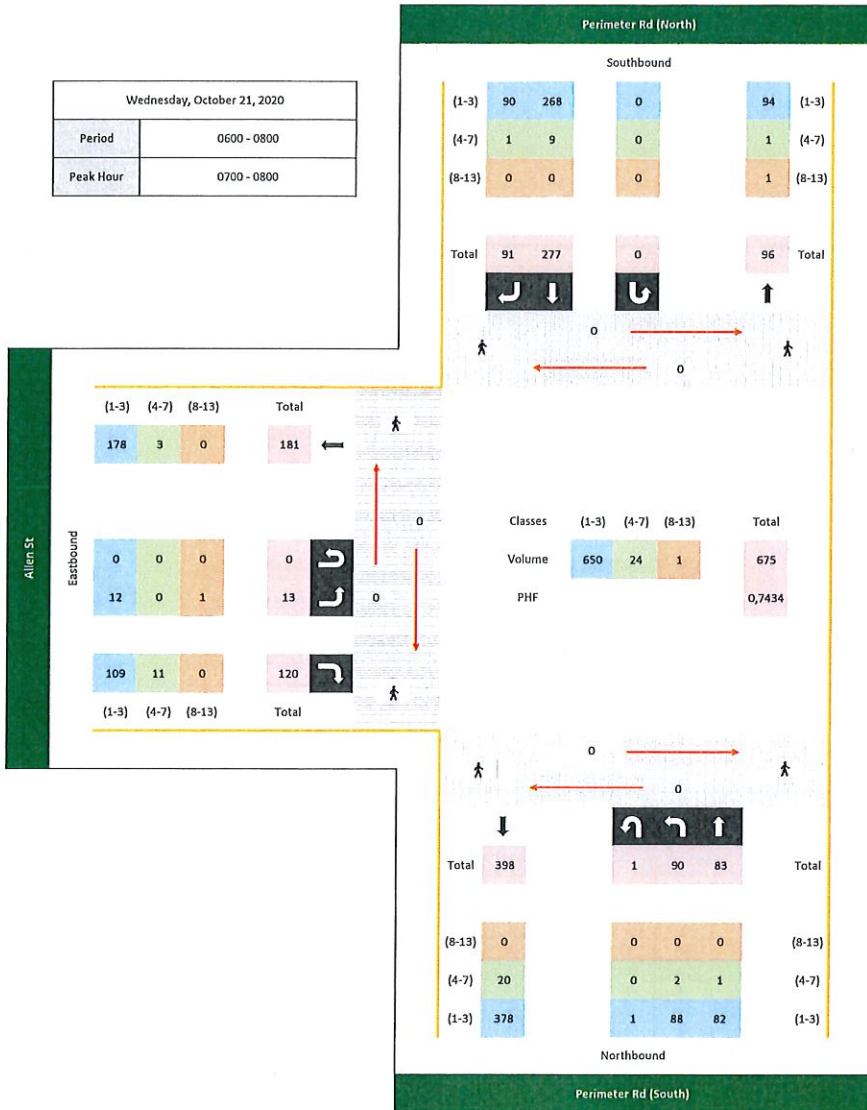
Marr Traffic Inc

www.marrtraffic.com

Wednesday, October 21, 2020	
Period	0600 - 0800
Peak Hour	0700 - 0800

Session Parameters

(Drop Down Menu)



Dawson County, GA
Peak Hour Turning Movement Count



Marr Traffic Inc

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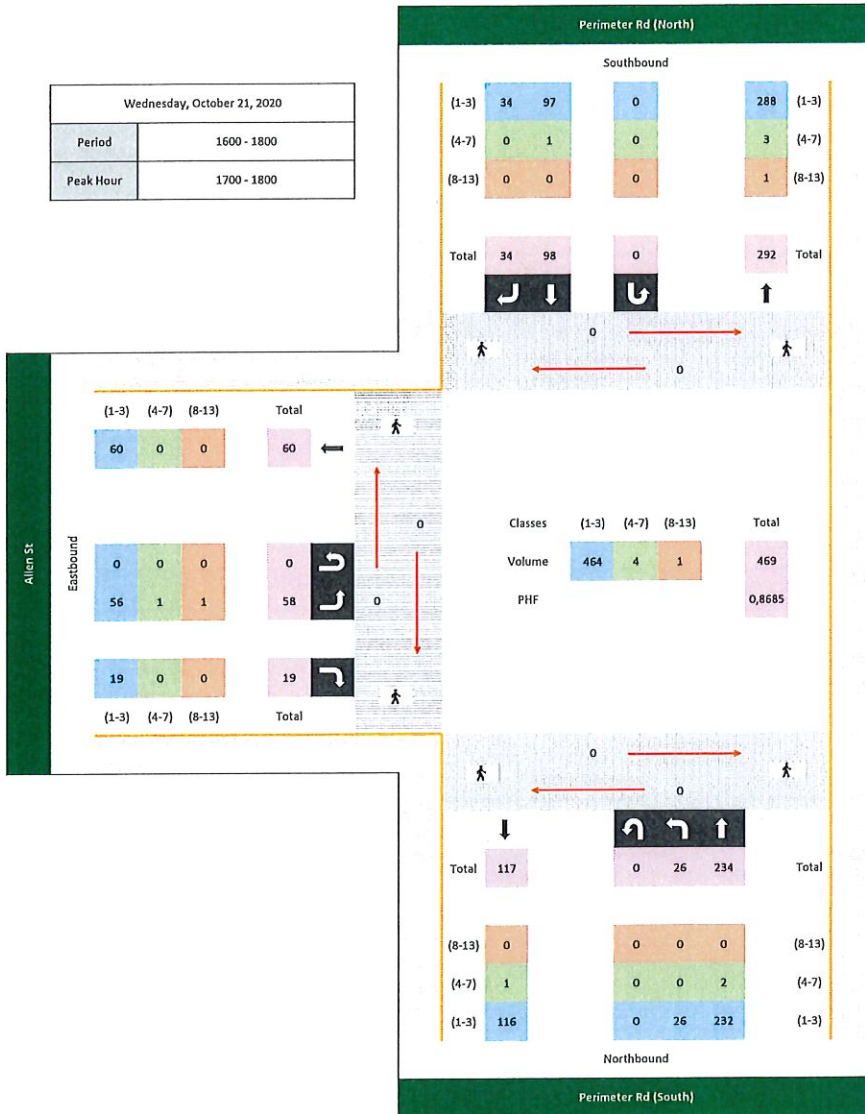
Wednesday, October 21, 2020	
Period	1600 - 1800
Peak Hour	1700 - 1800

Session Parameters

(Drop Down Menu)

Peak Hour

Volume



Dawson County, GA
Classified Turn Movement Count

Site 2 of 6
Perimeter Rd (South)
Perimeter Rd (North)
GA-9 Hwy 9 (West)
GA-9 Hwy 9 (East)



Marr Traffic Inc
www.marrtraffic.com

Lat/Long
34,425140°, -84,106185°

Date
Wednesday, October 21, 2020

Weather
Mostly Cloudy
70°F

0600 - 0800 (Weekday 2h Session) (21-10-2020)
All vehicles

TIME	Northbound Perimeter Rd (South)					Southbound Perimeter Rd (North)					Eastbound GA-9 Hwy 9 (West)					Westbound GA-9 Hwy 9 (East)					Int Total
	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	
	2.1	2.2	2.3	2.4		2.5	2.6	2.7	2.8		2.9	2.10	2.11	2.12		2.13	2.14	2.15	2.16		
0600 - 0615	3	1	3	0	7	1	6	0	0	7	0	3	1	0	4	19	20	0	0	39	57
0615 - 0630	1	0	7	0	8	0	6	1	0	7	1	10	4	0	15	28	20	0	0	48	78
0630 - 0645	3	2	2	0	7	1	7	8	0	16	0	12	4	0	16	32	18	0	0	50	89
0645 - 0700	5	1	6	0	12	1	15	9	0	25	0	14	2	0	16	25	18	2	0	45	98
Hourly Total	12	4	18	0	34	3	34	18	0	55	1	39	11	0	51	104	76	2	0	182	322
0700 - 0715	4	2	3	0	9	1	14	5	0	20	1	17	6	0	24	42	36	0	0	78	131
0715 - 0730	2	6	8	0	16	0	28	6	0	34	3	25	16	0	44	72	35	2	0	109	203
0730 - 0745	3	8	20	0	31	2	26	2	0	30	1	20	19	0	40	47	33	2	0	82	183
0745 - 0800	19	16	17	0	52	0	24	2	0	26	0	18	10	0	28	27	42	2	0	71	177
Hourly Total	28	32	48	0	108	3	92	15	0	110	5	80	51	0	136	188	146	6	0	340	694
Grand Total	40	36	66	0	142	6	126	33	0	165	6	119	62	0	187	292	222	8	0	522	1016
Approach %	28,17	25,35	46,48	0,00	-	3,64	76,36	20,00	0,00	-	3,21	63,64	33,16	0,00	-	55,94	42,53	1,53	0,00	-	-
Intersection %	3,94	3,54	6,50	0,00	13,98	0,59	12,40	3,25	0,00	16,24	0,59	11,71	6,10	0,00	18,41	28,74	21,85	0,79	0,00	51,38	-
PHF	0,37	0,50	0,60	0,00	0,52	0,38	0,82	0,63	0,00	0,81	0,42	0,80	0,67	0,00	0,77	0,65	0,87	0,75	0,00	0,78	0,85

1600 - 1800 (Weekday 2h Session) (21-10-2020)
All vehicles

TIME	Northbound Perimeter Rd (South)					Southbound Perimeter Rd (North)					Eastbound GA-9 Hwy 9 (West)					Westbound GA-9 Hwy 9 (East)					Int Total
	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	Left	Thru	Right	U-Turn	App Total	
	2.1	2.2	2.3	2.4		2.5	2.6	2.7	2.8		2.9	2.10	2.11	2.12		2.13	2.14	2.15	2.16		
1600 - 1615	3	9	36	0	48	3	4	8	0	15	1	48	2	0	51	20	35	0	0	55	169
1615 - 1630	6	13	28	0	47	1	8	4	0	13	1	34	3	0	38	15	38	2	0	55	153
1630 - 1645	3	16	37	0	56	1	6	1	0	8	1	42	7	0	50	26	34	0	0	60	174
1645 - 1700	2	19	32	0	53	0	9	4	0	13	8	43	6	0	57	22	26	2	0	50	173
Hourly Total	14	57	133	0	204	5	27	17	0	49	11	167	18	0	196	83	133	4	0	220	669
1700 - 1715	2	21	40	0	63	3	8	1	0	12	7	50	5	0	62	17	33	2	0	52	189
1715 - 1730	4	25	52	0	81	1	7	2	0	10	0	37	2	0	39	24	31	2	0	57	187
1730 - 1745	3	14	50	0	67	3	8	0	0	11	0	38	1	0	39	19	32	0	0	51	168
1745 - 1800	4	21	55	0	80	3	3	1	0	7	1	52	3	0	56	15	36	5	0	56	199
Hourly Total	13	81	197	0	291	10	26	4	0	40	8	177	11	0	196	75	132	9	0	216	743
Grand Total	27	138	330	0	495	15	53	21	0	89	19	344	29	0	392	158	265	13	0	436	1412
Approach %	5,45	27,88	66,67	0,00	-	16,85	59,55	23,60	0,00	-	4,85	87,76	7,40	0,00	-	36,24	60,78	2,98	0,00	-	-
Intersection %	1,91	9,77	23,37	0,00	35,06	1,06	3,75	1,49	0,00	6,30	1,35	24,36	2,05	0,00	27,76	11,19	18,77	0,92	0,00	30,88	-
PHF	0,81	0,81	0,90	0,00	0,90	0,83	0,81	0,50	0,00	0,83	0,29	0,85	0,55	0,00	0,79	0,78	0,92	0,45	0,00	0,95	0,93

Dawson County, GA
Peak Hour Turning Movement Count



Marr Traffic Inc

www.marrtraffic.com

Wednesday, October 21, 2020	
Period	0600 - 0800
Peak Hour	0700 - 0800

Session Parameters
(Drop Down Menu)

Peak Hour

Volume



Dawson County, GA

Peak Hour Turning Movement Count



Marr Traffic Inc

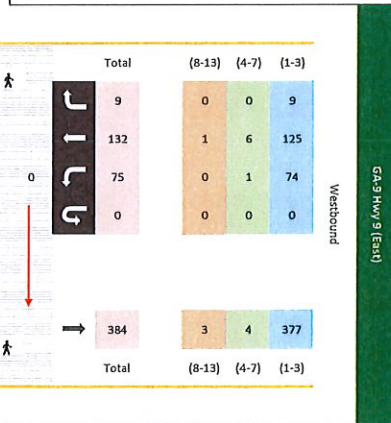
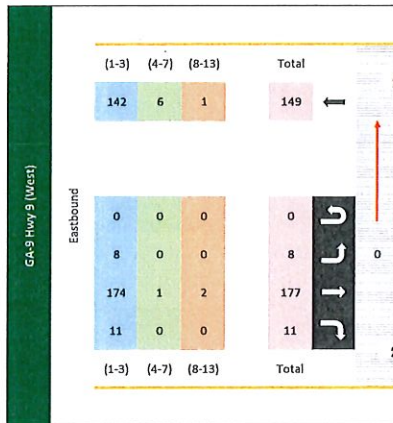
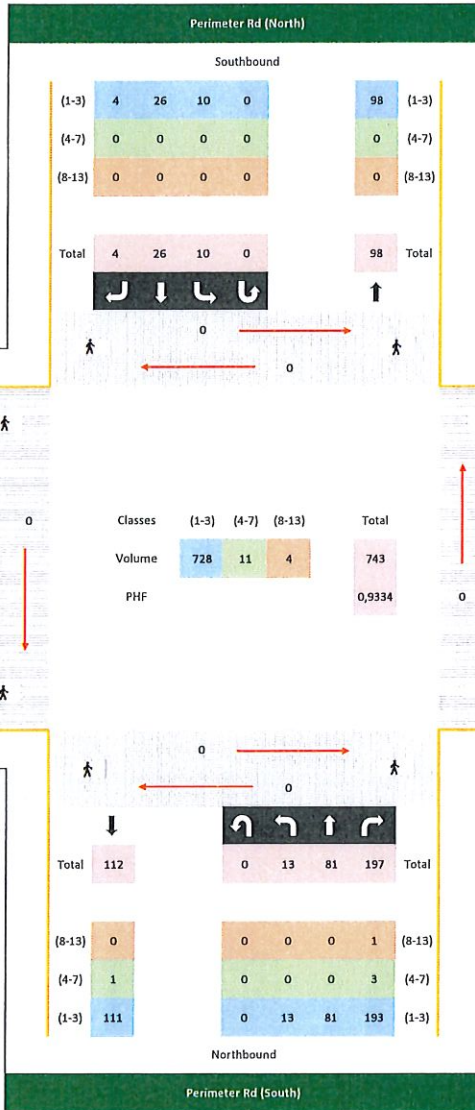
www.marrtraffic.com

Wednesday, October 21, 2020	
Period	1600 - 1800
Peak Hour	1700 - 1800

Session Parameters
(Drop Down Menu)

Peak Hour

Volume



Classes (1-3) (4-7) (8-13) Total

Volume 728 11 4 743

PHF 0,9334

Dawson County, GA
Classified Turn Movement Count



Site 3 of 6
Perimeter Rd (South)
Perimeter Rd (North)
GA-53 Hwy 53 (West)
GA-53 Hwy 53 (East)

Marr Traffic Inc
www.marrtraffic.com

Lat/Long
34,411407°, -84,106337°

Date
Wednesday, October 21, 2020

Weather
Mostly Cloudy
70°F

0600 - 0800 (Weekday 2h Session) (21-10-2020)
All vehicles

TIME	Northbound Perimeter Rd (South)					Southbound Perimeter Rd (North)					Eastbound GA-53 Hwy 53 (West)					Westbound GA-53 Hwy 53 (East)					Int Total
	Left 3.1	Thru 3.2	Right 3.3	U-Turn 3.4	App Total	Left 3.5	Thru 3.6	Right 3.7	U-Turn 3.8	App Total	Left 3.9	Thru 3.10	Right 3.11	U-Turn 3.12	App Total	Left 3.13	Thru 3.14	Right 3.15	U-Turn 3.16	App Total	
	0600 - 0615	1	1	5	0	7	25	4	2	0	31	0	38	1	0	39	0	28	10	0	
0615 - 0630	3	5	7	0	15	20	4	4	0	28	2	82	2	0	86	2	28	6	0	36	165
0630 - 0645	4	5	11	0	20	33	5	2	0	40	2	74	2	0	78	1	22	1	0	24	162
0645 - 0700	5	8	9	0	22	24	3	1	0	28	2	78	7	0	87	2	53	18	0	73	210
Hourly Total	13	19	32	0	64	102	16	9	0	127	6	272	12	0	290	5	131	35	0	171	652
0700 - 0715	6	24	18	0	48	30	14	12	0	56	18	87	4	0	109	4	52	46	0	102	315
0715 - 0730	7	50	23	0	80	65	17	22	0	104	19	110	7	0	136	5	71	73	0	149	469
0730 - 0745	10	30	20	0	60	79	15	14	0	108	15	143	5	0	163	6	90	67	0	163	494
0745 - 0800	10	7	11	0	28	66	12	11	0	89	4	95	4	0	103	4	72	24	0	100	320
Hourly Total	33	111	72	0	216	240	58	59	0	357	56	435	20	0	511	19	285	210	0	514	1598
Grand Total	46	130	104	0	280	342	74	68	0	484	62	707	32	0	801	24	416	245	0	685	2250
Approach %	16,43	46,43	37,14	0,00	-	70,66	15,29	14,05	0,00	-	7,74	88,26	4,00	0,00	-	3,50	60,73	35,77	0,00	-	
Intersection %	2,04	5,78	4,62	0,00	12,44	15,20	3,29	3,02	0,00	21,51	2,76	31,42	1,42	0,00	35,60	1,07	18,49	10,89	0,00	30,44	
PHF	0,83	0,56	0,78	0,00	0,68	0,76	0,85	0,67	0,00	0,83	0,74	0,76	0,71	0,00	0,78	0,79	0,79	0,72	0,00	0,79	0,81

1600 - 1800 (Weekday 2h Session) (21-10-2020)
All vehicles

TIME	Northbound Perimeter Rd (South)					Southbound Perimeter Rd (North)					Eastbound GA-53 Hwy 53 (West)					Westbound GA-53 Hwy 53 (East)					Int Total
	Left 3.1	Thru 3.2	Right 3.3	U-Turn 3.4	App Total	Left 3.5	Thru 3.6	Right 3.7	U-Turn 3.8	App Total	Left 3.9	Thru 3.10	Right 3.11	U-Turn 3.12	App Total	Left 3.13	Thru 3.14	Right 3.15	U-Turn 3.16	App Total	
	1600 - 1615	6	8	11	0	25	25	7	4	0	36	0	126	11	0	137	10	85	31	0	
1615 - 1630	3	11	14	0	28	35	7	4	0	46	2	120	6	0	128	13	122	32	0	167	369
1630 - 1645	6	10	9	0	25	34	10	4	0	48	4	112	6	0	122	9	97	38	0	144	339
1645 - 1700	6	14	6	0	26	29	12	5	0	46	2	92	9	0	103	16	131	34	0	181	356
Hourly Total	21	43	40	0	104	123	36	17	0	176	8	450	32	0	490	48	435	135	0	618	1388
1700 - 1715	5	10	7	0	22	32	16	5	0	53	4	106	7	0	117	9	129	44	0	182	374
1715 - 1730	16	14	7	0	37	39	13	13	0	65	2	78	8	0	88	14	131	34	0	179	369
1730 - 1745	12	12	8	0	32	24	7	3	0	34	3	79	10	0	92	13	137	48	0	198	356
1745 - 1800	8	15	10	0	33	18	10	4	0	32	3	95	2	0	100	16	107	45	0	168	333
Hourly Total	41	51	32	0	124	113	46	25	0	184	12	358	27	0	397	52	504	171	0	727	1432
Grand Total	62	94	72	0	228	236	82	42	0	360	20	808	59	0	887	100	939	306	0	1345	2820
Approach %	27,19	41,23	31,58	0,00	-	65,56	22,78	11,67	0,00	-	2,25	91,09	6,65	0,00	-	7,43	69,81	22,75	0,00	-	
Intersection %	2,20	3,33	2,55	0,00	8,09	8,37	2,91	1,49	0,00	12,77	0,71	28,65	2,09	0,00	31,45	3,55	33,30	10,85	0,00	47,70	
PHF	0,61	0,89	0,88	0,00	0,79	0,79	0,75	0,50	0,00	0,76	0,69	0,84	0,85	0,00	0,85	0,81	0,96	0,83	0,00	0,93	0,97

Dawson County, GA

Peak Hour Turning Movement Count



Marr Traffic Inc

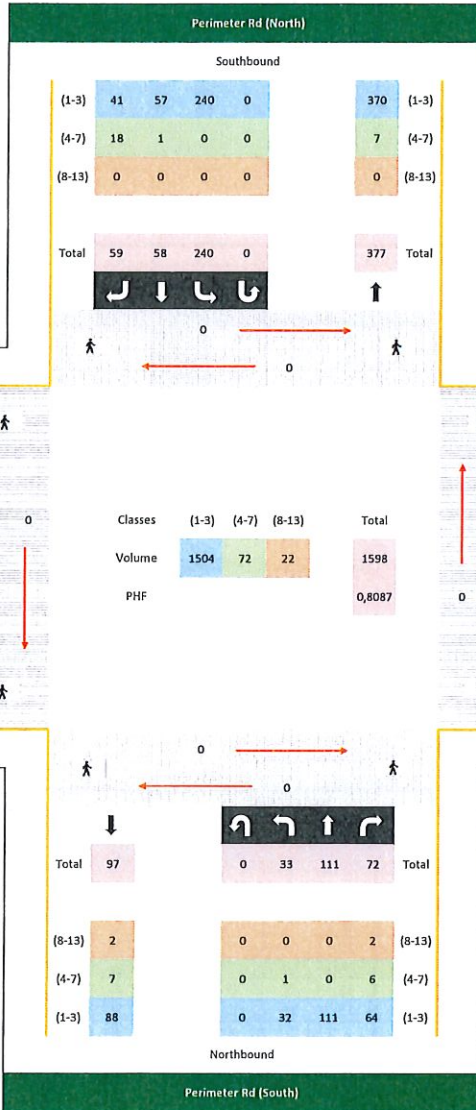
www.marrtraffic.com

Wednesday, October 21, 2020	
Period	0600 - 0800
Peak Hour	0700 - 0800

Session Parameters
(Drop Down Menu)

Peak Hour

Volume



GA-53 Hwy 53 (West)

GA-53 Hwy 53 (East)

Dawson County, GA

Peak Hour Turning Movement Count



Marr Traffic Inc

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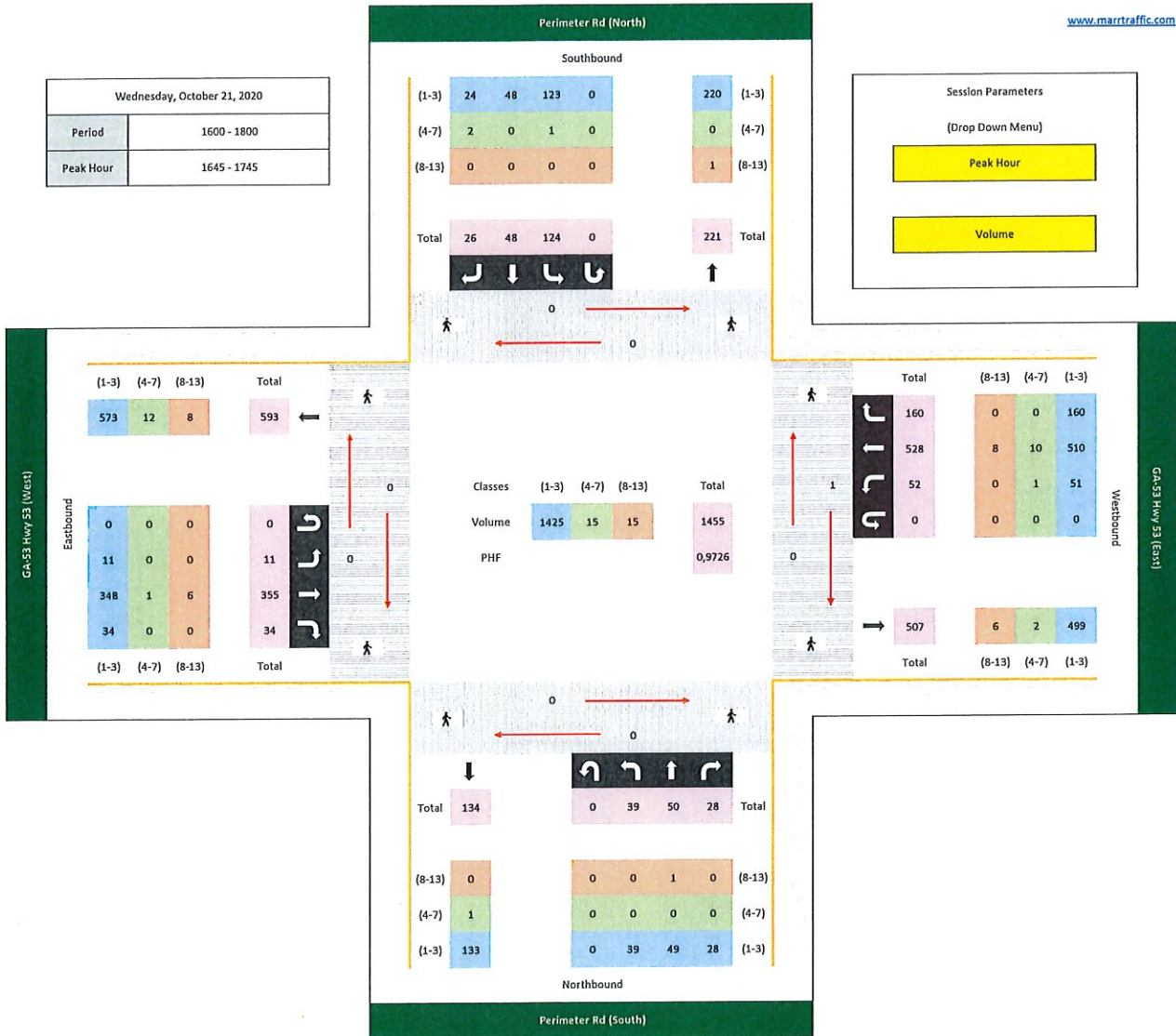
Wednesday, October 21, 2020	
Period	1600 - 1800
Peak Hour	1645 - 1745

Session Parameters

(Drop Down Menu)

Peak Hour

Volume



Dawson County, GA
Classified Turn Movement Count



Marr Traffic Inc
www.marrtraffic.com

Site 4 of 6
GA-53 Hwy 53 (South)
GA-53 Hwy 53 (North)

Allen St

Lat/Long
34,419318°, -84,114261°

Date
Wednesday, October 21, 2020

Weather
Mostly Cloudy
70°F

0600 - 0800 (Weekday 2h Session) (21-10-2020)
All vehicles

TIME	Northbound				Southbound			
	GA-53 Hwy 53 (South)				GA-53 Hwy 53 (North)			
	Thru 4.1	Right 4.2	U-Turn 4.3	App Total	Left 4.4	Thru 4.5	U-Turn 4.6	App Total
0600 - 0615	29	0	0	29	1	47	0	48
0615 - 0630	32	2	0	34	0	85	0	85
0630 - 0645	28	1	0	29	4	96	0	100
0645 - 0700	48	11	0	59	7	88	0	95
Hourly Total	137	14	0	151	12	316	0	328
0700 - 0715	47	19	0	66	17	118	0	135
0715 - 0730	73	23	0	96	36	158	0	194
0730 - 0745	69	36	0	105	41	113	0	154
0745 - 0800	82	11	0	93	27	121	0	148
Hourly Total	271	89	0	360	121	510	0	631
Grand Total	408	103	0	511	133	826	0	959
Approach %	79,84	20,16	0,00	-	13,87	86,13	0,00	-
Intersection %	25,77	6,51	0,00	32,28	8,40	52,18	0,00	60,58
PHF	0,83	0,62	0,00	0,86	0,74	0,81	0,00	0,81

Westbound					
Allen St					
Left 4.7	Right 4.8	U-Turn 4.9	App Total	Int Total	
0	0	0	0	77	
0	1	0	1	120	
0	0	0	0	129	
0	3	0	3	157	
0	4	0	4	483	
4	16	0	20	221	
11	21	0	32	322	
17	25	0	42	301	
5	10	0	15	256	
37	72	0	109	1100	
37	76	0	113	1583	
32,74	67,26	0,00	-		
2,34	4,80	0,00	7,14		
0,54	0,72	0,00	0,65	0,85	

1600 - 1800 (Weekday 2h Session) (21-10-2020)
All vehicles

TIME	Northbound				Southbound			
	GA-53 Hwy 53 (South)				GA-53 Hwy 53 (North)			
	Thru 4.1	Right 4.2	U-Turn 4.3	App Total	Left 4.4	Thru 4.5	U-Turn 4.6	App Total
1600 - 1615	111	2	0	113	2	136	0	138
1615 - 1630	126	2	0	128	7	142	1	150
1630 - 1645	118	1	0	119	5	125	0	130
1645 - 1700	129	2	0	131	3	102	0	105
Hourly Total	484	7	0	491	17	505	1	523
1700 - 1715	142	4	0	146	7	132	0	139
1715 - 1730	157	2	0	159	4	108	0	112
1730 - 1745	147	1	0	148	2	104	0	106
1745 - 1800	122	0	0	122	3	115	1	119
Hourly Total	568	7	0	575	16	459	1	476
Grand Total	1052	14	0	1066	33	964	2	999
Approach %	98,69	1,31	0,00	-	3,30	96,50	0,20	-
Intersection %	48,93	0,65	0,00	49,58	1,53	44,84	0,09	46,47
PHF	0,90	0,44	0,00	0,90	0,57	0,87	0,25	0,86

Westbound					
Allen St					
Left 4.7	Right 4.8	U-Turn 4.9	App Total	Int Total	
1	11	0	12	263	
0	8	0	8	286	
0	10	0	10	259	
0	8	0	8	244	
1	37	0	38	1052	
3	11	0	14	299	
2	13	0	15	286	
0	8	0	8	262	
1	9	0	10	251	
6	41	0	47	1098	
7	78	0	85	2150	
8,24	91,76	0,00	-		
0,33	3,63	0,00	3,95		
0,50	0,79	0,00	0,78	0,92	

Dawson County, GA
Peak Hour Turning Movement Count



Marr Traffic Inc

www.marrtraffic.com

Wednesday, October 21, 2020	
Period	0600 - 0800
Peak Hour	0700 - 0800



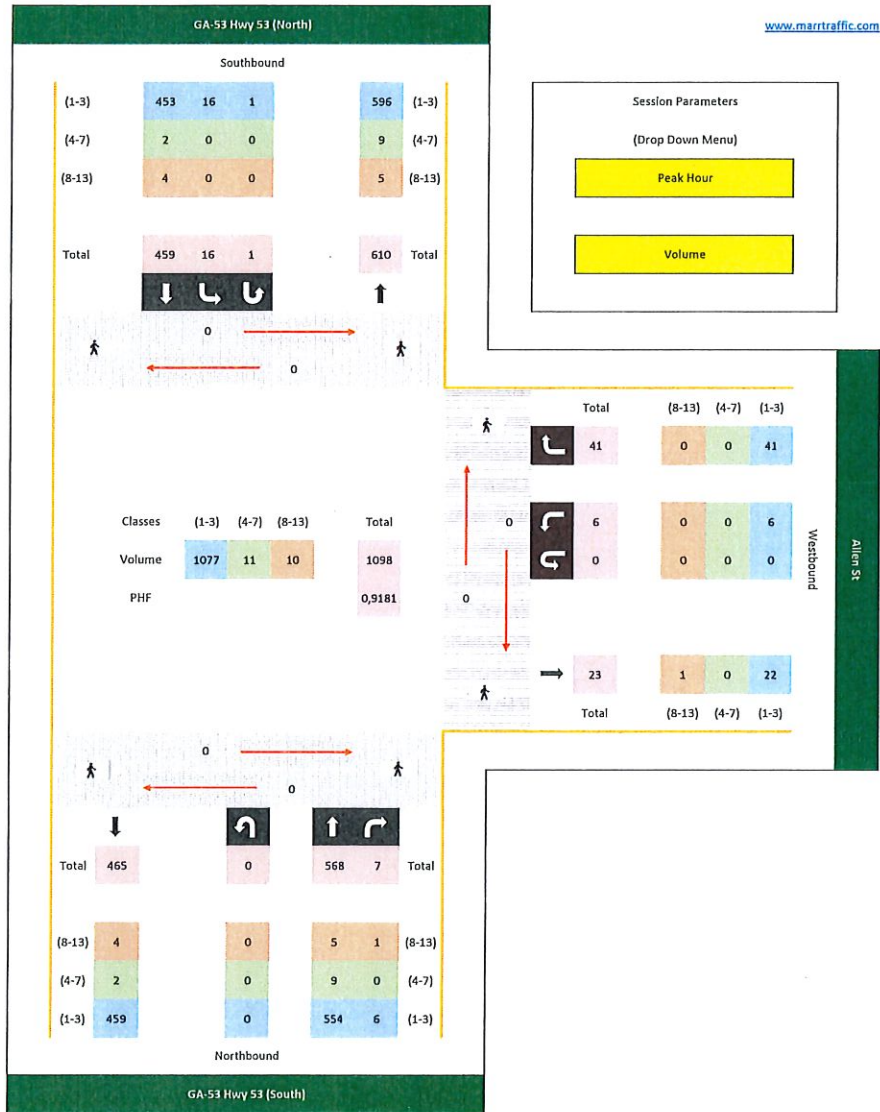
Dawson County, GA
Peak Hour Turning Movement Count



Marr Traffic Inc

www.martraffic.com

Wednesday, October 21, 2020	
Period	1600 - 1800
Peak Hour	1700 - 1800



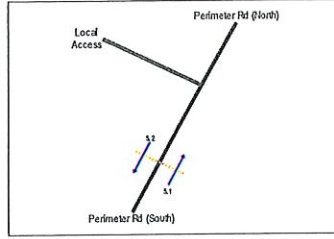
Dawson County, GA
Classified Traffic Count

Site 5
Perimeter Rd,
south of Local Access

Lat/Long
34,417878, -84,104787

Date
Wednesday, October 21, 2020

Weather
Mostly Cloudy
70°F



0000 - 2400 (Weekday 24h Session)
Northbound / Southbound

TIME	Northbound, (Movement 5.1)													TOTAL
	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	
0000 - 0015	0	1	0	0	0	0	0	0	0	0	0	0	0	2
0015 - 0030	0	1	1	0	0	0	0	0	0	0	0	0	0	2
0030 - 0045	0	2	0	0	0	0	0	0	0	0	0	0	0	2
0045 - 0100	0	1	1	0	0	0	0	0	0	0	0	0	0	2
0100 - 0115	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0115 - 0130	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0130 - 0145	0	1	0	0	0	0	0	0	0	0	0	0	0	1
0145 - 0200	0	0	1	0	0	0	0	0	0	0	0	0	0	0
0200 - 0215	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0215 - 0230	0	1	0	0	0	0	0	0	0	0	0	0	0	1
0230 - 0245	0	1	0	0	0	0	0	0	0	0	0	0	0	1
0245 - 0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300 - 0315	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0315 - 0330	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0330 - 0245	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0345 - 0400	0	1	0	0	0	0	0	0	0	0	0	0	0	1
0400 - 0415	0	0	1	0	0	0	0	0	0	0	0	0	0	1
0415 - 0430	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0430 - 0445	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0445 - 0500	0	1	0	0	0	0	0	0	0	0	0	0	0	1
0500 - 0515	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0515 - 0530	0	1	1	0	0	0	0	0	0	0	0	0	0	2
0530 - 0545	0	1	1	0	0	0	0	0	0	0	0	0	0	2
0545 - 0600	0	1	0	0	0	0	0	0	0	0	0	0	0	1
0600 - 0615	0	8	3	0	0	0	0	0	0	0	0	0	0	11
0615 - 0630	0	5	2	0	0	0	0	0	0	0	0	0	0	7
0630 - 0645	0	6	2	0	0	0	0	0	0	0	0	0	0	8
0645 - 0700	0	9	6	0	1	0	0	0	0	0	0	0	0	16
0700 - 0715	0	16	8	1	0	0	0	0	0	0	0	0	0	25
0715 - 0730	0	34	5	1	0	0	0	0	0	0	0	0	0	40
0730 - 0745	0	60	21	0	0	0	0	0	0	0	0	0	0	81
0745 - 0800	0	19	8	1	0	0	0	0	0	0	0	0	0	28
0800 - 0815	0	25	6	0	0	0	0	0	0	0	0	0	0	31
0815 - 0830	0	9	6	0	0	0	0	0	0	0	0	0	0	15
0830 - 0845	0	12	8	0	0	0	0	0	0	0	0	0	0	20
0845 - 0900	0	9	4	1	1	0	0	0	0	0	0	0	0	15
0900 - 0915	0	5	4	0	0	0	0	0	2	0	0	0	0	11
0915 - 0930	0	7	3	0	1	0	0	0	0	0	0	0	0	11
0930 - 0945	0	9	4	4	1	0	0	0	0	0	0	0	0	18
0945 - 1000	0	9	6	2	0	0	0	0	0	0	0	0	0	17
1000 - 1015	0	7	5	0	1	0	0	0	1	0	0	0	0	14
1015 - 1030	0	35	7	1	0	1	0	1	0	0	0	0	0	25
1030 - 1045	0	14	4	0	1	0	0	0	0	0	0	0	0	19
1045 - 1100	0	11	5	0	1	0	0	0	0	0	0	0	0	17
1100 - 1115	1	19	10	3	0	0	0	0	0	0	0	0	0	22
1115 - 1130	0	12	7	1	1	0	0	1	0	0	0	0	0	22
1130 - 1145	0	10	8	0	0	0	0	0	0	0	0	0	0	18
1145 - 1200	0	14	11	0	1	0	0	0	0	0	0	0	0	26
1200 - 1215	0	14	4	0	1	0	0	0	0	0	0	0	0	19
1215 - 1230	0	14	7	2	0	0	0	0	0	0	0	0	0	23
1230 - 1245	0	12	9	0	0	0	0	0	0	0	0	0	0	21
1245 - 1300	0	15	10	0	0	0	0	0	0	0	0	0	0	25
1300 - 1315	0	21	10	4	0	0	0	0	0	0	0	0	0	35
1315 - 1330	0	15	10	0	0	0	0	0	0	0	0	0	0	25
1330 - 1345	0	21	12	0	1	0	0	0	0	0	0	0	0	34
1345 - 1400	0	17	8	0	0	0	0	0	0	0	0	0	0	25
1400 - 1415	0	16	17	1	0	0	0	0	0	0	0	0	0	34
1415 - 1430	0	20	7	0	0	0	0	0	0	0	0	0	0	27
1430 - 1445	0	78	32	2	0	0	0	0	0	0	0	0	0	112
1445 - 1500	0	39	11	0	0	0	0	0	0	0	0	0	0	50
1500 - 1515	1	35	16	0	0	0	0	0	0	0	0	0	0	52
1515 - 1530	0	33	11	4	1	0	0	0	0	0	0	0	0	49
1530 - 1545	0	29	17	0	0	0	0	0	0	0	0	0	0	46
1545 - 1600	0	29	8	0	1	0	0	0	0	0	0	0	0	38
1600 - 1615	0	29	7	0	0	0	0	0	0	0	0	0	0	36
1615 - 1630	0	24	20	0	0	0	0	0	0	0	0	0	0	44
1630 - 1645	0	37	21	0	0	0	0	0	0	0	0	0	0	58
1645 - 1700	0	32	15	0	0	0	0	1	0	0	0	0	0	48
1700 - 1715	0	37	21	0	0	0	0	0	0	0	0	0	0	58
1715 - 1730	0	44	33	0	1	0	0	0	0	0	0	0	0	78
1730 - 1745	0	38	18	0	1	0	0	0	0	0	0	0	0	57
1745 - 1800	0	47	20	0	0	0	0	0	0	0	0	0	0	67
1800 - 1815	0	38	15	0	0	0	0	0	0	0	0	0	0	53
1815 - 1830	0	22	9	0	0	0	0	0	0	0	0	0	0	31
1830 - 1845	0	23	12	0	0	0	0	0	0	0	0	0	0	35
1845 - 1900	2	23	16	0	1	0	0	0	0	0	0	0	0	42
1900 - 1915	0	17	4	0	0	0	0	0	0	0	0	0	0	21
1915 - 1930	1	13	7	0	0	0	0	0	0	0	0	0	0	19
1930 - 1945	1	31	7	0	0	0	0	0	0	0	0	0	0	39
1945 - 2000	0	12	7	0	0	0	0	0	0	0	0	0	0	19
2000 - 2015	0	13	6	0	0	0	0	0	0	0	0	0	0	17
2015 - 2030	0	10	6	0	0	0	0	0	0	0	0	0	0	16
2030 - 2045	0	22	10	0	1	0	0	0	1	0	0	0	0	33
2045 - 2100	0	19	11	0	0	0	0	0	1	0	0	0	0	31
2100 - 2115	0	13	9	0	0	0	0	0	0	0	0	0	0	22
2115 - 2130	0	11	3	0	0	0	0	0	0	0	0	0	0	14
2130 - 2145	0	9	2	0	0	0	0	0	0	0	0	0	0	11
2145 - 2200	0	5	4	0	0	0	0	0	0	0	0	0	0	9
2200 - 2215	0	5	1	0	0	0	0	0	0	0	0	0	0	6
2215 - 2230	0	8	3	0	0	0	0	0	0	0	0	0	0	11
2230 - 2245	0	4	2	0	0	0	0	0	0	0	0	0	0	6
2245 - 2300	0	3	3	0	0	0	0	0	0	0	0	0	0	6
2300 - 2315	0	3	1	0	0	0	0	0	0	0	0	0	0	4
2315 - 2330	0	2	2	0	0	0	0	0	0	0	0	0	0	4
2330 - 2345	0	2	1	0	0	0	0	0	0	0	0	0	0	3
2345 - 0000	0	1	0	0	0	0	0	0	0	0	0	0	0	1

Session Total	6	1192	611	16	3	0	3	5	0	0	0	0	0	2066
Session Average	0.05	11.92	6.21	0.29	0.17	0.02	0.03	0.05	0.00	0.00	0.00	0.00	0.00	21.52
Session Percentage	0.29	65.93	31.17	1.36	0.77	0.10	0.00	0.15	0.24	0.00	0.00	0.00	0.00	
AM Peak Hour	-	0715 - 0815	0700 - 0800	0930 - 1030	0815 - 0915	0930 - 1030	0815 - 0915	-	-	-	-	-	-	0715 - 0815
AM Peak Hour Volume	0	138	42	7	3	1	0	0	0	0	0	0	0	180
Noon Peak Hour	1015 - 1115	1430 - 1530	1430 - 1530	1215 - 1315	1000 - 1100	1000 - 1100	-	1000 - 1100	1000 - 1100	-	-	-	-	1430 - 1530
Noon Peak Hour Volume	1	185	70	6	3	1	0	1	0	0	0	0	0	263
PM Peak Hour	1845 - 1945	1715 - 1815	1700 - 1800	1500 - 1600	1500 - 1600	1645 - 1745	-	1600 - 1700	0.00	-	-	-	-	1700 - 1800
PM Peak Hour Volume	4	167	92	4	2	1	0	1	1	0	0	0	0	260

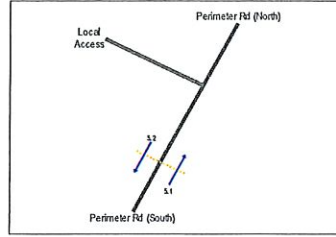
Dawson County, GA
Classified Traffic Count

Site 5
Perimeter Rd,
south of Local Access

Lat/Long
34,417878, -84,104787

Date
Wednesday, October 21, 2020

Weather
Mostly Cloudy
70°F



0000 - 2400 (Weekday 24h Session)

TIME	Southbound, (Movement 5.2)													TOTAL	
	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13		
0000 - 0015	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0015 - 0030	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0030 - 0045	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0045 - 0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100 - 0115	0	1	0	0	0	0	0	0	0	0	0	0	0	1	0
0115 - 0130	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0130 - 0145	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
0145 - 0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200 - 0215	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0215 - 0230	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
0230 - 0245	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
0245 - 0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300 - 0315	0	0	3	0	0	0	0	0	0	0	0	0	0	0	3
0315 - 0330	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0330 - 0345	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
0345 - 0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400 - 0415	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
0415 - 0430	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
0430 - 0445	0	4	1	0	0	0	0	0	0	0	0	0	0	0	5
0445 - 0500	0	2	3	0	0	0	0	0	0	0	0	0	0	0	5
0500 - 0515	0	9	2	0	0	0	0	0	0	0	0	0	0	0	11
0515 - 0530	0	6	0	0	0	0	0	0	0	0	0	0	0	0	6
0530 - 0545	0	13	5	0	0	0	0	0	0	0	0	0	0	0	18
0545 - 0600	0	8	8	0	0	0	0	0	0	0	0	0	0	0	16
0600 - 0615	0	23	7	0	0	0	0	0	0	0	0	0	0	0	29
0615 - 0630	0	20	12	0	0	1	0	0	0	0	0	0	0	0	33
0630 - 0645	0	30	10	0	0	0	0	0	0	0	0	0	0	0	40
0645 - 0700	0	34	7	1	0	0	0	0	0	0	0	0	0	0	42
0700 - 0715	0	54	16	2	1	0	0	0	0	0	0	0	0	0	73
0715 - 0730	0	86	30	3	3	0	0	0	0	0	0	0	0	0	122
0730 - 0745	0	81	33	3	5	0	0	0	0	0	0	0	0	0	122
0745 - 0800	0	60	18	3	0	0	0	0	0	0	0	0	0	0	81
0800 - 0815	0	54	16	2	0	0	0	0	0	0	0	0	0	0	72
0815 - 0830	0	14	19	0	0	0	0	1	0	0	0	0	0	0	34
0830 - 0845	0	17	10	0	0	0	0	1	0	0	0	0	0	0	28
0845 - 0900	0	14	5	0	1	0	0	0	0	0	0	0	0	0	20
0900 - 0915	0	17	5	0	1	0	0	0	0	0	0	0	0	0	23
0915 - 0930	0	15	11	2	1	0	0	0	0	0	0	0	0	0	29
0930 - 0945	0	15	5	2	0	1	0	0	0	0	0	0	0	0	23
0945 - 1000	0	20	2	0	1	0	0	0	0	0	0	0	0	0	23
1000 - 1015	0	16	5	1	2	0	0	0	0	0	0	0	0	0	24
1015 - 1030	0	10	6	0	0	1	0	0	0	0	0	0	0	0	17
1030 - 1045	0	16	7	0	0	2	0	0	0	0	0	0	0	0	25
1045 - 1100	0	23	8	1	0	0	0	1	0	0	0	0	0	0	33
1100 - 1115	0	17	10	2	2	1	0	0	0	0	0	0	0	0	32
1115 - 1130	0	17	7	2	0	1	0	0	0	0	0	0	0	0	27
1130 - 1145	0	12	6	0	0	0	0	0	0	0	0	0	0	0	18
1145 - 1200	0	18	6	0	1	0	0	0	0	0	0	0	0	0	25
1200 - 1215	0	12	6	0	1	1	0	0	0	0	0	0	0	0	20
1215 - 1230	0	13	7	0	1	0	0	0	0	0	0	0	0	0	21
1230 - 1245	0	14	4	1	0	0	0	0	0	0	0	0	0	0	19
1245 - 1300	0	20	7	0	0	0	0	0	0	0	0	0	0	0	27
1300 - 1315	1	23	8	3	0	0	0	1	0	0	0	0	0	0	36
1315 - 1330	1	14	3	0	0	0	0	0	0	0	0	0	0	0	18
1330 - 1345	0	14	6	0	0	0	0	0	0	0	0	0	0	0	20
1345 - 1400	0	16	7	1	0	1	0	0	0	0	0	0	0	0	25
1400 - 1415	0	24	11	1	2	0	0	2	0	0	0	0	0	0	38
1415 - 1430	0	26	2	1	3	0	0	0	0	0	0	0	0	0	32
1430 - 1445	1	31	11	0	0	1	0	0	0	0	0	0	0	0	44
1445 - 1500	0	19	7	0	0	0	0	0	0	0	0	0	0	0	26
1500 - 1515	0	45	13	4	0	0	0	0	0	0	0	0	0	0	62
1515 - 1530	0	36	11	1	0	0	0	0	0	0	0	0	0	0	48
1530 - 1545	0	27	5	0	0	0	0	0	0	0	0	0	0	0	32
1545 - 1600	0	13	4	0	0	0	0	1	0	0	0	0	0	0	18
1600 - 1615	0	25	8	0	0	0	0	0	0	0	0	0	0	0	33
1615 - 1630	0	22	10	0	0	0	0	0	0	0	0	0	0	0	32
1630 - 1645	0	4	30	4	0	1	0	0	0	0	0	0	0	0	35
1645 - 1700	0	25	11	0	0	0	0	0	0	0	0	0	0	0	36
1700 - 1715	0	25	6	0	0	0	0	0	0	0	0	0	0	0	31
1715 - 1730	0	31	0	0	0	0	0	0	0	0	0	0	0	0	31
1730 - 1745	0	24	3	0	1	0	0	0	0	0	0	0	0	0	28
1745 - 1800	0	22	5	0	0	0	0	0	0	0	0	0	0	0	27
1800 - 1815	0	26	5	0	1	0	0	0	0	0	0	0	0	0	32
1815 - 1830	0	18	6	0	0	0	0	0	0	0	0	0	0	0	24
1830 - 1845	0	18	3	0	0	0	0	0	0	0	0	0	0	0	21
1845 - 1900	1	15	8	0	0	0	0	0	0	0	0	0	0	0	24
1900 - 1915	0	9	5	0	1	0	0	0	0	0	0	0	0	0	15
1915 - 1930	0	15	3	0	0	0	0	0	0	0	0	0	0	0	18
1930 - 1945	0	6	2	0	0	0	0	0	0	0	0	0	0	0	8
1945 - 2000	0	18	3	0	0	0	0	0	0	0	0	0	0	0	21
2000 - 2015	0	11	6	0	0	0	0	0	0	0	0	0	0	0	17
2015 - 2030	0	19	7	0	0	0	0	0	0	0	0	0	0	0	26
2030 - 2045	0	7	2	1	0	0	0	0	0	0	0	0	0	0	10
2045 - 2100	0	7	2	0	0	0	0	0	0	0	0	0	0	0	9
2100 - 2115	0	5	1	0	0	0	0	0	0	0	0	0	0	0	6
2115 - 2130	0	6	2	0	0	0	0	0	0	0	0	0	0	0	8
2130 - 2145	1	2	2	0	0	0	0	0	0	0	0	0	0	0	5
2145 - 2200	0	1	3	0	0	0	0	0	0	0	0	0	0	0	4
2200 - 2215	0	2	1	0	0	0	0	0	0	0	0	0	0	0	3
2215 - 2230	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
2230 - 2245	0	2	1	0	0	0	0	0	0	0	0	0	0	0	3
2245 - 2300	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
2300 - 2315	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
2315 - 2330	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
2330 - 2345	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2345 - 0000	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2

Session Total	5	1479	508	37	27	12	0	5	0	0	0	0	0	0	2073
Session Average	0.65	13.41	5.22	0.34	0.24	0.11	0.00	0.65	0.00	0.00	0.00	0.00	0.00	0.00	21.58
Session Percentage	0.24	71.35	24.51	1.78	1.30	0.58	0.00	0.24	0.00	0.00	0.00	0.00	0.00	0.00	

AM Peak Hour	-	0700 - 0800	0700 - 0800	0700 - 0800	0645 - 0745	0945 - 1045	-	0745 - 0845	-	-	-	-	-	-	0700 - 0800
AM Peak Hour Volume	281	97	11	11	13	13	12	12	12	12	12	12	12	12	398

Noon Peak Hour	1230 - 1330	1430 - 1530	1430 - 1530	1030 - 1130	1100 - 1200	1015 - 1
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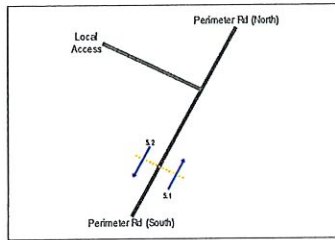
Dawson County, GA
Classified Traffic Count

Site 5
Perimeter Rd,
south of Local Access

Lat/Long
34,417878, -84,104787

Date
Wednesday, October 21, 2020

Weather
Mostly Cloudy
70°F



0000 - 2400 (Weekday 24h Session)

TIME	Bi-Directional 15min													TOTAL
	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	
0000-0015	0	1	0	0	0	0	0	0	0	0	0	0	0	1
0015-0030	0	1	1	0	0	0	0	0	0	0	0	0	0	2
0030-0045	0	2	0	0	0	0	0	0	0	0	0	0	0	2
0045-0100	0	1	1	0	0	0	0	0	0	0	0	0	0	2
0100-0115	0	1	0	0	0	0	0	0	0	0	0	0	0	1
0115-0130	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0130-0145	0	2	0	0	0	0	0	0	0	0	0	0	0	2
0145-0200	0	0	1	0	0	0	0	0	0	0	0	0	0	0
0200-0215	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0215-0230	0	2	0	0	0	0	0	0	0	0	0	0	0	2
0230-0245	0	3	0	0	0	0	0	0	0	0	0	0	0	3
0245-0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300-0315	0	0	3	0	0	0	0	0	0	0	0	0	0	0
0315-0330	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0330-0345	0	3	0	0	0	0	0	0	0	0	0	0	0	3
0345-0400	0	1	0	0	0	0	0	0	0	0	0	0	0	1
0400-0415	0	1	2	0	0	0	0	0	0	0	0	0	0	3
0415-0430	0	0	1	0	0	0	0	0	0	0	0	0	0	0
0430-0445	0	4	1	0	0	0	0	0	0	0	0	0	0	5
0445-0500	0	3	0	0	0	0	0	0	0	0	0	0	0	6
0500-0515	0	9	2	0	0	0	0	0	0	0	0	0	0	11
0515-0530	0	7	1	0	0	0	0	0	0	0	0	0	0	8
0530-0545	0	14	6	0	0	0	0	0	0	0	0	0	0	20
0545-0600	0	9	8	0	0	0	0	0	0	0	0	0	0	17
0600-0615	0	30	10	0	0	0	0	0	0	0	0	0	0	40
0615-0630	0	25	14	0	0	1	0	0	0	0	0	0	0	40
0630-0645	0	36	12	0	0	0	0	0	0	0	0	0	0	48
0645-0700	0	43	13	1	1	0	0	0	0	0	0	0	0	58
0700-0715	0	70	24	3	1	0	0	0	0	0	0	0	0	100
0715-0730	0	120	35	4	3	0	0	0	0	0	0	0	0	162
0730-0745	0	141	54	3	5	0	0	0	0	0	0	0	0	203
0745-0800	0	79	26	4	0	0	0	0	0	0	0	0	0	109
0800-0815	0	79	22	2	0	0	0	0	0	0	0	0	0	103
0815-0830	0	23	25	0	0	0	0	1	0	0	0	0	0	49
0830-0845	0	29	18	0	0	0	0	1	0	0	0	0	0	48
0845-0900	0	23	9	1	2	0	0	0	0	0	0	0	0	35
0900-0915	0	22	9	0	1	0	0	0	2	0	0	0	0	34
0915-0930	0	22	14	2	2	0	0	0	0	0	0	0	0	40
0930-0945	0	24	9	6	1	1	0	0	0	0	0	0	0	41
0945-1000	0	29	8	2	1	0	0	0	0	0	0	0	0	40
1000-1015	0	23	10	1	3	0	0	0	1	0	0	0	0	38
1015-1030	0	25	13	1	0	2	0	1	0	0	0	0	0	42
1030-1045	0	30	11	0	1	2	0	0	0	0	0	0	0	44
1045-1100	0	34	13	1	1	0	0	1	0	0	0	0	0	50
1100-1115	1	36	20	5	2	1	0	0	0	0	0	0	0	65
1115-1130	0	29	14	3	1	1	0	0	1	0	0	0	0	49
1130-1145	0	22	14	0	0	0	0	0	0	0	0	0	0	36
1145-1200	0	32	17	0	2	0	0	0	0	0	0	0	0	51
1200-1215	0	26	10	0	2	1	0	0	0	0	0	0	0	39
1215-1230	0	27	14	2	1	0	0	0	0	0	0	0	0	44
1230-1245	0	26	13	1	0	0	0	0	0	0	0	0	0	40
1245-1300	0	35	17	0	0	0	0	0	0	0	0	0	0	52
1300-1315	1	44	18	7	0	0	0	1	0	0	0	0	0	71
1315-1330	1	29	13	0	0	0	0	0	0	0	0	0	0	43
1330-1345	0	35	18	0	1	0	0	0	0	0	0	0	0	54
1345-1400	0	33	15	1	0	1	0	0	0	0	0	0	0	50
1400-1415	0	40	28	2	0	2	0	0	0	0	0	0	0	72
1415-1430	0	46	9	1	3	0	0	0	0	0	0	0	0	59
1430-1445	1	109	43	2	0	1	0	0	0	0	0	0	0	156
1445-1500	0	58	18	0	0	0	0	0	0	0	0	0	0	76
1500-1515	1	80	29	4	0	0	0	0	0	0	0	0	0	114
1515-1530	0	69	22	5	1	0	0	0	0	0	0	0	0	97
1530-1545	0	56	22	0	0	0	0	0	0	0	0	0	0	78
1545-1600	0	42	12	0	1	0	0	1	0	0	0	0	0	56
1600-1615	0	54	15	0	0	0	0	0	0	0	0	0	0	69
1615-1630	0	46	30	0	0	0	0	0	0	0	0	0	0	76
1630-1645	0	67	25	0	1	0	0	0	0	0	0	0	0	93
1645-1700	0	57	26	0	0	0	0	0	1	0	0	0	0	84
1700-1715	0	62	27	0	0	0	0	0	0	0	0	0	0	89
1715-1730	0	75	33	0	1	0	0	0	0	0	0	0	0	109
1730-1745	0	62	21	0	1	1	0	0	0	0	0	0	0	85
1745-1800	0	69	25	0	0	0	0	0	0	0	0	0	0	94
1800-1815	0	64	20	0	1	0	0	0	0	0	0	0	0	85
1815-1830	0	40	15	0	0	0	0	0	0	0	0	0	0	55
1830-1845	0	41	15	0	0	0	0	0	0	0	0	0	0	56
1845-1900	3	38	24	0	1	0	0	0	0	0	0	0	0	66
1900-1915	0	26	9	0	1	0	0	0	0	0	0	0	0	39
1915-1930	1	28	10	0	0	0	0	0	0	0	0	0	0	47
1930-1945	1	37	9	0	0	0	0	0	0	0	0	0	0	47
1945-2000	0	30	10	0	0	0	0	0	0	0	0	0	0	40
2000-2015	0	24	12	0	0	0	0	0	0	0	0	0	0	36
2015-2030	0	29	13	0	0	0	0	0	1	0	0	0	0	43
2030-2045	0	29	12	1	1	0	0	0	0	0	0	0	0	40
2045-2100	0	26	13	0	0	0	0	0	1	0	0	0	0	43
2100-2115	0	18	10	0	0	0	0	0	0	0	0	0	0	28
2115-2130	0	17	5	0	0	0	0	0	0	0	0	0	0	22
2130-2145	1	11	4	0	0	0	0	0	0	0	0	0	0	16
2145-2200	0	6	7	0	0	0	0	0	0	0	0	0	0	13
2200-2215	0	7	2	0	0	0	0	0	0	0	0	0	0	9
2215-2230	0	10	3	0	0	0	0	0	0	0	0	0	0	13
2230-2245	0	6	3	0	0	0	0	0	0	0	0	0	0	9
2245-2300	0	3	4	0	0	0	0	0	0	0	0	0	0	7
2300-2315	0	5	1	0	0	0	0	0	0	0	0	0	0	6
2315-2330	0	5	2	0	0	0	0	0	0	0	0	0	0	7
2330-2345	0	2	1	0	0	0	0	0	0	0	0	0	0	3
2345-0000	0	2	1	0	0	0	0	0	0	0	0	0	0	3
Session Total	11	2841	1152	65	43	14	0	8	5	0	0	0	0	4139
Session % of Total	0.11	28.64	12.60	0.64	0.45	0.15	0.00	0.08	0.05	0.00	0.00	0.00	0.00	43.11
Session Percentage	0.27	68.64	27.83	1.57	1.04	0.34	0.00	0.19	0.12	0.00	0.00	0.00	0.00	
AM Peak Hour	-	0715-0815	0700-0800	0700-0800	0645-0745	0945-1045	-	0745-0845	0815-0915	-	-	-	-	0715-0815
AM Peak Hour Volume	0	419	159	14	10	4	0	2	14	0	0	0	0	577
Noon Peak Hour	1230-1330	1430-1530	1430-1530	1430-1530	1000-1100	1015-1115	-	1000-1100	1000-1100	-	-	-	-	1430-1530
Noon Peak Hour Volume	2	316	112	11	5	5	0	2	1	0	0	0	0	443
PM Peak Hour	1845-1945	1715-1815	1630-1730	1500-1600	1745-1815	1645-1745	-	1500-1600	0.00	-	-	-	-	1700-1800
PM Peak Hour Volume	5	270	311	9	3	1	0	1	1	0	0	0	0	377

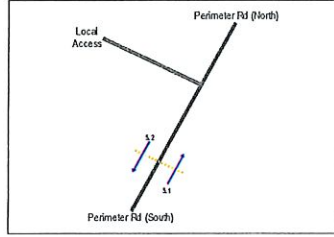
Dawson County, GA
Classified Traffic Count

Site 5
Perimeter Rd,
south of Local Access

Lat/Long
34,417878°, -84,104787°

Date
Wednesday, October 21, 2020

Weather
Mostly Cloudy
70°F



0000 - 2400 (Weekday 24h Session)

TIME	Site 5		TOTAL
	NB	SB	
0000 - 0015	1	0	1
0015 - 0030	2	0	2
0030 - 0045	2	0	2
0045 - 0100	2	0	2
0100 - 0115	0	1	1
0115 - 0130	0	0	0
0130 - 0145	1	1	2
0145 - 0200	1	0	1
0200 - 0215	0	0	0
0215 - 0230	1	1	2
0230 - 0245	1	2	3
0245 - 0300	0	0	0
0300 - 0315	0	3	3
0315 - 0330	0	0	0
0330 - 0345	0	3	3
0345 - 0400	1	0	1
0400 - 0415	1	2	3
0415 - 0430	0	1	1
0430 - 0445	0	5	5
0445 - 0500	1	5	6
0500 - 0515	0	11	11
0515 - 0530	2	6	8
0530 - 0545	2	18	20
0545 - 0600	1	16	17
0600 - 0615	11	29	40
0615 - 0630	7	33	40
0630 - 0645	8	40	48
0645 - 0700	16	42	58
0700 - 0715	25	73	98
0715 - 0730	40	122	162
0730 - 0745	81	127	208
0745 - 0800	78	81	159
0800 - 0815	31	72	103
0815 - 0830	15	34	49
0830 - 0845	20	28	48
0845 - 0900	15	20	35
0900 - 0915	11	23	34
0915 - 0930	11	29	40
0930 - 0945	18	23	41
0945 - 1000	17	23	40
1000 - 1015	14	24	38
1015 - 1030	25	17	42
1030 - 1045	19	25	44
1045 - 1100	17	33	50
1100 - 1115	33	32	65
1115 - 1130	22	27	49
1130 - 1145	18	18	36
1145 - 1200	26	25	51
1200 - 1215	19	20	39
1215 - 1230	23	21	44
1230 - 1245	21	19	40
1245 - 1300	25	27	52
1300 - 1315	35	36	71
1315 - 1330	25	18	43
1330 - 1345	34	20	54
1345 - 1400	25	25	50
1400 - 1415	34	38	72
1415 - 1430	27	32	59
1430 - 1445	112	44	156
1445 - 1500	50	26	76
1500 - 1515	52	62	114
1515 - 1530	49	48	97
1530 - 1545	46	32	78
1545 - 1600	38	18	56
1600 - 1615	36	33	69
1615 - 1630	44	32	76
1630 - 1645	58	35	93
1645 - 1700	48	36	84
1700 - 1715	58	31	89
1715 - 1730	78	31	109
1730 - 1745	57	28	85
1745 - 1800	67	27	94
1800 - 1815	53	32	85
1815 - 1830	31	24	55
1830 - 1845	35	21	56
1845 - 1900	42	24	66
1900 - 1915	21	15	36
1915 - 1930	21	18	39
1930 - 1945	39	8	47
1945 - 2000	19	21	40
2000 - 2015	19	17	36
2015 - 2030	17	26	43
2030 - 2045	33	10	43
2045 - 2100	31	9	40
2100 - 2115	22	6	28
2115 - 2130	14	8	22
2130 - 2145	11	5	16
2145 - 2200	9	4	13
2200 - 2215	6	3	9
2215 - 2230	11	2	13
2230 - 2245	6	3	9
2245 - 2300	6	1	7
2300 - 2315	4	2	6
2315 - 2330	4	3	7
2330 - 2345	3	0	3
2345 - 0000	1	2	3
Session Total	2066	2071	4139
Session Average	21:22	21:59	43:11

Dawson County, GA
Classified Traffic Count

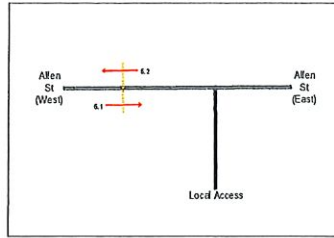
Site 6
Allen St,
west of Local Access

Lat/Long
34.419232, -84.105047

Date
Wednesday, October 21, 2020

Weather
Mostly Cloudy
70°F

0000 - 2400 (Weekday 24h Session)



TIME	Westbound, (Movement 6.2)													TOTAL	
	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13		
0000 - 0015	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0015 - 0030	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0030 - 0045	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0045 - 0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100 - 0115	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0115 - 0130	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0130 - 0145	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0145 - 0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200 - 0215	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0215 - 0230	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0230 - 0245	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0245 - 0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300 - 0315	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0315 - 0330	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0330 - 0345	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0345 - 0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400 - 0415	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0415 - 0430	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0430 - 0445	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0445 - 0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500 - 0515	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
0515 - 0530	0	0	2	0	0	0	0	0	0	0	0	0	0	0	2
0530 - 0545	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
0545 - 0600	0	1	1	0	0	0	0	0	0	0	0	0	0	0	2
0600 - 0615	0	2	1	0	0	0	0	0	0	0	0	0	0	0	3
0615 - 0630	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
0630 - 0645	0	5	2	0	0	0	0	0	0	0	0	0	0	0	7
0645 - 0700	0	4	3	1	0	0	0	0	0	0	0	0	0	0	8
0700 - 0715	0	16	8	1	0	0	0	0	0	0	0	0	0	0	25
0715 - 0730	0	27	5	1	0	0	0	0	0	0	0	0	0	0	33
0730 - 0745	0	54	12	0	0	0	0	0	0	0	0	0	0	0	66
0745 - 0800	0	46	10	1	0	0	0	0	0	0	0	0	0	0	57
0800 - 0815	0	42	9	0	0	0	0	0	0	0	0	0	0	0	51
0815 - 0830	0	10	0	0	0	0	0	0	0	0	0	0	0	0	10
0830 - 0845	0	6	1	0	0	0	0	0	0	0	0	0	0	0	7
0845 - 0900	0	5	2	0	0	0	0	0	0	0	0	0	0	0	7
0900 - 0915	0	3	1	0	0	0	0	0	0	0	0	0	0	0	4
0915 - 0930	0	8	0	0	0	0	0	0	0	0	0	0	0	0	8
0930 - 0945	0	6	3	0	0	0	0	0	0	0	0	0	0	0	9
0945 - 1000	0	7	6	1	0	0	0	0	0	0	0	0	0	0	14
1000 - 1015	0	4	2	0	1	0	0	0	0	0	0	0	0	0	7
1015 - 1030	0	5	2	0	0	0	0	0	0	0	0	0	0	0	7
1030 - 1045	0	5	1	0	0	0	0	0	0	0	0	0	0	0	6
1045 - 1100	0	4	1	0	0	0	0	0	0	0	0	0	0	0	5
1100 - 1115	0	10	2	1	0	0	0	0	0	0	0	0	0	0	13
1115 - 1130	0	3	3	0	0	0	0	0	0	0	0	0	0	0	6
1130 - 1145	0	1	2	0	0	0	0	0	0	0	0	0	0	0	3
1145 - 1200	0	8	1	0	0	1	0	0	0	0	0	0	0	0	10
1200 - 1215	0	7	1	0	1	0	0	0	0	0	0	0	0	0	9
1215 - 1230	0	7	3	1	0	0	0	0	0	0	0	0	0	0	11
1230 - 1245	0	4	1	0	0	0	0	0	0	0	0	0	0	0	5
1245 - 1300	0	5	1	0	1	0	0	0	0	0	0	0	0	0	7
1300 - 1315	0	10	1	0	0	0	0	0	0	0	0	0	0	0	11
1315 - 1330	0	5	1	0	0	0	0	0	0	0	0	0	0	0	6
1330 - 1345	0	11	1	0	1	0	0	0	0	0	0	0	0	0	13
1345 - 1400	0	13	7	0	2	0	0	0	0	0	0	0	0	0	22
1400 - 1415	0	16	3	0	0	0	0	0	0	0	0	0	0	0	19
1415 - 1430	0	19	2	0	1	0	0	0	0	0	0	0	0	0	22
1430 - 1445	0	50	16	1	0	0	0	0	0	0	0	0	0	0	67
1445 - 1500	0	30	6	0	0	0	0	0	0	0	0	0	0	0	36
1500 - 1515	1	32	6	2	0	0	0	0	0	0	0	0	0	0	41
1515 - 1530	0	28	5	0	0	0	0	0	0	0	0	0	0	0	33
1530 - 1545	0	7	2	0	0	0	0	0	0	0	0	0	0	0	9
1545 - 1600	0	10	1	0	1	0	0	0	0	0	0	0	0	0	12
1600 - 1615	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
1615 - 1630	0	12	4	0	0	0	0	0	0	0	0	0	0	0	15
1630 - 1645	0	12	4	0	0	0	0	0	0	0	0	0	0	0	16
1645 - 1700	0	14	3	0	0	0	0	0	0	0	0	0	0	0	17
1700 - 1715	0	6	9	0	0	0	0	0	0	0	0	0	0	0	15
1715 - 1730	0	16	10	0	0	0	0	0	0	0	0	0	0	0	26
1730 - 1745	0	9	2	0	0	0	0	0	0	0	0	0	0	0	11
1745 - 1800	0	5	3	0	0	0	0	0	0	0	0	0	0	0	8
1800 - 1815	0	15	2	0	0	0	0	0	0	0	0	0	0	0	17
1815 - 1830	0	11	3	0	0	0	0	0	0	0	0	0	0	0	14
1830 - 1845	0	5	1	0	0	0	0	0	0	0	0	0	0	0	6
1845 - 1900	1	4	1	0	0	0	0	0	0	0	0	0	0	0	6
1900 - 1915	0	5	0	0	0	0	0	0	0	0	0	0	0	0	5
1915 - 1930	0	5	2	0	1	0	0	0	0	0	0	0	0	0	8
1930 - 1945	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
1945 - 2000	0	5	0	0	0	0	0	0	0	0	0	0	0	0	5
2000 - 2015	0	1	0	0	0	0	0	0	0	0	0	0	0	0	1
2015 - 2030	0	2	1	0	0	0	0	0	0	0	0	0	0	0	3
2030 - 2045	0	5	3	0	0	0	0	0	0	0	0	0	0	0	8
2045 - 2100	0	3	0	0	0	0	0	0	0	0	0	0	0	0	3
2100 - 2115	0	2	1	0	0	0	0	0	0	0	0	0	0	0	3
2115 - 2130	0	2	0	0	0	0	0	0	0	0	0	0	0	0	2
2130 - 2145	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2145 - 2200	0	2	3	0	0	0	0	0	0	0	0	0	0	0	5
2200 - 2215	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2215 - 2230	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2230 - 2245	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
2245 - 2300	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2300 - 2315	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2315 - 2330	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2330 - 2345	0	0	1	0	0	0	0	0	0	0	0	0	0	0	1
2345 - 0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Session Total	2	686	192	10	9	1	0	0	0	0	0	0	0	0	0	900
Session Average	0.02	7.15	2.00	0.10	0.09	0.01	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	9.38
Session Percentage	0.22	76.72	21.33	1.11	1.00	0.11	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	0.00	

AM Peak Hour	0715 - 0815	0715 - 0815	0830 - 0930	0915 - 1015	-	-	-	-	-	-	-	-	-	-	-	0715 - 0815
AM Peak Hour Volume	2	686	192	10	9	1	0	0	0	0	0	0	0	0	0	2207

Noon Peak Hour	1415 - 1515	1430 - 1530	1430 - 1530	1415 - 1515	1330 - 1430	1100 - 1200	-	-	-	-	-	-	-	-	-	1410 - 1530
Noon Peak Hour Volume	12															

Dawson County, GA
Classified Traffic Count

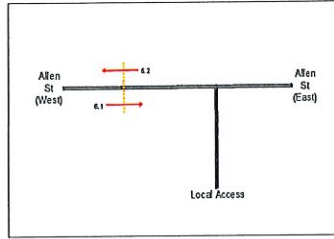
Site 6
Allen St,
west of Local Access

Lat/Long
34,419232, -84,106047

Date
Wednesday, October 21, 2020

Weather
Mostly Cloudy
70°F

0000 - 2400 (Weekday 24h Session)



TIME	Bi-Directional 15min													TOTAL
	Class 1	Class 2	Class 3	Class 4	Class 5	Class 6	Class 7	Class 8	Class 9	Class 10	Class 11	Class 12	Class 13	
0000 - 0015	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0015 - 0030	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0030 - 0045	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0045 - 0100	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0100 - 0115	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0115 - 0130	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0130 - 0145	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0145 - 0200	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0200 - 0215	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0215 - 0230	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0230 - 0245	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0245 - 0300	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0300 - 0315	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0315 - 0330	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0330 - 0345	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0345 - 0400	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0400 - 0415	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0415 - 0430	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0430 - 0445	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0445 - 0500	0	0	0	0	0	0	0	0	0	0	0	0	0	0
0500 - 0515	0	0	2	0	0	0	0	0	0	0	0	0	0	2
0515 - 0530	0	0	2	0	0	0	0	0	0	0	0	0	0	2
0530 - 0545	0	2	0	0	0	0	0	0	0	0	0	0	0	2
0545 - 0600	0	1	1	0	0	0	0	0	0	0	0	0	0	2
0600 - 0615	0	4	1	0	0	0	0	0	0	0	0	0	0	5
0615 - 0630	0	6	2	0	0	0	0	0	0	0	0	0	0	8
0630 - 0645	0	5	3	0	0	0	0	0	0	0	0	0	0	8
0645 - 0700	0	5	3	1	0	0	0	0	0	0	0	0	0	9
0700 - 0715	0	34	16	1	1	0	0	0	0	0	0	0	0	52
0715 - 0730	0	56	16	2	3	0	0	0	0	0	0	0	0	78
0730 - 0745	0	83	30	2	4	0	0	0	0	0	0	0	0	119
0745 - 0800	0	54	10	1	0	0	0	0	0	0	0	0	0	65
0800 - 0815	0	48	9	0	0	0	0	0	0	0	0	0	0	57
0815 - 0830	0	15	4	0	0	0	0	1	0	0	0	0	0	20
0830 - 0845	0	9	1	0	0	0	0	0	0	0	0	0	0	10
0845 - 0900	0	6	3	0	0	0	0	0	0	0	0	0	0	9
0900 - 0915	0	5	6	0	0	0	0	0	0	0	0	0	0	11
0915 - 0930	0	11	4	0	0	0	0	0	0	0	0	0	0	15
0930 - 0945	0	10	4	0	0	0	0	0	0	0	0	0	0	14
0945 - 1000	0	17	6	1	1	0	0	0	0	0	0	0	0	25
1000 - 1015	0	8	2	1	1	0	0	0	0	0	0	0	0	12
1015 - 1030	0	8	6	0	0	0	0	0	0	0	0	0	0	14
1030 - 1045	0	12	7	0	0	0	0	0	0	0	0	0	0	19
1045 - 1100	0	12	2	0	0	0	0	0	0	0	0	0	0	14
1100 - 1115	0	15	6	2	0	0	0	0	0	0	0	0	0	23
1115 - 1130	0	11	7	1	0	0	0	0	0	0	0	0	0	19
1130 - 1145	0	7	5	0	0	0	0	0	0	0	0	0	0	12
1145 - 1200	0	16	1	0	0	1	0	0	0	0	0	0	0	18
1200 - 1215	0	11	2	0	1	1	0	0	0	0	0	0	0	15
1215 - 1230	0	18	4	1	0	0	0	0	0	0	0	0	0	23
1230 - 1245	0	10	5	0	0	0	0	0	0	0	0	0	0	15
1245 - 1300	0	14	3	0	1	0	0	0	0	0	0	0	0	18
1300 - 1315	0	19	3	1	0	0	0	0	0	0	0	0	0	23
1315 - 1330	0	15	4	0	0	0	0	0	0	0	0	0	0	19
1330 - 1345	0	21	3	0	2	0	0	0	0	0	0	0	0	26
1345 - 1400	0	16	10	0	2	0	0	0	0	0	0	0	0	28
1400 - 1415	0	28	7	0	0	1	0	0	0	0	0	0	0	36
1415 - 1430	0	31	2	0	1	0	0	0	0	0	0	0	0	34
1430 - 1445	0	74	22	1	0	1	0	0	0	0	0	0	0	98
1445 - 1500	0	45	9	0	0	0	0	0	0	0	0	0	0	54
1500 - 1515	1	45	9	2	0	0	0	0	0	0	0	0	0	57
1515 - 1530	0	38	8	1	0	0	0	0	0	0	0	0	0	47
1530 - 1545	0	26	6	0	0	0	0	0	0	0	0	0	0	32
1545 - 1600	0	21	6	0	1	0	0	0	0	0	0	0	0	28
1600 - 1615	0	20	2	0	0	0	0	0	0	0	0	0	0	22
1615 - 1630	0	27	10	0	0	0	0	0	0	0	0	0	0	37
1630 - 1645	0	25	6	0	0	0	0	0	0	0	0	0	0	31
1645 - 1700	0	22	7	1	0	0	0	0	0	0	0	0	0	30
1700 - 1715	0	21	13	1	0	0	0	1	0	0	0	0	0	36
1715 - 1730	0	30	15	0	0	0	0	0	0	0	0	0	0	45
1730 - 1745	0	30	5	0	0	0	0	0	0	0	0	0	0	35
1745 - 1800	0	15	6	0	0	0	0	0	0	0	0	0	0	21
1800 - 1815	0	28	4	0	1	0	0	0	0	0	0	0	0	33
1815 - 1830	0	24	7	0	0	1	0	0	0	0	0	0	0	32
1830 - 1845	0	16	2	0	0	0	0	0	0	0	0	0	0	18
1845 - 1900	1	10	3	0	0	0	0	0	0	0	0	0	0	14
1900 - 1915	0	15	3	0	0	0	0	0	0	0	0	0	0	18
1915 - 1930	0	10	4	0	1	0	0	0	0	0	0	0	0	15
1930 - 1945	0	9	1	0	0	0	0	0	0	0	0	0	0	10
1945 - 2000	0	14	1	0	0	0	0	0	0	0	0	0	0	15
2000 - 2015	0	6	0	0	0	0	0	0	0	0	0	0	0	6
2015 - 2030	0	9	2	0	0	0	0	0	0	0	0	0	0	11
2030 - 2045	0	10	4	1	0	0	0	0	0	0	0	0	0	15
2045 - 2100	0	12	1	0	0	0	0	0	0	0	0	0	0	13
2100 - 2115	0	5	3	0	0	0	0	0	0	0	0	0	0	8
2115 - 2130	0	3	2	0	0	0	0	0	0	0	0	0	0	5
2130 - 2145	0	2	0	0	0	0	0	0	0	0	0	0	0	2
2145 - 2200	0	3	3	0	0	0	0	0	0	0	0	0	0	6
2200 - 2215	0	1	0	0	0	0	0	0	0	0	0	0	0	1
2215 - 2230	0	1	0	0	0	0	0	0	0	0	0	0	0	1
2230 - 2245	0	1	1	0	0	0	0	0	0	0	0	0	0	2
2245 - 2300	0	2	1	0	0	0	0	0	0	0	0	0	0	3
2300 - 2315	0	0	0	0	0	0	0	0	0	0	0	0	0	0
2315 - 2330	0	1	1	0	0	0	0	0	0	0	0	0	0	2
2330 - 2345	0	0	1	0	0	0	0	0	0	0	0	0	0	1
2345 - 0000	0	0	0	0	0	0	0	0	0	0	0	0	0	0

Session Total	7	1264	370	21	20	5	0	3	0	0	0	0	0	1645
Session Average	0.07	11.57	3.5	0.22	0.21	0.05	0.00	0.03	0.00	0.00	0.00	0.00	0.00	17.55
Session Percentage	0.32	75.01	21.96	1.25	1.19	0.30	0.00	0.18	0.00	0.00	0.00	0.00	0.00	

AM Peak Hour	-	0715 - 0815	0700 - 0800	0645 - 0745	0645 - 0745	-	-	0630 - 0730	-	-	-	-	-	0715 - 0815
AM Peak Hour Volume		241	72	6	8	0	0	1	0	0	0	0	0	319

Noon Peak Hour	1415 - 1515	1430 - 1530	1430 - 1530	1430 - 1530	1330 - 1430	1115 - 1215	-	-	-	-	-	-	-	1430 - 1530
Noon Peak Hour Volume	1	202	111	48	4	5	0	0	0	0	0	0	0	256

PM Peak Hour	1500 - 1600	1500 - 1600	1630 - 1730	1500 - 1600	1500 - 1600	1730 - 1830	-	1615 - 1715	-	-	-	-	-	1500 - 1600
PM Peak Hour Volume	1	130	11	41	3	1	0	1	0	0	0	0	0	164

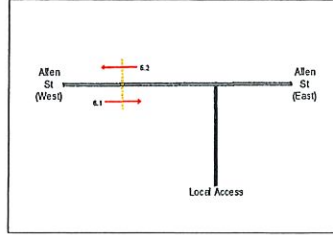
Dawson County, GA
Classified Traffic Count

Site 6
Allen St.
west of Local Access

Lat/long
34,419232°, -84,106047°

Date
Wednesday, October 21, 2020

Weather
Mostly Cloudy
70°F



0000 - 2400 (Weekday 24h Session)

TIME	Site 6		TOTAL
	EB	WB	
0000 - 0015	0	0	0
0015 - 0030	0	0	0
0030 - 0045	0	0	0
0045 - 0100	0	0	0
0100 - 0115	0	0	0
0115 - 0130	0	0	0
0130 - 0145	0	0	0
0145 - 0200	0	0	0
0200 - 0215	0	0	0
0215 - 0230	0	0	0
0230 - 0245	0	0	0
0245 - 0300	0	0	0
0300 - 0315	0	0	0
0315 - 0330	0	0	0
0330 - 0345	0	0	0
0345 - 0400	0	0	0
0400 - 0415	0	0	0
0415 - 0430	0	0	0
0430 - 0445	0	0	0
0445 - 0500	0	0	0
0500 - 0515	1	1	2
0515 - 0530	0	2	2
0530 - 0545	0	2	2
0545 - 0600	0	2	2
0600 - 0615	2	3	5
0615 - 0630	6	2	8
0630 - 0645	1	7	8
0645 - 0700	1	8	9
0700 - 0715	27	25	52
0715 - 0730	45	33	78
0730 - 0745	53	66	119
0745 - 0800	8	57	65
0800 - 0815	6	51	57
0815 - 0830	10	10	20
0830 - 0845	3	7	10
0845 - 0900	2	7	9
0900 - 0915	7	4	11
0915 - 0930	7	8	15
0930 - 0945	5	9	14
0945 - 1000	11	14	25
1000 - 1015	5	7	12
1015 - 1030	7	7	14
1030 - 1045	13	6	19
1045 - 1100	9	5	14
1100 - 1115	10	13	23
1115 - 1130	13	6	19
1130 - 1145	9	3	12
1145 - 1200	8	10	18
1200 - 1215	6	9	15
1215 - 1230	12	11	23
1230 - 1245	10	5	15
1245 - 1300	11	7	18
1300 - 1315	12	11	23
1315 - 1330	13	6	19
1330 - 1345	13	13	26
1345 - 1400	6	22	28
1400 - 1415	17	19	36
1415 - 1450	12	22	34
1430 - 1445	31	67	98
1445 - 1500	18	36	54
1500 - 1515	16	41	57
1515 - 1530	14	33	47
1530 - 1545	23	9	32
1545 - 1600	16	12	28
1600 - 1615	19	3	22
1615 - 1630	21	16	37
1630 - 1645	15	16	31
1645 - 1700	13	17	30
1700 - 1715	21	15	36
1715 - 1730	19	26	45
1730 - 1745	24	11	35
1745 - 1800	13	8	21
1800 - 1815	16	17	33
1815 - 1830	18	14	32
1830 - 1845	12	6	18
1845 - 1900	8	6	14
1900 - 1915	13	5	18
1915 - 1930	7	8	15
1930 - 1945	8	2	10
1945 - 2000	10	5	15
2000 - 2015	5	1	6
2015 - 2030	8	3	11
2030 - 2045	7	8	15
2045 - 2100	10	3	13
2100 - 2115	5	3	8
2115 - 2130	3	2	5
2130 - 2145	2	0	2
2145 - 2200	1	5	6
2200 - 2215	1	0	1
2215 - 2230	1	0	1
2230 - 2245	1	1	2
2245 - 2300	3	0	3
2300 - 2315	0	0	0
2315 - 2330	2	0	2
2330 - 2345	0	1	1
2345 - 0000	0	0	0
Session Total	765	900	1665
Session Average	31.9	37.5	69.5

Appendix C
Synchro Reports

Synchro Reports – Existing Year (2020)

Intersection												
Int Delay, s/veh	8.7											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	3	92	15	28	32	48	5	80	51	188	146	6
Future Vol, veh/h	3	92	15	28	32	48	5	80	51	188	146	6
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	3	100	16	30	35	52	5	87	55	204	159	7

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	739	723	163	754	699	115	166	0	0	142	0	0
Stage 1	571	571	-	125	125	-	-	-	-	-	-	-
Stage 2	168	152	-	629	574	-	-	-	-	-	-	-
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	333	352	882	326	364	937	1412	-	-	1441	-	-
Stage 1	506	505	-	879	792	-	-	-	-	-	-	-
Stage 2	834	772	-	470	503	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	253	296	882	209	306	937	1412	-	-	1441	-	-
Mov Cap-2 Maneuver	253	296	-	209	306	-	-	-	-	-	-	-
Stage 1	504	426	-	875	789	-	-	-	-	-	-	-
Stage 2	750	769	-	298	425	-	-	-	-	-	-	-

Approach	EB		WB		NE		SW	
HCM Control Delay, s	22.5		19		0.3		4.4	
HCM LOS	C		C					

Minor Lane/Major Mvmt	NEL	NET	NER	EBLn1	WBLn1	SWL	SWT	SWR
Capacity (veh/h)	1412	-	-	324	373	1441	-	-
HCM Lane V/C Ratio	0.004	-	-	0.369	0.315	0.142	-	-
HCM Control Delay (s)	7.6	0	-	22.5	19	7.9	0	-
HCM Lane LOS	A	A	-	C	C	A	A	-
HCM 95th %tile Q(veh)	0	-	-	1.6	1.3	0.5	-	-

Intersection						
Int Delay, s/veh	3.4					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	13	120	90	83	277	91
Future Vol, veh/h	13	120	90	83	277	91
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Yield	-	None	-	None
Storage Length	150	0	150	-	-	-
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	14	130	98	90	301	99

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	637	351	400	0	-	0
Stage 1	351	-	-	-	-	-
Stage 2	286	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	441	692	1159	-	-	-
Stage 1	713	-	-	-	-	-
Stage 2	763	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	404	692	1159	-	-	-
Mov Cap-2 Maneuver	503	-	-	-	-	-
Stage 1	652	-	-	-	-	-
Stage 2	763	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	11.5	4.4	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	1159	-	503	692	-	-
HCM Lane V/C Ratio	0.084	-	0.028	0.188	-	-
HCM Control Delay (s)	8.4	-	12.4	11.4	-	-
HCM Lane LOS	A	-	B	B	-	-
HCM 95th %tile Q(veh)	0.3	-	0.1	0.7	-	-

Intersection						
Int Delay, s/veh	2.5					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↘	↗	↑	↗		↘
Traffic Vol, veh/h	37	72	271	89	121	510
Future Vol, veh/h	37	72	271	89	121	510
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Yield	-	Yield	-	None
Storage Length	0	50	-	200	-	-
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	40	78	295	97	132	554






















Major/Minor	Minor1	Major1	Major2	Major2	Major2	Major2
Conflicting Flow All	1113	295	0	0	295	0
Stage 1	295	-	-	-	-	-
Stage 2	818	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	231	744	-	-	1266	-
Stage 1	755	-	-	-	-	-
Stage 2	434	-	-	-	-	-
Platoon blocked, %			-	-	-	-
Mov Cap-1 Maneuver	196	744	-	-	1266	-
Mov Cap-2 Maneuver	196	-	-	-	-	-
Stage 1	755	-	-	-	-	-
Stage 2	368	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	16.4	0	1.6
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	196	744	1266	-
HCM Lane V/C Ratio	-	-	0.205	0.105	0.104	-
HCM Control Delay (s)	-	-	28	10.4	8.2	0
HCM Lane LOS	-	-	D	B	A	A
HCM 95th %tile Q(veh)	-	-	0.7	0.4	0.3	-

Lanes, Volumes, Timings
4: Perimeter Rd & SR 53

11/05/2020

												
Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Traffic Volume (vph)	33	111	72	240	58	59	56	435	20	19	285	210
Future Volume (vph)	33	111	72	240	58	59	56	435	20	19	285	210
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150		0	275		0	175		0	190		145
Storage Lanes	1		0	1		0	1		0	1		1
Taper Length (ft)	75			75			75			75		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frnt		0.941			0.924			0.993				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1753	0	1770	1721	0	1770	1850	0	1770	1863	1583
Flt Permitted	0.676			0.336			0.464			0.328		
Satd. Flow (perm)	1259	1753	0	626	1721	0	864	1850	0	611	1863	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		33			64			3				228
Link Speed (mph)		40			45			45			45	
Link Distance (ft)		806			956			1211			978	
Travel Time (s)		13.7			14.5			18.3			14.8	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	36	121	78	261	63	64	61	473	22	21	310	228
Shared Lane Traffic (%)												
Lane Group Flow (vph)	36	199	0	261	127	0	61	495	0	21	310	228
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane				Yes								
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1		1	1		1	1	0
Detector Template												
Leading Detector (ft)	40	40		40	40		40	336		40	336	0
Trailing Detector (ft)	0	0		0	0		0	330		0	330	0
Detector 1 Position(ft)	0	0		0	0		0	330		0	330	0
Detector 1 Size(ft)	40	40		40	40		40	6		40	6	40
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Turn Type	Perm	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	Perm
Protected Phases		2		1	6		7	4		3	8	
Permitted Phases	2			6			4			8		8
Detector Phase	2	2		1	6		7	4		3	8	8
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	5.0
Minimum Split (s)	24.0	24.0		11.0	24.0		11.0	24.0		11.0	24.0	24.0
Total Split (s)	25.0	25.0		17.0	42.0		11.0	37.0		11.0	37.0	37.0

Lanes, Volumes, Timings
4: Perimeter Rd & SR 53

11/05/2020



Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	SEL	SET	SER	NWL	NWT	NWR
Total Split (%)	27.8%	27.8%		18.9%	46.7%		12.2%	41.1%		12.2%	41.1%	41.1%
Maximum Green (s)	19.0	19.0		11.0	36.0		5.0	31.0		5.0	31.0	31.0
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	4.0
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)	6.0	6.0		6.0	6.0		6.0	6.0		6.0	6.0	6.0
Lead/Lag	Lag	Lag		Lead			Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes			Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	3.0
Recall Mode	None	None		None	None		None	Max		None	Max	Max
Walk Time (s)	7.0	7.0			7.0			7.0			7.0	7.0
Flash Dont Walk (s)	11.0	11.0			11.0			11.0			11.0	11.0
Pedestrian Calls (#/hr)	0	0			0			0			0	0
Act Effct Green (s)	13.0	13.0		29.7	29.7		37.6	35.7		35.2	31.4	31.4
Actuated g/C Ratio	0.16	0.16		0.36	0.36		0.46	0.44		0.43	0.38	0.38
v/c Ratio	0.18	0.65		0.69	0.19		0.13	0.61		0.06	0.43	0.30
Control Delay	32.3	37.5		30.7	10.5		13.1	24.2		12.8	22.9	4.2
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Delay	32.3	37.5		30.7	10.5		13.1	24.2		12.8	22.9	4.2
LOS	C	D		C	B		B	C		B	C	A
Approach Delay		36.7			24.1			23.0			14.9	
Approach LOS		D			C			C			B	

Intersection Summary

Area Type: Other
 Cycle Length: 90
 Actuated Cycle Length: 81.7
 Natural Cycle: 70
 Control Type: Semi Act-Uncoord
 Maximum v/c Ratio: 0.69
 Intersection Signal Delay: 22.5 Intersection LOS: C
 Intersection Capacity Utilization 71.8% ICU Level of Service C
 Analysis Period (min) 15

Splits and Phases: 4: Perimeter Rd & SR 53

Ø1	Ø2	Ø3	Ø4
17 s	25 s	11 s	37 s
Ø6		Ø7	Ø8
42 s		11 s	37 s

Intersection

Int Delay, s/veh 8.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	10	26	4	13	81	197	8	177	11	75	132	9
Future Vol, veh/h	10	26	4	13	81	197	8	177	11	75	132	9
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	11	28	4	14	88	214	9	192	12	82	143	10

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	679	534	148	544	533	198	153	0	0	204	0	0
Stage 1	312	312	-	216	216	-	-	-	-	-	-	-
Stage 2	367	222	-	328	317	-	-	-	-	-	-	-
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	366	452	899	450	453	843	1428	-	-	1368	-	-
Stage 1	699	658	-	786	724	-	-	-	-	-	-	-
Stage 2	653	720	-	685	654	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	217	419	899	401	420	843	1428	-	-	1368	-	-
Mov Cap-2 Maneuver	217	419	-	401	420	-	-	-	-	-	-	-
Stage 1	694	615	-	780	719	-	-	-	-	-	-	-
Stage 2	424	715	-	607	611	-	-	-	-	-	-	-

Approach	EB	WB	NE	SW
HCM Control Delay, s	16.6	16.2	0.3	2.7
HCM LOS	C	C		

Minor Lane/Major Mvmt	NEL	NET	NER	EBLn1	WBLn1	SWL	SWT	SWR
Capacity (veh/h)	1428	-	-	355	634	1368	-	-
HCM Lane V/C Ratio	0.006	-	-	0.122	0.499	0.06	-	-
HCM Control Delay (s)	7.5	0	-	16.6	16.2	7.8	0	-
HCM Lane LOS	A	A	-	C	C	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.4	2.8	0.2	-	-

HCM 6th TWSC
2: Perimeter Rd & Allen St

11/05/2020

Intersection						
Int Delay, s/veh	2.2					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	58	19	26	234	98	34
Future Vol, veh/h	58	19	26	234	98	34
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Yield	-	None	-	None
Storage Length	150	0	150	-	-	-
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	63	21	28	254	107	37

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	436	126	144	0	-	0
Stage 1	126	-	-	-	-	-
Stage 2	310	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3,518	3,318	2,218	-	-	-
Pot Cap-1 Maneuver	578	924	1438	-	-	-
Stage 1	900	-	-	-	-	-
Stage 2	744	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	567	924	1438	-	-	-
Mov Cap-2 Maneuver	621	-	-	-	-	-
Stage 1	883	-	-	-	-	-
Stage 2	744	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	10.9	0.8	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	1438	-	621	924	-	-
HCM Lane V/C Ratio	0.02	-	0.102	0.022	-	-
HCM Control Delay (s)	7.6	-	11.5	9	-	-
HCM Lane LOS	A	-	B	A	-	-
HCM 95th %tile Q(veh)	0.1	-	0.3	0.1	-	-

Intersection

Int Delay, s/veh 0.7

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↘	↗	↑	↗		↘
Traffic Vol, veh/h	6	41	568	7	16	459
Future Vol, veh/h	6	41	568	7	16	459
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Yield	-	Yield	-	None
Storage Length	0	50	-	200	-	-
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	7	45	617	8	17	499

Major/Minor

	Minor1	Major1	Major2
Conflicting Flow All	1150	617	0
Stage 1	617	-	-
Stage 2	533	-	-
Critical Hdwy	6.42	6.22	-
Critical Hdwy Stg 1	5.42	-	-
Critical Hdwy Stg 2	5.42	-	-
Follow-up Hdwy	3.518	3.318	-
Pot Cap-1 Maneuver	219	490	-
Stage 1	538	-	-
Stage 2	588	-	-
Platoon blocked, %			
Mov Cap-1 Maneuver	214	490	-
Mov Cap-2 Maneuver	214	-	-
Stage 1	538	-	-
Stage 2	574	-	-

Approach






















	WB	NB	SB
HCM Control Delay, s	14.3	0	0.3
HCM LOS	B		

Minor Lane/Major Mvmt

	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	214	490	963	-
HCM Lane V/C Ratio	-	-	0.03	0.091	0.018	-
HCM Control Delay (s)	-	-	22.4	13.1	8.8	0
HCM Lane LOS	-	-	C	B	A	A
HCM 95th %tile Q(veh)	-	-	0.1	0.3	0.1	-

Lanes, Volumes, Timings
4: Perimeter Rd & SR 53

11/05/2020

												
Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Traffic Volume (vph)	41	51	32	113	46	25	12	358	27	52	504	171
Future Volume (vph)	41	51	32	113	46	25	12	358	27	52	504	171
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150		0	275		0	175		0	190		145
Storage Lanes	1		0	1		0	1		0	1		1
Taper Length (ft)	75			75			75			75		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.942			0.947			0.990				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1755	0	1770	1764	0	1770	1844	0	1770	1863	1583
Flt Permitted	0.707			0.371			0.380			0.439		
Satd. Flow (perm)	1317	1755	0	691	1764	0	708	1844	0	818	1863	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		32			27			5				182
Link Speed (mph)		40			45			45			45	
Link Distance (ft)		806			956			1211			978	
Travel Time (s)		13.7			14.5			18.3			14.8	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	45	55	35	123	50	27	13	389	29	57	548	186
Shared Lane Traffic (%)												
Lane Group Flow (vph)	45	90	0	123	77	0	13	418	0	57	548	186
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane					Yes							
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1		1	1		1	1	0
Detector Template												
Leading Detector (ft)	40	40		40	40		40	336		40	336	0
Trailing Detector (ft)	0	0		0	0		0	330		0	330	0
Detector 1 Position(ft)	0	0		0	0		0	330		0	330	0
Detector 1 Size(ft)	40	40		40	40		40	6		40	6	40
Detector 1 Type	Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex		Cl+Ex	Cl+Ex	Cl+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Turn Type	Perm	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	Perm
Protected Phases		2		1	6		7	4		3	8	
Permitted Phases	2			6			4			8		8
Detector Phase	2	2		1	6		7	4		3	8	8
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	5.0
Minimum Split (s)	24.0	24.0		11.0	24.0		11.0	24.0		11.0	24.0	24.0
Total Split (s)	24.0	24.0		11.0	35.0		11.0	44.0		11.0	44.0	44.0

Lanes, Volumes, Timings
4: Perimeter Rd & SR 53

11/05/2020

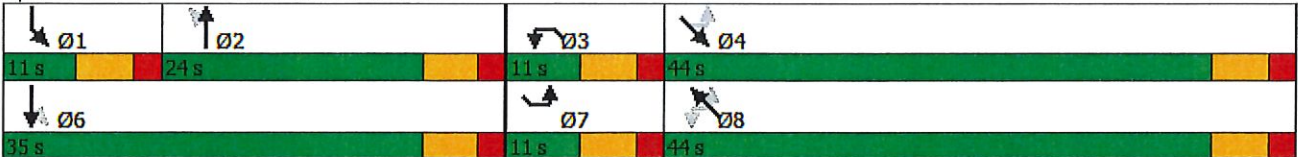


Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	SEL	SET	SER	NWL	NWT	NWR
Total Split (%)	26.7%	26.7%		12.2%	38.9%		12.2%	48.9%		12.2%	48.9%	48.9%
Maximum Green (s)	18.0	18.0		5.0	29.0		5.0	38.0		5.0	38.0	38.0
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	4.0
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	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)	6.0	6.0		6.0	6.0		6.0	6.0		6.0	6.0	6.0
Lead/Lag	Lag	Lag		Lead			Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes			Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	3.0
Recall Mode	None	None		None	None		None	Max		None	Max	Max
Walk Time (s)	7.0	7.0			7.0			7.0			7.0	7.0
Flash Dont Walk (s)	11.0	11.0			11.0			11.0			11.0	11.0
Pedestrian Calls (#/hr)	0	0			0			0			0	0
Act Effct Green (s)	8.2	8.2		16.5	16.6		45.2	44.0		47.4	48.0	48.0
Actuated g/C Ratio	0.11	0.11		0.22	0.22		0.61	0.59		0.64	0.65	0.65
v/c Ratio	0.31	0.41		0.54	0.19		0.03	0.38		0.10	0.46	0.17
Control Delay	38.5	28.9		33.8	17.8		7.2	14.1		7.5	12.5	2.6
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Delay	38.5	28.9		33.8	17.8		7.2	14.1		7.5	12.5	2.6
LOS	D	C		C	B		A	B		A	B	A
Approach Delay		32.1			27.7			13.9			9.8	
Approach LOS		C			C			B			A	

Intersection Summary

Area Type: Other
 Cycle Length: 90
 Actuated Cycle Length: 74.4
 Natural Cycle: 75
 Control Type: Semi Act-Uncoord
 Maximum v/c Ratio: 0.54
 Intersection Signal Delay: 15.2 Intersection LOS: B
 Intersection Capacity Utilization 58.6% ICU Level of Service B
 Analysis Period (min) 15

Splits and Phases: 4: Perimeter Rd & SR 53



Synchro Reports – No-Build Year (2025)

Intersection

Int Delay, s/veh 12.1

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	4	108	18	33	37	56	6	94	60	220	171	7
Future Vol, veh/h	4	108	18	33	37	56	6	94	60	220	171	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	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	4	117	20	36	40	61	7	102	65	239	186	8

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	867	849	190	886	821	135	194	0	0	167	0	0
Stage 1	668	668	-	149	149	-	-	-	-	-	-	-
Stage 2	199	181	-	737	672	-	-	-	-	-	-	-
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	273	298	852	265	309	914	1379	-	-	1411	-	-
Stage 1	448	456	-	854	774	-	-	-	-	-	-	-
Stage 2	803	750	-	410	454	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	191	240	852	138	249	914	1379	-	-	1411	-	-
Mov Cap-2 Maneuver	191	240	-	138	249	-	-	-	-	-	-	-
Stage 1	445	369	-	849	769	-	-	-	-	-	-	-
Stage 2	706	746	-	221	368	-	-	-	-	-	-	-

Approach	EB	WB	NE	SW
HCM Control Delay, s	33.3	29.4	0.3	4.5
HCM LOS	D	D		

Minor Lane/Major Mvmt	NEL	NET	NER	EBLn1	WBLn1	SWL	SWT	SWR
Capacity (veh/h)	1379	-	-	264	281	1411	-	-
HCM Lane V/C Ratio	0.005	-	-	0.535	0.487	0.169	-	-
HCM Control Delay (s)	7.6	0	-	33.3	29.4	8.1	0	-
HCM Lane LOS	A	A	-	D	D	A	A	-
HCM 95th %tile Q(veh)	0	-	-	2.9	2.5	0.6	-	-

Intersection						
Int Delay, s/veh	3.6					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	15	140	105	97	324	107
Future Vol, veh/h	15	140	105	97	324	107
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Yield	-	None	-	None
Storage Length	150	0	150	-	-	-
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	16	152	114	105	352	116

Major/Minor	Minor2	Major1	Major2			
Conflicting Flow All	743	410	468	0	-	0
Stage 1	410	-	-	-	-	-
Stage 2	333	-	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-	-
Pot Cap-1 Maneuver	383	642	1094	-	-	-
Stage 1	670	-	-	-	-	-
Stage 2	726	-	-	-	-	-
Platoon blocked, %				-	-	-
Mov Cap-1 Maneuver	343	642	1094	-	-	-
Mov Cap-2 Maneuver	453	-	-	-	-	-
Stage 1	600	-	-	-	-	-
Stage 2	726	-	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	12.4	4.5	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	1094	-	453	642	-	-
HCM Lane V/C Ratio	0.104	-	0.036	0.237	-	-
HCM Control Delay (s)	8.7	-	13.2	12.3	-	-
HCM Lane LOS	A	-	B	B	-	-
HCM 95th %tile Q(veh)	0.3	-	0.1	0.9	-	-

Intersection

Int Delay, s/veh 3

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Vol, veh/h	43	84	317	104	142	597
Future Vol, veh/h	43	84	317	104	142	597
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Yield	-	Yield	-	None
Storage Length	0	50	-	200	-	-
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	47	91	345	113	154	649

Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	1302	345	0
Stage 1	345	-	-
Stage 2	957	-	-
Critical Hdwy	6.42	6.22	-
Critical Hdwy Stg 1	5.42	-	-
Critical Hdwy Stg 2	5.42	-	-
Follow-up Hdwy	3.518	3.318	-
Pot Cap-1 Maneuver	177	698	-
Stage 1	717	-	-
Stage 2	373	-	-
Platoon blocked, %		-	-
Mov Cap-1 Maneuver	142	698	-
Mov Cap-2 Maneuver	142	-	-
Stage 1	717	-	-
Stage 2	299	-	-

Approach	WB	NB	SB
HCM Control Delay, s	21.5	0	1.6
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	142	698	1214	-
HCM Lane V/C Ratio	-	-	0.329	0.131	0.127	-
HCM Control Delay (s)	-	-	42.3	10.9	8.4	0
HCM Lane LOS	-	-	E	B	A	A
HCM 95th %tile Q(veh)	-	-	1.3	0.4	0.4	-

Lanes, Volumes, Timings
4: Perimeter Rd & SR 53

11/05/2020



Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Traffic Volume (vph)	39	130	84	281	68	69	66	509	23	22	334	246
Future Volume (vph)	39	130	84	281	68	69	66	509	23	22	334	246
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150		0	275		0	175		0	190		145
Storage Lanes	1		0	1		0	1		0	1		1
Taper Length (ft)	75			75			75			75		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frts		0.941			0.924			0.994				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1753	0	1770	1721	0	1770	1852	0	1770	1863	1583
Flt Permitted	0.662			0.283			0.406			0.237		
Satd. Flow (perm)	1233	1753	0	527	1721	0	756	1852	0	441	1863	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		32			66			3				267
Link Speed (mph)		40			45			45				45
Link Distance (ft)		806			956			1211				978
Travel Time (s)		13.7			14.5			18.3				14.8
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	42	141	91	305	74	75	72	553	25	24	363	267
Shared Lane Traffic (%)												
Lane Group Flow (vph)	42	232	0	305	149	0	72	578	0	24	363	267
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane					Yes							
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1		1	1		1	1	0
Detector Template												
Leading Detector (ft)	40	40		40	40		40	336		40	336	0
Trailing Detector (ft)	0	0		0	0		0	330		0	330	0
Detector 1 Position(ft)	0	0		0	0		0	330		0	330	0
Detector 1 Size(ft)	40	40		40	40		40	6		40	6	40
Detector 1 Type	CI+Ex	CI+Ex		CI+Ex	CI+Ex		CI+Ex	CI+Ex		CI+Ex	CI+Ex	CI+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Turn Type	Perm	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	Perm
Protected Phases		2		1	6		7	4		3	8	
Permitted Phases	2			6			4			8		8
Detector Phase	2	2		1	6		7	4		3	8	8
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	5.0
Minimum Split (s)	24.0	24.0		11.0	24.0		11.0	24.0		11.0	24.0	24.0
Total Split (s)	24.0	24.0		17.0	41.0		11.0	38.0		11.0	38.0	38.0

Lanes, Volumes, Timings
4: Perimeter Rd & SR 53

11/05/2020

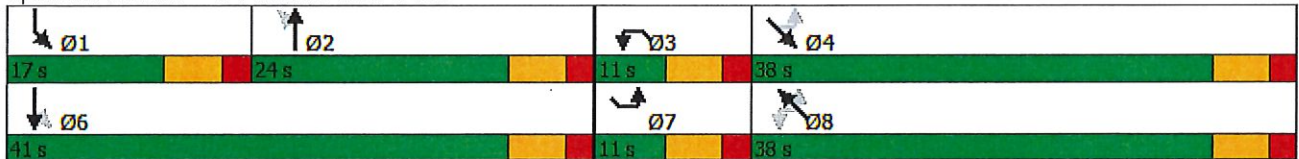


Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	SEL	SET	SER	NWL	NWT	NWR
Total Split (%)	26.7%	26.7%		18.9%	45.6%		12.2%	42.2%		12.2%	42.2%	42.2%
Maximum Green (s)	18.0	18.0		11.0	35.0		5.0	32.0		5.0	32.0	32.0
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	4.0
All-Red Time (s)	2.0	2.0		2.0	2.0		2.0	2.0		2.0	2.0	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)	6.0	6.0		6.0	6.0		6.0	6.0		6.0	6.0	6.0
Lead/Lag	Lag	Lag		Lead			Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes			Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	3.0
Recall Mode	None	None		None	None		None	Max		None	Max	Max
Walk Time (s)	7.0	7.0			7.0			7.0			7.0	7.0
Flash Dont Walk (s)	11.0	11.0			11.0			11.0			11.0	11.0
Pedestrian Calls (#/hr)	0	0			0			0			0	0
Act Effct Green (s)	14.2	14.2		31.3	31.3		38.5	36.6		36.2	32.3	32.3
Actuated g/C Ratio	0.17	0.17		0.37	0.37		0.46	0.43		0.43	0.38	0.38
v/c Ratio	0.20	0.72		0.85	0.22		0.18	0.72		0.09	0.51	0.35
Control Delay	33.1	42.2		45.2	11.6		13.7	28.2		13.2	24.6	4.1
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Delay	33.1	42.2		45.2	11.6		13.7	28.2		13.2	24.6	4.1
LOS	C	D		D	B		B	C		B	C	A
Approach Delay		40.8			34.2			26.6			15.8	
Approach LOS		D			C			C			B	

Intersection Summary

Area Type: Other
 Cycle Length: 90
 Actuated Cycle Length: 84.2
 Natural Cycle: 80
 Control Type: Semi Act-Uncoord
 Maximum v/c Ratio: 0.85
 Intersection Signal Delay: 26.7
 Intersection LOS: C
 Intersection Capacity Utilization 79.9%
 ICU Level of Service D
 Analysis Period (min) 15

Splits and Phases: 4: Perimeter Rd & SR 53



HCM 6th TWSC
1: SR 9 & Perimeter Rd

11/05/2020

Intersection												
Int Delay, s/veh	10.5											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	12	30	5	15	95	231	9	207	13	88	155	11
Future Vol, veh/h	12	30	5	15	95	231	9	207	13	88	155	11
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	13	33	5	16	103	251	10	225	14	96	168	12

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	795	625	174	637	624	232	180	0	0	239	0	0
Stage 1	366	366	-	252	252	-	-	-	-	-	-	-
Stage 2	429	259	-	385	372	-	-	-	-	-	-	-
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	305	401	869	390	402	807	1396	-	-	1328	-	-
Stage 1	653	623	-	752	698	-	-	-	-	-	-	-
Stage 2	604	694	-	638	619	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	154	366	869	337	367	807	1396	-	-	1328	-	-
Mov Cap-2 Maneuver	154	366	-	337	367	-	-	-	-	-	-	-
Stage 1	648	573	-	746	692	-	-	-	-	-	-	-
Stage 2	351	688	-	550	569	-	-	-	-	-	-	-

Approach	EB	WB	NE	SW
HCM Control Delay, s	20.4	21.7	0.3	2.7
HCM LOS	C	C		

Minor Lane/Major Mvmt	NEL	NET	NER	EBLn1	WBLn1	SWL	SWT	SWR
Capacity (veh/h)	1396	-	-	284	578	1328	-	-
HCM Lane V/C Ratio	0.007	-	-	0.18	0.641	0.072	-	-
HCM Control Delay (s)	7.6	0	-	20.4	21.7	7.9	0	-
HCM Lane LOS	A	A	-	C	C	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.6	4.6	0.2	-	-

HCM 6th TWSC
2: Perimeter Rd & Allen St

11/05/2020

Intersection						
Int Delay, s/veh	2.3					
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Vol, veh/h	68	22	30	274	115	40
Future Vol, veh/h	68	22	30	274	115	40
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Yield	-	None	-	None
Storage Length	150	0	150	-	-	-
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	74	24	33	298	125	43

Major/Minor	Minor2	Major1		Major2	
Conflicting Flow All	511	147	168	0	0
Stage 1	147	-	-	-	-
Stage 2	364	-	-	-	-
Critical Hdwy	6.42	6.22	4.12	-	-
Critical Hdwy Stg 1	5.42	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-
Follow-up Hdwy	3.518	3.318	2.218	-	-
Pot Cap-1 Maneuver	523	900	1410	-	-
Stage 1	880	-	-	-	-
Stage 2	703	-	-	-	-
Platoon blocked, %				-	-
Mov Cap-1 Maneuver	511	900	1410	-	-
Mov Cap-2 Maneuver	579	-	-	-	-
Stage 1	860	-	-	-	-
Stage 2	703	-	-	-	-

Approach	EB	NB	SB
HCM Control Delay, s	11.4	0.8	0
HCM LOS	B		

Minor Lane/Major Mvmt	NBL	NBT	EBLn1	EBLn2	SBT	SBR
Capacity (veh/h)	1410	-	579	900	-	-
HCM Lane V/C Ratio	0.023	-	0.128	0.027	-	-
HCM Control Delay (s)	7.6	-	12.1	9.1	-	-
HCM Lane LOS	A	-	B	A	-	-
HCM 95th %tile Q(veh)	0.1	-	0.4	0.1	-	-

Intersection						
Int Delay, s/veh	0.8					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↘	↗	↑	↗	↘	↖
Traffic Vol, veh/h	7	48	665	8	19	537
Future Vol, veh/h	7	48	665	8	19	537
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Yield	-	Yield	-	None
Storage Length	0	50	-	200	-	-
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	8	52	723	9	21	584






















Major/Minor	Minor1	Major1	Major2			
Conflicting Flow All	1349	723	0	0	723	0
Stage 1	723	-	-	-	-	-
Stage 2	626	-	-	-	-	-
Critical Hdwy	6.42	6.22	-	-	4.12	-
Critical Hdwy Stg 1	5.42	-	-	-	-	-
Critical Hdwy Stg 2	5.42	-	-	-	-	-
Follow-up Hdwy	3.518	3.318	-	-	2.218	-
Pot Cap-1 Maneuver	166	426	-	-	879	-
Stage 1	481	-	-	-	-	-
Stage 2	533	-	-	-	-	-
Platoon blocked, %						
Mov Cap-1 Maneuver	160	426	-	-	879	-
Mov Cap-2 Maneuver	160	-	-	-	-	-
Stage 1	481	-	-	-	-	-
Stage 2	514	-	-	-	-	-

Approach	WB	NB	SB
HCM Control Delay, s	16.4	0	0.3
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBRWBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	160	426	879
HCM Lane V/C Ratio	-	-	0.048	0.122	0.023
HCM Control Delay (s)	-	-	28.6	14.6	9.2
HCM Lane LOS	-	-	D	B	A
HCM 95th %tile Q(veh)	-	-	0.1	0.4	0.1

Lanes, Volumes, Timings
4: Perimeter Rd & SR 53

11/05/2020

												
Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Traffic Volume (vph)	48	60	37	132	54	29	14	419	32	61	590	200
Future Volume (vph)	48	60	37	132	54	29	14	419	32	61	590	200
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150		0	275		0	175		0	190		145
Storage Lanes	1		0	1		0	1		0	1		1
Taper Length (ft)	75			75			75			75		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.943			0.947			0.989				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1757	0	1770	1764	0	1770	1842	0	1770	1863	1583
Flt Permitted	0.698			0.385			0.311			0.362		
Satd. Flow (perm)	1300	1757	0	717	1764	0	579	1842	0	674	1863	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		31			32			5				182
Link Speed (mph)		40			45			45				45
Link Distance (ft)		806			956			1211				978
Travel Time (s)		13.7			14.5			18.3				14.8
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	52	65	40	143	59	32	15	455	35	66	641	217
Shared Lane Traffic (%)												
Lane Group Flow (vph)	52	105	0	143	91	0	15	490	0	66	641	217
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12				12
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane					Yes							
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1		1	1		1	1	0
Detector Template												
Leading Detector (ft)	40	40		40	40		40	336		40	336	0
Trailing Detector (ft)	0	0		0	0		0	330		0	330	0
Detector 1 Position(ft)	0	0		0	0		0	330		0	330	0
Detector 1 Size(ft)	40	40		40	40		40	6		40	6	40
Detector 1 Type	CI+Ex	CI+Ex		CI+Ex	CI+Ex		CI+Ex	CI+Ex		CI+Ex	CI+Ex	CI+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Turn Type	Perm	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	Perm
Protected Phases		2		1	6		7	4		3	8	
Permitted Phases	2			6			4			8		8
Detector Phase	2	2		1	6		7	4		3	8	8
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	5.0
Minimum Split (s)	24.0	24.0		11.0	24.0		11.0	24.0		11.0	24.0	24.0
Total Split (s)	24.0	24.0		11.0	35.0		11.0	44.0		11.0	44.0	44.0

Lanes, Volumes, Timings
4: Perimeter Rd & SR 53

11/05/2020

Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	SEL	SET	SER	NWL	NWT	NWR
Total Split (%)	26.7%	26.7%		12.2%	38.9%		12.2%	48.9%		12.2%	48.9%	48.9%
Maximum Green (s)	18.0	18.0		5.0	29.0		5.0	38.0		5.0	38.0	38.0
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	4.0
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)	6.0	6.0		6.0	6.0		6.0	6.0		6.0	6.0	6.0
Lead/Lag	Lag	Lag		Lead			Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes			Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	3.0
Recall Mode	None	None		None	None		None	Max		None	Max	Max
Walk Time (s)	7.0	7.0			7.0			7.0			7.0	7.0
Flash Dont Walk (s)	11.0	11.0			11.0			11.0			11.0	11.0
Pedestrian Calls (#/hr)	0	0			0			0			0	0
Act Effct Green (s)	8.9	8.9		17.4	17.4		45.5	41.6		49.0	48.1	48.1
Actuated g/C Ratio	0.11	0.11		0.22	0.22		0.57	0.52		0.62	0.60	0.60
v/c Ratio	0.36	0.47		0.64	0.22		0.04	0.51		0.14	0.57	0.21
Control Delay	40.3	31.9		39.2	18.0		7.6	17.2		8.0	14.8	3.4
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Delay	40.3	31.9		39.2	18.0		7.6	17.2		8.0	14.8	3.4
LOS	D	C		D	B		A	B		A	B	A
Approach Delay		34.6			31.0			16.9			11.7	
Approach LOS		C			C			B			B	

Intersection Summary

Area Type: Other

Cycle Length: 90

Actuated Cycle Length: 79.6

Natural Cycle: 80

Control Type: Semi Act-Uncoord

Maximum v/c Ratio: 0.64

Intersection Signal Delay: 17.6

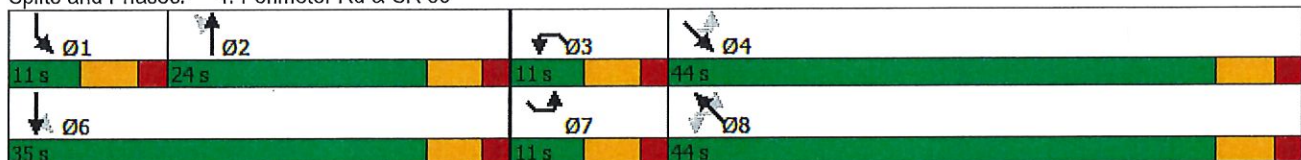
Intersection LOS: B

Intersection Capacity Utilization 64.2%

ICU Level of Service C

Analysis Period (min) 15

Splits and Phases: 4: Perimeter Rd & SR 53



Synchro Reports – Build Year (2025)

HCM 6th TWSC
1: SR 9 & Perimeter Rd

11/05/2020

Intersection

Int Delay, s/veh	13.2											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	4	108	18	41	37	60	6	94	63	221	171	7
Future Vol, veh/h	4	108	18	41	37	60	6	94	63	221	171	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	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	4	117	20	45	40	65	7	102	68	240	186	8

Major/Minor	Minor2		Minor1		Major1			Major2				
Conflicting Flow All	873	854	190	889	824	136	194	0	0	170	0	0
Stage 1	670	670	-	150	150	-	-	-	-	-	-	-
Stage 2	203	184	-	739	674	-	-	-	-	-	-	-
Critical Hwly	7.12	6.52	6.22	7.12	6.52	6.22	4.12	-	-	4.12	-	-
Critical Hwly Stg 1	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Critical Hwly Stg 2	6.12	5.52	-	6.12	5.52	-	-	-	-	-	-	-
Follow-up Hwly	3.518	4.018	3.318	3.518	4.018	3.318	2.218	-	-	2.218	-	-
Pot Cap-1 Maneuver	271	296	852	264	308	913	1379	-	-	1407	-	-
Stage 1	446	455	-	853	773	-	-	-	-	-	-	-
Stage 2	799	747	-	409	454	-	-	-	-	-	-	-
Platoon blocked, %												
Mov Cap-1 Maneuver	188	238	852	136	248	913	1379	-	-	1407	-	-
Mov Cap-2 Maneuver	188	238	-	136	248	-	-	-	-	-	-	-
Stage 1	443	368	-	848	768	-	-	-	-	-	-	-
Stage 2	699	743	-	220	367	-	-	-	-	-	-	-

Approach	EB		WB		NE		SW	
HCM Control Delay, s	33.7		34.5		0.3		4.5	
HCM LOS	D		D					

Minor Lane/Major Mvmt	NEL	NET	NER	EBLn1	WBLn1	SWL	SWT	SWR
Capacity (veh/h)	1379	-	-	262	267	1407	-	-
HCM Lane V/C Ratio	0.005	-	-	0.539	0.562	0.171	-	-
HCM Control Delay (s)	7.6	0	-	33.7	34.5	8.1	0	-
HCM Lane LOS	A	A	-	D	D	A	A	-
HCM 95th %tile Q(veh)	0	-	-	2.9	3.2	0.6	-	-

Intersection												
Int Delay, s/veh	5.3											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↖	↗			↖	↗	↖	↗	↖		↕	
Traffic Vol, veh/h	15	8	140	47	19	12	105	97	14	4	324	107
Future Vol, veh/h	15	8	140	47	19	12	105	97	14	4	324	107
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	-	-	Yield	-	-	Yield	-	-	Yield	-	-	None
Storage Length	150	-	-	-	-	0	150	-	100	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	16	9	152	51	21	13	114	105	15	4	352	116

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	762	751	410	756	809	105	468	0	0	105	0	0
Stage 1	418	418	-	333	333	-	-	-	-	-	-	-
Stage 2	344	333	-	423	476	-	-	-	-	-	-	-
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	322	340	642	325	314	949	1094	-	-	1486	-	-
Stage 1	612	591	-	681	644	-	-	-	-	-	-	-
Stage 2	671	644	-	609	557	-	-	-	-	-	-	-
Platoon blocked, %												
Mov Cap-1 Maneuver	275	303	642	223	280	949	1094	-	-	1486	-	-
Mov Cap-2 Maneuver	275	303	-	223	280	-	-	-	-	-	-	-
Stage 1	548	589	-	610	577	-	-	-	-	-	-	-
Stage 2	572	577	-	456	555	-	-	-	-	-	-	-

Approach	EB		WB		NB		SB	
HCM Control Delay, s	11.8		23.9		4.2		0.1	
HCM LOS	B		C					

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	1094	-	-	275	747	237	949	1486	-	-
HCM Lane V/C Ratio	0.104	-	-	0.059	0.215	0.303	0.014	0.003	-	-
HCM Control Delay (s)	8.7	-	-	18.9	11.1	26.7	8.8	7.4	0	-
HCM Lane LOS	A	-	-	C	B	D	A	A	A	-
HCM 95th %tile Q(veh)	0.3	-	-	0.2	0.8	1.2	0	0	-	-

Intersection						
Int Delay, s/veh	3.4					
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↘	↗	↑	↗		↘
Traffic Vol, veh/h	47	99	317	107	147	597
Future Vol, veh/h	47	99	317	107	147	597
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Yield	-	Yield	-	None
Storage Length	0	50	-	200	-	-
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	51	108	345	116	160	649






















Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	1314	345	0
Stage 1	345	-	-
Stage 2	969	-	-
Critical Hdwy	6.42	6.22	-
Critical Hdwy Stg 1	5.42	-	-
Critical Hdwy Stg 2	5.42	-	-
Follow-up Hdwy	3.518	3.318	-
Pot Cap-1 Maneuver	174	698	-
Stage 1	717	-	-
Stage 2	368	-	-
Platoon blocked, %			
Mov Cap-1 Maneuver	138	698	-
Mov Cap-2 Maneuver	138	-	-
Stage 1	717	-	-
Stage 2	292	-	-

Approach	WB	NB	SB
HCM Control Delay, s	22.2	0	1.7
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	138	698	1214	-
HCM Lane V/C Ratio	-	-	0.37	0.154	0.132	-
HCM Control Delay (s)	-	-	45.7	11.1	8.4	0
HCM Lane LOS	-	-	E	B	A	A
HCM 95th %tile Q(veh)	-	-	1.5	0.5	0.5	-

Lanes, Volumes, Timings
4: Perimeter Rd & SR 53

11/05/2020

												
Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Traffic Volume (vph)	39	133	84	316	76	73	67	509	23	22	334	256
Future Volume (vph)	39	133	84	316	76	73	67	509	23	22	334	256
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150		0	275		0	175		0	190		145
Storage Lanes	1		0	1		0	1		0	1		1
Taper Length (ft)	75			75			75			75		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frnt		0.942			0.927			0.994				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1755	0	1770	1727	0	1770	1852	0	1770	1863	1583
Flt Permitted	0.654			0.286			0.401			0.228		
Satd. Flow (perm)	1218	1755	0	533	1727	0	747	1852	0	425	1863	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		32			63			3				278
Link Speed (mph)		40			45			45				45
Link Distance (ft)		806			956			1211				978
Travel Time (s)		13.7			14.5			18.3				14.8
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	42	145	91	343	83	79	73	553	25	24	363	278
Shared Lane Traffic (%)												
Lane Group Flow (vph)	42	236	0	343	162	0	73	578	0	24	363	278
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12				12
Link Offset(ft)		0			0			0				0
Crosswalk Width(ft)		16			16			16				16
Two way Left Turn Lane					Yes							
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1		1	1		1	1	0
Detector Template												
Leading Detector (ft)	40	40		40	40		40	336		40	336	0
Trailing Detector (ft)	0	0		0	0		0	330		0	330	0
Detector 1 Position(ft)	0	0		0	0		0	330		0	330	0
Detector 1 Size(ft)	40	40		40	40		40	6		40	6	40
Detector 1 Type	CI+Ex	CI+Ex		CI+Ex	CI+Ex		CI+Ex	CI+Ex		CI+Ex	CI+Ex	CI+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Turn Type	Perm	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	Perm
Protected Phases		2		1	6		7	4		3	8	
Permitted Phases	2			6			4			8		8
Detector Phase	2	2		1	6		7	4		3	8	8
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	5.0
Minimum Split (s)	24.0	24.0		11.0	24.0		11.0	24.0		11.0	24.0	24.0
Total Split (s)	25.0	25.0		17.0	42.0		11.0	37.0		11.0	37.0	37.0

Lanes, Volumes, Timings
4: Perimeter Rd & SR 53

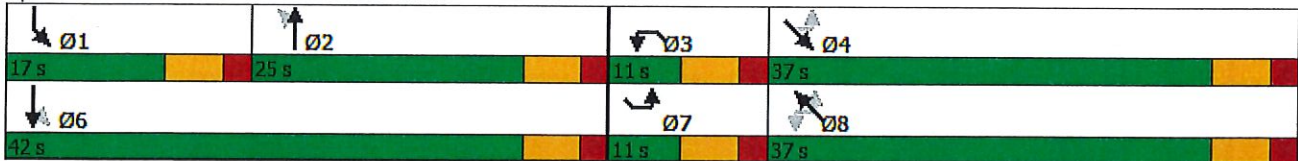
11/05/2020

Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	SEL	SET	SER	NWL	NWT	NWR
Total Split (%)	27.8%	27.8%		18.9%	46.7%		12.2%	41.1%		12.2%	41.1%	41.1%
Maximum Green (s)	19.0	19.0		11.0	36.0		5.0	31.0		5.0	31.0	31.0
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	4.0
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)	6.0	6.0		6.0	6.0		6.0	6.0		6.0	6.0	6.0
Lead/Lag	Lag	Lag		Lead			Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes			Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	3.0
Recall Mode	None	None		None	None		None	Max		None	Max	Max
Walk Time (s)	7.0	7.0		7.0			7.0			7.0		7.0
Flash Dont Walk (s)	11.0	11.0		11.0			11.0			11.0		11.0
Pedestrian Calls (#/hr)	0	0		0			0			0		0
Act Effct Green (s)	14.5	14.5		31.7	31.7		37.5	35.6		35.1	31.3	31.3
Actuated g/C Ratio	0.17	0.17		0.38	0.38		0.45	0.43		0.42	0.37	0.37
v/c Ratio	0.20	0.72		0.94	0.23		0.18	0.73		0.09	0.52	0.36
Control Delay	32.3	41.1		58.2	12.1		14.1	29.3		13.6	25.3	4.3
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Delay	32.3	41.1		58.2	12.1		14.1	29.3		13.6	25.3	4.3
LOS	C	D		E	B		B	C		B	C	A
Approach Delay		39.8			43.4			27.6			16.1	
Approach LOS		D			D			C			B	

Intersection Summary

Area Type: Other
 Cycle Length: 90
 Actuated Cycle Length: 83.5
 Natural Cycle: 80
 Control Type: Semi Act-Uncoord
 Maximum v/c Ratio: 0.94
 Intersection Signal Delay: 29.4
 Intersection LOS: C
 Intersection Capacity Utilization 82.0%
 ICU Level of Service D
 Analysis Period (min) 15

Splits and Phases: 4: Perimeter Rd & SR 53



Intersection												
Int Delay, s/veh	11.6											
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NEL	NET	NER	SWL	SWT	SWR
Lane Configurations		↕			↕			↕			↕	
Traffic Vol, veh/h	12	34	5	23	95	234	9	207	26	93	155	11
Future Vol, veh/h	12	34	5	23	95	234	9	207	26	93	155	11
Conflicting Peds, #/hr	0	0	0	0	0	0	0	0	0	0	0	0
Sign Control	Stop	Stop	Stop	Stop	Stop	Stop	Free	Free	Free	Free	Free	Free
RT Channelized	-	-	None	-	-	None	-	-	None	-	-	None
Storage Length	-	-	-	-	-	-	-	-	-	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	13	37	5	25	103	254	10	225	28	101	168	12

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	814	649	174	656	641	239	180	0	0	253	0	0
Stage 1	376	376	-	259	259	-	-	-	-	-	-	-
Stage 2	438	273	-	397	382	-	-	-	-	-	-	-
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	297	389	869	379	393	800	1396	-	-	1312	-	-
Stage 1	645	616	-	746	694	-	-	-	-	-	-	-
Stage 2	597	684	-	629	613	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	146	353	869	322	356	800	1396	-	-	1312	-	-
Mov Cap-2 Maneuver	146	353	-	322	356	-	-	-	-	-	-	-
Stage 1	640	563	-	740	688	-	-	-	-	-	-	-
Stage 2	343	679	-	534	560	-	-	-	-	-	-	-

Approach	EB	WB	NE	SW
HCM Control Delay, s	21.2	24.3	0.3	2.9
HCM LOS	C	C		

Minor Lane/Major Mvmt	NEL	NET	NER	EBLn1	WBLn1	SWL	SWT	SWR
Capacity (veh/h)	1396	-	-	277	558	1312	-	-
HCM Lane V/C Ratio	0.007	-	-	0.2	0.686	0.077	-	-
HCM Control Delay (s)	7.6	0	-	21.2	24.3	8	0	-
HCM Lane LOS	A	A	-	C	C	A	A	-
HCM 95th %tile Q(veh)	0	-	-	0.7	5.3	0.2	-	-

HCM 6th TWSC
2: Perimeter Rd & Allen St

11/05/2020

Intersection

Int Delay, s/veh 4.2

Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations	↙	↘			↕	↗	↙	↘	↗		↕	
Traffic Vol, veh/h	68	26	22	26	15	11	30	274	39	22	115	40
Future Vol, veh/h	68	26	22	26	15	11	30	274	39	22	115	40
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	-	-	Yield	-	-	Yield	-	-	None	-	-	None
Storage Length	150	-	-	-	-	0	150	-	150	-	-	-
Veh in Median Storage, #	-	0	-	-	0	-	-	0	-	-	0	-
Grade, %	-	0	-	-	0	-	-	0	-	-	0	-
Peak Hour Factor	92	92	92	92	92	92	92	92	92	92	92	92
Heavy Vehicles, %	2	2	2	2	2	2	2	2	2	2	2	2
Mvmt Flow	74	28	24	28	16	12	33	298	42	24	125	43

Major/Minor	Minor2		Minor1		Major1		Major2					
Conflicting Flow All	588	601	147	573	580	298	168	0	0	340	0	0
Stage 1	195	195	-	364	364	-	-	-	-	-	-	-
Stage 2	393	406	-	209	216	-	-	-	-	-	-	-
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	421	414	900	430	426	741	1410	-	-	1219	-	-
Stage 1	807	739	-	655	624	-	-	-	-	-	-	-
Stage 2	632	598	-	793	724	-	-	-	-	-	-	-
Platoon blocked, %								-	-	-	-	-
Mov Cap-1 Maneuver	388	396	900	382	407	741	1410	-	-	1219	-	-
Mov Cap-2 Maneuver	388	396	-	382	407	-	-	-	-	-	-	-
Stage 1	788	723	-	640	610	-	-	-	-	-	-	-
Stage 2	591	584	-	725	708	-	-	-	-	-	-	-

Approach	EB	WB	NB	SB
HCM Control Delay, s	15.2	14.2	0.7	1
HCM LOS	C	B		

Minor Lane/Major Mvmt	NBL	NBT	NBR	EBLn1	EBLn2	WBLn1	WBLn2	SBL	SBT	SBR
Capacity (veh/h)	1410	-	-	388	481	391	741	1219	-	-
HCM Lane V/C Ratio	0.023	-	-	0.19	0.108	0.114	0.016	0.02	-	-
HCM Control Delay (s)	7.6	-	-	16.4	13.4	15.4	9.9	8	0	-
HCM Lane LOS	A	-	-	C	B	C	A	A	A	-
HCM 95th %tile Q(veh)	0.1	-	-	0.7	0.4	0.4	0	0.1	-	-

Intersection

Int Delay, s/veh 1.1

Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations	↘	↗	↑	↗		↘
Traffic Vol, veh/h	12	58	665	21	32	537
Future Vol, veh/h	12	58	665	21	32	537
Conflicting Peds, #/hr	0	0	0	0	0	0
Sign Control	Stop	Stop	Free	Free	Free	Free
RT Channelized	-	Yield	-	Yield	-	None
Storage Length	0	50	-	200	-	-
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	13	63	723	23	35	584






















Major/Minor	Minor1	Major1	Major2
Conflicting Flow All	1377	723	0
Stage 1	723	-	-
Stage 2	654	-	-
Critical Hdwy	6.42	6.22	-
Critical Hdwy Stg 1	5.42	-	-
Critical Hdwy Stg 2	5.42	-	-
Follow-up Hdwy	3.518	3.318	-
Pot Cap-1 Maneuver	160	426	-
Stage 1	481	-	-
Stage 2	517	-	-
Platoon blocked, %			
Mov Cap-1 Maneuver	151	426	-
Mov Cap-2 Maneuver	151	-	-
Stage 1	481	-	-
Stage 2	486	-	-

Approach	WB	NB	SB
HCM Control Delay, s	17.7	0	0.5
HCM LOS	C		

Minor Lane/Major Mvmt	NBT	NBR	WBLn1	WBLn2	SBL	SBT
Capacity (veh/h)	-	-	151	426	879	-
HCM Lane V/C Ratio	-	-	0.086	0.148	0.04	-
HCM Control Delay (s)	-	-	31.1	14.9	9.3	0
HCM Lane LOS	-	-	D	B	A	A
HCM 95th %tile Q(veh)	-	-	0.3	0.5	0.1	-

Lanes, Volumes, Timings
4: Perimeter Rd & SR 53

11/05/2020

												
Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	SEL	SET	SER	NWL	NWT	NWR
Lane Configurations												
Traffic Volume (vph)	48	64	37	152	54	35	18	419	32	61	590	231
Future Volume (vph)	48	64	37	152	54	35	18	419	32	61	590	231
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Storage Length (ft)	150		0	275		0	175		0	190		145
Storage Lanes	1		0	1		0	1		0	1		1
Taper Length (ft)	75			75			75			75		
Lane Util. Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Frt		0.945			0.941			0.989				0.850
Flt Protected	0.950			0.950			0.950			0.950		
Satd. Flow (prot)	1770	1760	0	1770	1753	0	1770	1842	0	1770	1863	1583
Flt Permitted	0.694			0.388			0.290			0.364		
Satd. Flow (perm)	1293	1760	0	723	1753	0	540	1842	0	678	1863	1583
Right Turn on Red			Yes			Yes			Yes			Yes
Satd. Flow (RTOR)		29			38			5				184
Link Speed (mph)		40			45			45				45
Link Distance (ft)		806			956			1211				978
Travel Time (s)		13.7			14.5			18.3				14.8
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	52	70	40	165	59	38	20	455	35	66	641	251
Shared Lane Traffic (%)												
Lane Group Flow (vph)	52	110	0	165	97	0	20	490	0	66	641	251
Enter Blocked Intersection	No	No	No	No	No	No	No	No	No	No	No	No
Lane Alignment	Left	Left	Right	Left	Left	Right	Left	Left	Right	Left	Left	Right
Median Width(ft)		12			12			12			12	
Link Offset(ft)		0			0			0			0	
Crosswalk Width(ft)		16			16			16			16	
Two way Left Turn Lane					Yes							
Headway Factor	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00	1.00
Turning Speed (mph)	15		9	15		9	15		9	15		9
Number of Detectors	1	1		1	1		1	1		1	1	0
Detector Template												
Leading Detector (ft)	40	40		40	40		40	336		40	336	0
Trailing Detector (ft)	0	0		0	0		0	330		0	330	0
Detector 1 Position(ft)	0	0		0	0		0	330		0	330	0
Detector 1 Size(ft)	40	40		40	40		40	6		40	6	40
Detector 1 Type	CI+Ex	CI+Ex		CI+Ex	CI+Ex		CI+Ex	CI+Ex		CI+Ex	CI+Ex	CI+Ex
Detector 1 Channel												
Detector 1 Extend (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Queue (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Detector 1 Delay (s)	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Turn Type	Perm	NA		pm+pt	NA		pm+pt	NA		pm+pt	NA	Perm
Protected Phases		2		1	6		7	4		3	8	
Permitted Phases	2			6			4			8		8
Detector Phase	2	2		1	6		7	4		3	8	8
Switch Phase												
Minimum Initial (s)	5.0	5.0		5.0	5.0		5.0	5.0		5.0	5.0	5.0
Minimum Split (s)	24.0	24.0		11.0	24.0		11.0	24.0		11.0	24.0	24.0
Total Split (s)	24.0	24.0		11.0	35.0		11.0	44.0		11.0	44.0	44.0

Lanes, Volumes, Timings
4: Perimeter Rd & SR 53

11/05/2020

Lane Group	NBL	NBT	NBR	SBL	SBT	SBR	SEL	SET	SER	NWL	NWT	NWR
Total Split (%)	26.7%	26.7%		12.2%	38.9%		12.2%	48.9%		12.2%	48.9%	48.9%
Maximum Green (s)	18.0	18.0		5.0	29.0		5.0	38.0		5.0	38.0	38.0
Yellow Time (s)	4.0	4.0		4.0	4.0		4.0	4.0		4.0	4.0	4.0
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)	6.0	6.0		6.0	6.0		6.0	6.0		6.0	6.0	6.0
Lead/Lag	Lag	Lag		Lead			Lead	Lag		Lead	Lag	Lag
Lead-Lag Optimize?	Yes	Yes		Yes			Yes	Yes		Yes	Yes	Yes
Vehicle Extension (s)	3.0	3.0		3.0	3.0		3.0	3.0		3.0	3.0	3.0
Recall Mode	None	None		None	None		None	Max		None	Max	Max
Walk Time (s)	7.0	7.0			7.0			7.0			7.0	7.0
Flash Dont Walk (s)	11.0	11.0			11.0			11.0			11.0	11.0
Pedestrian Calls (#/hr)	0	0			0			0			0	0
Act Effct Green (s)	9.1	9.1		17.6	17.6		44.9	41.0		47.3	45.4	45.4
Actuated g/C Ratio	0.11	0.11		0.22	0.22		0.57	0.52		0.60	0.57	0.57
v/c Ratio	0.35	0.48		0.72	0.23		0.05	0.51		0.14	0.60	0.25
Control Delay	39.7	32.7		45.0	17.2		7.8	17.5		8.2	17.5	4.8
Queue Delay	0.0	0.0		0.0	0.0		0.0	0.0		0.0	0.0	0.0
Total Delay	39.7	32.7		45.0	17.2		7.8	17.5		8.2	17.5	4.8
LOS	D	C		D	B		A	B		A	B	A
Approach Delay		35.0			34.7			17.1			13.5	
Approach LOS		C			C			B			B	

Intersection Summary

Area Type: Other
 Cycle Length: 90
 Actuated Cycle Length: 79.2
 Natural Cycle: 80
 Control Type: Semi Act-Uncoord
 Maximum v/c Ratio: 0.72
 Intersection Signal Delay: 19.2
 Intersection Capacity Utilization 65.3%
 Analysis Period (min) 15

Intersection LOS: B
 ICU Level of Service C

Splits and Phases: 4: Perimeter Rd & SR 53

